

Wandsworth Local Plan

Core Strategy

Adopted
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1 Introduction

1.1 The Council's Local Plan will together with the London Plan comprise the development plan for the borough. The Local Plan 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 over the plan period 2015 - 2030.

The Local Plan

1.2 The Local Plan is made up of a set of three development plan documents (DPDs). 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 is supported by the Site Specific Allocations Document (SSAD) which identifies individual site allocations together with Area Spatial Strategies for the areas of greatest change in the borough, and the Development Management Policies Document (DMPD). All development plan documents in the Local Plan 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 The National Planning Policy Framework (NPPF) sets out the Government's policy on the form and content of Local Plans. It states that "Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities" and goes on to state that "Local Planning Authorities should set out the **strategic priorities** for the area in the Local Plan". Wandsworth's Core Strategy sets out the key elements of the planning framework for the borough. It contains a spatial vision and strategic objectives for the area together with a spatial strategy, strategic planning policies and a monitoring and implementation framework. The Core Strategy is the Council's primary Development Plan Document that provides the framework for the supporting SSAD and DMPD Development Plan Documents.

1.4 The Council's original Core Strategy, adopted in October 2010, evolved following consultations on the Issues and Options and then Preferred Options stages, sustainability appraisal, representations at the Proposed Submission (Publication) stage and independent Examination. The original Core Strategy contained a commitment to review the housing targets and policies following the publication of the London Plan 2011. The publication of the National Planning Policy Framework (NPPF) in March 2012, meant that the Council was required to undertake a review of its three DPDs to ensure compliance with the NPPF in order that the documents can carry full weight beyond the transition period ending in March 2013. Separately, the Council has also identified a number of other limited areas where revisions to the adopted documents were necessary. Following Executive approval the Council therefore carried out consultation from 6 July - 31 August 2012 on the areas to be included in the Local Plan review. The Proposed Submission Version of the Core Strategy

was approved by the Executive on 29 April 2013 with representations being sought between 17 May and 28 June 2013. The details of the consultation responses and the Council's proposed actions are set out in the Local Plan Statement of Consultation proposed submission stage. This Core Strategy Submission Version provides an update of the Council's vision and strategic policies for the borough for the next 15 years.

The Format of the Document

1.5 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 Characteristics of Wandsworth

1.6 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.

1.7 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.

1.8 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, with orbital movement recently facilitated by the completion in 2012 of the London Overground Orbital route.

1.9 Around 135,598 dwellings are home to a population of about 310,516 (2013). 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.

1.10 The age structure of residents differs significantly from both the national and the Greater London average. The 20-44 year old age group represents 54% of the population compared to 34% nationally and 43% in Greater London. Wandsworth is a diverse borough, with 53% of the population being white British. Non-white ethnic minorities account for 29% of the population as a whole and 42% of the under 15s.

1.11 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.

1.12 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. As part of its Aspirations Programme the Council is preparing masterplans for the regeneration of the Winstanley/York Road Estates in Clapham Junction, Battersea and part of the Alton Estate in Roehampton.

Regional Context - The London Plan

1.13 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 2015. 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.

1.14 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 2015:-

- Requires 18,123 new homes to be provided in Wandsworth over the period 2015 -25, with an annual target of 1,812. The Plan requires boroughs to set an overall target for affordable housing and separate targets by tenure type.
- 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. Battersea (Power Station) and Vauxhall are identified as potential CAZ Frontages (town/local centres in the Central Activities Zone).
- Seeks to improve the variety, quality and access to available employment sites, especially within Strategic Industrial Locations, which in Wandsworth the Plan identifies as part of the Nine Elms/Queenstown Road area.
- Seeks to secure the necessary financial resources to deliver transport infrastructure for the subregion, 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 and enhanced from the Royal Parks to local recreation grounds and the Thames: the plan identifies the opportunity to enhance London's green infrastructure through the 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 South Wimbledon/Colliers Wood, just over the borough boundary, as an Intensification Area.

1.15 The Mayor is in the process of making alterations to the London Plan in the form of Minor Alterations (MALP), with the draft published for consultation in May 2015. The changes in the MALP include those deemed necessary to ensure that the London Plan is consistent with the Written Ministerial Statement Planning update March 2015 relating to housing and parking standards.

Wandsworth's Corporate Business Plan 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 objectives as set out in the Council's Corporate Business Plan (CBP).

Strategic Priorities

1.17 The five strategic objectives of the CBP are:-

- Delivering high quality, value for money services
- Improving opportunities for children and young people with an emphasis on early intervention and preventative work
- Making Wandsworth an attractive, safe, sustainable and healthy place
- Providing personalised and preventative care and support for adults in need - including those in housing need
- Building a prosperous, vibrant and cohesive community

1.18 Further details in the CBP are reflected in the individual corporate objectives and the Key Issues, which are reviewed annually, which include progressing the Local Development Framework (Local Plan), introduction of the Council's Community Infrastructure Levy, development of Nine Elms, and a number of other issues which are integral to the Council's Local Plan. The CBP is also informed by and implemented through a number of other strategies including:

- Wandsworth Asset Management Plan 2010-11
- Partnership Plan 2010-2013, Wandsworth Community Safety Partnership
- Wandsworth Local Plan
- Environmental Action Plan 2011
- Second Local Implementation Plan (2011)
- Roehampton Future
- Wandsworth Town Centre Partnership Business Plan
- Balham Business Plan
- Clapham Junction Town Centre Business Plan
- Putney Town Centre Partnership Business Plan
- Tooting Business Plan
- Nine Elms Vauxhall Strategy Board
- Wandsworth Consortium Infrastructure Business Plan 2008-2011
- Wandsworth Children and Young People's Plan (2011-2015)
- Joint Strategic Needs Assessment 2010
- Revised Older People's Strategy (2008-2013)
- Housing Revenue Account Business Plan 2012-13
- Healthy Weight, Healthy Lives in Wandsworth: 2010-2015
- Playing Pitch Strategy 2014

1.19 Individual strategies within the CBP are revised as and when necessary. The Core Strategy Sustainability Appraisal contains a comprehensive list of other plans and policies, including relevant national and regional (London) plans and strategies.

2 Issues, problems and challenges

The evidence base

2.1 Chapter one sets out a summary of the features that give Wandsworth its special character within the Greater London context. The chapter summarised the London Plan 2015, particularly as it applies to Wandsworth, and also the Wandsworth Corporate Business Plan of which the Local Plan 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 website.

Authority Monitoring Report

2.3 Every local planning authority is required to report on a range of key indicators reflecting performance on objectives and policies in their Authority Monitoring Report (AMR). The report also contains 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 is available on the Council's website at: www.wandsworth.gov.uk/localplan.

Commissioned reports

2.4 The 2010 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 which also meets the requirements of the NPPF. 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. Further work in this area has been taken forward through the Local Flood Risk Management Strategy (LFRMS) 2014 and the Surface Water Management Plan (SWMP) 2012. Retail Needs Assessments (2008 and 2012) have 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. The Council commissioned a new Affordable Housing Economic Viability Assessment (AHEVA) 2013 to inform its review of the affordable housing policies. The AHEVA takes account of the costs of complying with relevant Council policies, the Community Infrastructure Levy and legal agreements.

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 financial year. Surveys are carried out as part of the work of other service departments in the Council to inform the Wandsworth Corporate Business Plan.

Other reports and studies

2.6 Additional reports include the Census, a comprehensive survey of the UK population 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 undertakes and commissions surveys and studies, such as retail capacity studies, the London Strategic Housing Market Assessment (SHMA) and the Strategic Housing Land Availability Assessment (SHLAA). The Council's own SHMA has informed the development of the housing and affordable housing policies. The Council's policies in Nine Elms have been supported by the work of the Greater London Authority on the Vauxhall/Nine Elms /Battersea Opportunity Area Planning Framework, including the supporting Development infrastructure Funding Study (DIFS), and reports and studies undertaken on behalf of the Nine Elms Vauxhall Strategy Board.

Sustainability Appraisal

2.7 The Sustainability Appraisal assesses the impact of the proposed policies in the Local Plan 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. The Sustainability Appraisal of the original Core Strategy 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. A new Sustainability Appraisal has been undertaken in relation to the changes included in the Local Plan.

Public consultation

2.8 This is one of the most important information sources to inform the evidence base. Comprehensive consultation took place in relation to the original DPDs adopted in 2010 and 2012. Consultation 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 informed the drafting of the

Proposed Submission Core Strategy which was published for representations on issues of soundness from September to October 2008. Minor amendments were then made prior to submission to the Secretary of State in March 2009. Following examination, the Council's first Core Strategy was adopted in October 2010.

2.9 Following the decision to undertake a review of the Council's DPDs, to take account of the publication of the National Planning Policy Framework and the London Plan 2011, the Council undertook consultation on the issues to be included in the Local Plan Review (Regulation 18 consultation) between 6 July and 31 August 2012. A total of 24 responses to the consultation were received which were taken into account in preparing the Publication Version of the revised Core Strategy. Details of the responses and how they have been addressed by the Council are set out in the Local Plan Statement of Consultation, preparation stage.

2.10 The Proposed Submission Version of the Core Strategy was approved by the Executive on 29 April 2013 with representations being sought between 17 May and 28 June 2013. Representations were received from a total of 54 representors. The details of the consultation responses and the Council's proposed actions are set out in the Local Plan Statement of Consultation proposed submission stage.

2.11 The evidence base does not stand still, it is continually added to and updated. The evidence base can be accessed via the Council's website at <http://www.wandsworth.gov.uk/planning/info>.

Issues, problems and challenges

Population increase and the demand for housing

2.12 In line with the rest of south-east 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 310,516 (2013) has increased by 14% since 2001, and this is projected to rise to around 335,000 by 2021. The greatest number of comments during the consultation on the original Core Strategy were 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 continued to make 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

2.13 The quality of the existing townscape and open spaces is held in high regard. This was made clear during consultation on the original plan, 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 Corporate Business Plan (CBP), and the Core Strategy includes the protection and enhancement of the biodiversity of the borough, including the Thames and its tributaries.

Business and industry

2.14 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, which are themselves being replaced by new high density mixed developments in Nine Elms. 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 CBP.

Shopping and the Town Centres

2.15 Wandsworth does not currently have one strategic retail centre. It has five existing 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 CBP 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.

2.16 New CAZ frontages (town centres) are proposed as part of the redevelopment of Nine Elms. A major new centre is proposed at Battersea Power Station, together with a smaller centre (approximating to a local centre) serving the needs of local residents and employees at Vauxhall. Wandsworth notes Lambeth's ambition for Vauxhall to become a district centre. This is consistent with Wandsworth's intentions: references to a 'local centre' in Wandsworth's Local Plan documents which broadly equate to 'district centres' as defined in the London Plan and also include slightly smaller centres.

Sustainable development

2.17 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 2015 and is a key objective of the CBP. In promoting sustainable development and in assessing whether development proposals represent sustainable development, the Council will seek to ensure positive economic, social and environmental gains, jointly and simultaneously. 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

2.18 The concern over climate change led the Government to require local planning authorities to produce a Strategic Flood Risk Assessment (SFRA) which considers all forms of flood risk. A SFRA, 2008 and 2009 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 SFRA has been supplemented by the Surface Water Management Plan (SWMP) 2011, which considers surface water flooding in detail. The findings of the SFRA have informed this strategy with regard to the location of development.

People in need

2.19 Over recent years unemployment has remained consistently below the inner London average and the borough has the highest economic activity rate in inner London outside the City of 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 CBP. These initiatives relate not just to employment, but to health and social care, housing, education and crime. Major estate regeneration proposals are being taken forward as part of the Council's Aspirations Programme.

Transport

2.20 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, which is reflected in plans to lengthen national rail services in the borough which are currently being implemented. 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 Second Local Implementation Plan and the Core Strategy. The London Overground line from Clapham Junction to Surrey Quays was opened in December 2012, completing the orbital route, detailed plans for implementing the Northern Line Extension to Battersea Power Station are progressing. The Council supports the principle of further extending the Northern Line to Clapham Junction and the routing of Crossrail 2 through Clapham Junction, Tooting and other regeneration areas of the borough, potentially connecting north-east London and Hertfordshire to south-west London and Surrey. These developments would increase capacity and significantly reduce the journey times of borough residents to many parts of the capital and beyond. The Site Specific Allocations Document includes sites in Clapham Junction where further 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 Second Local Implementation Plan include improving safety on the transport network, supporting the efficient movement of all traffic including pedestrians, improving transport accessibility, assisting economic regeneration and facilitating a higher proportion of travel by sustainable transport modes. 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, and will be important in reducing the impact of construction traffic during the development of Nine Elms, the Northern Line Extension and the Thames Tideway Tunnel.

Waste

2.21 Government and London Plan policy regarding the management of waste is responding to the policy and targets set by the European Union. The London Plan 2015 requires boroughs to set out policies regarding targets, types and broad locations for new and enhanced waste management sites with the objective of becoming 100% self sufficient by 2026. The more efficient management of waste is a strategic objective in the Corporate Business Plan.

Redevelopment

2.22 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 Nine Elms. Development opportunities also exist on the Springfield Hospital site and a number of other sites along the A24 corridor in south Tooting.

2.23 Significant redevelopment is also taking place in central Wandsworth, from the southern edge of the town centre boundary to the Thames riverside, the former Ram Brewery forms a key site in this area. 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.

2.24 The London Plan 2015 designates Vauxhall/Nine Elms/Battersea as an Opportunity Area (it is partly in Lambeth), where mixed development is promoted, identifying a potential capacity for 25,000 new jobs and at least 20,000 new homes in the area as a whole which is now known as Nine Elms Vauxhall. 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 existing 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 including 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 Nine Elms Vauxhall, including the development of a new town centre at Battersea Power Station.
- 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-east 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 first Core Strategy sustainability appraisal, a new sustainability appraisal has been undertaken in relation to the changes included in the Local Plan.

Strategic objectives

3.3 To achieve this vision the Council has set strategic objectives in three key areas and the proposed changes in the Local Plan have been tested against these objectives. Sustainable development is the overriding principle and these objectives closely match the objectives in the Sustainability Appraisals. The Sustainability Appraisals show 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, healthier 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, including the proposed centres at Battersea Power Station and Vauxhall, 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 plan period 2015 - 2030. Between 2015 and 2030 the population of Wandsworth is projected to increase by between 37,000 and 39,400 (2014 GLA SHLAA Development projections). The number of jobs (employees) in the borough is predicted to increase by 8,000 between 2016 and 2026 to a total of over 115,000 jobs, and to 123,000 by 2031 (GLA Employment Projections 2013). The London Plan 2011 set a target of the provision of at least 11,450 additional homes in the borough over the ten year period from 2011 - 2021. However, since the London Plan 2011 was published, updated information on developments in the borough including Nine Elms, as reflected in the London SHLAA 2013 and the targets in the Further Alterations to the London Plan (FALP), has led to the Council revising its housing target to at least 25,850 net additional homes from conventional supply and 1,320 from non-self contained accommodation over the 15 years between 2015/16 and 2029/30 as set out in Policy PL5. Development to accommodate this growth will mainly be located in the Nine Elms Opportunity Area, Central Wandsworth, the Wandle Delta, Clapham Junction and the adjoining area and in other sites in the Thames Policy Area.

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 part of the larger Vauxhall/Nine Elms/Battersea Opportunity Area identified in the London Plan 2015, provide scope for the area to fulfil its potential as part of the Central Activities Zone (CAZ). The area has the capacity for over 14,000 new homes and 20,000 new jobs over the next twenty years, with commercial development concentrated at Battersea Power Station in the west and Vauxhall in the east.

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 at least a further 1,363 new homes and over 61,500 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 approximately 926 homes. Pipeline development including redevelopment at Clapham Junction station could provide a further 30,000 sq ms of employment space.

Along the Upper Richmond Road in Putney there is scope for redevelopment or refurbishment of the remaining 1960s and 1970s 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 Nine Elms Vauxhall and the Wandle Delta there is scope to accommodate more than 880 new homes and 26,500 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 Nine Elms and the adjoining area in 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 the Northern Line Extension to Nine Elms and Battersea, Crossrail 2 and enhanced rail links from South London to Heathrow.

4.9 The key elements of the spatial strategy are shown on the Key Diagram.

4.10 The strategy for the development of the borough is based around delivering sustainable growth, balancing the economic social and environmental impacts of development.

4.11 The SSAD sets out the main sites where development or other change is anticipated in the borough, where the Council has particular objectives or is supporting or promoting specific proposals. It shows development sites which will contribute to achieving the objectives of the Core Strategy. The SSAD is intended to highlight specific opportunities, objectives and requirements on particular sites. Development will also be expected to comply with other relevant policies and development standards to deliver high quality and sustainable development.

Policy SSAD 1

For sites identified in the SSAD, planning permission will be granted where the proposed development is in accordance with the principles and the detailed criteria set out for the site in the SSAD, and with the relevant area spatial strategy.

Proposals which do not comply with the SSAD will only be granted permission where material considerations clearly indicate that an alternative type of development is appropriate, where the development would be in accordance with all other relevant policies, and where the development would not prejudice the delivery of the Core Strategy, the objectives of the relevant area spatial strategy, or SSAD compliant schemes on neighbouring sites.

Where further or updated information and guidance is given in a Supplementary Planning Document for a site identified in the SSAD, this will be a material consideration in determining applications.

Map 1 Key Diagram



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Core Policies for places

Attractive and distinctive neighbourhoods and regeneration initiatives

4.12 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 and beyond, 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 4.179 and DMPD Policy DMH2). Where negative change has eroded the quality, enhancement schemes can repair and reinforce it. There are 45 conservation areas in the borough, and character appraisals 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.

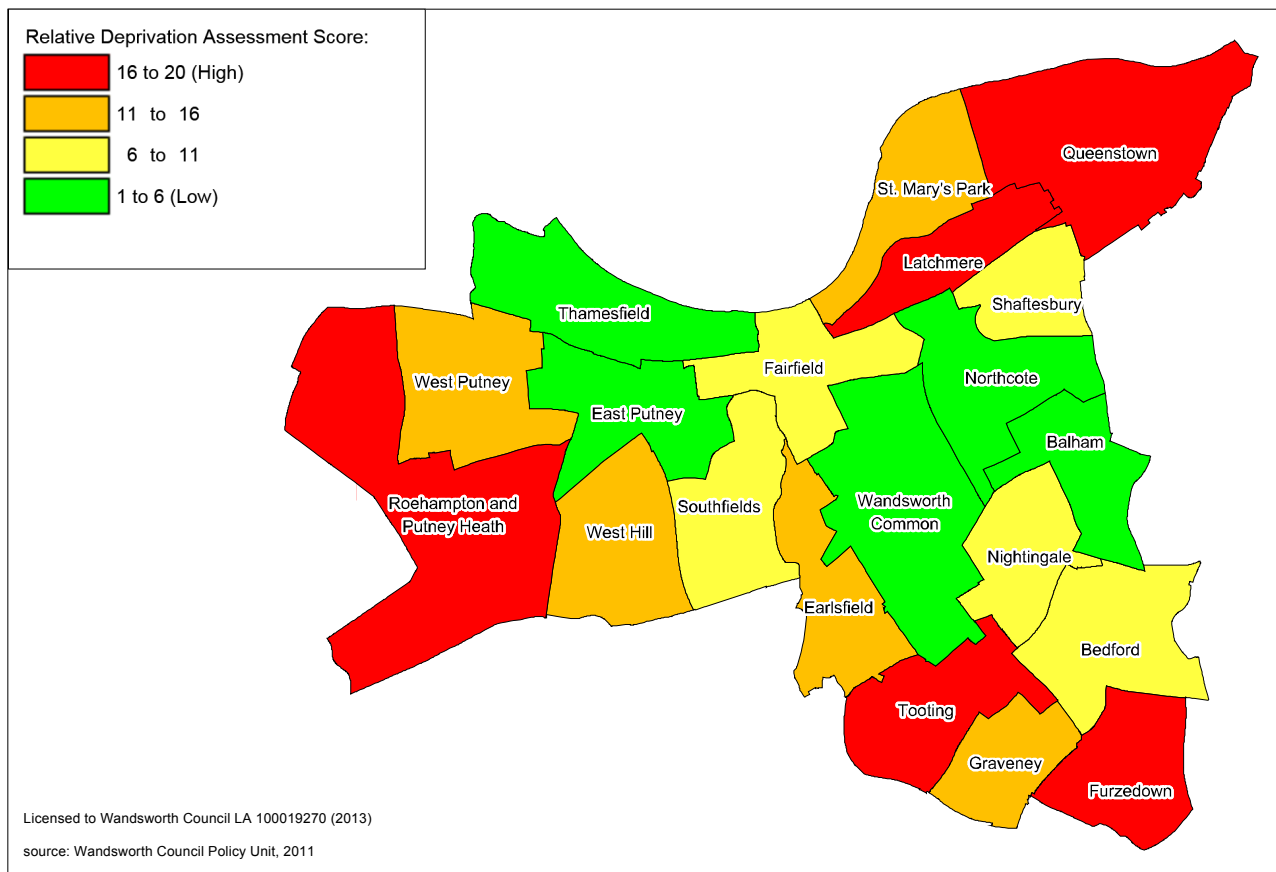
4.13 While much of the borough is a safe, prosperous and attractive place to live there are still pockets of deprivation in certain areas. The Council promotes and supports regeneration opportunities in partnership with local communities and business interests. The Council's Corporate Business Plan identifies promoting "aspiration and social mobility across the Borough with a focus on 18-24 year olds and in Latchmere and Roehampton" as a corporate objective, this work includes proposals for the regeneration of the Winstanley and York Road Estates (Latchmere) and part of the Alton Estate (Roehampton and Putney Heath). These areas score badly on health, crime, education and economic indicators. However, due to 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 Queenstown and 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 and key sites offering potential for redevelopment in Roehampton and Latchmere are identified in the Site Specific Allocations Document.

Core Policies for Places: Policy PL 1

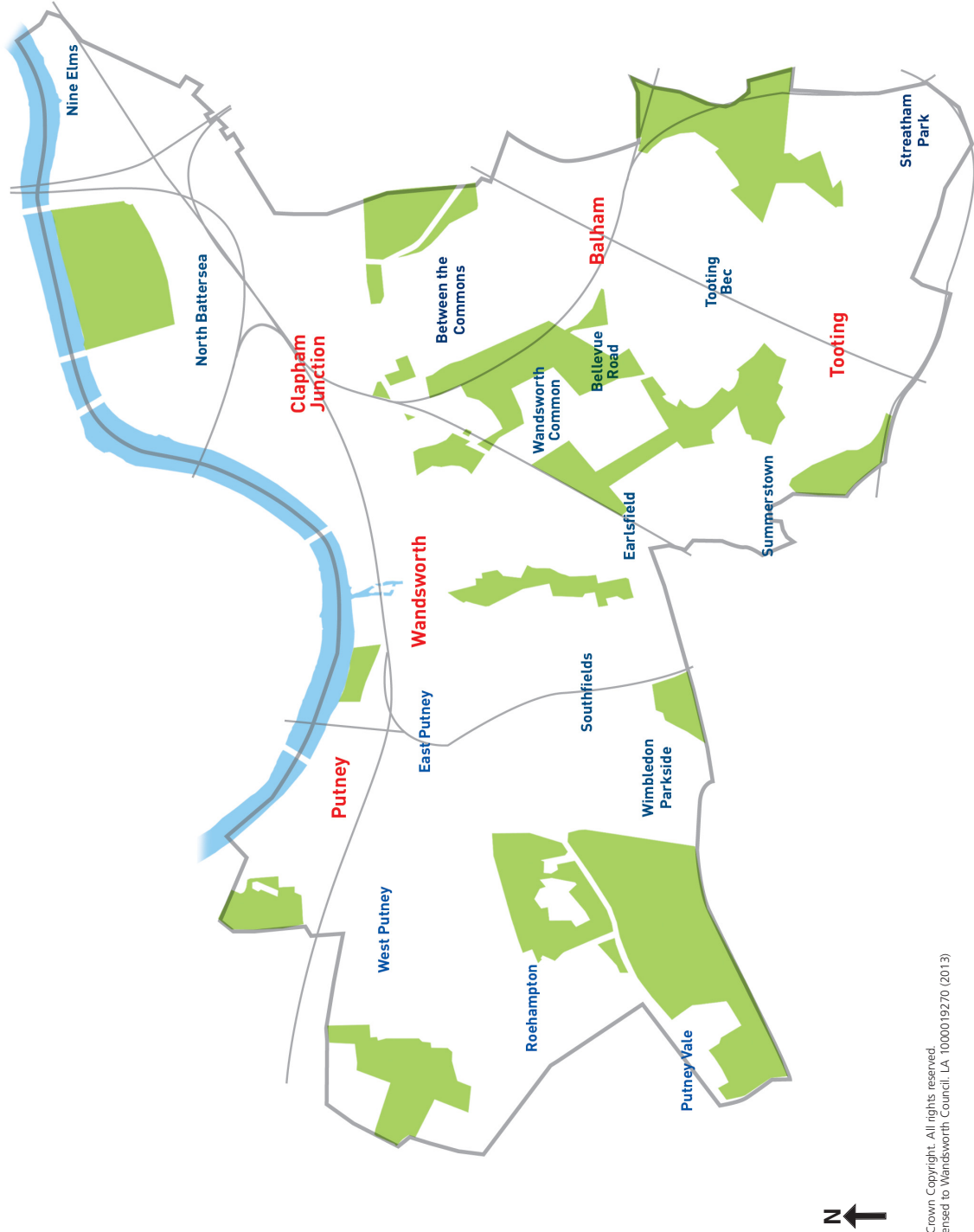
Attractive and distinctive neighbourhoods and regeneration initiatives

- 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, including conserving and enhancing the borough's heritage assets and their settings. 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 Priority Area Overview



Map 3 Residential neighbourhoods and large open spaces



Areas of flood risk in Wandsworth

4.14 Significant areas of the borough are at risk of flooding therefore this is an important consideration in planning for the future of the borough. Recent events have demonstrated the damage flooding can cause to homes and communities located in flood prone areas. Additionally, climate change, leading to wetter winters, rising sea levels and more extreme weather events makes the risk of flooding from tidal, fluvial, groundwater, surface and sewer sources more likely in the future.

4.15 Development built during the time frame of the Local Plan 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 NPPF requires a sequential risk based approach to the location of development which should be undertaken to ensure new development is steered to areas with the lowest probability of flooding. If it is shown that it is not possible, consistent with wider sustainability objectives, for a development to be located in zones with a lower probability of flooding, exceptional circumstances may be applied if appropriate. Further guidance outlining the Sequential Test and the Exception Test is contained within the National Planning Practice Guidance.

4.16 The NPPF requires Local Plans to be supported by a Strategic Flood Risk Assessment (SFRA) to inform policies for flood risk management, identify the variation in flood risk from all sources across the borough and allow an area-wide comparison of future development sites with respect to flood risk considerations. The Wandsworth SFRA contains a flood risk map for the borough which shows the borough categorised into different flood zones indicating varying levels of tidal and fluvial flood risk. The Environment Agency should be consulted for the most up to date flood zone information. The Environment Agency has overall responsibility for coastal flooding and flooding from main rivers and watercourses. As defined in the National Planning Practice Guidance 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. A Surface Water Management Plan (SWMP) has been produced in response to the Flood and Water Management Act 2010 and the Pitt Review 2009 of flood risk management and 'Making space for water' 2005, the Government's strategy for flood risk management, all of which recognise the importance of managing surface water flood risk. The SWMP will be used as an evidence base to support planning decisions to ensure that surface water flooding is appropriately considered when allocating land for development and determining planning applications. The SWMP, which identifies Critical Drainage Areas for surface water in Wandsworth, will be used to allow the Council to undertake more detailed analysis in each of the areas which are most vulnerable to surface water flooding. A Preliminary Flood Risk Assessment 2011 (PFRA) has also been produced which forms a high level summary of significant flood risk, describing both the probability and harmful consequences of past and future flooding.

4.17 The SWMP will be used to inform the Local Flood Risk Management Strategy (LFRMS) which will outline the approach for managing flood risk from surface runoff, groundwater and ordinary watercourses over future years within Wandsworth. The Strategy is a

requirement of the Flood and Water Management Act 2010, and is being prepared jointly with the boroughs of Merton, Sutton, Croydon, Kingston and Richmond. The Strategy is due to be completed in 2016. The Flood and Water Management Act 2010 designates the Council as the Lead Local Flood Authority (LLFA) for Wandsworth Borough. As an LLFA, Wandsworth are a Risk Management Authority (RMA) for local flood risk, including surface water, ordinary watercourses and groundwater and have a number of duties and powers including the development of the LFRMS. Main river flooding, including that relating to the Thames and Wandle, remains the responsibility of the Environment Agency.

4.18 The LLFA is a statutory consultee for major developments with surface water drainage and applicants will be required to demonstrate a suitable approach to drainage through design layout, construction of development and maintenance of SuDS, in compliance with the National SuDS Standards, the London Plan Drainage Hierarchy, the Council's Local Plan and the National Planning Policy Guidance notes.

4.19 Land in the medium and high risk flood zones accounts for around a quarter (24%) of the borough's area, it includes land within the major areas of change at 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.

4.20 The flood zones contain the main opportunity areas for new development in the borough, with 61% of new build residential dwellings in the pipeline located within the medium to high flood zones. Over the period 2007/8 to 2011/12 over 48% of new homes built in the borough, including over 66% 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.

4.21 Significant new development is proposed for the Vauxhall/Nine Elms/Battersea Opportunity Area (now referred to as Nine Elms Vauxhall) up to 2032 (see Policy PL11 and supporting text). The Regional Flood Risk Assessment (RFRA) carried out on behalf of the GLA to assess the London Plan 2008 demonstrated that 40% of land within the Opportunity Areas, including Nine Elms, 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.

4.22 A similar argument applies in Wandsworth. Wandsworth is a borough with no significant developable greenfield land and all land, other than the protected open spaces and garden land, is previously developed (brownfield) land. All significant new development will take place on brownfield land, with limited development on garden land subject to policy considerations. In order to regenerate the key development areas of 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 risk zones. As demonstrated in paragraph 4.20 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 borough wide perspective the Sequential Test permits the consideration of these sites for development, subject to the individual sites satisfying the requirements of the Exception Test.

4.23 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 Exception Test. Flooding from surface water, groundwater and sewers will need to be considered for proposals for buildings, extensions, basements and paved areas. Relevant details are 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 is contained within the Development Management Policies Document and the Strategic Flood Risk Assessment.

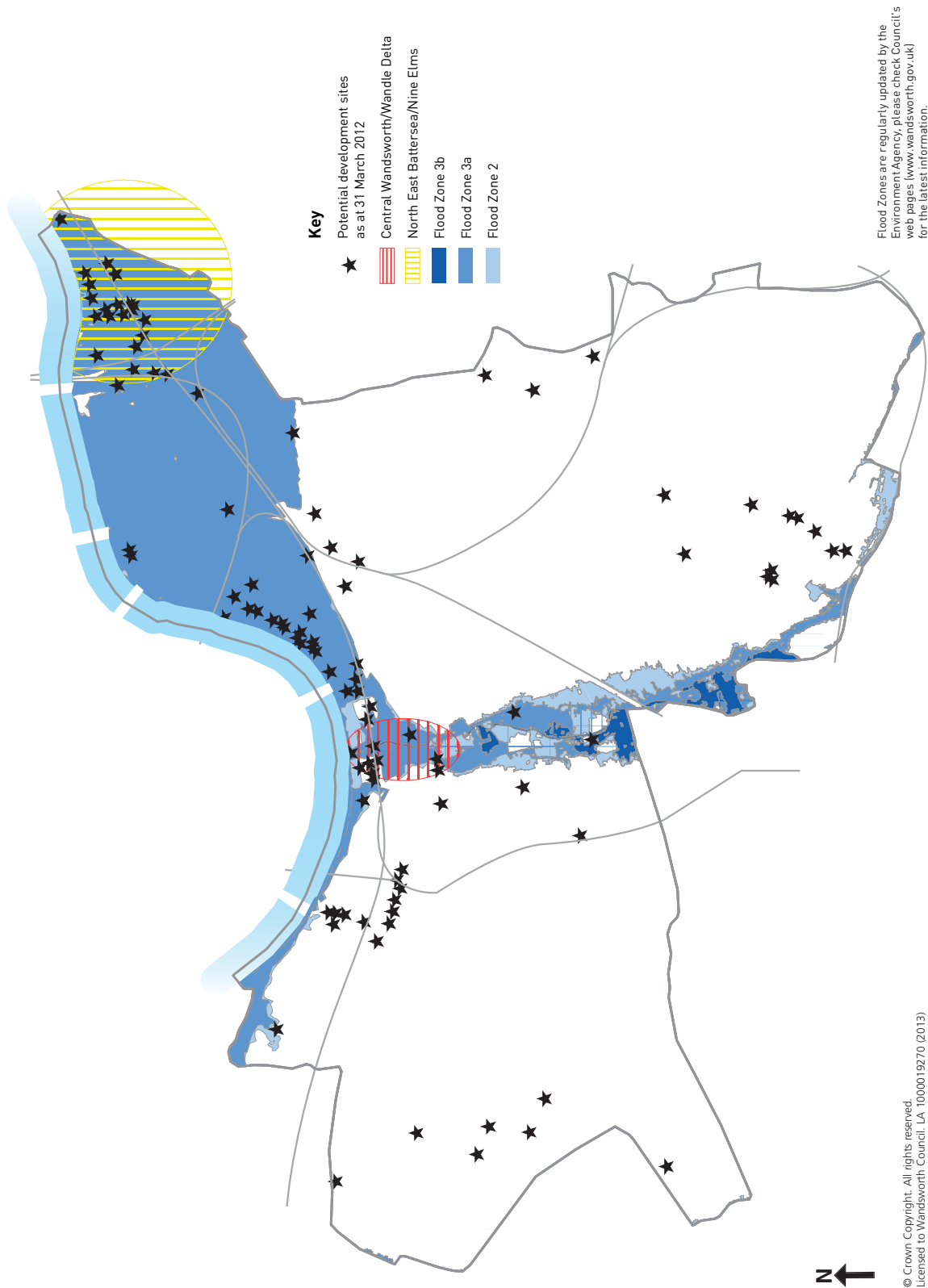
Core Policies for Places: Policy PL 2

Flood risk

- a. The development of appropriate sites within flood zones 2, 3a and 3b in the Wandle Valley and the Thames riverside will be permitted in principle in terms of the Sequential Test. Appropriate sites are those which are allocated in the Site Specific Allocations Document and have been subject to the Sequential Test as set out in the Council's Flood Risk and Development Sequential Test Report (2015).
- b. Where development is permitted within flood risk areas it must demonstrate that where possible, it will reduce fluvial, tidal, surface water and groundwater flood risk and manage residual risks through appropriate flood risk measures. Tidal flood risk will be managed in accordance with the measures set out in the Thames Estuary 2100 (TE2100) Plan 2012.
- c. A site specific Flood Risk Assessment will be required for proposed development of 1 hectare or greater in flood zone 1, all proposed development (including minor development and change of use) within flood zones 2 and 3 (3a and 3b), and any development at risk from other sources of flooding. A Flood Risk Assessment should take account of the Strategic Flood Risk Assessment, the Local Flood Risk Management Strategy, the Surface Water Management Plan and the Preliminary Flood Risk Assessment.
- d. Site specific Flood Risk Assessments should consider flooding from all sources including tidal, fluvial, surface water, groundwater, sewer and artificial sources.

See also DMPD Policies DMS5, DMS6 and DMS7.

Map 4 Indicative flood zones and development sites



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Transport in Wandsworth

4.24 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 minimise car use and promote other modes. Innovative approaches such as car clubs or other models of more sustainable car use such as point-to-point or peer-to-peer car sharing 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.

4.25 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.

4.26 Opportunities are continually sought to improve the location of bus stands, terminals, stops and garages, providing them where needed through good design and integration with development proposals. Where possible, facilities will be provided away from points of on-street congestion and residential areas in order to minimise disruption to their surroundings. This can assist in reliable bus operation and reduce traffic congestion.

4.27 There are three bus garages in the borough (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. The Council supports the need to provide for transport infrastructure requirements including the safeguarding or

reprovision of existing operational facilities and additional facilities where necessary to support improved services in line with the GLA's Land for Industry and Transport SPG 2012. Supporting policy is included in the Development Management Policies Document (DMPD Policy DMT4).

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

4.29 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 the Northern Line Extension to Battersea (late 2019, improved rail links between South London and Heathrow (early 2020s) and Crossrail 2 (2030s), 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 Nine Elms (see para 4.101), 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.

4.30 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.

4.31 The promotion of cycling through the provision of cycle routes and better conditions on routes used by cyclists plays an important part in a balanced and integrated, sustainable transport policy. The Council's cycling policies support the Mayor's Vision for Cycling in London (March 2013). An extensive cycle route network has been identified within the borough, including two Cycle Superhighways. Provision of the Mayor's cycle hire scheme from 2013 has extended opportunities for cycling to, from and within the borough.

4.32 Improved walking routes and conditions will be sought in line with the London Plan Policy 6.10 (Walking) 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 improved and promoted.

Walking improvements in town centres and other key areas (e.g. around schools) will be promoted via individual schemes including the Legible London wayfinding system, funded via the LIP or elsewhere.

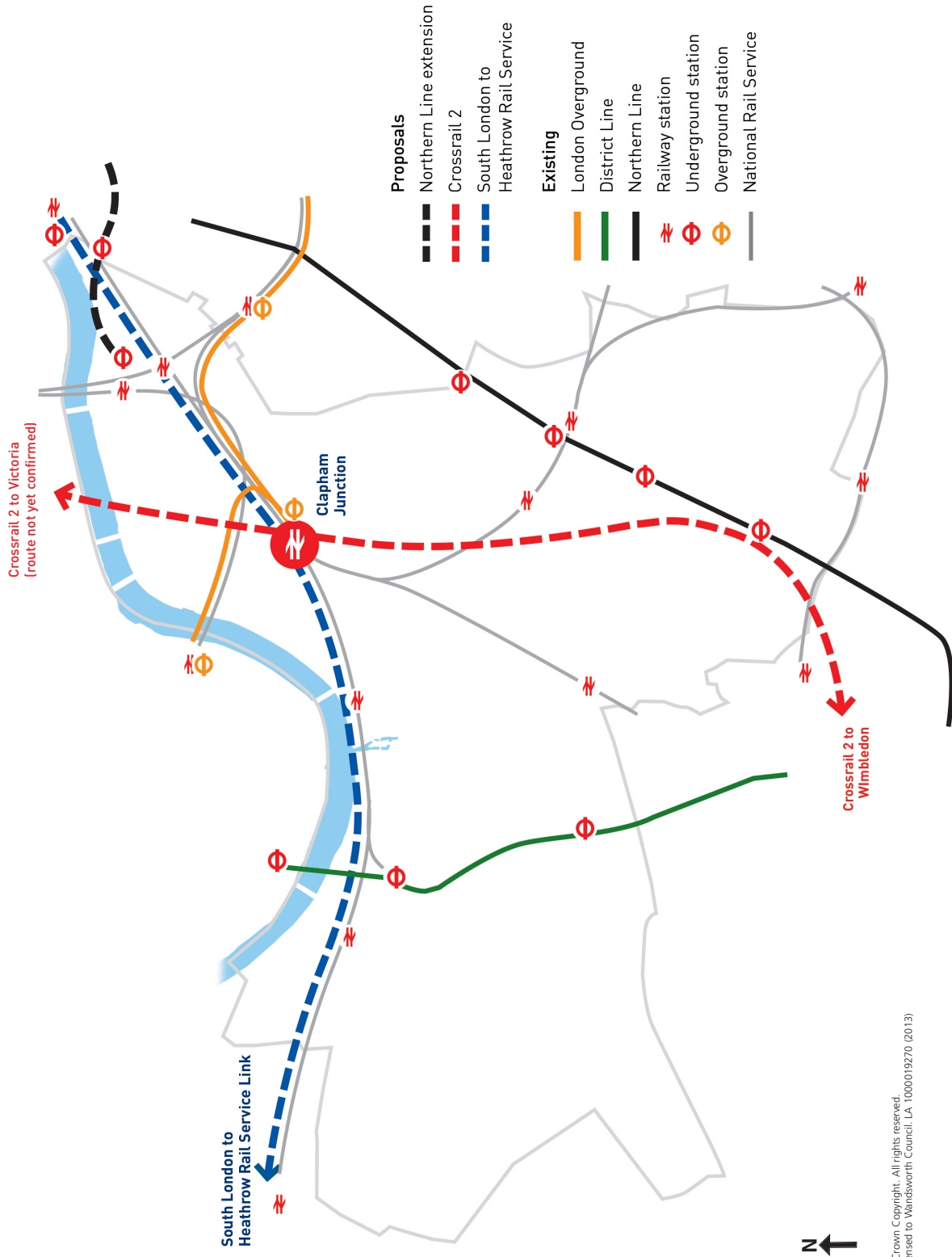
4.33 Where possible, the Council will contribute funding (including that secured via LIP funding submissions to TfL) to deliver transport infrastructure improvements in the borough. However, delivery of the larger infrastructure projects will be heavily dependent on the actions and investment of third parties such as rail companies, national government and TfL. The Council will use its lobbying power to help influence and shape these improvements. The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document (see Policy IS7). Contributions may also be secured for specific off-site improvements, such as enhanced bus services where these are necessary, through Section 106 agreements, pooled within the limitations of the CIL Regulations.

Core Policies for Places: Policy PL 3

Transport

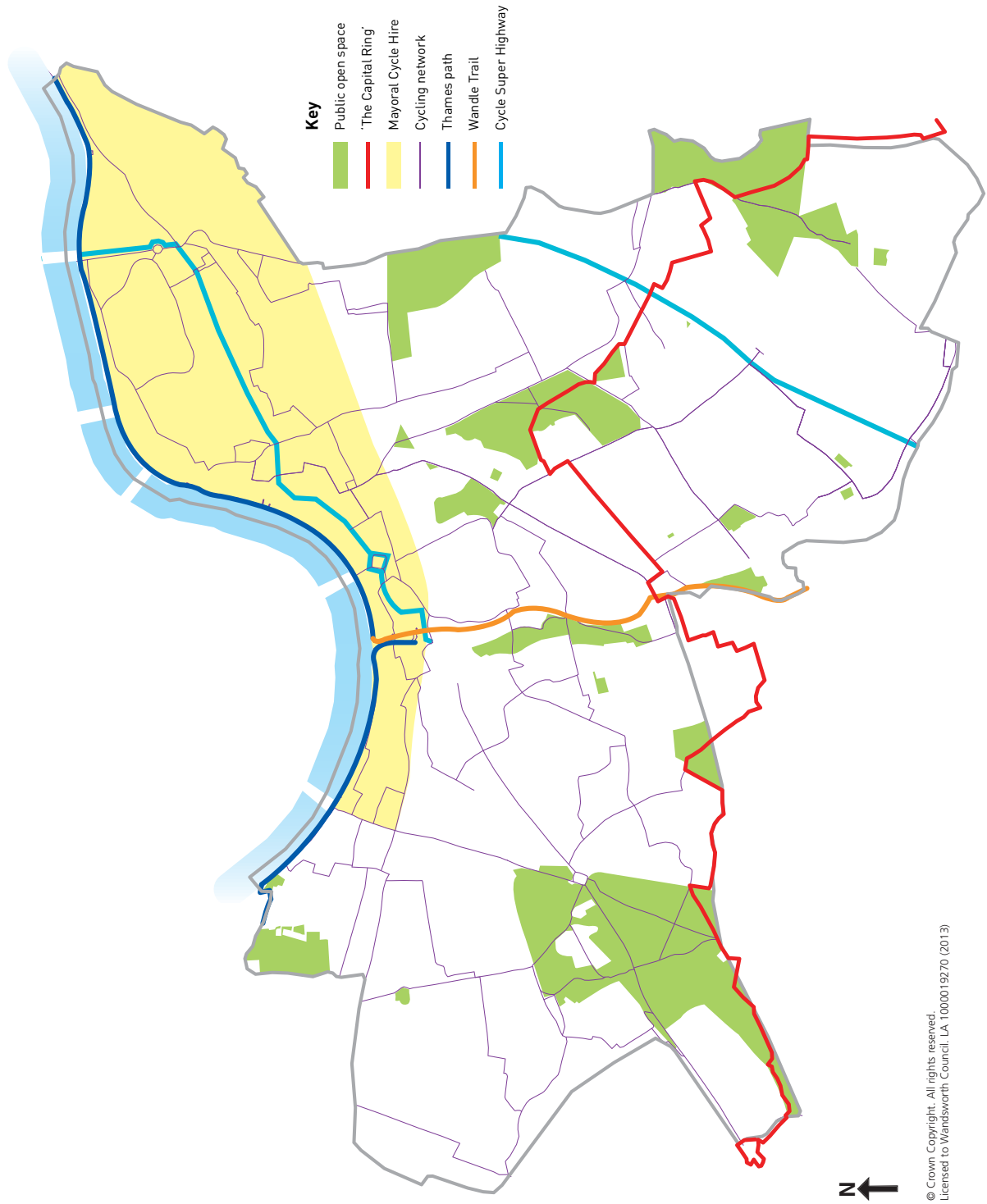
- a. Improvements to public transport will be supported including enhanced capacity on rail and underground lines, improved bus and rail services and access to stations, and enhanced riverbus services.
- b. Clapham Junction will be upgraded and improved as a major transport interchange through investment by the Council, TfL, train operators and developers (see PL13).
- c. The Council will promote major transport infrastructure schemes including Crossrail 2, the Northern Line Extension to Battersea and improved rail links between South London and Heathrow, 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 are identified in the Site Specific Allocations Document.
- e. Quality cycling conditions will be delivered on the local cycle route networks, via individual schemes funded through the LIP and other available sources.
- f. Improved conditions for walking will be delivered through LIP funding and other available sources.
- g. Sustainable development, as referred to in Policy IS1, will be supported through the management of freight, servicing and parking, and the use of Transport Assessments, travel plans and the use of the river (see also Policy PL9).

Map 5 Rail transport network including proposals



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Map 6 Cycling and Walking Routes



Open space and the natural environment

4.34 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, physical activity, 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 Council 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.

4.35 The Mayor has produced an overarching Green Infrastructure and Open Environments SPG which includes the All London Green Grid (ALGG) SPG. This sets out the various roles open spaces can play and particularly focuses on existing open spaces, landscape and river corridors, as well as looking at opportunities to create new regional parks and increase green infrastructure across borough boundaries. Three of the Green Grid areas include open spaces and corridors in Wandsworth: the Arcadian Thames, Wandle Valley and Central London. Each area has its own Framework and list of associated projects, the Council will work with partners to help realise the vision of the Green Grid and the objectives of the relevant area frameworks.

4.36 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).

4.37 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 has informed the requirements for open space provision set out in the Planning Obligations SPD.

4.38 Areas of the borough that are deficient in local open space have been identified using the London-wide methodology contained in the Mayor's document *Preparing Open Space Strategies: Best Practice Guidance* (2008) and data from *Greenspace Information for Greater London (GiGL)*. Generally 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 such as 'pocket parks' that generally fulfil local park functions. The new methodology also takes into account barriers to access such as rivers and railways to more accurately reflect walking distances to parks and open spaces. 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, Roehampton and between the Commons 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 *Active Wandsworth Strategy* aims to promote 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, along with the *Wandsworth Playing Pitch Strategy* will inform proposals for sports and physical activity development in the borough.

4.39 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 (see Map 6). 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 identified in the borough and the Council has a biodiversity action plan which details opportunities to enhance or increase the biodiversity value of these sites. GiGL produces maps showing areas of London that are identified as 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.

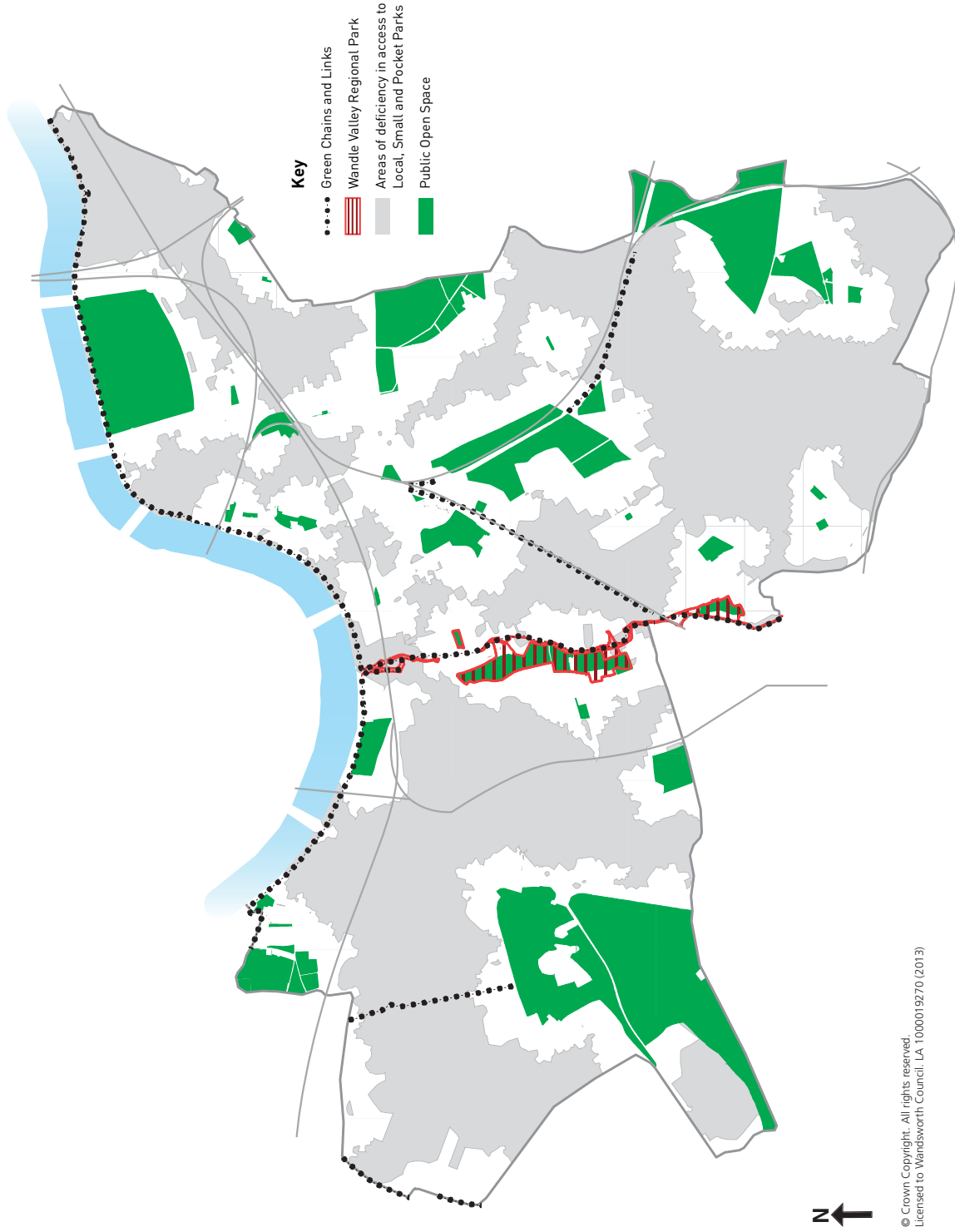
4.40 The Wandle Valley Regional Park has been identified in the London Plan 2015 as a strategic park opportunity and the Council is working with the Wandle Valley Regional Park Trust to achieve regeneration through environmental and sustainable transport improvements (see section on Wandle Valley and Policy PL10).

Core Policies for Places: Policy PL 4

Open space and the natural environment

- a. The Council will protect and improve public and private open space and Green Infrastructure in the borough, including Metropolitan Open Land, such as the major commons, parks, allotments, trees and playing fields as well as the smaller spaces, including play spaces, as identified in the Open Space Study and Play Strategy.
- b. 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.
- c. The Council will require the provision of open space and/or secure public access to private facilities, in appropriate developments, and as a priority in areas identified as deficient in open space, play space or sport and recreation facilities and/or to meet priorities identified in the Council's Play Strategy, Active Wandsworth Strategy, Parks Management Strategy and All London Green Grid (ALGG) Area Frameworks. The requirements for open space provision are set out in the Planning Obligations SPD.
- d. The borough's green chains and the open spaces along them will be protected and enhanced taking into account opportunities identified in the ALGG Area Frameworks.
- e. 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 and through Local Nature Partnerships.
- f. 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.
- g. The Council will work with partners to develop and implement proposals for the Wandle Valley Regional Park.

Map 7 Public Open Space Network and Areas of Local Park Deficiency



The provision of new homes

4.41 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. There are several sources of population and household projection data available. Tables 4.1 and 4.2 enable comparison to be made between a range of trend based projections. They demonstrate that each projection is broadly comparable with one another. In February 2015 the Office for National Statistics released 2012-based Subnational Projections for the period up until 2037 which indicate an average increase in the number of households over the period 2015-2030 of 1,400 per annum. Although there has been a small decrease in average household size since the 2001 Census, the supply of new homes has largely driven population growth in the borough over the last decade. The assessment of land and development capacity is therefore an important component of enabling future growth. Assessing the absolute need for new housing in the borough, and in turn the supply needed to meet this demand, is difficult as Wandsworth forms part of the overall London housing market.

Table 4.1 Population Projections to 2030

Source	2011	2015	2021	2025	2030	Increase 2015 - 2030	Annual growth 2015 - 2030
Census	306,995						
2014 GLA Trend Short-term migration	308,300	318,016	335,913	334,908	354,155	36,139	2,400
2014 GLA Trend Long-term migration	308,300	319,912	339,483	348,416	357,455	37,543	2,500
2014 SHLAA Development-led Short-term migration	308,300	318,016	335,913	345,059	354,976	36,960	2,500
2014 SHLAA Development-led Long-term migration	308,300	317,380	335,063	346,394	356,742	39,362	2,600
ONS 2012 Based Sub-National Projection		317,000	334,800	344,300	355,000	38,000	2,500

Table 4.2 Household Projections to 2030

Source	2011	2015	2021	2025	2030	Increase 2015 - 2030*	Projected annual growth 2015 - 2030*
Census	130,500						
2013 GLA Trend Central	130,800	133,500	138,300	140,800	143,900	10,400	700
2013 GLA Trend High	130,800	133,500	139,700	143,300	147,700	14,200	900
DCLG 2011 Based	131,000	137,000	146,000	-	-	-	1,500
2014 GLA Short-term trend	130,700	136,100	146,400	152,200	158,800	22,700	1,500
2014 GLA Long-term trend	130,700	136,600	147,500	153,200	159,600	23,000	1,500
2014 SHLAA Development-led	130,700	135,600	145,800	152,400	159,300	23,700	1,600
DCLG 2012 Based	130,800	134,800	143,500	149,300	156,300	21,500	1,400

* 2015-2021 for DCLG 2011 projections

4.42 The Wandsworth housing target has been set in the context of the London Plan and the National Planning Policy Framework (NPPF). The London Plan 2011 set a target for Wandsworth of 11,450 additional homes to be provided over the ten year period 2011/12-2020/21, representing an indicative annual target of 1,145 new homes per year. The London Plan target includes components from non-conventional supply: non-self contained dwellings and vacant dwellings returned to use. The disaggregated target for Wandsworth is set out in Table 4.3A below.

4.43 The GLA published the London Plan in March 2015. The changes included in the latest version of the London Plan include those deemed necessary to ensure that the London Plan is consistent with the NPPF. As part of the preparation for the revisions included in the London Plan 2015, the GLA undertook a new Strategic Housing Land Availability Assessment (London SHLAA 2013). The London SHLAA 2013 was produced by the GLA with input from the London boroughs. It assessed the theoretical capacity, constraints, and overall probability of development of large housing sites (over 0.25 ha), as well as the capacity of other smaller sites. The supply based targets for Wandsworth set out in the London Plan, including the disaggregation derived from the SHLAA 2013, are set out in Table 4.3A. These represent a significant (58%) increase on the targets set out in the London Plan 2011. This increase is largely based on updated information about the number of units and timing of units coming forward in Nine Elms.

Table 4.3A Annual Disaggregated London Plan 2015-2025, Disaggregation based on SHLAA 2013

Conventional Supply	Non-self contained	Vacant dwellings	Total annual target
1,724	88	0	1,812

4.44 The NPPF requires local authorities to develop housing targets based on a clear understanding of housing need and demand as well as considering the capacity of developable sites over the plan period. The key evidence used to assess local need and demand includes: the London Strategic Housing Market Assessment 2013 (London SHMA); South West London Strategic Housing Market Assessment 2010 (SW London SHMA); Wandsworth Strategic Housing Market Assessment 2012 (Wandsworth SHMA 2012) and the Wandsworth SHMA Update 2014.

4.45 The London SHMA 2013 identifies a requirement for 49,000 new homes per annum across the whole of the capital. In accordance with the requirements of the London Plan 2015, the Wandsworth SHMA Update 2014 includes an objective assessment of the full housing need at borough level. This assessment indicates that the borough has a requirement for a total of 1,238 dwellings per annum over the plan period (18,750 in total) to meet total additional households, based on the GLA's 2013 Trend based households projection (High) with adjustments made to account for market signals as required by national guidance. The Wandsworth SHMA Update 2014 details why it is not considered appropriate to base the assessment of need on ONS's Interim 2011-based household projections.

4.46 A comparison of the total housing need derived from the Wandsworth SHMA Update 2014 of 1,238 dwellings per annum with the supply based housing targets included in the London Plan 2015, 1,724 per annum conventional supply, indicates that delivery of these targets should enable the borough to exceed the requirement for total housing need in terms of the absolute numbers. This reflects the scale of development taking place in the Nine Elms Opportunity Area, which will contribute to helping meet the housing needs of London Housing Market Area as a whole. Given that the level of future supply is expected to exceed the total level of need, the targets in the London Plan 2015 have been adopted as the borough's housing targets, as set out in Table 4.3B below and Policy PL5. The target for the period 2024/25 - 2029/30 is based on simply rolling forward the target for the first 10 year period. This level of development should be achievable given level of development which will still be taking place in Nine Elms, but will be subject to future review.

4.47 Consideration of the housing needs by tenure are set out in the section on Achieving a mix of housing including affordable housing and Policy IS5.

4.48 The Council is undertaking a number of measures which address the requirements in Policy 3.3E of the London Plan 2015 to "identify and seek to enable additional development capacity to be brought forward to supplement these targets ...". The measures, set out elsewhere in the Plan, include: Core Strategy Policy PL5a.iii. (achieving higher densities); Core Strategy paragraph 4.83 and Policy PL8e (high density mixed use development in town centres); Core Strategy paragraph 4.89 (new focal points including Lombard Road); Core Strategy paragraph 4.165 (scope to build at the highest densities in Nine Elms); SSAD Sites 2.1.6 and 2.1.7 (additional housing sites not included in the SHLAA); SSAD 4.1 (application for the Winstanley/York Road and adjoining areas to be a Housing Zone providing support form the GLA).

Table 4.3B

Target	2015/16-2019/20	2020/21-2024/25	2024/25 - 2029/30	2015/16 - 2029/30
Conventional supply	8,620	8,620	8,620	25,860
Non self-contained	440	440	440	1,320
Total	9,060	9,060	9,060	27,180

4.49 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 (in Mixed Use Former Industrial Employment Areas (MUFIEAs)) 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.

4.50 Within Wandsworth, taking account of these broad locational types and schemes in the pipeline, it is anticipated that over the next 15 years on large sites identified in the SHLAA at least 1,363 homes can be provided in central Wandsworth and the Wandle Delta and adjacent sites, 13,462 in Nine Elms, 880 on other sites elsewhere in the Thames Policy Area, 926 in Clapham Junction and the adjoining area, 515 in and around the other town centres and 2,102 elsewhere in the borough. The spatial distribution of new homes in the borough is set out in Table 4.4. These should not be read as strict allocations but as an indication of the expected location of new homes across the borough. These figures exclude potential sites (windfall) and small sites. 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).

Table 4.4 Delivery of housing by area (Large Known Sites)

Policy Area	Housing delivery	
	2015/16 to 2029/30	
Central Wandsworth and the Wandle Delta and the adjacent area	1,363	5.3%
Nine Elms	13,462	52.1%
Other Sites in the Thames Policy Area	880	3.4%
Clapham Junction and the adjoining area	926	3.6%
Putney Town Centre	435	1.7%
Other Town Centres (Tooting and Balham)	80	0.3%
Rest of Borough	2,102	8.1%
Total Known Large sites	19,248	74.4%
Total Conventional	25,860	100.0%

4.51 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 identifies individual sites and the contribution they can make to the provision of new housing in the borough. The Authority Monitoring Report will be updated at least annually to provide updated information on the five year supply of deliverable sites, the housing land trajectory and will identify sites for housing development.

Core Policies for Places: Policy PL 5

Provision of new homes

- a. The Council will make provision for at least 25,860 net additional homes from conventional supply and 1,320 from non-self contained accommodation between 2015/16 and 2029/30 as set out in Table 4.3B. The conventional supply will include at least 1,363 new dwellings in central Wandsworth and the Wandle Delta and adjacent sites, 13,462 in Nine Elms, 880 on other sites on the Thames riverside, 926 in Clapham Junction and the adjoining area, 435 in Putney town centre, and 80 in Tooting and Balham town centres. This can be achieved by:
 - i. The development of sites identified in the Site Specific Allocations Document, housing trajectory, SHLAA 2013 and windfall sites.
 - ii. Development in the borough's existing five town centres and adjoining areas, in the Thames Policy Area and the limited release of surplus industrial land and sites in the Mixed Use Former Industrial Employment Areas (MUFIEAs).
 - iii. 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 2015. Where necessary consideration will be given to enhancement of the existing transport network to support regeneration and higher density developments.
- b. A review of the Core Strategy housing targets will be undertaken following the publication of any replacement London Plan which sets significantly higher housing targets during the plan period.

Meeting the needs of the local economy

4.52 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. Updated GLA employment projections quoted in the London Office Policy Review 2012 show a rise of 14,818 jobs (11.7%) in the borough between 2011 and 2031. Most of this increase is predicted to be in the growing professional, scientific, technical and real estate sector which tends to be office-based. 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.

4.53 Regular surveys carried out by the Council, including those undertaken to inform the "Wandsworth Employment Land and Premises Study" undertaken by DTZ in July 2010, show that vacancy rates in the borough's industrial employment areas are low, but some accommodation does not meet contemporary needs. The Employment Land and Premises Study and other evidence reveals there is a particular need for flexible, affordable, serviced business accommodation, particularly in or near the town centres. Offices in the borough are concentrated in the town centres, in particular Putney, but much of the remaining accommodation is from the 1960s and 1970s and in need of updating. Wandsworth is largely a small-firm economy, with 90% of firms employing fewer than ten people.

4.54 New employment space should be designed to meet the likely future needs of Wandsworth's businesses, most of which 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 ongoing 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.

4.55 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.

4.56 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 (SIL) at Queenstown Road, Battersea. 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 as part of the preparation for

the Council's first Core Strategy, it was considered that there was 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 also helps 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.

4.57 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 proposals 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 and in area spatial strategies and site allocations in the SSAD, with considerable progress towards these aims having been made in recent years.

4.58 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 Battersea Gasholders site at Prince of Wales Drive, where mixed uses would aid regeneration objectives (see Policy PL11).

4.59 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 and releasing land for housing in accordance with the NPPF.

4.60 The Nine Elms north-east Battersea area is the borough's largest existing employment area and will continue to provide significant employment opportunities in particular the role of the Nine Elms area as part of the CAZ, including new CAZ frontages at Battersea Power Station and Vauxhall, the development of the American Embassy and provision of new enhanced facilities for New Covent Garden Market. Detailed proposals governing the significant residential and commercial growth in this area are set out in the section on Nine Elms and Policy PL11 and in the SSAD.

4.61 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).

4.62 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 of activity. Five safeguarded wharves will continue to be safeguarded for the transshipment of freight. More information is set out in the section 'The River Thames and the Riverside' and Policy PL9.

4.63 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 on 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 as set out in Policy PL15 and the SSAD.

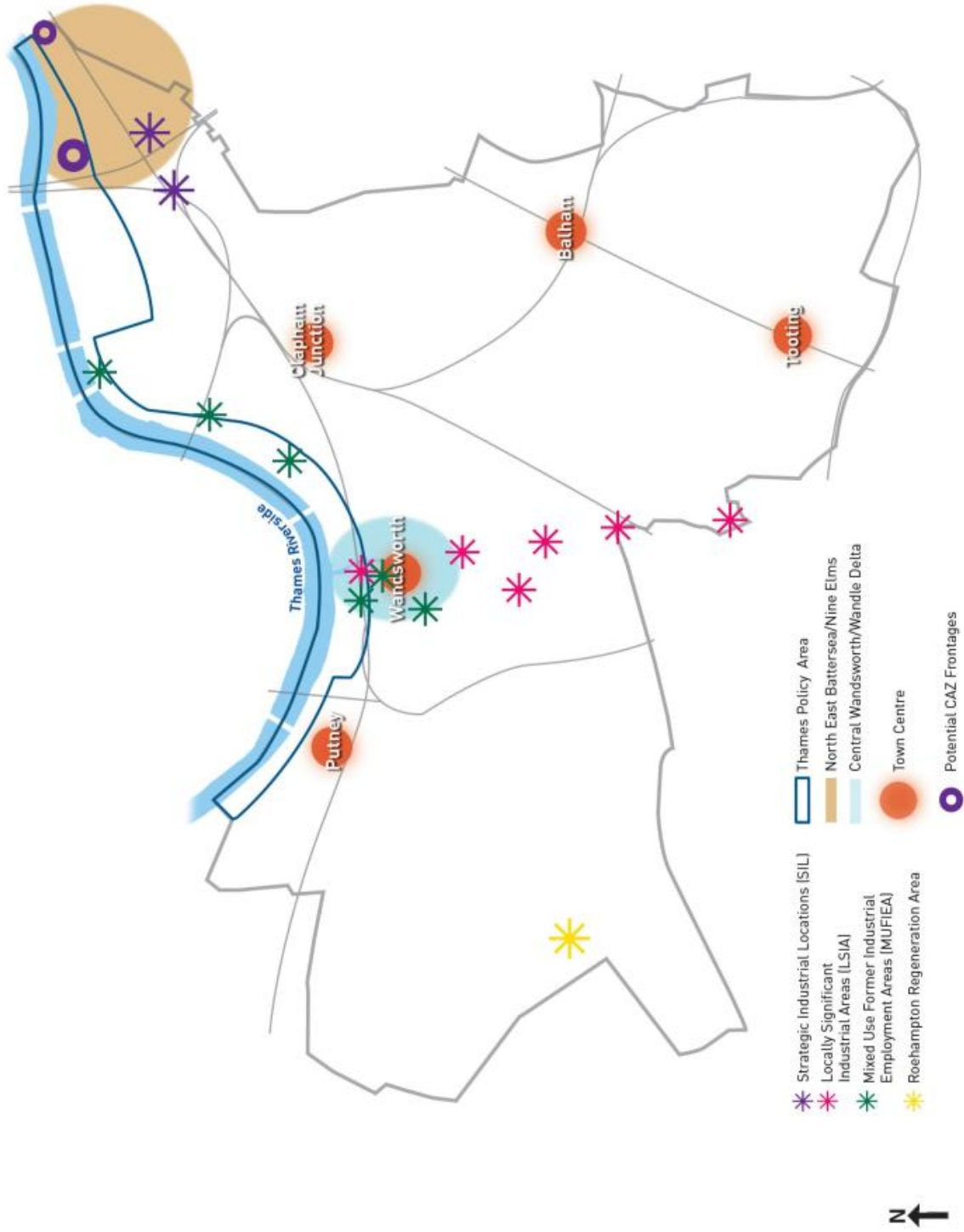
4.64 Employment floorspace specifically targeted at the needs of the local economy, in particular the provision of flexible business space will be sought. Flexible business space includes adequate flexible/adaptable floorspace to cater for the full range of Class B1 uses to accommodate a range of business uses. The space would usually enable a variety of unit sizes, and loads, to be achieved and incorporate a range of services, such as broadband and telecommunications, within each unit. The units should incorporate communal facilities for users and customers and ensure disabled access throughout. Flexible leases and management responsibilities should also be considered as part of a scheme. Further details of an appropriate specification is set out in DMPD Policy DMI4.

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 SIL supported by a number of Locally Significant Industrial Areas in the Wandle Valley (see Policy PL7 and DMPD Policy DMI1).
- 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 (see DMPD Policy DMI2). In particular flexible employment floorspace catering for small and medium sized enterprises will be sought (see DMPD Policy DMI4).
 - 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, reflecting the designation of much of the area as either part of the Central Activities Zone (CAZ) or as a Strategic Industrial Location (SIL), and the provision of new upgraded facilities at New Covent Garden Market (see Policy PL11).
- d. The town centres, in particular Putney and Battersea Power Station, will be the main focus for office development (see Policy 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 and DMPD Policy DMI3).
- 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. Such floorspace should be in line with the requirements of DMPD Policy DMI4.

Map 8 Employment areas



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The main locations for industry and waste management

4.65 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.

4.66 The existing industrial areas (the former IEAs) within Nine Elms and north-east Battersea and along 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. These consist of activities that would fall within use classes B2, B8 and appropriate sui generis uses that contribute to the industrial employment activity in these areas. They are typically large, coherent areas with good access to the main road network. The Queenstown Road Strategic Industrial Location (SIL) (Nine Elms SIL in the London Plan 2011), which lies mainly within Nine Elms Vauxhall Opportunity Area, is identified as a Preferred Industrial Location (PIL) under the London Plan 2015 (SIL) designations. This area is part of London's strategic reservoir of industrial land and is also the most suitable location for the provision of waste management facilities. They are identified as Strategic Industrial Locations on the Policies Map. Part of the Queenstown Road industrial area has been designated as an Industrial Business Park in the Area Spatial Strategy for Nine Elms in the SSAD and on the Policies Map. This is an industrial location but suitable for uses that require better quality surroundings including light and high-value industry, research and development and small scale distribution, effectively providing a buffer between the PIL and the adjoining residential properties. The evidence base, including the Employment Land and Premises Study, 2010 also indicates that many of the smaller industrial areas still fulfil 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 Policies Map and will continue to provide a reservoir of land for local businesses.

4.67 Having reviewed all employment land designations in the light of PPS3 as part of the Council's first Core Strategy, it was considered that there was 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 also helps 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).

4.68 Ensuring the success of the Stewarts Road industrial area in the Queenstown Road SIL and Garratt Business Park in the Summerstown LSIA is seen as a priority by the Council. 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 Council has previously targeted support for both areas and will continue to work with businesses to focus effort and investment in order to help unlock their potential.

4.69 Due to the nature of the industrial activities within these areas, with associated heavy goods vehicular movements, and generally poor pedestrian accessibility, uses including ancillary uses, which provide services to the public including counter services, drop-in centres, etc are considered to be inappropriate in SILs and LSIA's. Such uses will usually be appropriate in MUFIEAs in town centres.

4.70 The GLA has set a waste apportionment figure within the London Plan 2011 for waste to be managed within the borough at 442,000 tonnes per year. This figure has been revised downwards in the London Plan 2015 to 313,000 tonnes per year. This revised apportionment figure represents the latest estimated 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. The revised apportionment figure is used as the basis of our evidence in estimating the approximate land capacity needed to provide waste management facilities to meet the apportionment figure. This figure translates into the need to allocate approximately 3.9ha 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 2015 suggests this land should normally be found in existing employment locations. In accordance with the National Waste Management Plan, there will be a preference for reducing the impact of waste management by promoting the waste hierarchy. More sustainable waste management moves the management of waste up the waste hierarchy of reduction, reuse, recycling and composting, using waste as a source of energy, with disposal of waste as a last resort. The National Planning Policy for Waste carries forward this approach.

4.71 Sites dealing in waste services currently occupy over 8ha of land in the borough, with the majority of this land located in the industrial locations. Of this area only 0.8ha is currently used for waste management purposes, and this land is assumed to process 64,000 tonnes under the GLA's advisory figure. The Materials Recycling Facility (MRF) at Western Riverside Waste Transfer Station occupies a further 0.65ha of land and processes 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, using the estimated waste apportionment figure from the London Plan 2015, land to process a further 165,000 tonnes is currently required which at the GLA's ratio of 80,000 tonnes per ha equates to 2.05ha. Safeguarding existing sites dealing with waste services but which could be re-oriented and consolidated to provide waste management capacity within the SIL gives a total of 1.69 ha, sufficient to process 218,000 tonnes which would meet the overall apportionment figure. The Site Specific Allocations Document identifies the sites needed to meet the apportionment figure.

4.72 The Council is the waste planning authority for the borough and supports the Municipal Waste Management Strategy developed in partnership with the Western Riverside Waste Authority and its constituent boroughs. The Core Strategy, the Site Specific Allocations Document and the Development Management Policies Document provide the spatial delivery tools to implement the Municipal Waste Management Strategy; a key element of which is the safeguarding of existing wharves for the transfer of waste as identified in Policy PL9.

4.73 Waste is a strategic planning issue with cross-border implications and is therefore subject to the duty to cooperate. Wandsworth is one of four boroughs within the Western Riverside Waste Authority (WRWA), along with the London boroughs of Lambeth, Hammersmith & Fulham and Kensington & Chelsea. All domestic waste collected in the four boroughs under the WRWA's thirty year waste services management agreement travels into Wandsworth for processing or transfer. Up to 84,000 tonnes per annum of it is managed at the Materials Recycling Facility (MRF) at Western Riverside Waste Transfer Station on the Wandsworth riverside. The WRWA's residual waste is transferred from Wandsworth to the Belvedere energy from waste (EfW) facility in the London Borough of Bexley.

4.74 The four WRWA boroughs are working collaboratively on waste planning and are preparing a shared evidence base on existing waste management capacity which identifies a collective shortfall against the London Plan 2015 waste apportionment for the four boroughs. Whilst Wandsworth has a minor waste planning capacity surplus, each other member of the WRWA (Hammersmith and Fulham, Kensington and Chelsea and Lambeth) has a waste planning capacity shortfall which results in an overall shortfall in the WRWA area. In accordance with London Plan policy, the shortfall could be met in part or in full by agreeing with another Waste Planning Authority to share any surplus capacity that they may have through the statutory 'Duty to Cooperate' and through working with the other WRWA constituent boroughs. Wandsworth acknowledges that any minor surplus waste management capacity within its borders should be shared with the other WRWA boroughs alongside a joint WRWA approach to contact other waste planning authorities in London to explore potential for sharing surplus waste management capacity in their areas, under the duty to cooperate.

Core Policies for Places: Policy PL 7

Land for industry and waste

- a. The Queenstown Road, Battersea Strategic Industrial Location (SIL) will be the main focus of land for: industry; logistics, including rail freight where feasible; and business, as well as for potential waste management sites. This area will be complemented by the Locally Significant Industrial Areas (LSIAs) in the Wandle Valley - the Central Wandsworth (part), Old Sergeant, Kimber Road, Bendon Valley, Thornsett Road and Summerstown areas. Together these areas comprise the strategic reservoir of industrial land in the borough.
- b.
 - (i) Appropriately located sites for waste management are 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 2015.
 - (ii) Development on sites adjacent to existing waste sites and those identified in the SSAD 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.
 - (iv) Planning applications for waste and recycling facilities on individual sites will be assessed against DMPD Policies DMI5, DMI6 & DMI7.

Town and local centres and important local parades

4.75 The borough's existing 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 Council's Corporate Business Plan 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. A potential CAZ (Central Activities Zone) Frontage has been designated at Battersea Power Station, equivalent in scale to a major new town centre, as part of the redevelopment of Nine Elms. Further details are given in the section on Nine Elms and the adjoining area in north east Battersea, Policy PL11 and the Area Spatial Strategy for Nine Elms in the SSAD.

4.76 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 the existing nine local centres, a potential new smaller CAZ Frontage at Vauxhall, and 23 Important Local Parades which together provide a well distributed and sustainable hierarchy of shopping and related services.

4.77 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 in 2008, 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. An updated study carried out in 2012 factored in growth in population and expenditure and existing development commitments to forecast potential capacity for new retail floorspace in the borough and has suggested a distribution within the existing town centres, as set out in the tables below. The tables also set out existing commitments in major schemes including at Nine Elms. The economic downturn is reflected in the report's low expenditure growth assumptions between 2011 - 2014, with an assumed recovery commencing from 2015. Large scale retail commitments at Nine Elms and Wandsworth are

also expected to increase the borough's overall market share. Given the location of Nine Elms, the study was produced in discussion with the adjoining borough of Lambeth and included a joint household survey.

4.78 The 2012 Retail Needs Assessment report predicts there is scope for approximately 1,712 sq ms of additional net convenience floorspace by 2019, rising to a total of 7,659 sq ms Borough-wide by 2029. The updated study does not identify the need for any significant further expansion of any of the town centres, given their role in the London town centre hierarchy.

Table 4.5 Convenience goods retail floorspace projections

Location	Existing floorspace sq ms net (WBC Town Centres Survey 2012)	Existing Commitments sq ms net (as of 2012)	Additional Retail Sales Floorspace sq ms net			Total 2012-2029
			2012-2019	2019-2024	2024-2029	
Wandsworth	12,090	500	227	583	570	1,380
Clapham Junction	16,200	-	0	0	157	157
Balham	8,640	-	42	312	463	817
Putney	10,190	-	625	539	494	1,658
Tooting	12,580	-	0	201	223	424
Local centres/parades	-	-	818	1,231	1,174	3,223
Nine Elms	-	8,962	-	-	-	-
Total	59,700	9,462	1,712	2,866	3,081	7,659

4.79 Although there is significant leakage of comparison goods expenditure to central London, the 2012 study indicated scope within the borough for approximately 4,342 sq ms additional net comparison floorspace by 2019, increasing to 14,406 sq ms net by 2029. Based on current patterns of expenditure the broad distribution of additional floorspace needed is indicated in the table below.

Table 4.6 Comparison goods retail floorspace projections

Location	Existing A1 floorspace sq ms net (WBC Town Centres Survey 2012)	Existing Commitments sq ms net (as of 2012)	Additional Retail Sales Floorspace sq ms net			
			2012-2019	2019-2024	2024-2029	Total 2012-2029
Wandsworth	12,870	6,718*	0	295	3,632	3,926
Clapham Junction	11,790	-	0	0	1,536	1,536
Balham	5,710	-	956	0	688	1,644
Putney	19,240	-	2,647	454	1,924	5,025
Tooting	17,200	-	526	237	814	1,577
Local centres/parades		-	213	238	247	698
Nine Elms	-	35,000	-	-	-	-
Total	66,810	41,718	4,342	1,224	8,841	14,406

*Excludes Ram Brewery

4.80 In Nine Elms it would be appropriate to identify the retail provision at the potential CAZ Frontages at Battersea Power Station and Vauxhall as equivalent to a major town centre and local centre respectively, subject to impact testing as set out in the NPPF. In line with the sequential approach in the NPPF and the London Plan, town centres and potential new centres should be prioritised for new retail opportunities.

4.81 The projected growth in retail floorspace outside of Nine Elms can be accommodated in the existing 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, through re-occupation of vacant retail premises and by improvements in floorspace trading efficiencies. The 2012 Retail Needs Assessment report also concluded that the existing stock of premises may have a role to play in accommodating projected growth. There is no need for significant expansion of any of the town centres.

4.82 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 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.
- **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, taking account of the Council's 10 point Action Plan for Northcote Road.
- **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, a daily street market, and a weekly farmers market. The area also benefits from a growing evening economy.

4.83 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 Site Specific Allocation Document (SSAD) provides more detail on delivering these objectives through Area Spatial Strategies and individual site allocations. The Retail Needs Assessment and the 2012 update 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 outside of Nine Elms where a significant amount of D2 floorspace at Battersea Power Station is proposed. The reports identified demand from small cinema operators, scope for four additional health club facilities, and the need to provide additional space for food and drink uses, which would complement the town centres' shopping role and provide vitality into the evening. In line with the NPPF, 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.

4.84 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 and have been progressed with new lifts and staircases to the over-bridge (see Policy PL13). Improvements have been made to the pedestrian environment at the junction of Falcon Road/St John's Road in Clapham Junction, including a new station entrance and enhanced public realm. Improvements will also be made to the pedestrian environment including facilities and links between Putney High Street and the riverside in Putney, and to pedestrian connections within the town centre and from the town centre to the Thames riverside in Wandsworth.

4.85 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 1970s, 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). Development proposals submitted since the adoption of the Council's first Core Strategy have demonstrated difficulties in achieving all the objectives for this area (see Policy PL14). When assessing the level of office reprovision in new proposals in this area account will be taken of the number of jobs provided and the extent to which the proposal will meet the objectives of Policy PL14 as set out in DMPD Policy DMTS14.

4.86 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), taking account of the number of units, vacancy rates and of a Local Needs Index which scores how far each centre is meeting local residents' needs, in terms of access to key local shops and services within walking distance from home. The nine existing local centres - Battersea Park Road, Bellevue Road, Clapham South, Earlsfield, Lavender Hill/Queenstown Road, Mitcham Lane, Roehampton, Southfields and Tooting Bec - provide shopping facilities throughout the borough and together with the

23 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. The variation in the size, role and character of individual centres may reflect the catchment population - some may provide a wide range of shops whilst others may have a more limited offer or may have a strong evening economy. There is scope for further development in some of these centres, in particular Roehampton as has been achieved in Earlsfield, including mixed uses with a housing element. As part of the preparation of the Local Plan, the boundaries of the town and local centres and ILPs and the extent of protection of individual shopping frontages and parades were reviewed, and are identified in the Development Management Policies Document and on the Policies Map. All the protected shopping frontages in the borough's town and local centres and the ILPs, are treated as primary shopping areas for the purpose of applying the NPPF.

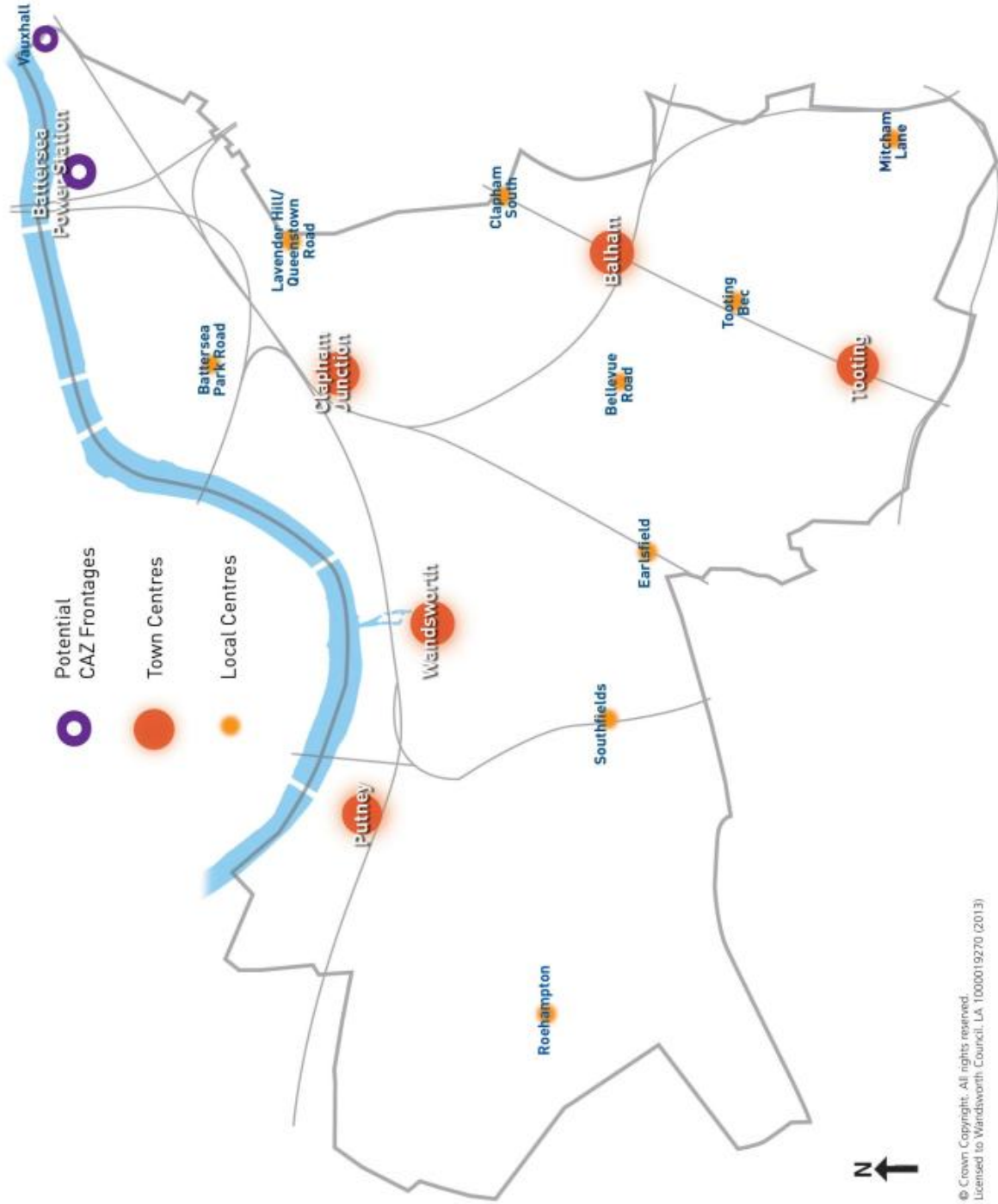
Core Policies for Places: Policy PL 8

Town and local centres

- a. The five existing town centres, Balham, Clapham Junction, Putney, Tooting and Wandsworth, along with the potential new CAZ Frontage (town centre) at Battersea Power Station in Nine Elms, will be the focus for shopping and complementary activities, including business, cultural, leisure and entertainment uses in line with the Council's key objectives and the London Plan Opportunity Area Designation for Nine Elms. The five existing centres 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. The development of a CAZ Frontage (town centre) at Battersea Power Station will be implemented in line with Policy PL11 and the SSAD Area Spatial Strategy.
- b. New shopping (A1) floorspace will be promoted in all five town centres and in the potential CAZ frontage at Battersea Power Station 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. The extent of future growth over and above that already approved will be subject to, and informed by the results of Impact Assessment.
- c. A diversity and mix of appropriate uses is encouraged to locate in the centres, including shopping, leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, bars and pubs, arts, culture and tourism development including hotels), 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. See DMPD Policies DMTS1, DMTS3-6, and DMTS9-14.
- d. The town centres, particularly Putney and Battersea Power Station, will remain the focus for office development. Where it can be demonstrated that existing office space is unsuitable and incapable of being adapted to modern business and that the building has been appropriately marketed for office 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 East Putney and DMPD Policy DMTS14 which contains further detail regarding appropriate marketing evidence. 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 9 Town and local centres



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The River Thames and the riverside

4.87 The borough has 8 kilometres 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 fifteen years with over 4,300 homes and 75,500 sq ms of new commercial floorspace provided. Mixed uses including employment floorspace continues to be sought on sites in the Wandsworth Thames Policy Area (Policy PL6), in particular those well served by public transport and at focal points. Development has also secured the provision of a riverside path for pedestrians and cyclists and it is now possible to walk or ride along 6.6 kms of the 8 kms of riverside in the borough, with a further 1.1 kms 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.

4.88 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 the NPPF. 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 in terms of the Exception Test as set out in the NPPF. The River Thames Flood Defences have been assessed by the Environment Agency and flood risk reduction measures to protect from tidal flood risk are set out within the Thames Estuary 2100 (TE2100) Plan 2012. 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 880 homes and 26,500 sq ms of net additional employment space identified in the development pipeline, excluding other significant development concentrated either in Nine Elms or around the Wandle Delta area. More detailed strategies for these areas are set out in Policy PL11 and PL12.

4.89 Focal points of activity have already been created by new development at Putney Wharf and Wandsworth Riverside Quarter/Point Pleasant and partially implemented at Ransomes 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 based on existing designations and at Lombard Road/York Road Riverside. 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 Ransomes 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. Further guidance relating to the Lombard Road/York Road Riverside focal point, including an Area Spatial Strategy and guidance on individual sites, is taken forward in a Supplementary Planning Document.

4.90 Five working wharves, Western Riverside Waste Transfer Station and Pier Wharf in Wandsworth and Cringle Dock, Kirtling Wharf and Middle Wharf 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 loss of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. At Cringle Dock and Kirtling Wharf (Site Allocations 2.1.6 & 2.1.7) – both are within the Vauxhall Nine Elms Battersea Opportunity Area and have development potential - any proposal for mixed use development must ensure that it does not have a negative impact on the operation of the safeguarded wharf. This includes impacts on access arrangements to the wharf and the retention of the operational capacity of the wharf. Maximising the potential for these sites will require further discussions with relevant parties, in particular the PLA and the GLA. Assessments as to whether a wharf is or can be viable will be made using the criteria set out in para 7.77 of the London Plan 2015.

4.91 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 an enhanced 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, DMO6, DMO7 and supporting text).

4.92 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.

4.93 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.

4.94 The All London Green Grid (ALGG) aims to promote and protect green infrastructure (including rivers) in London. There are three areas in Wandsworth (the Arcadian Thames, Wandle Valley and Central London) and each area framework includes sections of the River Thames and/or River Wandle. Development on the riverside should have regard to the aims of the Green Grid and the opportunities identified in the area frameworks.

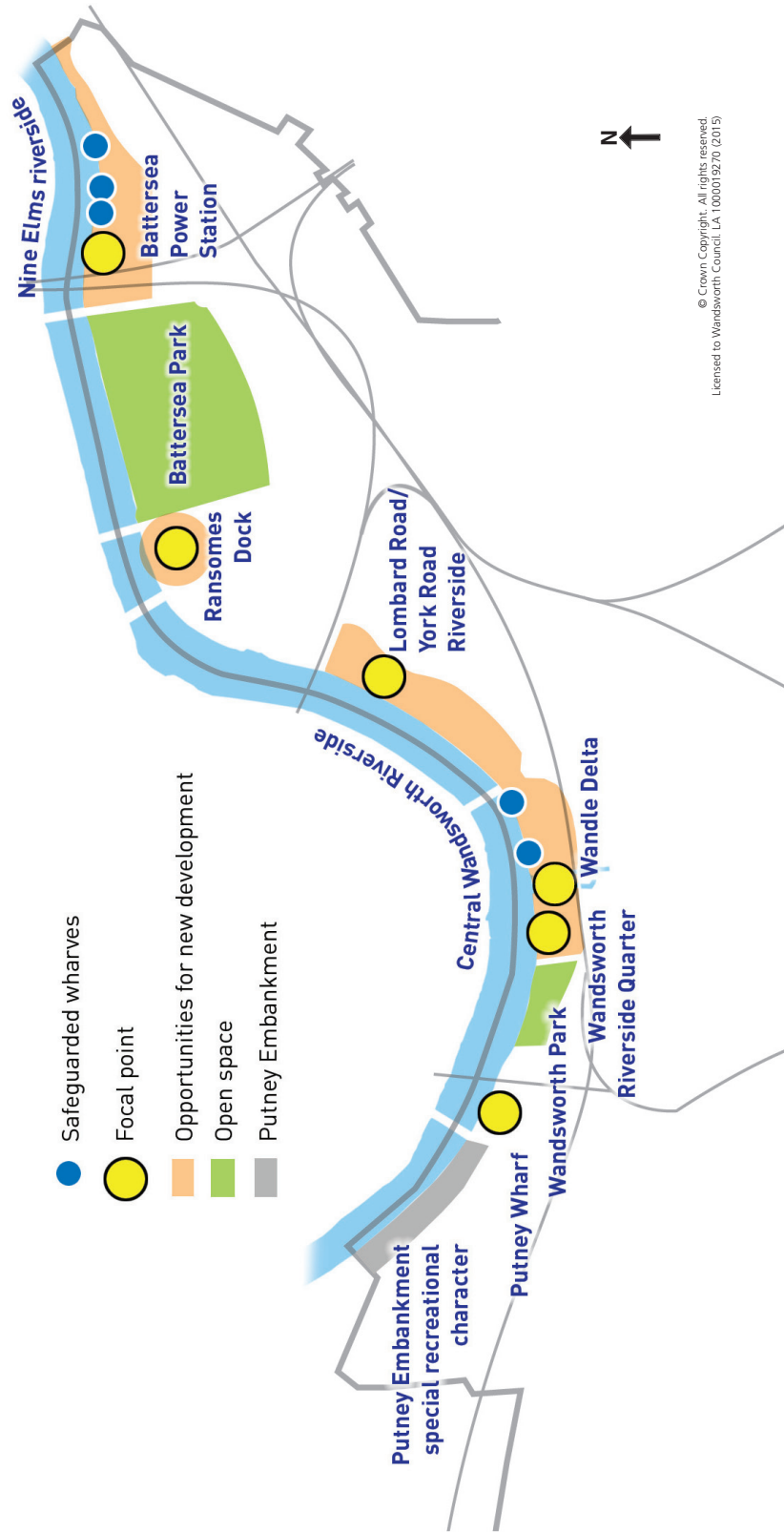
4.95 The Marine Policy Statement (MPS) sets out the national framework for Marine Plans and provides guidance on planning for, and permitting development in, the UK marine area. The tidal Thames (which includes all of the parts of the Thames in Wandsworth) is linked to the marine system and development that affects this part of the river may need a licence or other consents from the Marine Management Organisation (MMO), Environment Agency and/or Port of London Authority.

Core Policies for Places: Policy PL 9

River Thames and the riverside

- a. Along the riverside in the Thames Policy Area 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. The efficient operation of the wharves will be supported through the protection of routes to the main road network serving protected wharves. Five wharves will continue to be safeguarded for the transshipment of freight, including waste and aggregates, and for freight related activities. The loss of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. At Cringle Dock and Kirtling Wharf (Site Allocations 2.1.6 & 2.1.7), any proposal for mixed use development must ensure that it does not have a negative impact on the operation of the safeguarded wharf. This includes impacts on access arrangements to the wharf and the retention of the operational capacity of the wharf. Assessments as to whether a wharf is or can be viable will be made using the criteria set out in para 7.77 of the London Plan 2015.
- 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 (see also Policies PL3 and IS1 and DMPD Policy DMO7).
- 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 in line with the requirements of the Thames Estuary 2100 Plan.
- 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 10 The Thames riverside



The Wandle Valley

4.96 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 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 Wandle Valley sits within the wider area covered by the Wandle Valley Area Framework 8 which is part of the Mayor's All London Green Grid (ALGG) Green Infrastructure Strategy. The area has been identified in the London Plan 2015 as a strategic opportunity for the South West London subregion, particularly for improved local transport links and the regeneration that this could bring forward. The London Plan also identifies potential for a Wandle Valley Regional Park. The development of a spatial strategy and implementation plan for the Wandle Valley Regional Park is being progressed by the Wandle Valley Regional Park Trust and key stakeholders including Merton, Sutton and Croydon councils and the Wandle Forum. Community participation in future projects, such as those involving environmental improvements and riverside enhancements is being developed.

4.97 Part of the Wandle Valley area is identified in the London Plan 2015 as an Intensification Area. Work undertaken on the Intensification Area, led by Merton Council, has indicated that the main opportunities for regeneration in this area lie in Colliers Wood, away from the borough boundary. It is therefore not proposed to take forward any specific proposals in relation to this area in Wandsworth.

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 vision 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

4.98 Nine Elms provides the most significant redevelopment opportunity in central London. The area has long suffered from a lack of functional identity. Extending from the eastern edge of Battersea Park in the west to Vauxhall in the east, the area 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 has suffered 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.

4.99 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 next 20 years was identified in the London Plan and this vision has been taken forward through the original Core Strategy, the Opportunity Area Planning Framework (OAPF) and the Site Specific Allocations Document (SSAD). The importance of the development of Nine Elms in helping the Council to deliver its key objective of building a prosperous, vibrant and cohesive community is recognised in the Corporate Business plan which seeks to "Transform Nine Elms into a world class business and residential quarter". The London Plan identifies the area as part of the Vauxhall/Nine Elms/Battersea (VNEB) Opportunity Area (including part of Vauxhall in Lambeth) within the Central Activities Zone (CAZ). The Opportunity Area is now referred to as Nine Elms Vauxhall (NEV). The London Plan 2015 identifies the potential capacity to provide over 20,000 new homes and 25,000 new jobs in the Opportunity Area as a whole, the redevelopment and retention of New Covent Garden Market, with the Stewarts Road Area remaining as a Strategic Industrial Location.

4.100 This area will be the focus for considerable new development over the next 20 years or so. The key to the future success of the area will be provision of adequate access both to and within the area, together with the provision of the necessary infrastructure to support the new population and businesses.

4.101 Transport provision, in particular improvements to public transport provision and the delivery of the Northern Line Extension (NLE), is the key to unlocking the development potential of the area. Public transport accessibility is currently 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. A transport assessment has been carried out for the OAPF, 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 as set out in the Development Infrastructure Funding Study (DIFS). As part of this work, TfL is considering major new public transport infrastructure including rail, bus, riverbus 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. A key element is the Northern Line Extension from Kennington to Battersea, incorporating stations at Nine Elms in Lambeth (Wandsworth Road) and Battersea, adjacent to Battersea Power Station. Major landowners in the area form a key stakeholder group which informs the delivery of the OAPF. A tariff based financial contribution mechanism was developed in the DIFS to ensure that major transport proposals are both viable and deliverable. In Wandsworth the DIFS tariff was replaced by the Council's Community Infrastructure Levy Charging Schedule (CIL) for new schemes granted permission from 1 November 2012. This project is being supported by a £1 billion loan from HM Treasury to the Mayor of London. The East London Line extension, now part of the Overground service, completed in 2012, has improved accessibility to the southern part of the Opportunity Area around the industrial areas by providing improved services at Wandsworth Road station.

4.102 A range of other infrastructure to support the development area was identified in the Development Infrastructure Funding Study (DIFS), which informs the Area Spatial Strategy for Nine Elms in the SSAD. Key infrastructure includes the provision of the linear park, a new school and health and community facilities.

4.103 The OAPF identifies Nine Elms Vauxhall as having good potential for the development of a Decentralised Energy Network (DEN). The Council has worked with development partners and Lambeth Council to commission an Energy Masterplan which sets out a vision of how a DEN may be developed in the area. Further feasibility work is being progressed with partners and is likely to set out detailed guidance on the development of, and connection to, a DEN for sites within the Opportunity Area.

4.104 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 the NPPF and its associated technical guidance 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.

4.105 Land in the west of 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 was subject to Health and Safety Executive advice which in principle could have restricted the development potential of the area. National Grid have now decommissioned the gasholders paving the way for the redevelopment of this 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 2012 Retail Needs Assessment takes account of the development of a new town centre amounting to 60,000 sq ms floorspace in accordance with the vision set out in the OAPF and the Area Spatial Strategy for Nine Elms and the current planning permission. Increasing the size of the centre beyond this level

could lead to a trade draw from Clapham Junction and other existing centres. Any proposals to significantly increase the amount of retail development would be subject to an independent impact assessment. Investment in public transport improvements will be necessary to improve rail links and public transport accessibility, including the Northern Line Extension and improved facilities at Battersea Park Station.

4.106 The former industrial riverside strip north of Nine Elms Lane has already seen some residential redevelopment where it narrows to the east near Vauxhall and development of the "Riverlight" site is already well progressed. There is scope to provide further new homes and jobs in this area 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. Two Thames Tideway Tunnel development sites are also located in the area and new development will also need to take account of the implementation of this major infrastructure project.

4.107 Redevelopment of the area south of Nine Elms Lane has also commenced, including the realignment of Ponton Road which was necessary to accommodate the relocation of the US Embassy to this area. The area presently contains a number of firms serving the central London area, including the New Covent Garden wholesale market. Planning permission has been granted for the redevelopment of the market site including the provision of a replacement market and associated new retail market ("Garden Heart") on the main market site together with high density mixed-use development of the northern site, including new retail uses together with a health centre and residential development, utilising the potential for tall buildings on part of this site. Permission has also been granted for residential led developments on the adjacent Ballymore ("Embassy Gardens") and Royal Mail Group sites, with a number of other sites in this area being identified as having potential for high density residential led development. The provision of a linear park will be a key feature of this area, providing a green link between Vauxhall and Battersea Power Station. A new primary school/community centre will also be provided in this area to meet the wider needs of Nine Elms. Existing logistics firms will be encouraged to relocate locally where this can be accommodated.

4.108 The release of land at the Flower Market site, together with adjoining sites including Market Towers, provides the opportunity to create a new CAZ Frontage (local 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 co-ordinated. While the area has good public transport accessibility there is currently limited capacity for the transport system to carry additional passengers. Improvements to the transport system serving this part of the Opportunity Area will include: gateline improvements and the provision of step free access at Vauxhall Underground Station; a new Nine Elms Underground Station on Wandsworth Road in Lambeth as part of the NLE; improved river services and improvements to bus services, including new interchange facilities at Vauxhall.

4.109 The Stewarts Road area forms part of the Queenstown Road Strategic Industrial Location (SIL) identified in the London Plan 2015 and will continue to provide a reservoir of sites for industrial, 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.

4.110 Detailed policies for Nine Elms, including individual site allocations, are set out in the Area Spatial Strategy for Nine Elms in the SSAD.

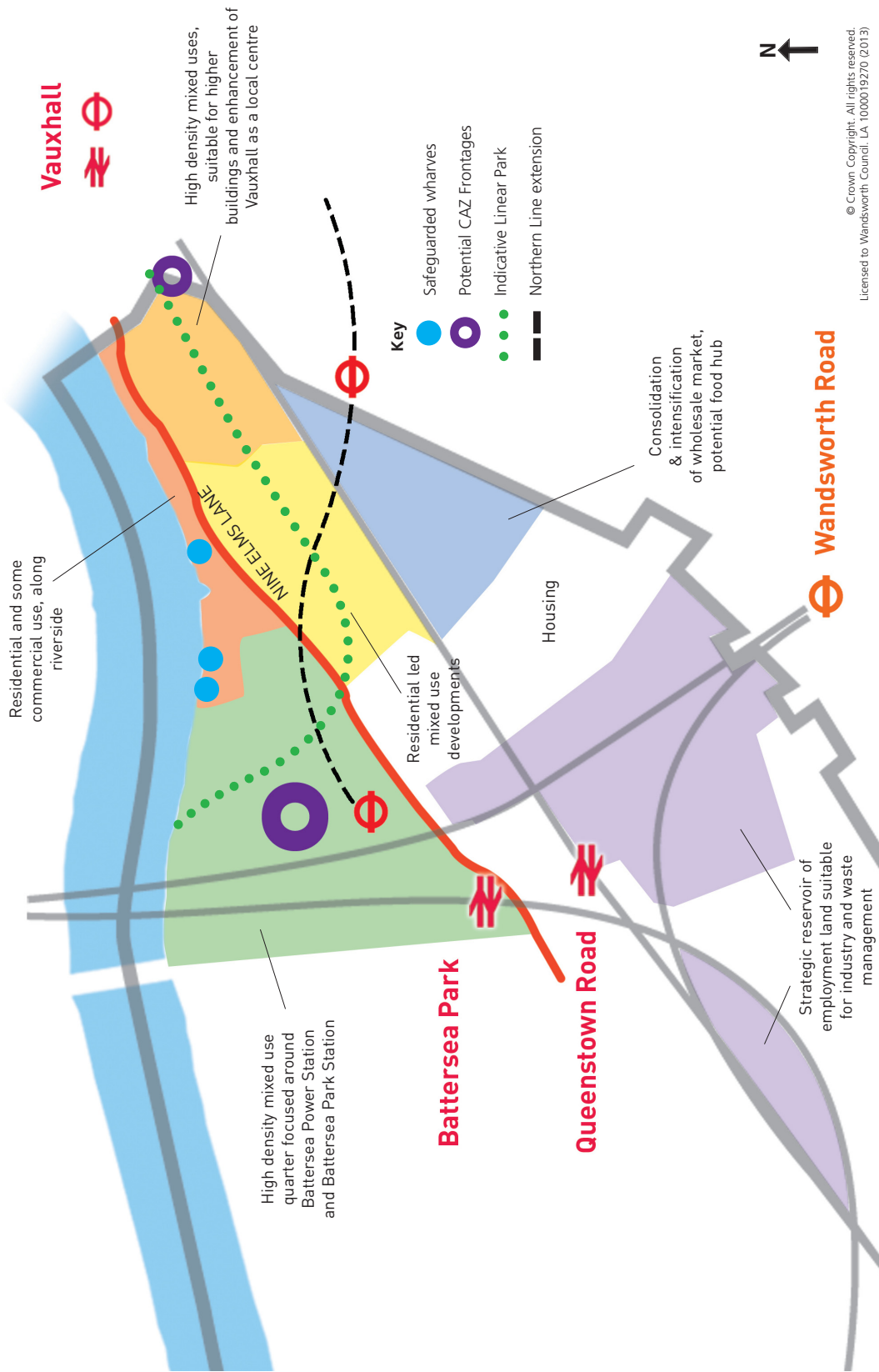
Core Policies for Places: Policy PL 11

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", enhance the area's heritage significance and create a dynamic mixed use quarter, including shops and services forming a potential CAZ Frontage (major new town centre), with improved public transport links including the Northern Line Extension (NLE). New developments in the area will need to take account of the impact on local views of the Power Station as identified in the Council's Supplementary Planning Document Local Views, adopted February 2014.
- 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 New Covent Garden Market (NCGM) main site and mixed-use development at the apex of the main site including a retail market and complementary uses at the Garden Heart, offices and residential will be supported. New residential led mixed use development can be developed around a permeable framework of streets with the provision of a new linear park linking Vauxhall to Battersea Power Station providing a spatial setting and adding value to new urban development.
- d. High density mixed use development will be promoted around Vauxhall, including on the NCGM Northern site, to help create a sense of place, and improve the centre to form part of a new smaller CAZ Frontage (local centre) providing new local shops and services. Improvements to public transport will be sought, as well as new public open spaces in line with Policy PL4. Tall buildings may be appropriate in this area subject to the qualifications set out in Policy IS3 and the criteria based policy on tall buildings DMPD Policy DMS4.
- e. The Stewarts Road/Silverthorne Road area, which forms part of the Queenstown Road SIL, will continue to provide a reservoir of land for industry, logistics and waste management and enhancements will be sought to the environment of and access to the industrial area.
- f. The Council will work with the GLA, Lambeth Council, landowners and other partners through the Nine Elms Vauxhall Strategy Board to deliver the vision set out in the Council's policies and 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, new schools, health and community facilities and strategic sustainable energy infrastructure.
- g. Funding will be provided through CIL and sought from planning obligations linked to developments on sites within the Opportunity Area in accordance with the principles set out in the DIFS or any updated study.

- h. Development in the Nine Elms Vauxhall Opportunity Area (including part of Vauxhall in Lambeth) within the Central Activities Zone (CAZ) should aim to meet targets in the London Plan 2015 of over 20,000 new homes and 25,000 new jobs over the next 20 years or so. The Wandsworth part of the Opportunity Area has the potential to deliver over 14,000 new homes (13,462 in the plan period) and around 20,000 jobs (gross).
- i. Further details of the Council's policies for Nine Elms are set out in the Area Spatial Strategy for Nine Elms and individual site allocations in the Site Specific Allocations Document .

Map 11 Nine Elms and north-east Battersea



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Central Wandsworth and the Wandle Delta

4.111 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.

4.112 The Southside Shopping Centre, formerly the Arndale Centre and the 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 four high-rise residential blocks and a long spine block running north south across the top of the shopping mall.

4.113 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 former industrial land to the south of Wandsworth High Street focused on Hardwicks Way. 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 which have now been completed including the laying out of Hardwicks Square, a new pedestrian priority public space and a pedestrian link from Chapel Yard to the new Square. Redevelopment of the adjoining Business Village site is underway, which includes the re-provision of business space to provide an employment-led mixed use quarter including new residential development.

4.114 Significant investment has been made in the Southside Shopping Centre in recent years and planning permission has also been implemented for further redevelopment, including new frontages on Garratt Lane totalling 4,415 sq ms A1 - A4 floorspace, and part of the northern end of the centre including Arndale Walk, totalling 11,743 sq ms A1 - A4 and D2 floorspace (4,322 sq ms net additional), including the provision of a department store.

4.115 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, together with the other improvements presents a number of significant opportunities to make the town centre an even safer and more attractive place in which to live, work and shop, including a riverside walk along the Wandle, and to provide links between the town centre and the Thames riverside.

4.116 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 update of 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, the current redevelopment proposals of Southside shopping centre explains the higher than average vacancy rate. 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 and existing commitments, the assessment identified scope for an additional 994 sq ms net of convenience floorspace by 2029, whilst capacity analysis identifies a need for 4,762 sq ms net of comparison floorspace over the same time period. 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.

4.117 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 the implementation of proposals to reduce traffic in the high street through the removal of the Wandsworth One-Way System. 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. In addition to the development of Southside outlined above, development has taken place over and above Sainsbury's and its car park in Garratt Lane to provide additional retail floorspace and a hotel. 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. 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 2015 supports the development of a Wandle Valley Regional Park, which would thread through central Wandsworth and the town centre. This will 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 Park is still in a transitional phase, 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 an additional 1,363 new homes by 2029/30 and 61,500 sq ms of new (gross) employment floorspace currently identified in the development pipeline.

4.118 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 the NPPF and accompanying Technical Guidance has been made in 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 the NPPF and accompanying Technical Guidance.

4.119 Two Thames Tideway Tunnel sites lie within Central Wandsworth and the Wandle Delta area. One site is located at Dormay Street, where the Bell Lane Creek Combined Sewer Overflow (CSO) will be intercepted and the other is at the northern tip of St George's Park, where the Frogmore Storm Relief – Buckhold Road CSO will be intercepted. The majority of the development at both sites is sub-surface, however, a combined kiosk and ventilation structure will remain at Dormay Street and a kiosk and signature ventilation column will remain at King George's Park. The project was granted Development Consent on 12 September 2014 and came into force on 24 September 2014, with main works anticipated to commence in 2016.

4.120 Two Thames Tideway Tunnel sites lie within the Nine Elms Opportunity Area. One site is located at Kirtling Street, the other is at Heathwall Pumping Station. The Thames Tideway Tunnel project was granted Development Consent on 12 September 2014 and came into force on 24 September 2014, with main works anticipated to commence in 2016.

4.121 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 restricts the development potential of the area. The decommissioning of the gasholder will unlock further potential to redevelop sites in the area. Until the gasholder is decommissioned safety issues will need to be taken into account when designing development within the HSE's PADHI zones.

4.122 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 the lengthening of services at 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 where appropriate, with strategic transport proposals, including the removal of the One-Way System, being funded, at least in part, through the Council's Community Infrastructure Levy (see Policy IS7 and supporting text). The package will also be used to unlock other funds from Transport for London and other transport infrastructure providers.

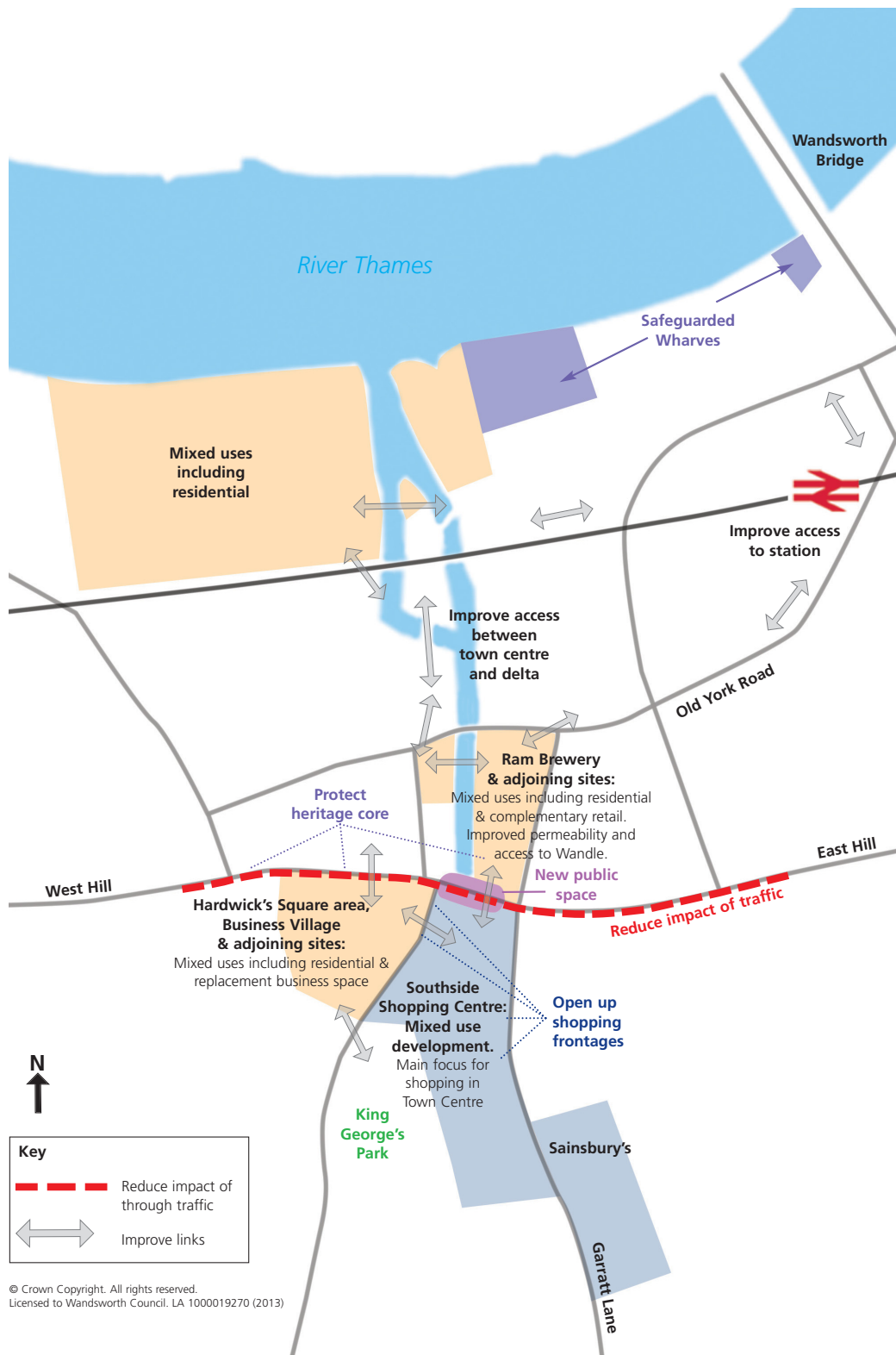
Core Policies for Places: Policy PL 12

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, including Arndale Walk, in order to attract retailers and strengthen its function 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 Wandle Valley Regional Park Trust, 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 river related improvements will be sought where appropriate 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 on the former employment sites containing the Wandsworth Business Village and former Young and Co's offices and warehouse at Buckhold Road, will provide 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.
- f. Development in central Wandsworth and the Wandle Delta and adjacent sites should aim to meet targets of at least 1,363 new homes by 2029/30 and 61,500 sq ms of new employment floorspace in the longer term.
 - 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 funded largely by the Council's Community Infrastructure Levy (CIL) and funds from TfL and other transport infrastructure providers. Developer contributions will be sought where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.
 - 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. Higher buildings reflecting the status of the town centre while respecting existing landmark buildings may be appropriate on some sites, subject to qualifications set out in Policy IS3 and the criteria based DMPD Policy DMS4 Tall buildings.

Map 12 Central Wandsworth and the Wandle Delta



Clapham Junction and the adjoining area

4.123 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.

4.124 The station remains largely unchanged from its 19th 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 21st century. In 2011 the Brighton Yard entrance was opened, which together with improved access, including lifts, from the platforms to the overbridge and facilities, has helped to ease congestion. Improvements have also been made to the Grant Road entrance. However given the importance of the station, 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, south London and south-east England and the Overground network 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.

4.125 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 Clapham Junction Exemplar project has delivered significant improvements, including to the footways, street furniture and road junctions, to the benefit of all town centre users.

4.126 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.

4.127 The Council, in consultation with the local community, has been exploring options for the improvement and potential regeneration of the York Road and Winstanley Estates and published a masterplan for the redevelopment of the area in Autumn 2014. This will be taken forward in the form of an informal planning parameters document. The redevelopment of the area provides the opportunity to create new linkages, integrate buildings with street frontages, make improvements to the residential stock and provide mixed tenure new housing. There are also opportunities to improve public spaces and natural surveillance to make areas safer for pedestrians, which will encourage more walking activity. The Mayor has designated the area as a Housing Zone (Clapham Junction to Battersea Riverside) which provides a framework to develop new, flexible and innovative ways to utilise funding, investment, planning tools and assets to realise the potential of the area.

4.128 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 is currently under re-development and will provide substantial new housing of all types, and better integration with surrounding streets, including links to the station and town centre.

4.129 The 2012 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 limited scope for additional convenience or comparison floorspace. Pipeline developments with or without planning permission could accommodate a further 14,400 sq ms net net additional retail floorspace. This analysis takes into account an estimated allowance for the proposals for new retail floorspace as part of the Clapham Junction station redevelopment.

4.130 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.

4.131 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. Proposals 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 a new entrance in St John's Hill, lifts to all 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 could enable substantial improvements to take place to the station and access to it. 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 provide at least 926 homes by 2029/30, with up to 30,000 sq ms of employment space. Other appropriate uses in this highly accessible location include offices, hotel, cultural, leisure, entertainment and community uses including healthcare. A high quality street frontage can be created around the existing station entrance in St John's Hill, that conserves and enhances the Clapham Junction Conservation Area 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, subject to qualifications set out in Policy IS3 and DMPD Policy DMS4, specifically the need to retain the significance of the listed Arding and Hobbs building as a visual focus in the Conservation Area.
- c. Enhanced linkages to the north of the Station and town centre, notably to Falcon Road and Winstanley Road, and restructuring 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. The improvement and regeneration of the York Road and Winstanley Estate area will provide opportunities to create new linkages, improve public and communal spaces and the quality of housing, provide new mixed tenure housing and integrate buildings with street frontages.
- 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. New public space should be provided within any redevelopment.

- f. The 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. Developer contributions will be sought where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document (see Policy IS7).

Map 13 Clapham Junction



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East Putney and Upper Richmond Road

4.132 Putney is a historic, riverside town centre which plays a key role as one of the borough's five existing 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 fulfils a secondary shopping function but is the location of the largest cluster of office space in the borough, a significant proportion of which are subject to redevelopment proposals.

4.133 Most of the 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. A number of the offices are now empty or partially empty pending redevelopment or refurbishment proposals, with work already underway on some sites. 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 too significantly reduced.

4.134 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 and Town Centre Needs Assessment, 2012 projected an overall need for 3,300 sq ms of new floorspace in Putney by 2019, 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.

4.135 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 amenity of adjoining properties and show how they would bring significant benefits to the quality of the townscape and the public realm.

4.136 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 an Underground station and bus services, capacity is limited. New developments will be expected to demonstrate their impact on local infrastructure provision. The Community Infrastructure Levy (CIL) will be used to fund strategic transport improvements, potentially including improvements to Putney stations. Developer contributions will be sought where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document, (see Policy IS7 and supporting text).

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 in Upper Richmond Road 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 should seek to conserve and enhance Oxford Road Conservation Area and its setting and, where relevant, the setting of East Putney Conservation Area. Tall buildings may be appropriate in the town centre subject to the qualifications set out in Policy IS3 and DMPD Policy DMS4.
 - vii. Developer contributions will be sought where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Map 14 Putney



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Roehampton

4.137 Roehampton is an area of considerable contrasts, with substantial areas of Metropolitan Open Land (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.

4.138 Investment in improvements to Roehampton University, including the provision of additional student accommodation to meet the University's needs, offers an opportunity to regenerate Roehampton and contribute to making the area more attractive to residents. The National Tennis Centre opened in 2007, with the Council securing community use of the facilities for local children. New housing has also been achieved on parts of the Queen Mary's Hospital and Arton Wilson sites. 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.

4.139 The Council, working in partnership with residents and local organisations, is developing a Masterplan to progress regeneration and renewal opportunities including creating new housing, and improving existing housing. The earlier "Heart of Roehampton" initiative identified five key sites centred around Danebury Avenue in Roehampton local centre, comprising the library, recreation centre, local flats and shops, a community centre, police and housing offices. The key objectives of the Masterplan 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, employment, community 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 important in achieving regeneration in the wider Roehampton area.

4.140 The Masterplan will also suggest ways to improve public safety, for example through designing out crime, and environmental improvements, and retaining open space. 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 stations.

4.141 Investment is continuing at Roehampton University which is updating its own masterplan, originally approved in 2004, to secure improvements to both teaching and student accommodation and will contribute to the local economy and make the area more attractive and accessible to people from elsewhere.

4.142 The Site Specific Allocations Document includes an Area Spatial Strategy for Roehampton and a number of site-specific proposals to further guide implementation of this strategic policy.

Core Policies for Places: Policy PL 15

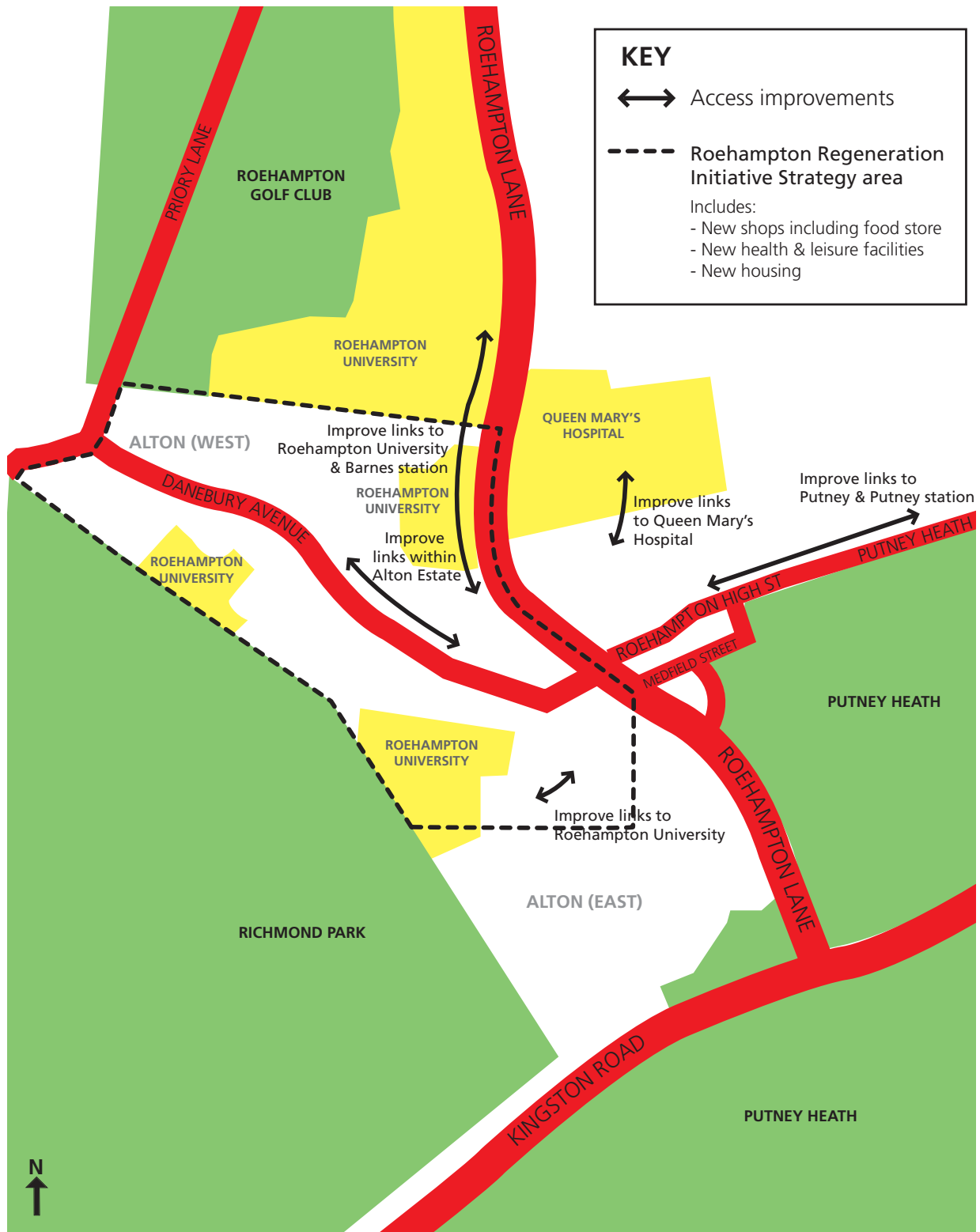
Roehampton

Comprehensive regeneration and new development within the Roehampton Masterplan area will be supported to deliver:

- a. Improved housing, new business floorspace, new and improved shops and related uses in the local centre, and new community facilities.
- 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, including, where relevant, the conservation and enhancement of the Roehampton Village, Westmead and Alton Conservation Areas and their settings.
- 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 co-ordination with the masterplanning exercise.

Map 15 Roehampton



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Core Policies for issues

Promoting sustainable development

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

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

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

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

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

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

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

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

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

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

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

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, and construction management and servicing plans where appropriate. 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 2015. 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. Details of the requirements for Transport Assessments, Travel Plans and parking standards, and servicing and delivery requirements, in line with the London Plan 2015, are set out in DMPD Policies DMT1 and DMT2.

Sustainable design, low carbon development and renewable energy

4.153 Sustainable design and construction, energy efficiency, low carbon development and increased use of renewable energy and decentralised energy networks are key components of the Council's strategy of mitigating and adapting to climate change. There are 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.

4.154 The national technical standards relate to water efficiency, space and accessibility for new housing development. The Building Research Establishment Environmental Assessment Method (BREEAM) is a sustainability standard which can be applied to non-residential developments. BREEAM assessments for non-residential development may be replaced by national standards for non-domestic buildings in the future. In all cases where assessment methods are changed or superseded, the appropriate replacement standards will be used.

4.155 The Council is working towards reducing CO₂ emissions and the impacts of CO₂. DMPD Policy DMS3 requires that new residential development achieve a 19% CO₂ improvement over 2013 Building Regulations (which is equivalent to the energy element of the former Code from Sustainable Homes level 4) until such a time as this level is exceeded by national or London Plan standards. Major residential development will also be required to meet the targets set out in Policy 5.2 of the London Plan. The Government has confirmed it does not intend to proceed with zero carbon homes in 2016. Future changes to energy efficiency standards will be kept under review.

4.156 The London Plan Supplementary Planning Guidance (SPG) on Sustainable Design and Construction 2014 explains some of the principles of sustainable design and provides technical guidance on the implementation of these in new development. The standards set out in the SPG or any future replacement should be addressed in planning applications.

4.157 The London Plan 2015 requires that development proposals make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

4.158 The first priority for any new development should be to reduce its energy demand. Passive design principles, such as orientating windows and living spaces towards the south, should be integrated at earliest stages of design and any risk of summer overheating should be adequately mitigated (e.g. through solar shading). Energy efficient building practices

such as good insulation, low air permeability and limited thermal bridging should also be followed, aiming to improve on the minimum standards set in the Building Regulations Part L.

4.159 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. Heat that is created as a by-product of traditional electricity generation is normally wasted; by using Decentralised Energy Networks (DEN)⁽¹⁾ this waste heat can be used instead to heat local homes and businesses. DENs are commonly based on gas-fired CHP but have the potential to switch to renewable energy sources in the future such as biogas, which could further reduce CO2 emissions and improve energy security.

4.160 The London Plan 2015 sets a target for 25% of the heat and power used in London to be generated by the use of decentralised energy systems by 2025. Localised heating and cooling networks will be crucial in achieving this target. The London Heat Map (www.londonheatmap.org.uk) provides data on heat loads as well as existing and planned networks to help identify opportunities to promote decentralised energy. Map 16 shows the main opportunity areas in Wandsworth. The London Heat Map will be updated periodically as networks develop. All new development should have regard to this information and developments within opportunity areas will be expected to connect to existing or create new networks unless it can be demonstrated that this would not be technically feasible or economically viable.

4.161 There are particularly good opportunities to create new, and expand existing DENs in large mixed use developments, in the areas of major change (e.g. central Wandsworth and the Wandle Delta, Putney and Clapham Junction) and especially in Nine Elms. 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 Energy Centres, DEN plant and district heating connections as well as making financial contributions towards establishing or expanding networks where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. An Energy Masterplan and Feasibility Study have been prepared for Nine Elms Vauxhall along with further commercialisation work which should inform developments coming forward within the OA. The Council is progressing work to deliver this vision with partners.

4.162 The London Plan 2015 includes a presumption that all major developments will achieve a reduction of carbon dioxide emissions of at least 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

1 These are also referred to as District Heat Networks

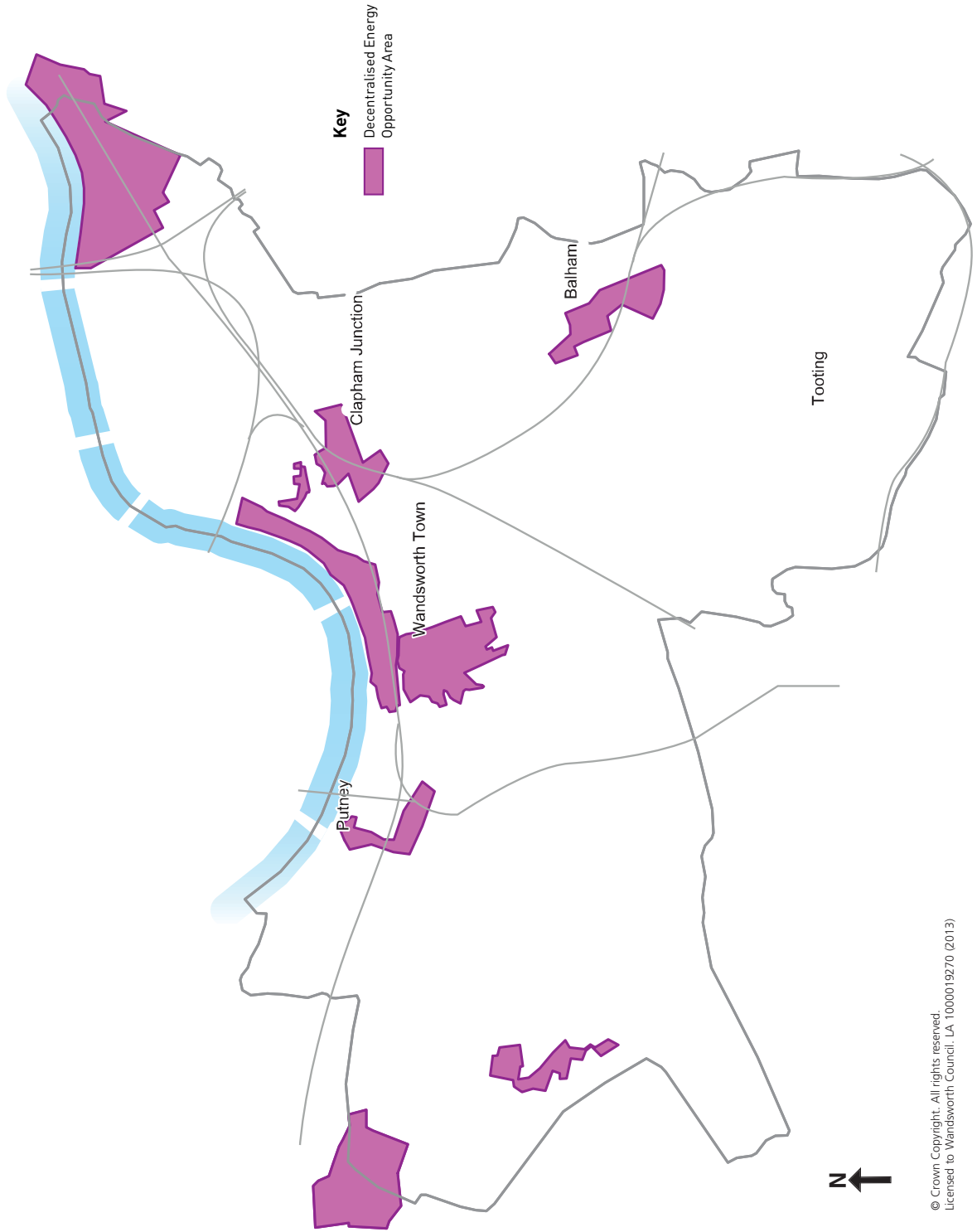
weaknesses when applied to a specific development. Proposals for biomass schemes should not have a detrimental impact on local air quality. Measures to reduce the overall carbon footprint of a development are as important as the use of renewable energy.

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. 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.
- b. The Council will require new development to achieve the higher optional national technical standards for housing and BREEAM or other nationally recognised standards that replace them as set out in DMPD Policy DMS3 unless demonstrated that it would not be technically feasible or economically viable. New buildings should be designed for the climate they will experience over their lifetime.
- c. The Council will promote zero-carbon development. All development proposals should follow the principles of the Mayor's energy hierarchy. Development proposals will be expected to demonstrate and justify their approach as set out in DMPD Policy DMS3.
 - i. Passive design and energy efficiency measures should be applied to minimise the demand for energy in new buildings as far as possible.
 - ii. Unless demonstrated that it would not be technically feasible or economically viable to do so all developments will be expected to connect to any existing heating or cooling network. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map and any relevant Energy Masterplan. Where no networks are planned, major development should incorporate on-site decentralised energy systems, such as combined heat and power, where feasible.
- d. Developments will be required to achieve reductions in carbon emissions through on site renewable energy generation in line with the energy hierarchy unless it can be demonstrated that such provision is not feasible.
- e. The Council will use the National Planning Policy Framework and London Plan policies, including those on green infrastructure, flood risk, sustainable drainage and water quality and the standards in the London Plan Supplementary Planning Guidance on Sustainable Design and Construction to ensure the overall sustainability of the site.

Map 16 Decentralised Energy opportunity areas



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Promoting good quality design

Design and Townscape

4.163 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

4.164 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, and a healthy and safe environment, by reducing crime, the fear of crime and anti-social behaviour, encouraging physical activity and active travel and making developments accessible and inclusive, including facilities for people with disabilities. New development should have regard to the design principles adopted by the Government in the NPPF, the guidance 'Secured by Design', the Mayor's Draft Interim Housing Supplementary Planning Guidance (SPG) 2015, and any replacement guidance. Quality of design can make all the difference to the success of busy public spaces. Making Wandsworth Safer is a strategic objective in the Corporate Business Plan. 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

4.165 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 2015 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. Within Nine Elms, subject to the provision of necessary infrastructure to support the redevelopment of the area, there is scope to create a new community in a

high quality urban setting. Within this area there will be scope to build at the highest densities paying regard to the London Plan 2015 density matrix, subject to individual site constraints. Appropriate provision must be made for amenity space and, for family housing, playspace.

Tall buildings

4.166 Tall buildings are those which are substantially taller than the prevailing height of neighbouring buildings and/or which significantly change the skyline. The height at which buildings will be considered 'tall' on individual sites, together with detailed criteria for assessing the design and impact of tall buildings and consideration of the appropriateness of tall buildings on individual sites is set out in the Development Management Policies Document (DMPD) and Site Specific Allocations Document (SSAD), having regard to the Council's Stage 2 Urban Design Study - Tall Buildings (S2UDS). The DMPD, SSAD and S2UDS took account of the criteria in Policy 4B.10 of the London Plan 2008 (which has been replaced by London Plan 2015 Policy 7.7) and the Vauxhall Nine Elms Battersea Opportunity Area Planning Framework (VNEB OAPF).

4.167 Tall buildings can, if well designed, create attractive landmarks underlining aspects of the borough's character and act as a catalyst for regeneration. They can be an efficient way of using land in line with sustainability objectives, and add definition to the borough's skyline. However, it is important that they are sited in appropriate locations, respect local context and the historic environment, are acceptable in terms of design and impact on their surroundings and do not harm existing important views and skylines.

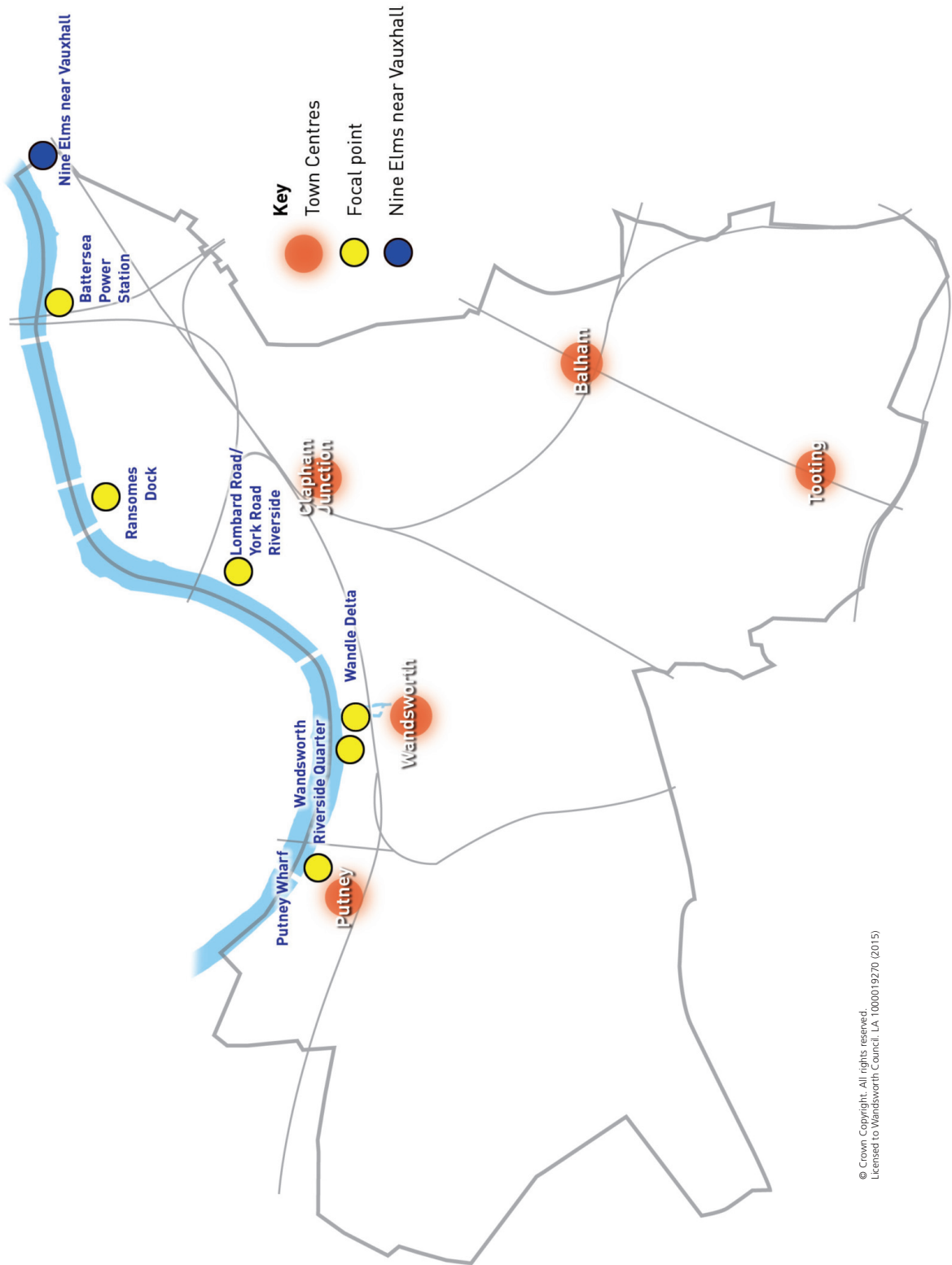
4.168 Based on the Council's Stage 1 Urban Design Statement - Tall Buildings, the Core Strategy identifies areas of search or potential where tall buildings may be appropriate. Within the borough's town centres, Nine Elms near Vauxhall and at focal points of activity (Putney Wharf, Wandsworth Riverside Quarter, Wandle Delta, Ransomes Dock and Battersea Power Station) tall buildings may be appropriate (see policies PL8, PL9, PL11, PL12, PL13, PL14). However some sites within these broad areas -are sensitive to, or inappropriate for, tall buildings. The classification of sites, including the height at which buildings will be regarded as tall buildings, is detailed in Appendix 1 of the Site Specific Allocations Document. Tall buildings may also be appropriate in the Lombard Road/York Road Riverside Focal Point. Outside these areas the borough is largely characterised by low-to medium-rise housing and tall buildings are likely to be considered inappropriate. Applications for tall buildings should be justified against the criteria set out in Policy DMS4 Tall buildings in the Development Management Policies Document, in either the Design and Access Statement or a separate Tall Buildings Assessment.

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. Throughout the borough, with the exception of the major development sites within Nine Elms, the scale and density of development should make the most effective use of land and buildings, paying regard to the site's accessibility and existing and proposed infrastructure and the London Plan 2015 density matrix, without harming the character of the surrounding area. Within the Opportunity Area, subject to the provision of necessary infrastructure and paying regard to the London Plan 2015 density matrix, there is scope to create a new community in a high quality urban setting. An indication of appropriate density setting for individual sites is included in the Site Specific Allocations Document. In new housing development appropriate provision must be made for amenity space and, for family housing, playspace.
- d. Tall buildings, that is those which are substantially taller than the prevailing height of neighbouring buildings and/or which significantly change the skyline, may be appropriate in the borough's town centres, Nine Elms near Vauxhall or Putney Wharf, Wandsworth Riverside Quarter, Wandle Delta, Ransomes Dock, Battersea Power Station and Lombard Road/York Road Riverside focal points of activity (as illustrated on Map 17). Some locations within these areas will be sensitive to, or inappropriate for, tall buildings. Applications for tall buildings will need to justify themselves in terms of the benefits they may bring for regeneration, townscape and public realm and be of high architectural quality, respect local context and the historic environment. Tall buildings are likely to be inappropriate in other areas. Detailed criteria for the assessment of tall buildings is set out in DMPD Policy DMS4, consideration of the appropriateness of tall buildings on individual sites, and the heights at which buildings will be considered 'tall' on individual sites is set out in the individual site allocations and in Appendix 1 of the Site Specific Allocations Document.
- e. Views of the Westminster World Heritage Site will be protected in accordance with the London Plan 2015 and the London View Management Framework.
- f. The Council's position on the protection of Important Local Views is set out in the Local Views Supplementary Planning Document.

Map 17 Broad Locations where tall buildings may be appropriate



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Protecting and enhancing environmental quality

4.169 One of the major impacts of climate change will be an increase in 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 are set out in detail in Policy PL2 and the supporting text.

4.170 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. Air quality should be considered as part of the planning application. An Air Quality assessment will be required for major developments and may also be required where the development will have a significant impact on air quality or where the existing air quality environment will expose future occupiers to unacceptable pollutant concentrations. The Mayor's Sustainable Design and Construction SPG provides further guidance on the type of developments for which Air Quality Assessments are required as well as guidance on what is required for a development to be 'Air Quality Neutral'. London Council's Air Quality and Planning Guidance provides guidance on how an Air Quality Assessment should be carried out. Mitigation measures must be detailed as part of the assessment or a separate mitigation plan.

4.171 The demolition/construction phase will have a significant impact on the local environment. This phase of the development should be taken in to account as part of the Air Quality Assessment. The guidance in the Mayor's The Control of Dust and Emissions During Construction and Demolition SPG should be followed to minimise emissions from this stage of the development.

4.172 Developers must demonstrate that adequate mitigation measures are employed to reduce the air quality impact or exposure to acceptable levels.

4.173 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. DMPD Policies DMS1 and DMI7 address the need to ensure that developments do not harm the amenity of occupiers/users of the developments themselves or nearby premises.

4.174 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 must be 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. The gasholders in Battersea have recently been decommissioned, see SSAD site 2.1.4.

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 and minimise the emissions of air pollution from development, in line with the approach set out in the Mayor of London's Sustainable Design & Construction Supplementary Planning Guidance, ensuring that new major developments are air quality neutral in line with the London Plan.
- c. Reduce the impact of noise, in line with the approach set out in London Plan 2015 Policy 7.15.
- 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.
- e. Ensure efficient water management to reduce the impact of water take on the Wandle Catchment.

Achieving a mix of housing including affordable housing

4.175 National planning guidance contained in the NPPF requires local planning authorities to prepare a Strategic Housing Market Assessment (SHMA) to assess their full housing needs, identifying the scale and mix of housing and the range of housing tenures over the plan period. Wandsworth forms part of the London Housing Market Area and the GLA has completed the London SHMA 2013 to support the changes to the London Plan proposed in the Further Alterations (FALP). National guidance recognises that it may be appropriate to recognise sub-markets and the FALP includes a requirement for boroughs to undertake local housing needs assessments. The Council therefore included an assessment of full housing need, including the needs for market and affordable housing as part of the Wandsworth SHMA Update 2014. Wandsworth's Local Plan policies are also informed by the Wandsworth SHMA 2012 and the strategic level policies and evidence in the London Plan 2011, the London Plan Revised Early Minor Alterations, the London Strategic Housing Land Availability Assessment (SHLAA) 2013, the Mayor's Housing Strategy and the Draft London Housing Strategy 2014 and the FALP 2014. As set out in the accompanying text to Policy PL5, the Council is setting a target for new homes based on the targets in the FALP of 1,812 new homes per year. This target is comprised of 1,724 conventional supply (new dwellings), and 88 non self-contained units. A significant proportion of the new homes delivered over the plan period will be located in Nine Elms which is dependent on funding the infrastructure necessary to support the development of the area.

4.176 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 continues to thrive. 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.

4.177 Working with stakeholders, the range of needs and types of accommodation required in the borough have been identified in the Wandsworth SHMA (2012), with updated information being provided in the Wandsworth SHMA Update 2014. The Wandsworth SHMAs take account of the new affordable rent tenure, economic downturn, the current limited grant availability to fund affordable housing, and rising land and house prices in the borough, and the overall aim of meeting housing needs and addressing demand whilst complying with the NPPF 's overall aims to deliver sustainable development.

4.178 Amongst the most significant findings of the SHMA that inform the targets and approach to delivery set out here are: the overall significant shortfall in affordable housing; the increasing role of private rented sector housing in meeting needs; the reducing level of mobility between tenures; the overheating in some tenures and in particular the private rent sector reflected in higher rents and the displacement of lower income households from the sector; housing choices becoming more limited for some (e.g. social renters not able to move out of the sector to buy, prospective first time buyers not being able to purchase and move out of the private rented sector); and a changing affordable housing funding regime which provides less certainty in terms of the delivery of affordable housing over the 10 year term

of the Council's housing and planning policies. The SHMA also identifies the forecast growth in demand for family housing and provides detailed assessments of the demand for supported and more specialist forms of housing for older people and disabled people including people with physical disabilities, people with learning disabilities and people with mental health problems.

4.179 Meeting housing needs is a strategic priority, 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. To meet the requirements of the NPPF and the London Plan, the Council has policies covering the proportion, size and type of affordable housing required, and policies to meet the needs of the borough's household profile for market housing. The policies in the Core Strategy are supplemented by more detailed policies in the Development Management Policies Document, including policies on the protection of housing and housing land; the protection of family-sized housing from conversion; housing mix in new developments; implementation of the Core Strategy affordable housing policy; and a policy covering specialised forms of housing, including student and supported housing. These policies address the housing needs of the borough identified in the Wandsworth SHMAs.

4.180 The Council encourages a mix of dwelling sizes in new developments. In recent schemes, a majority of units 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 25,860 new homes (conventional supply) over the period 2015/16 - 2029/30 will increase the stock by about 19%, with the majority of new units expected to be 1 and 2 bedroom flats. 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. The provision of affordable family housing is a strategic priority of the London Plan. It is also important to promote a reduction in the under-occupation of larger family dwellings in the public sector and to encourage new developments, in appropriate locations, that will provide attractive housing offers to facilitate this, in order to address the shortage of family-sized social-rented accommodation (see below). Details of the Council's policy on the mix of housing in terms of unit sizes, including the mix for affordable tenures, are given in the Development Management Policies Document (DMPD), - see DMPD Policy DMH3 'Unit mix in new housing'.

4.181 Given the level and range of housing need, it is important to prevent the loss of existing housing, including affordable housing and specialist types of housing which meet specific identified needs. Where redevelopment is proposed, the Council will seek to ensure replacement provision at existing or higher densities.

Affordable housing

4.182 The London Plan 2015 aims to maximise affordable housing provision, and seeks to ensure that an average of at least 17,000 more new affordable homes are provided per year across London over the term of the plan. Within this context, councils are to set their own targets, both for the total affordable provision and the provision by affordable tenure (social/affordable rent and intermediate).

4.183 The Wandsworth SHMAs include a detailed analysis of the borough's needs for affordable housing. The key findings of the Wandsworth SHMA 2012 and SHMA Update 2014 in relation to the future affordable housing planning policy were:

- that there is a gross need for affordable housing of 1,600 units per annum, a net need of 634 units per annum;
- that the balance of need for social/affordable rent and intermediate housing is close to the London Plan policy;
- analysis of income levels and housing costs indicate that people with average incomes in the borough face significant problems in accessing local market housing to meet their housing need;
- delivering affordable housing within the previous income cap of £38,000 p.a. across two thirds of properties for intermediate housing has become increasingly difficult due to rising house prices;
- given the scale of affordable need it is impossible for a borough such as Wandsworth to meet that need within its boundary based on affordable housing viability, with the borough forming part of a wider housing market area extending beyond London's boundaries;
- the private rented sector is playing an increasingly important role in meeting housing need in the borough and has further potential to meet the needs of low to middle income households. There is considerable demand for private rented housing which means that the sector is overheating. Increasing the provision of private rented housing could have the potential of reducing private sector rents and the demand for affordable housing if delivered in sufficient quantum, particularly in the form of structured schemes including tenancy arrangements.

4.184 As part of the renewal of the evidence base, the Council also commissioned an update of the borough-wide Affordable Housing Economic Viability Assessment from BNP Paribas Real Estate, which was completed in January 2013. The AHEVA took account of development plan policies (e.g. the requirement to achieve Level 4 of the Code for Sustainable Homes), the Council's and the Mayor's Community Infrastructure Levy (CIL) Charging Schedules and legal agreement costs. It assumed that no grant would be available to support

the delivery of affordable units in the borough. The AHEVA looked at a range of scenarios, including different levels and mixes of affordable housing. Finalisation of the assumptions and scenarios built into the AHEVA was based on comments received at and following a meeting with developers. The AHEVA confirmed that it is reasonable to expect a proportion of at least one third affordable housing can be achieved within private developments and at least 15% in Nine Elms, subject to viability assessments taking account of all site specific costs. The minimum 15% requirement for Nine Elms reflects the significant costs involved in funding the necessary infrastructure to support this new area of London, reflected in higher levels of CIL.

4.185 In setting a target for the provision of new affordable homes in the borough the following factors have been taken into consideration: the level of housing need identified in the Wandsworth SHMA and SHMA Update; that the majority of new affordable homes in the borough will be delivered on private developments secured by S106 agreements; the level of affordable housing which would be viable on individual sites of 10 plus units (gross) - at least 15% in Nine Elms and 33% in the remainder of the borough; the significant level of current planning permissions and the housing trajectory; the overall target for the delivery of new homes; and the target for the delivery of affordable homes in the London Plan 2015. Taking all these factors into consideration the Council is setting a target for the provision of at least 4,402 new affordable homes (conventional supply) over the period 2015/16 - 2029/30, made up of 1,470 units in the period 2015/16 - 2019/20, 1,437 units in the period 2020/21 - 2024/25, and 1,494 units in the period 2025/26 - 2029/30. These targets are based on the tenure of units with planning permission in the Council's Housing Trajectory and applying policy requirements for affordable housing to units without planning permission, using information from the Trajectory and the SHLAA as the basis for the proportion of the split of small sites with 10 or more and less than 10 units, and the split of sites between Nine Elms and the rest of the borough (no small sites have been assumed to be located in Nine Elms). The rate of delivery will be monitored with any under-performance being identified in the Authority Monitoring Report. Adjustments to policies may be required if the target is not met.

4.186 As indicated above, given that the vast majority of affordable homes in the borough are delivered through S106 agreements, without the support of grant it is recognised that it is impossible for Wandsworth to deliver sufficient affordable housing to meet the locally arising need. Whilst the Council seeks to maximise the delivery of affordable housing, given that Wandsworth forms part of the London Housing Market Area, it is considered that it is better to use funding available to support the delivery of affordable housing in areas where grant can be used to deliver both a greater numbers and better mix of affordable housing.

4.187 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 rigorous viability testing and modelling using an appropriate appraisal model such as the Three Dragons Development Control Toolkit, to be agreed with the Council and its advisors. 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, at least 15% in Nine Elms, and higher provision will be encouraged in line with the London Plan 2015. Affordable housing will be sought on all schemes of ten or more units (gross).

4.188 The Council's AHEVA, completed in January 2013, indicated that on individual sites outside Nine Elms a proportion of at least 33% of homes should be affordable, taking into account individual site costs, the availability of public subsidy, other scheme requirements, and economic viability. In seeking the maximum reasonable amount of affordable housing on individual sites, the policy will be applied sensitively. This means that a proportion of less than 33% of affordable housing may be acceptable where it can be justified by a site based economic viability assessment which takes into account site costs, the availability of public subsidy, other scheme requirements and economic viability. In other circumstances the Council will require a level of affordable housing provision higher than 33%, subject to the same considerations. The Council's AHEVA indicates that only a small minority of sites are likely to be viable when providing 50% or more affordable housing. Given this fact and the costs involved in providing statements, the Council only requires the site based affordable housing economic viability assessments for applications proposing less than 50% affordable housing and/or where the proportion of social/affordable rented and intermediate housing is not in accordance with Policy IS5c.

4.189 The SHMA 2012 identified a shortfall of 942 (58 per cent) affordable/social rent units and 686 (42 per cent) intermediate housing units. Given that this is very close to the London Plan 2015 requirement of 60% social/affordable rent and 40% intermediate, the Council will adopt the London Plan requirement. The AHEVA indicates that this tenure split combined with 33% provision of affordable units as being viable. Based on the overall target for affordable housing, the existing bank of planning permissions in the housing trajectory, and applying a 60% social/affordable rent: 40% intermediate split, the Council is proposing targets for social/affordable rent units and intermediate units as set out in the table below. The targets take account of the factors set out in paragraph 4.183 above, including a significant bank of planning permissions, including major developments being implemented in Nine Elms. On a number of major sites a higher proportion of intermediate units will be developed in earlier phases. These factors explain the differences in the split of units between tenures over the plan periods.

Table 4.7 Affordable housing targets by tenure

Tenure	Delivery target 2015/16 to 2019/20	Delivery target 2020/21 to 2024/25	Delivery target 2025/26 to 2029/30	Total Delivery target 2015/16 to 2029/30
Social/affordable rent	552	820	897	2,269
Intermediate	918	617	598	2,133
Total affordable	1,470	1,437	1,494	4,402

4.190 Whilst these tenure targets have been set, the SHMA 2012 identifies that on individual sites it may be appropriate to explore variations in the tenure mix as agreed with the Council with the aim of optimising the number and type of affordable housing units delivered. The rationale for this approach is that the level of housing need for affordable housing and the demand for other forms of housing is so significant that the main focus needs to be on providing the maximum number of units to meet a range of housing needs and to support policy objectives including increasing mobility in, around and between housing tenures. Such an approach will also take account of such things as subsidy available to support affordable housing development, site dynamics, location, the characteristics of other nearby housing and the need to maintain mixed and balanced communities, as well as scheme economics. Given the scale of housing need, there will be a focus on utilising resources to maximum effect. Whilst there is a presumption in favour of on-site provision, this includes considering off-site contributions in the form of a site or off-site payments where there is certainty of delivery and demonstration of additionality in terms of the quantum or mix of affordable housing that can be delivered. Further details of the approach that will be taken in assessing affordable housing proposals are set out in the Council's Planning Obligations Supplementary Planning Document.

4.191 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, 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 and the level of cross subsidy required to deliver the Council's affordability requirements. The Council maintains a Homeownership Register that has over 3,900 households on it and also analyses need for intermediate housing identified through the Zone Agents lists. The London Mayor has set upper income affordable thresholds for intermediate housing, currently set at up to £66,000 for 1 and 2 bedroom homes and £80,000 for homes with 3 or more bedrooms which are suitable for families. Approximately 71% of people on the Homeownership Register have a household income of £35,000 or below (February 2013) and a similar proportion have savings

of less than £10,000. Rising house prices in the borough have made it increasingly difficult to deliver intermediate housing which met the Council's previous requirement for two thirds of intermediate housing to be available to households with gross household incomes of £38,000 or less. The Council will therefore seek to ensure the delivery of the maximum level of affordable housing through the testing of a number of scenarios as set out in the Council's Intermediate Housing Policy which are set in the revisions to the Affordable Housing section of the Planning Obligations Supplementary Planning Document. The Authority Monitoring Report be used to review the delivery of intermediate units against the targets, including the dwelling size mix; and what is being achieved on individual sites.

4.192 The majority of new intermediate housing delivered in the borough to date has been shared ownership, however the Council will consider other forms of housing tenure and approaches to delivering affordable homeownership options that would maximise the level of affordable housing delivered and meet the Council's affordability criteria for intermediate housing set out above, including the use of refundable and transferable personal subsidies. Flexibility in the forms of housing provided will also be considered where development is not supported by Mayoral affordable housing funding, e.g. where units meet nationally described space standards (minimum 37 sq ms for a 1 person flat with a shower) but not the affordable housing space standards where grant or subsidy is provided which are higher than this. The main criteria used to assess such offers is likely to be the quantum of affordable housing being proposed which would need to be significantly above the target (33% outside Nine Elms). Other factors which will be taken into consideration will be the design quality and the location (e.g. locations which do not lend themselves to the provision of family housing).

Meeting specific housing needs

4.193 The Wandsworth SHMA 2012 also considers the housing needs of specific groups, including families with children, students, older people and people with disabilities. The DMPD contains detailed policies on unit mix in new housing and specialist and supported housing to meet the needs of particular groups. This includes recognition of the role Houses in Multiple Occupation (HMOs) can make in meeting particular needs.

Private rented sector housing

4.194 An increasing proportion of the borough's residents live in the private rented sector (33% at the 2011 Census compared with 25% in 2001). Evidence from the SHMA 2012 indicates that the current profile of households and migration patterns gives rise to a significant demand for smaller-sized accommodation to meet immediate housing needs with flexible forms of tenure such as private rented housing being a tenure choice and option for many of these households. Whilst the Census also indicates that a significant proportion of new build market housing being developed at the current time is being privately let, the SHMA 2012 identifies the need to promote more structured development of this sector, including: to seek to secure access for Wandsworth residents and those working in the borough, both to better meet local housing needs and to relieve pressure on the existing private rent sector: to establish tenancy terms that are more attractive and provide greater

stability and permanency for intending occupiers (e.g. tenancy terms than run for longer than six months); and to support low cost market renting arrangements that are intended to meet the demands of working households and family households.

Meeting the needs of households over time

4.195 Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' allows for new dwellings to be adapted as residents' circumstances change over time, and increases flexibility in the housing stock. Ninety per cent of housing on new developments should be built to this standard. The proposed changes in the Minor Alterations to the London Plan 2015 require local plan policies to seek to ensure that 10% of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings', meaning that it is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users, and this level will be sought in new developments. Specifically 'wheelchair accessible' is defined as a home ready to be usable by the wheelchair user at the point of completion, and 'wheelchair adaptable' is defined as a home that can be easily adapted to meet the needs of a household including wheelchair users. In line with the NPPG and the MALP, the Council has identified the level of need for wheelchair accessible dwellings. Evidence in the Council's housing waiting queues demonstrates an unmet need for wheelchair accessible affordable housing. The Council's priority therefore is to secure wheelchair accessible affordable housing. To ensure implementation of this strategic policy, further guidance is provided by the Mayor in the Draft Interim Housing SPG 2015. Developers will be required to discuss the specification and design of any wheelchair units and the buildings those units are located in with the relevant Council officers at the pre-application stage to ensure that the units and buildings meet potential users' needs. On suitable sites, developers will also be encouraged to help meet the priority needs for specific types of affordable housing as identified in the Council's SHMAs, including the need for supported housing.

Meeting the needs of gypsy and traveller communities

4.196 The Government's specific policies for meeting the housing needs of gypsies and travellers are set out in Planning policy for traveller sites, DCLG March 2012. It sets out an evidence based approach developed in co-operation with travellers and their representatives, to use a robust approach to establishing accommodation needs to inform the preparation of plans. In producing their plans, the policy requires local authorities to: identify a supply of deliverable sites to provide 5 years worth of sites against their locally set targets; identify sites of broad locations for growth over the remainder of the plan period; consider joint plans/and or co-ordinate provision across authorities; relate the number of pitches on a site to its characteristics; protect local amenity and environment; and set criteria to guide land supply where there is an identified need, or otherwise as the basis for decisions should applications come forward.

4.197 The Council has a long-established gypsy and traveller site at Trewint Street currently with 11 residential pitches. As part of the Wandsworth SHMA 2012, a detailed review of the future requirement for gypsy and traveller pitches was undertaken including contacting known traveller groups and canvassing travellers resident in the borough on any unmet needs that

they might identify (e.g. overcrowding in their household). The SHMA concluded that: "Taking account of the past turnover of pitches but also taking into account the relatively settled nature of the site, the 'known' need for pitches would seem to amount to zero on the basis that even a lower level of turnover would meet the demand for pitches from the two in borough households who have been identified as waiting for pitches to become available". In the light of these conclusions no additional sites are being identified at present, but need for sites will be kept under review in future annual updates of the SHMA. A criteria based policy for the evaluation of any applications that should come forward is included within Policy IS5.

Service Families

4.198 The NPPF expects local planning authorities to consider the specific housing needs of service families to be included as a specific group within SHMAs. The London SHMA is charged with looking specifically at this issue, but until this is updated information is not currently available regarding this aspect of demand. The Council already makes provision for Armed Forces personnel within its Allocation Plan with the number of units forecast to meet demand not as of yet being fully taken up. Given the relatively recent additional priority given to meeting the needs of Armed Forces personnel it is recognised that demand for social housing is likely to increase. However, it is reasonable to anticipate that the level of this increased demand is likely to continue to be relatively small and that such needs, from both in- borough and out-of-borough applicants, can be accommodated within the Council's annual Allocation Plans.

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 are set out in the Development Management Policies Document. Proposals to merge flats in order to reinstate family houses will generally be supported.
- c. Taking account of the mix of units in the Housing Trajectory, the Council will seek the maximum provision of affordable housing with a target of at least 4,402 new affordable dwellings to be delivered between 2015/16 and 2029/30 from conventional sources, of which 2,269 should be social/affordable rent units and 2,133 intermediate units as detailed in Table 4.7.
- d. On new developments a mix of intermediate (40%) and social/affordable rented (60%) accommodation will be sought. Significant levels of family accommodation will be sought in appropriate locations.
- e. The Council will seek the maximum reasonable amount of affordable housing on individual private residential and mixed use schemes of ten or more units (gross), having regard to the above targets, the need to encourage rather than restrain residential development and the individual circumstances of the site (for sites with less than 10 units please refer to DMPD Policy DMH8). On individual sites outside Nine Elms a proportion of at least 33% of homes should be affordable, in Nine Elms at least 15% should be affordable subject to viability assessment. The Council requires economic viability assessments which take into account individual site costs, the availability of public subsidy, other scheme requirements and economic viability, to be submitted with all relevant planning applications where less than 50% affordable housing is proposed or where the proportion of social/affordable rented and intermediate housing is not in accordance with Policy IS5c. Details of the Council's approach to viability assessments are set out in its Planning Obligations SPD. 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.
- f. 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 annually to reflect changes in incomes and house prices, with upper income thresholds being determined with reference to any revised figures in the London Plan Annual Monitoring Report.
- g. The Council supports the development of private rented sector housing and schemes offering a mixture of private and intermediate rented housing aimed at working

- households. Where developers are willing to enter into legal agreements securing such housing for local needs or lower to middle income households with security of tenure, any impacts on the market value of such developments will be taken into account in viability assessments.
- h. 90% of new dwellings provided should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'; 10% of new homes provided should meet Building Regulation requirement M4(3) 'wheelchair user dwellings', in accordance with the standards set out in the Mayor's Minor Alterations to the London Plan.
 - i. The existing gypsy and traveller site at Trewint Street will be protected. The Council will continue to review the accommodation needs of gypsies, travellers and travelling showpeople. Should a need arise during the local plan period, the Council will identify a new site(s) for additional permanent facilities within the borough to meet the long-term needs of gypsies and travellers or travelling showpeople in a separate local plan document. Any proposals for new gypsy and traveller sites will be assessed against the following criteria:
 - i. Close proximity to a main road and safe access to the site with adequate space on site to allow for the manoeuvring of vehicles.
 - ii. Appropriate landscaping and planting to address impact on amenity and enable integration of the site with the surrounding environment.
 - iii. Appropriate facilities must be provided on-site including water and waste disposal.
 - iv. Reasonable access to local shops and other community facilities in particular, schools and health care.
 - v. The scale of the site is in keeping with local context and character.
 - vi. The need to avoid areas at high risk from flooding, including functional floodplains.
 - vii. The extent to which any use on the site can contribute to sustainability where there are no unacceptable adverse impacts on neighbouring residents.
 - j. The Council will consider favourably proposals to meet the needs of service families to meet specific needs identified in any updated London Strategic Housing Market Assessment (SHMA) or Wandsworth SHMA.
 - k. To support this policy, detailed policies on: the protection of housing and housing land; the protection of family-sized housing from conversions; housing mix in new developments; the implementation of affordable housing; and specialised forms of housing, are set out in the Development Management Policies Document with detailed guidance and standards set out in the Mayor's Housing SPG and in the Council's Housing SPD . Further details of the requirements in relation to affordable housing, including details of viability assessments, are set out in the Council's Planning Obligations SPD.

In seeking to maintain a continued housing supply and to promote deliverability, a degree of flexibility in the type and mix of housing sought may be appropriate, having regard to the financial viability of development, the housing market over the plan period, the need to maximise the delivery of affordable housing and meeting the needs of different groups identified in the present and future SHMAs.

Community services and the provision of infrastructure

4.199 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 Local Plan, 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 Council's Corporate Business Plan 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.

Community Services and Social Infrastructure

4.200 Delivering regeneration initiatives to the borough's priority neighbourhoods of Roehampton, Battersea and Tooting (see Policy PL1) is a key corporate objective, and these initiatives include improvements to health, social care and education. As part of the Council's Aspirations initiative detailed regeneration initiatives are being developed for Roehampton (see Policy PL15 and the Area Spatial Strategy for Roehampton in the SSAD) and for the Winstanley and York Road estates (see Policy PL11 and the Area Spatial Strategy for Clapham Junction in the SSAD). Elsewhere the Council has relocated the library within the heart of the town centre, as part of the regeneration of Wandsworth town centre, improving its vitality and attractiveness to the local community (see Policy PL12).

4.201 Community facilities provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. Community premises may include places of worship, meeting halls, social clubs, clubrooms and may include public houses and bars where these are of community value, 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 or sporting 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 the re-use of appropriate buildings when they become 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.

4.202 Ensuring all young children and young people achieve their full potential is a key objective of the Council, 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 school age population is expected to continue to increase. The provision of new and updated facilities will be supported in line with the NPPF. A number of Free Schools have opened or are about to open in the borough, including Rutherford House Primary School in Balham, South London Jewish Primary School (location to be confirmed), and Tooting Primary School. New primary schools are also planned on the site of the former Putney Hospital, on the Springfield Hospital site and at Nine Elms. Bolingbroke Academy has opened on the site of the former Bolingbroke Hospital, major improvements are planned to Ark Putney Academy (formerly Elliot School) and St John Bosco College (Catholic) will move to a new school on the former Salesian College site in Battersea. There has also been further recent provision in the private sector. The Council will continue to work with partner agencies to identify and plan for future needs. The Council has indicated that state education facilities will be funded or part funded using revenues from the Community Infrastructure Levy in its Regulation 123 list. The Council will continue to support improvements at Roehampton University and is working with the University on the Masterplan for Roehampton.

4.203 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. Life expectancy is a good overall indicator that health inequalities are correlated with deprivation. For men, the average age of life expectancy differs from 73 years in Latchmere, the most deprived ward, to 81 years in Thamesfield, which is one of the most affluent wards. The pattern is similar for women: 78 years in West Hill and 83 years in Balham (2003-2007). The largest cause of years of life lost between affluent and deprived groups is because of coronary heart disease, which is specifically accountable for a gap in life expectancy between the most affluent and the most deprived of one year for males, and 5 months for females. The future health challenges facing the borough are:

- A greater disparity in health and life chances between residents of different parts of the borough
- A youthful population making poor lifestyle choices affecting their health
- The extent of mental health illness amongst the adult population
- Specific ethnic groups having higher risk factors for long term conditions, such as diabetes, cardio vascular disease (CVD), chronic obstructive pulmonary disease (COPD) and coronary heart disease (CHD)
- Higher levels of obesity in deprived wards, particularly among children.

4.204 Some of the factors that influence health and wellbeing are poor diet, inadequate levels of exercise, transport, housing and financial constraints and spatial planning has a key role to influence these determinants.

4.205 Improving health and social care is a key corporate objective. 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. Health and care partners have worked in partnership to develop a Joint Strategic Needs Assessment (JSNA) to identify future care needs for the borough. These needs have been addressed in a Joint Health and Well Being Strategy which will guide the commissioning of both primary care and hospital services, including the type and distribution of provision. Wandsworth Clinical Commissioning Group (WCCG) is the new body replacing the Primary Care Trust responsible for commissioning local health care services. The Council will work closely with the Wandsworth Clinical Commissioning Group (WCCG), NHS Property Services and NHS England to identify the detailed infrastructure requirements necessary to support the borough's population, including the health needs of residents and workers arising as a result of new developments including in Nine Elms and will revise the Infrastructure Delivery Schedule accordingly. The need for new primary care 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, where appropriate, through S106 agreements. Several new health facilities have been provided in the borough in recent years, including Queen Mary's Hospital in Roehampton and St John's Therapy Centre in Battersea. The South West London and St George's Mental Health NHS Trust has obtained outline planning permission for mixed health services and other development on the Springfield University Hospital site, which caters for local needs as well as specialist needs in 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. The Council has indicated that public health care facilities will be funded or part funded using revenues from the Community Infrastructure Levy in its Regulation 123 list.

4.206 As part of the reorganisation of the health service, the Council has taken over responsibility for public health. Key elements of the Local Plan will help contribute towards general public health initiatives, including the promotion of measures that support walking and cycling.

4.207 The Council will work with the emergency services to ensure there are appropriate facilities located in the borough. The Mayor's Office for Policing and Crime (MOPAC)/Metropolitan Police Service undertook a review of the infrastructure requirements necessary to support the effective policing of the borough in 2013 which are set out in the Police and Crime Plan, Estate Strategy and the Wandsworth Police Estate and Public Access document. 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. The London Fire Brigade Asset Management Plan (2011) identifies Wandsworth fire station for redevelopment and Battersea and Tooting fire stations for refurbishment.

4.208 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.

Other Infrastructure

4.209 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 Policies PL3 and IS1), electricity, gas, water supply, surface water, foul drainage and sewerage, telecommunications and waste and recycling facilities to serve all new developments. The Council's Local Plan Infrastructure Delivery Schedule sets out the infrastructure projects which are necessary in order to effect the delivery of the development set out in the Local Plan. This schedule will be reviewed and updated as part of the Authority Monitoring Report, with further medium to long term projects being added as the need is identified. 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 in accordance with the principles set out in the Planning Obligations SPD.

4.210 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 Tunnel scheme which has been endorsed by the Government and supported in Policy 5.13 of the London Plan 2015.

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 Delivery Schedule which will be updated annually in the Authority Monitoring Report. 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 supported by the Community Infrastructure Levy and/or Legal Agreements where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

d. The Council will work with Thames Water and Bazalgette Tunnel Limited to support the timely implementation of the Thames Tideway Tunnel project, including the connection of the combined sewer overflows in the borough in accordance with The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.

Planning obligations

4.211 The Planning Act 2008 set out provisions for a Community Infrastructure Levy (CIL). CIL is a mechanism that councils can use to obtain a developer contribution towards the provision of infrastructure to support development in their areas. Following the Coalition Government's decision to retain CIL, subject to certain amendments, the Council developed its CIL Charging Schedule which came into effect on 1 November 2012. CIL will be used to support the provision of infrastructure projects necessary to deliver the Council's Local Plan. The Council's CIL Charging Schedule, reflects the particular circumstances in Nine Elms, where significant investment in infrastructure is required to support the development of the area, including funding the Northern Line Extension. The priorities for CIL expenditure are set out in the Council's Regulation 123 list. Details of the Council's CIL can be found at www.wandsworth.gov.uk/CIL.

4.212 As part of the CIL Regulations the Government revised the tests for planning obligations. A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The CIL Regulations also limit the pooling of contributions towards a particular piece of infrastructure to a maximum of five developments. The Council's Planning Obligations Supplementary Planning Document sets out the principles which the Council will use in negotiating Section 106 (S106) Legal Agreements with developers.

4.213 Large developments have traditionally been accompanied by Section 106 planning agreements, which have included local measures relating to the impact of each particular site. Applied robustly this approach has ensured that major developments made a reasonable and realistic contribution to offset their impact on local communities. This system will now be replaced by a combination of CIL and S106 Agreements, meeting the tests set out above. One of the main benefits sought through S106 agreements is, and will continue to be affordable housing, and over 1,500 new affordable dwellings have been provided on this basis in the last five years. Where appropriate, improvements to bus services will need to be funded through Section 106 Agreements to mitigate against the transport impacts associated with new developments.

4.214 The Planning Obligations SPD sets out what the Council's general requirements for planning obligations in relation to employment, skills and training are. The Council is keen to ensure that all major developments in the borough result in positive benefits for local employment. Developers of major schemes and occupiers of new commercial development are encouraged to work with the Council's Economic Development Office or their appointed advisors, to ensure that maximum local employment benefit is derived from both the construction phase and on completed commercial developments. Where this meets the tests for planning obligations set out above, a planning obligation may be required to support employment and training schemes relating to the specific development proposals.

4.215 The Council is committed to the highest possible standards of openness, probity and accountability as set out in the Council's anti-fraud and anti-corruption strategy in order to ensure the proper use of public funds. This includes all aspects of the negotiation and payment of S106 Agreements and the calculation and payment of Community Infrastructure Levy charges.

Core Policies for Issues: Policy IS 7

Planning obligations

- a. The Council will use the Community Infrastructure Levy to fund the strategic infrastructure necessary to deliver the vision set out in the Local Plan and the priorities identified in the Council's Regulation 123 List.
- b. 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 specific impact of development and/or additional facilities made necessary by the proposal, subject to the three tests set out in the CIL Regulations and the principles set out in the Council's Planning Obligations SPD.

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. Chapter 1 sets out the range of plans, programmes and strategies, including those of partner organisations and agencies, 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 27,807 of which will need to be built by 2028/29 (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 S106 agreements, by private developers and Registered Providers (RPs) of affordable housing. Further affordable housing will be provided by RPs' own schemes and by the expansion of the Council's Hidden Homes programme (see Policy IS5). The Council's approach to securing affordable housing through S106 agreements is set out in its Planning Obligations SPD. Detailed monitoring of the overall housing provision and the delivery of affordable housing takes place as part of the annual updating of the housing land trajectory, Authority Monitoring Report and updates to the Council's Strategic Housing Market Assessment.

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 S106 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 include 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 forming part of a proposed major town centre (potential CAZ Frontage) as part of a mixed use redevelopment of Battersea Power Station. A smaller CAZ Frontage is also

proposed at Vauxhall. Together, these centres will support the growing population of Nine Elms Vauxhall, whilst the Battersea Power Station development will also help to serve a wider catchment area providing an alternative to central London shopping destinations.

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. Funding for improvements will be provided in part through the Community Infrastructure Levy, and where appropriate developer contributions will also be sought from developers (see Policies IS6 and IS7 and the Planning Obligations SPD).

5.7 In Nine Elms/north-east Battersea, the key to unlocking the potential of the central part of the area and enabling high densities throughout, is by significant improvement to public transport provision. As identified in the Development and Infrastructure Funding Study (DIFS) report, these include the provision of the Northern Line Extension together with improvements to Vauxhall underground and national rail stations in the area and improvements to bus services. Significant progress has already been made by the Council, in co-ordination with the Greater London Authority, TfL and Lambeth Council on finalising the arrangements for the funding of the Northern Line Extension and other infrastructure, underpinned by a loan from HM Treasury to the Mayor of London. Loan repayments will be funded through contributions from DIFS S106 tariffs already agreed, the Council's Community Infrastructure Levy in effect from 1 November 2012 and via the uplift in business rates through the designation of part of the area as an Enterprise Zone.

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).

5.9 In common with many other boroughs in London, a key challenge over the plan period will be to secure sufficient school places to meet the needs of the existing and growing population. The Core Strategy sets out current proposals for a number of new schools and redevelopment/expansion opportunities (see also Policies PL11 and IS6). New community facilities are also planned as part of the regeneration of Roehampton (see also Policy 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 Wandsworth Clinical Commissioning Group and NHS partner organisations, who are responsible for delivering health services in the borough. The South West London and St George's Mental Health NHS Trust has outline (hybrid) planning permission for mixed development including new mental health facilities on the Springfield University Hospital site.

5.11 The Council will develop and maintain an infrastructure delivery schedule identifying key infrastructure projects required to support the delivery of the Core Strategy. The infrastructure delivery schedule will be updated and progress monitored as part of the Authority Monitoring Report.

Risks

5.12 The major risks in relation to the successful implementation of the Council's strategy related to the provision of the major infrastructure requirements necessary for the development of the Opportunity Area in Nine Elms and the extent of the current economic downturn. Since the original Core Strategy was adopted, significant steps have been made to secure the provision of the infrastructure including the Northern Line Extension, as set out below. The economic climate has also improved. Significant development activity is taking place on a number of major sites, including Battersea Power Station, American Embassy, Riverlight and Embassy Gardens in Nine Elms and on other sites throughout the borough.

5.13 In relation to the development of Nine Elms, the Council is working proactively to help minimise the risks. The Council has set up a Strategy Board to co-ordinate the delivery of the development of the area, led by the Council and Lambeth Council, including the GLA, Transport for London (TfL) and all of the major stakeholders vital to the development of the area, supported by a number of working groups working on specific aspects including the Northern Line Extension. The joint GLA/Council led VNEB Opportunity Area Development Infrastructure Funding Study (DIFS) has been key to determining an estimate of the infrastructure, the level of funding required and the mechanisms to be employed to ensure the area's delivery. The Council is working with Strategy Board partners and HM Treasury on the detailed funding arrangements for the NLE which are likely to include designating part of the area as an Enterprise Zone. The risks associated with securing the delivery of the NLE have been significantly reduced by the Chancellor announcing a loan guarantee to the Mayor of London to cover the delivery costs in his 2012 Autumn Statement. Information on the development pipeline indicates that the Council is likely to continue to meet its housing targets, despite the downturn in the economy in the country as a whole, however the position will need to be kept under review.

Monitoring

5.14 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 for the Council's first Core Strategy were originally set out in the accompanying Sustainability Appraisal and monitored in the Annual Monitoring Reports. A thorough review of the indicators contained in the Authority 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 indicators which will be used to monitor individual policies are set out in Appendix 1. The information collected as part of the preparation of the Authority Monitoring Report will also feed into annual monitoring systems set up by the GLA and TfL.

5.15 Where it would appear through monitoring that targets are not being met it may be necessary to review the policies within the Core Strategy to see if they need to be amended in order to secure delivery of the spatial vision, consider alternative strategies or take appropriate management action to remedy the cause of under performance. For borough-level targets, e.g. housing targets, any performance below 80% of minimum targets two years in a row will trigger a review of policy. The need to review policies relating to specific areas of the borough or take appropriate management action, will also take account of information on likely future delivery, e.g. information on the granting of planning permissions and feedback from developers on the prospects for the implementation of schemes. The need to review policies, consider alternative strategies or take other appropriate management action will be identified in the Authority Monitoring Report.

Appendix 1: Local Plan monitoring indicators

The table below sets out the indicators which will be monitored to indicate how the Local Plan is being delivered. The performance of these Indicators will be measured in the Authority Monitoring Report.

Table 1.1 Housing Indicators

Indicator		Linked to SA Baseline	Monitoring Significant Effects	Policies Monitored
H 01	Net additional dwellings completed by location	*		PL1, PL3, PL5, PL8, PL9, PL10, PL11, PL12, PL13, PL14, PL15, DMH4
H 02	Net additional homes from all sources			PL5, DMH4
H 03	Conversion and change of use schemes granted planning permission and in the planning pipeline			PL5, DMH4
H 04	Gross affordable housing completions	*		IS5, DMH3
H 05	Gain and loss of specialist housing			IS5
H 06	No of under-occupied social rented homes "freed up" by new social rented units		*	IS5
H 07	Five year Supply of Deliverable Sites and Housing Trajectory		*	PL5
H 08	Number and percentage of applications with 10 or more dwellings (gross) granted planning permission with at least 33% of affordable units (15% in Nine Elms)			IS5, DMH8
H 09	Number of affordable dwellings delivered through S106 contributions			IS6, DMH8
H 10	Type and size of dwelling completions by tenure (market/ intermediate/ social rented)		*	IS5, DMH3
H 11	Number of family sized units lost through conversion to smaller units		*	IS5, DMH2
H 12	For schemes including intermediate dwellings, the number of dwellings for households with a gross income of less than £38,000			IS5
H 13	Number of applications granted planning permission where a loss of housing is proposed and replacement housing density is lower than existing.			IS5,
H 14	Number of applications granted and refused planning permission where a loss (and no gain) of residential units is proposed			PL5, DMH1
H 15	Percentage of development completed and approved which meet the residential space standards			IS5, DMH6
H 16	Relation of density to London Plan 2015 matrix			IS3, DMH4

Indicator		Linked to SA Baseline	Monitoring Significant Effects	Policies Monitored
H 17	Dwellings failing to meet decent home standards	*		PL5, DMH4
H 18	Housing quality - Building for Life 12 (BfL12) assessments		*	IS3, DMH4
H 19	Number of dwellings that meet lifetime homes standard		*	IS5
H 20	Number of wheelchair accessible dwellings			IS5
H 21	Net additional pitches (Gypsy and Traveller)			PL5
H 22	New and converted dwellings on previously developed land	*		PL5, DMH4

Table 1.2 Industry, Employment and the Economy Indicators

Indicator		Linked to SA Baseline	Significant Effects	Policies Monitored
IE 01	Amount and percentage of floorspace (m2) available by type	*	*	PL6
IE 02	Employment by employment category in Wandsworth and regeneration area	*	*	PL1
IE 03	Percentage change in the number of VAT and PAYE registered businesses births and deaths in Wandsworth and regeneration areas		*	PL1
IE 04	Claimant Count (Unemployment) Rate in Wandsworth and regeneration area	*	*	PL1
IE 05	Number of jobs created through new development in Nine Elms within the Central Activities Zone		*	PL11
IE 06	Amount of commercial and employment floorspace completed, granted planning permission and in the development pipeline including percentage by location (SIL, LSIA, MUFIEA in Town Centres and Focal Points of Activity, Other MUFIEA, SIL in Stewarts Road Industrial Area, Town Centres, Local Centres, CAZ Frontages in Nine Elms and rest of the Thames Policy Area)		*	PL6, PL7, PL8, PL9, PL12, PL13, PL14, PL15, IS6, DMTS1, DMTS2, DMTS3, DMTS12, DMTS14, DMI1, DMI2, DMC1, DMC2
IE 07	Floorspace (m2) secured as flexible business floorspace B1a and B1b/c		*	PL6, DMI4
IE 08	Total amount of employment (B1 to B8) floorspace on previously developed land - by type			PL7
IE 09	Number and percentage of vacant business premises in Employment Areas	*		PL1, PL6
IE 10	Percentage of planning permissions securing replacement commercial or employment floorspace in SIL, LSIA, MUFIEA And TPA			PL6, PL7, DMI1, DMI2, DMI3

Indicator		Linked to SA Baseline	Significant Effects	Policies Monitored
IE 11	Planning permissions granted and development completed resulting in the loss of industrial or employment floorspace in SIL, LSIA or TPA			PL6, PL7, PL9, DMI1, DMI3
IE 12	Loss of commercial floorspace in Core, Secondary and Other shopping frontages			PL8, DMTS3, DMTS4, DMTS5, DMTS6, DMTS7
IE 13	A1 completions in Wandsworth's existing Town Centres and Battersea Power Station CAZ Frontage			PL12
IE 14	Proportion of A1 retail units in Town and Local Centre Core Frontages			PL8, DMTS3
IE 15	Proportion of A1 retail units in Town and Local Centre Secondary Frontages			PL8, DMTS4
IE 16	Proportion of A1 retail units in Important Local Parades			PL8, DMTS5
IE 17	Percentage of vacant units within Town Centres	*		PL8
IE 18	Percentage of vacant units within Southside Shopping Centre			PL12
IE 19	Size / vacancies in street markets			PL8, DMTS11
IE 20	Number of hotel rooms (C1) completed and/or in the development pipeline			PL8, DMTS13
IE 21	Amount of land in waste management use (ha)			PL7, DMI5, DMI6, DMI7
IE 22	Loss of existing waste management facilities			PL7, DMI5, DMI6, DMI7
IE 23	Number of Safeguarded Wharves	*		PL9
IE 24	Safeguarded waste management sites		*	PL7, DMI5, DMI6, DMI7
IE 25	Capacity of New Waste Management Facilities			PL7, IS6, DMI7
IE 26	Number of developments approved and completed resulting in a net loss of A1-A5 floorspace outside protected parades			PL8, DMTS7

Table 1.3 Sustainable Development and Communities Indicators

Indicator		Linked to SA Baseline	Significant Effects	Policies Monitored
S 01	Indices of deprivation in Wandsworth and regeneration area	*	*	PL1
S 02	Unemployed residents in Super Output Areas with high ranking indices of deprivation		*	PL1
S 03	Life Expectancy at Birth in Wandsworth and regeneration areas	*	*	PL1
S 04	Standardised Mortality Ratio by all causes, cancer, coronary heart disease and circulatory disease in Wandsworth and regeneration areas	*	*	PL1

Indicator		Linked to SA Baseline	Significant Effects	Policies Monitored
S 05	Infant Mortality Rate per 1,000 Live Births (3 year average) in Wandsworth and regeneration areas	*	*	PL1
S 06	The percentage of pupils in local authority schools achieving 5 or more A* – C grade GCSEs (or equivalent) including English and maths in Wandsworth and regeneration areas	*		PL1
S 07	The percentage of Key Stage 2 (KS2) pupils achieving level 4 or better in tests in Wandsworth and regeneration areas (including Maths and English)	*		PL1
S 08	The percentage of residents (aged 16-74) who attained level 4/5 qualifications in Wandsworth and regeneration areas	*		PL1
S 09	Proportion of young people (16-18 year olds) not in full time education employment or training (NEET) in Wandsworth and regeneration areas	*		PL1
S 10	Teenage (Under 18) conception rates per 1,000 female population	*	*	PL1
S 11	Annual mean and number of days when air pollution (PM10 and NO2) exceeds acceptable levels	*	*	IS4
S 12	Number of noise abatement notices served	*	*	IS4
S 13	Amount of completed developments within the Health and Safety Executive (HSE) contours of hazardous uses			IS4
S 14	Percentage of new build developments completed and/or granted planning permission on brownfield land		*	IS1
S 15	Applications submitted that include Energy Assessments			IS2, DMS3
S 16	Developments completed with renewable energy installations		*	IS2, DMS3
S 17	Percent reduction in carbon dioxide emissions achieved overall through on-site renewable energy generation and energy efficiency measures		*	IS2, DMS3
S 19	BREEAM rating for major new non-residential development			IS2, DMS3
S 20	Number and percentage of developments completed and or granted planning permission with living roofs and/or walls and average area (m2) per development			IS2, DMS3
S 21	Number of developments completed and or granted planning permission with/or providing a connection to a heating/cooling network and/or onsite combined heat/cooling and power centre			IS2, DMS3
S 22	Number of planning permissions granted with a waste management plan			IS2, DMS3
S 24	Number of tall buildings built outside town centres, Nine Elms and focal points			IS3, DMS4
S 25	Conservation areas with up to date character appraisals and management plans.	*		IS3, DMS2

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Indicator		Linked to SA Baseline	Significant Effects	Policies Monitored
S 26	Number of grants for Conservation Area Improvements	*		IS3
S 27	Enforcement cases relating to unauthorised works to a listed building or works within a conservation area.			IS3, DMS2
S 28	Number of Heritage Assets "at risk"	*	*	IS3
S 29	Number of Heritage Assets lost		*	IS3, DMS2
S 30	Percentage of borough (by geographical area) in each PTAL band	*		PL3
S 31	Percentage of journeys by public transport			PL3
S 32	Density of traffic / Level of traffic in Wandsworth High Street			PL12
S 33	Provision of new or enhanced transport infrastructure			PL3, PL11, PL13, PL15
S 34	New build residential dwelling completed and/or granted planning permission by Public Transport Accessibility Level (PTAL) score			IS1, DMH4
S 35	Number of cycle parking spaces secured on completed and or granted planning permission on large residential developments			IS1, DMH4, DMT2
S 36	Number of large new build residential car free developments completed and/or granted planning permission in areas of good PTAL			IS1, DMH4, DMT2
S 37	Percentage of permitted development complying with the car-parking standards set out in the Local Plan			PL3, DMH4, DMT2
S 38	Developments approved with a car club parking space			PL3, DMT2
S 39	Provision of parking permitted on new development distributed equitably between open market and affordable/intermediate based on unit size and number of units			PL3, DMT2
S 40	Access to public transport for disabled people	*		PL3, PL9, PL10, PL12, DMO6, DMT3
S 41	Length of cycle routes in the borough along the rivers and the rest of the borough	*		PL3, PL9, PL10, DMO6, DMT3
S 42	Length (m) of pedestrian links and/or (m2) of pedestrian space on permitted and/or completed on new development along the rivers and the rest of the borough	*		PL3, PL9, PL10, DMO6, DMT3
S 43	Length of street (pedestrian) enhancements			PL13
S 44	Number of schools and companies with approved travel plans and new developments approved with section 106 requirements for travel plans	*		PL3, DMT1
S 45	Gain /loss of moorings and jetties and associated facilities on the River Thames			PL9, DMO7
S 46	Development on land safeguarded for transport uses			PL3, DMT4

Indicator		Linked to SA Baseline	Significant Effects	Policies Monitored
S 47	Amount of bulk material (waste and freight) transported by rail and water			IS1
S 48	Number of flood events investigations and associated reports signed of by the Council	*		IS4
S 49	Percentage of New Dwellings Permitted Within 1 in 100 Year Flood Risk Zone	*	*	PL2, DMS5
S 50	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	*		PL2, DMS5, DMS7
S 51	Number of planning permissions without a required flood risk assessment			PL2
S 52	Number of permissions granted for basements (All basements, basement extensions, conversions of basements to a higher vulnerability classification in the Technical Guidance in the NPPF) within flood zones 3a and 3b			PL2, DMS5
S 53	Number and percentage of developments completed and or granted planning permission with Sustainable Drainage Systems in flood zones 2 and 3 and proposals greater than 1ha in flood zone 1		*	IS2, DMS6
S 54	Percentage of People Living in Open Space Deficiency Areas	*	*	PL4, DMO3
S 55	Percentage of the borough in areas deficient in access to nature	*	*	PL4
S 56	Changes in areas and populations of biodiversity importance	*	*	PL4
S 57	Condition of sites of Special Scientific Interest (SSSIs) as classified by Natural England	*	*	PL4, DMO4
S 58	Changes in priority habitats and species (by type)	*		PL4
S 59	Number of developments completed involving a loss of designated open space			PL4, DMO1
S 60	Area (ha) of public open space on permitted and/or completed on new developments by location			PL4, PL9, DMH7, DMO3
S 61	Developments permitted and/or completed resulting in a loss or gain of sports and recreation facilities, including playing fields lost			PL4, DMO1, DMO2
S 62	Number of planning permissions incorporating ecological impact measures			PL4
S 63	Developments permitted and/or completed in areas deficient in access to nature conservation incorporating enhancements			PL4, DMO4
S 64	Number of enforcement cases relating to the loss of trees in conservation areas or designated TPOs			PL4, DMO5

Table 1.4 Community Services and the Provision of Infrastructure Indicators

Indicator		Linked to SA Baseline	Significant Effects	Policies Monitored
CI 01	Amount of community premises floorspace completed		*	IS6, DMC1, DMC2
CI 02	Amount of hospital and healthcare floorspace completed		*	IS6, DMC1, DMC2
CI 03	Loss and gain of facilities related to the use of the river at Putney Embankment			PL9
CI 04	Local improvements funded by planning obligations and Community Infrastructure Levy			IS6, DMT2
CI 05	Section 106 and Community Infrastructure Levy money received and spent			IS7
CI 06	Infrastructure Delivery Schedule			PL1, PL2, PL3, PL4, PL5, PL6, PL7, PL8, PL9, PL10, PL11, PL12, PL13, PL14, PL15, IS1, IS2, IS3, IS4, IS5, IS6, IS7

Table 1.5 Delivery of Site Specific Allocations Document

Indicator		Linked to SA Baseline	Significant Effects	Policies Monitored
SSAD 1	Delivery of sites identified in the Site Specific Allocations Document			Site Specific Allocations Document

Table 1.6 Contextual and Other Baseline Indicators

Indicator		Linked to SA Baseline	Significant Effects
Contextual / Other Baseline: Population and Borough Profile			
CB 01	Total resident population		*
CB 02	Size of borough		
CB 03	Population density (Persons per hectare)		*
CB 04	Resident population change		*
CB 05	Age structure of resident population		*
CB 06	Resident population by ethnic group		*
CB 07	Population turnover		*
CB 08	Projected population change		*
CB 09	Projected change in number of households		*
CB 10	Land use by category		*
Contextual / Other Baseline: Housing			

Indicator		Linked to SA Baseline	Significant Effects
CB 11	Number of households	*	
CB 12	Dwelling stock	*	
CB 13	Vacant dwellings	*	
CB 14	Household size	*	
CB 15	Household composition	*	
CB 16	Dwelling type	*	
CB 17	Household tenure	*	
CB 18	Household income		
CB 19	House sales and house price by type	*	
CB 20	Employees by full-time/part-time and by Gender	*	*
CB 21	Economic Activity of residents aged 16-74	*	
CB 22	Size of businesses in Wandsworth and regeneration areas	*	*
CB 23	Rateable value of floorspace by type (office / retail / industrial / warehouse) £/m2	*	
CB 24	Amount of Municipal Waste arising and managed by Management Type	*	*
Contextual / Other Baseline: Sustainable Development and Communities			
CB 25	Socio-economic classification based on occupation	*	
CB 26	Self employment rates (% economically active)	*	
CB 27	Unemployment rate by ethnic group	*	*
CB 28	Percentage of households receiving housing benefit / council tax benefit	*	*
CB 29	Number of homeless households in priority need	*	
CB 30	House price earnings ratio	*	*
CB 31	Car / van ownership	*	*
CB 32	Distance travelled to work	*	
CB 33	Mode of transport to work		*
CB 34	Density of traffic	*	*
CB 35	People killed or seriously injured (KSI) in road traffic accidents – three year rolling average	*	
CB 36	Pedestrians killed or seriously injured (KSI) in road accidents	*	
CB 37	Commuter Flows	*	*
CB 38	Archaeological priority areas	*	

Indicator		Linked to SA Baseline	Significant Effects
CB 39	Percentage of population living within Air Quality Management Area	*	
CB 40	Number of visitors to leisure centres	*	
CB 41	Total fertility rate (TFR)	*	
CB 42	Self-assessment of health (% of residents) in Wandsworth and regeneration areas	*	*
CB 43	Self-assessment of Limiting Long Term Illness (LLTI) (% of people living in households) in Wandsworth and regeneration areas	*	*
CB 44	Household overcrowding (households with over 1.0 persons per room)	*	*
CB 45	Households in Neighbourhood Watch Schemes	*	
CB 46	Instances of crime in Wandsworth and regeneration areas (Burglaries per 1,000 households & Violent crimes / vehicle crimes and robberies per 1,000 population)	*	*
CB 47	Number of lakes, ponds and areas of standing open water located in Wandsworth	*	
CB 48	Drinking water compliance with chemical and microbiological quality standards	*	
CB 49	Percentage of water bodies classified as good quality by the Environment Agency's General Quality Assessment (GQA) - Chemical and Biological Grades	*	
CB 50	National Nature Reserves, Local Nature Reserves and Special Areas of Conservation (SAC) located in Wandsworth	*	

For more information write to:

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