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Winstanley and York Road Estate Renewal

Planning Parameters Document

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APPENDIX A – SITE PLAN

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APPENDIX C – APPROVED THAMESTIDEWAY TUNNEL LOCATION PLAN: FALCONBROOK
PUMPING STATION

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1. Introduction

- 1.1 This Planning Parameters Document (PPD) provides informal planning guidance for the Winstanley and York Road estates in Battersea, London Borough of Wandsworth (refer to the Site Plan at Appendix A).

Context

- 1.2 The freehold of the estates is owned by Wandsworth Borough Council (WBC). In March 2012 the Council's Executive agreed an ambitious estate renewal programme which is focussed foremost on **improving housing quality and choice for existing residents; creating a more integrated, mixed and balanced community; and improving the quality of the physical environment.**
- 1.3 Consultants (GVA and Levitt Bernstein) have been appointed by the Council to prepare a masterplan for the estates to set out a framework for the delivery of the renewal programme. Work commenced on the masterplan in June 2013 and there has since been an extensive process of engagement with residents, owners and active stakeholders on the estates to inform its content. The engagement process sought in particular to establish the degree and scale of change that residents want to see across the estates, with the majority of respondents wishing to see a significant intervention involving large scale redevelopment of York Road Estate and part of Winstanley Estate. A series of illustrative plans that reflect the outcome of this masterplanning work, and the form of the Council's preferred option for development, are included for information at Appendix B.
- 1.4 It is the Council's intention to engage a development partner to work up a planning application and deliver the renewal programme in due course.

Purpose and Status of Document

- 1.5 The purpose of this Document is to positively support the Council's estate renewal programme by providing greater planning certainty to prospective developers on the planning potential of the site. It builds upon the provisions of the National Planning Policy Framework (NPPF), the London Plan, and the Wandsworth Local Plan, and makes reference throughout to key development principles that have been tested through the masterplanning work undertaken to date. As a consequence it bridges the gap between planning policy and site specific considerations, which include the aspirations of existing residents and the objectives of the estate renewal programme.
- 1.6 The PPD does not supplant the statutory Local Plan preparation process, however it is the product of an extensive masterplanning and community consultation exercise and will be a material consideration going forward when considering more detailed plans. It seeks to provide clear direction to future developers on the likely acceptable form of

future development at the site, which is set out as a series of guiding principles covering the following matters:

- Existing buildings;
- Land uses and quantum of development;
- Open space, sport and play;
- Urban design;
- Transport;
- Environment and sustainability; and
- Phasing and delivery.

1.7 Structured guidance is provided in respect to each of the above matters by:

- Identifying the key relevant considerations from planning policies, evidence and other material considerations relevant to the implementation of policy; and
- Drawing on these relevant considerations to provide a set of clear development principles for each topic.

1.8 The PPD has been prepared by Wandsworth Borough Council (as Local Planning Authority) with input from GLA representatives and assistance from GVA (through a series of workshops). It has been informed by the masterplanning work undertaken to date, which has been shaped via an extensive programme of community consultation, as referred to above.

1.9 While it has no formal planning status, this PPD constitutes informal pre-application advice from officers on the likely acceptable form of future development on the site to assist in informing the planning approach to future proposals. Furthermore, the PPD and the preferred option masterplan underpin the Housing Zone designation for this part of the Housing Zone. This document is intended to provide guidance for developers preparing planning applications for the development of the site.

2. The Site

Location

- 2.1 The site that is the subject of this guidance comprises the Winstanley and York Road estates. The site is located directly north of Clapham Junction Station in the London Borough of Wandsworth, approximately 4 miles (6km) south west of Central London.
- 2.2 It forms part of the Wandsworth Housing Zone (the Central Zone).
- 2.3 The site forms part of group of housing estates (which are perceived as a single neighbourhood) bounded by York Road, Falcon Road, Grant Road, and Plough Road, as illustrated in Figure 2.1 below.

Figure 2.1 The Site and Surroundings:



Site Context

- 2.4 Both Estates are within a short distance of Clapham Junction town centre and its associated facilities (with part of the wider site being within the town centre).
- 2.5 Clapham Junction station, located at the southern border of the Winstanley and York Road Estates, is an important interchange which is well connected to the major airports, the south coast, and central London. New London Overground rail developments have further improved connectivity.
- 2.6 The Thames riverside is within a 10 minute walking distance to the north of the site.
- 2.7 The Council is proposing to designate the Lombard Road/York Road Riverside area to the north of the site as a focal point of activity, as part of its work on the Wandsworth Local Plan Review. This focal point of activity includes the part of the site immediately to the south of York Road.
- 2.8 Despite the strong connectivity of the town centre to the wider area, local connections between the site and the town centre remain limited as a result of the railway viaduct and tunnels and indirect pedestrian routes.

Land Uses

- 2.9 The site extends to approximately 17 hectares in total and contains approximately 1,419 residential properties (805 within the Winstanley Estate and 614 within the York Road Estate). The majority of these are Council owned social rent properties, with approximately 360 ex-Council leasehold and freehold properties.
- 2.10 In addition to housing the estates contain numerous community facilities, including a health surgery, place of worship, shops, community centre, library, and a 3.3ha park (York Gardens). These facilities are of varying condition and quality.

Physical and Environmental Conditions

- 2.11 The estates were first constructed in the 1960's, with the built form comprising mainly flatted development in buildings ranging from 2 to 22 storeys. The Winstanley Estate consists of a variety of 4-5-storey blocks to the south, with 11-storey towers along Winstanley Road, a single 22-storey tower to the north, and lower rise housing of 2-3 storeys from Winstanley Road (including Ganley Court) to Lavender and Meyrick Road where it meets the York Road Estate. The York Road Estate includes three 9-storey blocks from east to west with three 16 storey towers at key markers east, central to and west of the Estate.
- 2.12 The topography of the site depresses within the central part and rises at its edges, with the land form effectively forming a 'bowl'.

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- 2.13 The existing built form and public realm is generally in poor condition as a consequence of age and maintenance issues arising from the form of development, and in turn the associated costs involved in maintaining and improving these properties to the standards now expected by local residents and the build standards now being set (including those relating to environmental efficiency and quality of design). The estates suffer from poor quality design with extensive inactive frontages, limited natural surveillance of streets and open spaces, and layout constraints which compromise permeability and connectivity/integration with surrounding neighbourhoods.
- 2.14 The area immediately adjacent to the railway station is also of a very poor quality with an unwelcoming public environment which is not helped by the area being used as a bus standing area.
- 2.15 There is relatively little in the immediate area north of Clapham Junction Station that has been recognised as having heritage value. There are two Grade II Listed and two Locally Listed buildings on Falcon Road (outside the site), with views towards Falcon Road from Ingrave Street leading through to these assets.
- 2.16 While the site is not within a conservation area, the Clapham Junction Conservation Area is located immediately to the south bounded by the viaduct adjacent to the station.
- 2.17 The site lies within Flood Zone 3a and as such a site specific Flood Risk Assessment will be required, along with any necessary mitigation. Section 12 contains further guidance on this.

Accessibility

- 2.18 The site is located with 0.5 miles of the A205 (South Circular) and A3 which provide road connections to the strategic highway network as well as the TLRN immediately north of the site (York Road).
- 2.19 Whilst the site benefits from numerous vehicle and pedestrian access points, it suffers from poor through routes and linkages, particularly with the town centre to the south and riverside to the north.
- 2.20 The site is however in a highly accessible location with a Public Transport Accessibility Level rating of 3 in the north and 6 in much of the site to the south. Public transport provision in the local area includes:
- Clapham Junction station (National Rail and London Overground services – Travelcard Zone 2) is adjacent to the site.
 - Numerous bus services operate along York Road, Falcon Road, Grant Road, and Plough Road;
 - 6 Barclays Cycle Hire docking stations in/on the periphery of the site;
 - Existing river boat services operate along the River Thames, and there are plans for a new stop at Plantation Wharf (200 metres to the west of the site); and

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- The proposed Crossrail 2 safeguarded route includes a station at Clapham Junction and associated area of surface interest.
- 2.21 Access from the site to these services is limited by the current poor quality of routes, connections and the public realm.

Planning History

- 2.22 There is an extensive planning application history associated with the site, with a number of the key permissions granted on site being as follows:
- Church of St Nazareth, Grant Road (2013/5731) – Construction of part single / part two storey and double height extensions to the north, south and west elevations of the existing church building to provide ancillary church facilities (D1).
 - Dawes House, 6 Bramlands Close (2012/3362) – Temporary three year planning permission for change of use of existing two-storey building from residential care home (Class C2) to 13 self-contained flats (Class C3) to provide temporary emergency family accommodation prior to permanent housing allocation.
 - York Gardens Adventure Playground Lavender Road (2012/4659) – Removal of existing adventure play equipment and refurbishment of existing playground involving installation of new play equipment to a maximum height 4.47m.
 - Griffon House and Lanner House, Winstanley Road (2009/2279) – Demolition of Griffon and Lanner Houses and redevelopment with three new buildings between nine-storeys and eleven-storeys in height to provide 452 self-contained studio rooms for use as student accommodation with associated car and cycle parking.
 - Griffon House and Lanner House, Winstanley Road (2008/0586) – Demolition of Griffon and Lanner Houses and redevelopment with two new buildings between five-storeys and ten-storeys in height to provide 160 flats, with associated car and cycle parking.
 - Part of Winstanley Estate bounded by Meyrick Road Livingstone Road Winstanley Road Newcomen Road Lavender Road and Darien Road (2006/4400) – Various environmental improvements including demolition of garages to the rear of Arthur Newton House and formation of 32 new surface parking bays, new hard and soft landscaping, including formation of some individual front garden areas, new boundary treatment including 3.5m high fencing to ballgames area to the rear of Shepherd House.
 - Land between Arthur Newton House & Baker House Lavender (2006/0112) – Erection of three-storey building to provide 5 flats.
 - Penge House, Inkster House, Chesterton House, Pennethorne House, Holcroft House, and Scholey House, York Road Estate (2003/2608) – Alterations in connection with conversion of ground floor store areas to provide 12 two-bedroom flats and three one-bedroom maisonettes.
 - Winstanley Estate, Winstanley Road (2002/1956) – Environmental improvements to include provision of enclosed entrances to blocks, new parking bays and boundary fencing.

2.23 Particularly relevant planning permissions granted in the immediate vicinity of the site include:

- Clapham Junction Railway Station St Johns Hill (2012/0361) – Extension to platform; extension of footbridge facing Grant Road to accommodate new staircase to platforms 1 and 2, construction of new canopy over new platform.
- St Peter with St Paul Church and Vicarage and 23 to 31 Plough (2009/0699) – Demolition of all existing buildings on the site. Erection of new church and community building and 69 residential units (including a new vicarage) in buildings up to eight-storeys high; basement car park for 56 vehicles accessed off Plough Road.

3. Policy Position

- 3.1 This section summarises the overarching planning policy framework that is relevant to the site, and which underpins the content of this document and the masterplanning work undertaken to date. Further details of the relevant policy considerations and their interpretation into development principles are contained in the subsequent sections of this Document under the topic-specific headings.
- 3.2 The planning policy framework affecting the site comprises the following:
- The National Planning Policy Framework;
 - The London Plan (Consolidated with further alterations since 2011) (March 2015) (the London Plan 2015) and associated Supplementary Planning Guidance; and
 - The Wandsworth Local Plan:
 - Core Strategy (2010);
 - Development Management Policies (2012);
 - Site Specific Allocations Document (2012);
 - The Second Proposed Submission Versions Wandsworth Local Plan (2014); and
 - Associated supplementary planning documents.
- 3.3 Other relevant housing policy considerations include the London Housing Strategy and the Council's Affordable Housing Update policy on encouraging and enabling development for private rent, and draft Housing Strategy 2015.

National

- 3.4 The NPPF is a material consideration in the determination of planning applications. It sets out the Government's planning policies for England and how they are to be applied. The core message of the NPPF is a 'presumption in favour of sustainable development'.
- 3.5 The NPPF supports a plan-led approach and places great emphasis on the need for Authorities to have up to date plans in place. Development proposals that accord with an up to date development plan should be approved without delay. Where the development plan is absent, silent, or out-of-date, the default position is for permission to be granted, unless any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits or where specific NPPF policies indicate that development should be restricted.
- 3.6 From March 2013 onwards, the NPPF requires that due weight should be given to relevant policies in existing adopted plans according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the framework, the greater the weight they should be given). Limited weight may also be afforded to emerging planning policies according to their stage of preparation and consistency with NPPF policies.

London

- 3.7 The London Plan 2015 forms part of the statutory development plan affecting the site.
- 3.8 The site does not lie within an Opportunity Area or Area for Intensification. However the London Plan includes a raft of development management type policies that are relevant to the preparation/determination of a planning application for the site and which are considered in more detail in the latter sections of this document. A small part of the site lies within Clapham Junction town centre, which is defined as a Major Town Centre in the London Plan. The GLA began consultation on Minor Alterations to the London Plan 2015 in relation to housing and parking standards on 11 May 2015.
- 3.9 The London Housing Strategy was formally adopted in October 2014, (see <https://www.london.gov.uk/priorities/housing-land/draft-london-housing-strategy>). The Strategy supports measures contributing to increasing development to meet the London Mayor's revised housing delivery target of 42,000 homes per annum over the next 10 years. It also proposes the establishment of Housing Zones which are intended to help accelerate and enable development

Wandsworth Local Plan

- 3.10 WBC has an adopted Local Plan, comprising the Core Strategy (2010), Development Management Policies Document (DMPD) (2012), the Site Specific Allocations Document (SSAD) (2012), and the adopted Proposals Map (2012).
- 3.11 The site itself is not specifically allocated for development in the adopted Local Plan, although a small part of the southern part of the site lies within the Clapham Junction town centre boundary where policies support retail and residential-led mixed use development, as well as taller buildings (where they deliver significant regeneration benefits and give a visual focus to the town centre). A proportion of the remainder of the site is edge-of-centre. The Site Specific Allocations Document (SSAD) includes three site allocations which relate to or include small parts of the overall site. These are: "4.1.2 Car park adjacent to Sendall Court, Grant Road, SW11", "4.1.3 Clapham Junction Station Approach" and "4.1.4 Land at the corner of Grant Road and Falcon Road, SW11".
- 3.12 The Core Strategy (Policy PL13c) recognises that there is an opportunity to restructure the area to the north of Clapham Junction Station and town centre (Falcon Road and Winstanley Road) through new mixed use development with quality street frontages (particularly to Grant Road) and public realm. It also promotes opportunities within the wider York Road and Winstanley Estates for new linkages, integrating buildings with street frontages and providing new infill housing, as well as improving public spaces and natural surveillance to make areas safer for pedestrians (para 4.124).
- 3.13 WBC has conducted a review of the Local Plan documents in order to ensure conformity with national planning policy and the London Plan. The 2nd Proposed Submission Versions of the Local Plan documents (including the Core Strategy, Development

Management Policies, Site Specific Allocations Document and Policy Map) were subject to public consultation in October/November 2014 and submitted for Examination in March 2015, with the Examination Hearing Sessions due to take place in July 2015. The 2nd Proposed Submission Version Local Plan documents are a material planning consideration in the assessment of planning applications. The Local Plan Documents are expected to be adopted in late 2015/early 2016 dependent on the need for any post Hearing Session consultation and the receipt of the Inspector's report.

- 3.14 The 2nd Proposed Submission Version Core Strategy provides specific support for the regeneration of the Winstanley and York Road Estate area (Policy PL13c), with the site specifically allocated in the Proposed Submission SSAD for residential and community use, with convenience shopping. WBC does not anticipate any changes that would affect the revised policy status of the site as set out in the Proposed Submission version.
- 3.15 Various related housing documents have recently been approved by the Council, including the publication of the Council's Strategic Housing Market Assessment (SHMA) in 2012 and SHMA Update 2014. The key policy implication arising from both assessments was the imperative to deliver housing options and solutions in the quantum required to meet the significant demand for housing which was not being met by the available supply. A particular issue identified was the shortfall in housing for low to middle income working households and the limited availability of affordable market rent and low cost home ownership options.

4. Vision and Strategic Planning Objectives

Vision

- 4.1 The Winstanley and York Road Estates will be transformed into an attractive neighbourhood, offering high quality living standards for the existing community by providing better homes, access to high quality community facilities, and creating places that are safe, welcoming and active.
- 4.2 The neighbourhood will contain a mixed community, where no one single tenure dominates, with a diverse range of new homes set within healthy, lifetime neighbourhoods that provide for people of all ages and incomes. New architecturally inspiring buildings will complement refurbished existing buildings and spaces.
- 4.3 The neighbourhood will be successfully integrated into the surrounding area, connecting Clapham Junction Station to the riverside through safe and attractive pedestrian routes, active streets, green spaces, places for recreation and social interaction, and hubs for local shopping, leisure and employment.

Figure 4.1 *Illustrative Masterplan*



Strategic Planning (Place-making) Objectives

4.4 The successful delivery of the Vision is dependent on a place-making approach being taken to the renewal of the estate, which should achieve the following strategic planning objectives:

- **Improve the quality of existing homes:** Deliver high quality new homes for existing residents, with an appropriate mix of sizes, typologies and tenures that meet identified needs;
 - **Create a more mixed and balanced residential community** by taking opportunities to introduce additional new high quality homes for people of different ages, from different walks of life, with different income levels, and within a variety of tenures. The priority for additional housing will be to broaden the tenure mix and provide a greater choice of homes;
 - **Optimise the housing output of the site** to meet local and strategic London housing needs (having regard to the highly accessible and deliverable nature of the whole site), whilst prioritising the core objectives of securing high quality new homes for existing residents and a more mixed and balanced community;
 - **Create a high quality environment by:**
 - **Improving the quality of the built form:** by replacing or refurbishing poor quality existing buildings and replacing these with new high quality buildings;
 - **Improving safety and security:** Raise living standards and well being by transforming the site into a place that is safe, secure, welcoming and attractive;
 - **Creating an integrated neighbourhood:** Development should be physically integrated with the surrounding area through character, scale and layout, responding to the context of existing buildings, streets and spaces, heritage and community assets to create a place with a strong identity;
 - **Create legible routes and connections** that better integrate the site with public transport, Clapham Junction town centre, the Thames riverside, and surrounding neighbourhoods. This should involve creating active places where streets and spaces are designed to encourage sustainable patterns of movement, social interaction and healthy living for all ages;
 - **Creating new places with a strong identity** that improves the attractiveness and image of the neighbourhood and improves social integration with surrounding communities;
 - **Improving and enhancing green spaces and the public realm:** Repair poor quality, dysfunctional public space and minimise opportunities for crime and anti-social behaviour through design. Streets and spaces should be inviting and encourage social interactions and healthy lifestyles; and
 - **Integrate the development with the development taking place to the north of York Road** through improvements to the built form and public realm, and improved linkages from the riverside through the site to Clapham Junction Station/town centre.
 - **Provide essential new social infrastructure, commercial services and amenities** to support the needs of those currently living on the Estates as well as any additional population (to include access to quality health and educational provision).
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Development should contribute towards the improvement of service provision in the northern end of the town centre.

5. Existing Buildings

5.1 This section provides a summary of the planning considerations and development principles that are relevant to the treatment of existing buildings.

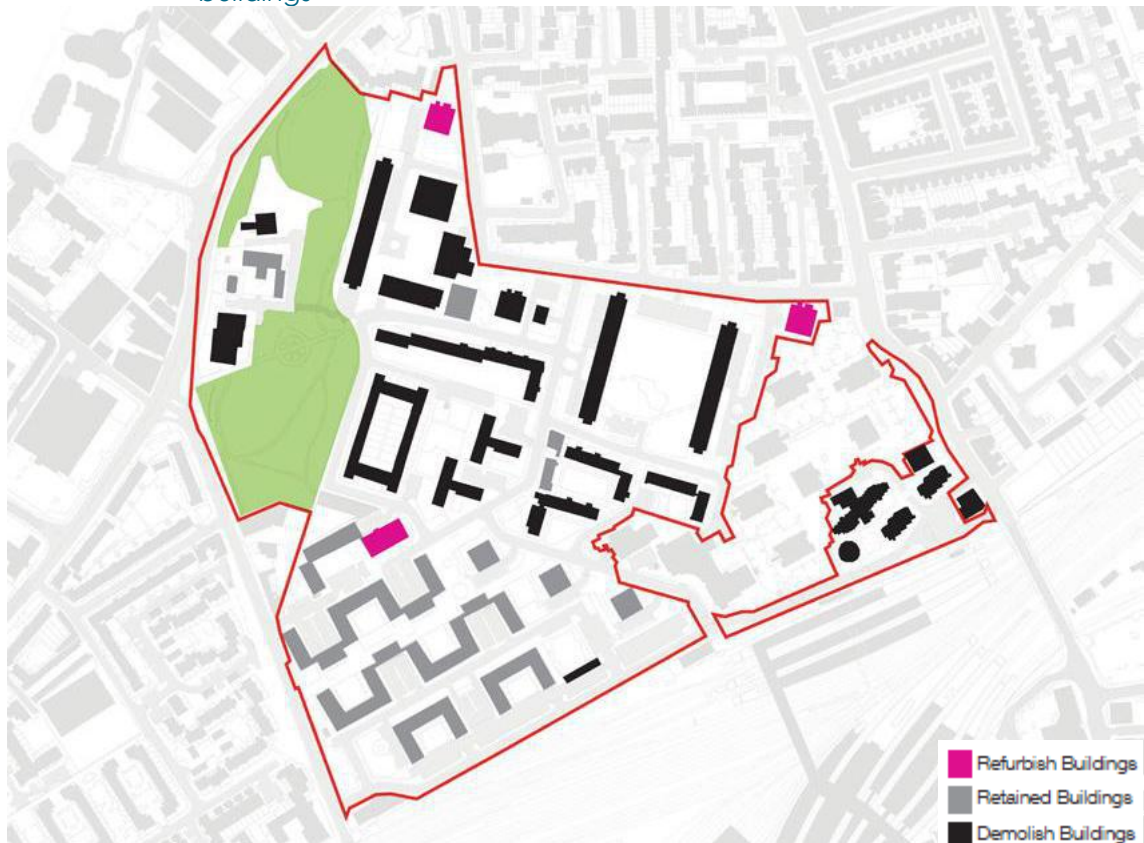
Relevant Policy Considerations

- The site is not located in a Conservation Area and nor are any of the buildings statutorily listed; accordingly there is no policy protection over demolition.
- The London Plan requires there to be no net loss of residential floorspace. Policies do not however preclude redevelopment and re-provision of that floorspace within new buildings.

Other Material Considerations

- Many of the existing buildings on site are in a poor state of repair and require significant sums to improve them to the Decent Standard. Whilst refurbishment is an option for some buildings, the quality of build, likely ongoing management and maintenance costs, and immediate physical environment make this an unattractive option.
- The potential to meet the vision and objectives set out above (and therefore the ambition of current residents) would also be compromised by the retention of some of the buildings on the site.
- Public consultation associated with the masterplanning work revealed broad support from the landowner, existing residents, and local community for the demolition of many of the existing buildings (approximately 650 homes), with the retention/refurbishment of others. The buildings that have been identified as having the potential for redevelopment as part of this process are indicated in Figure 5.1.

Figure 5.1 Diagram showing the preferred option for the treatment of existing buildings



Development Principles

- a) The principle of demolishing existing buildings to make way for new development is acceptable in planning terms, as is the retention and refurbishment of existing buildings. The Authority will welcome proposals that involve a combination of demolition/new-build and refurbishment and reflect Figure 5.1.
- b) Retained/refurbished existing buildings are expected to be incorporated into a comprehensive redevelopment solution for the site as a whole.

6. Housing

- 6.1 This section provides a summary of the considerations and development principles that are relevant to future housing provision on the site.

Housing Quantum

Relevant Policy Considerations

- 6.2 The relevant considerations for determining the appropriate amount of future housing provision on this site are as follows:
- The NPPF requires local planning authorities to boost significantly the supply of housing (para. 47), to meet the full objectively assessed needs for housing in their area and maintain a supply of deliverable sites to meet five-years' worth of housing requirements. There is an opportunity for the site to make a significant contribution towards meeting Wandsworth housing needs and demands through provision of housing of different tenures and which is targeted to meet the needs of existing and future residents, which are summarised below.
 - The strategic targets for new homes in Wandsworth has increased substantially with 11,450 new homes in the London Plan (2011) over the period 2011 to 2021, and a substantially higher revised target of 18,123 new homes in the London Plan 2015 (over the period 2015 to 2025). London Plan policies specifically require boroughs to exceed housing targets, optimise output and encourage higher densities. Of particular relevance to this site is the specific recognition of an opportunity to optimise densities on sites within town centres and by the sensitive renewal of existing residential areas, where they have good public transport accessibility (London Plan Policies 2.15, 3.3, 3.4 and 3.7). The 2nd Proposed Submission Version of the Council's Core Strategy also recognises that the designation of the Lombard Road (York Road Riverside) focal point will enable additional residential capacity to be brought forward. Whilst the provision of additional housing would be a likely consequence of area renewal and provide much needed housing for local residents, a primary focus for the Council is to deliver a neighbourhood and place which satisfies the requirements and aspirations of current residents and future generations who will live in this area.
 - The adopted Wandsworth Core Strategy sets a target to deliver at least 7,500 net additional homes over the period 2007/8 to 2016/7, and a further 3,750 between 2017/18 and 2021/22 (total 11,250). In response to changes to the London Plan, the 2nd Proposed Submission Version Core Strategy (2014) substantially revises that target to 25,860 net additional homes over the period 2015/16 to 2029/30. As confirmed by the Core Strategy, these should be considered as minimum targets in accordance with the London Plan.
 - The development required to accommodate this growth in housing supply is mainly directed to sites in and around the Borough's five existing town centres and in Nine

Elms. This includes Clapham Junction town centre and its surroundings. As such, the site is in an appropriate location to make a significant contribution towards the borough's future housing supply being mindful that any development will be expected to accord with the highest standards of urban design that reflects the Council's commitment to apply the Mayor's Design and Quality standards.

- In accordance with both London Plan and Local Plan policies there should be no net loss of either total housing or affordable housing as part of any redevelopment.

Other Material Considerations

- The site is set within a predominantly residential area and urban context of high density development on and surrounding the site.
- The site is highly accessible due to the proximity to Clapham Junction Station and other transport infrastructure, and there are opportunities for further increases in accessibility through planned enhancements to public transport in the local area.
- The site has good access to services and amenities due to the proximity to Clapham Junction town centre.
- The combination of high level accessibility, the site setting and its physical characteristics means that higher density residential development is appropriate in principle on this site.
- Public consultation on the masterplanning work undertaken to date has identified support for plans that involve a high intervention redevelopment option, involving extensive redevelopment of existing buildings and introducing new development along York Road. The expectation is that this is to be achieved through the delivery of development forms that meet expectations for high quality living environments for those renting and owning.
- Work on scenario testing has indicated that this could involve a net increase of around 550-590 units subject to detailed consideration of any proposal coming forward. Subsequent masterplan testing has indicated that the site may be capable of supporting a greater quantum, however, the standards of place and general objectives set out in this PPD and exemplified by the masterplanning work must be maintained.

Development Principles

- a) The Authority expects housing to be the principal land use on the site, providing a mix of housing to meet existing and future resident needs and requirements. As a minimum development should provide at least an equivalent number of affordable housing units.
- b) In the context of the core objective of creating a more mixed and balanced community, the introduction of additional housing across the site providing a greater diversity of tenures (see guidance below) should be achieved through the provision of housing types that meet local demands and aspirations. This includes housing for market (including structure private rented sector) and intermediate rent, discounted market sale (including entry-level/starter homes), together with housing for general market sale.

- c) A design-led approach should be taken to determine the appropriate quantum and density of additional housing having regard to community aspirations; the need to engender a better sense of place and neighbourhood; the accessibility of the site; infrastructure capacity and the potential to improve linkages; the local context and character mentioned above; as well as design quality and general development management policy considerations. Of particular relevance are the high levels of public transport accessibility (with the potential for further improvements as part of future development) and the relationship to Clapham Junction and the riverside (including the proposed designation of Lombard Road/York Road Riverside as a focal point). Consultation on a Supplementary Planning Document for the focal point area is expected to take place in June/July 2015.

Mix of Tenures

Relevant Policy Considerations

- 6.3 The relevant considerations for determining the appropriate housing tenure mix on this site are as follows:
- The NPPF requires planning authorities to ensure that their local plan meets the full objectively assessed needs for market and affordable housing (para 47), which should include the delivery of a wide choice of high quality homes, widening opportunities for home ownership and creating sustainable, inclusive mixed communities.
 - The NPPF position is reflected in the London Plan which seeks to achieve communities that are mixed and balanced by tenure and household income (Policy 3.9). This includes achieving a more balanced mix of tenures in neighbourhoods where social renting predominates (as is the case on this site).
 - London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing to be provided in private residential schemes, having regard to locally set affordable housing targets and the need to encourage rather than restrain residential development. The London Plan refers to the Mayor's strategic target that 60% of new affordable housing should be social and affordable rent and 40% for intermediate tenures (rent or sale).
 - The Mayor recognises that the new Affordable Rent product is crucial in meeting London wide affordable needs, including those previously addressed by social rent, as defined/explained in the GLA's Housing Supplementary Planning Guidance (SPG) (2012). The SPG confirms that Affordable Rent will cover similar types of needs to traditional social housing but may also be allocated to meet the needs of working households.
 - Policy IS5 in the Council's Core Strategy requires that the Council seeks the maximum reasonable amount of affordable housing and sets out the mix of affordable tenures that will be required on new developments (intermediate (40%), social and affordable rent (60%) as amended in the 2nd Proposed Submission Version).

Other Material Considerations

- The core strategic planning objective for this site is estate renewal, with a primary focus on meeting the needs of the existing community. The requirements in relation to the re-provision of existing social rented units will be determined by the Council's Housing Service.
- As social rent tenures dominate the current housing provision on the site (estimated at 75% of the current stock) and the area suffers from high levels of deprivation, the mix of additional housing development should be considered in the context of the key objective of creating a more mixed and balanced community. Any additional affordable housing will be provided in intermediate tenures, potentially including shared ownership, intermediate rent and discounted market sale.
- Masterplanning work has identified a principle of providing new homes for all Council tenants and the opportunity for all resident leaseholders to buy back into the development. It has also identified an opportunity to provide additional homes with a range of housing for market sale or rent.
- The Authority recognises the role that tenure mix can play in accelerating housing delivery and opportunities in particular associated with Private Rented Sector housing which can kick start and sustain development over the period this regeneration is due to run. The Authority encourages the inclusion of Private Rented Sector products as part of market housing provision in new schemes, meeting the needs of local residents.

Development Principles

- d) Meeting the core objective of a more mixed and balanced community could be achieved through the introduction of a significant proportion of market for sale and privately rented homes, alongside the maximum viable proportion of additional affordable housing. The expectation is that, above the required re-provision, any additional affordable housing will be structured to meet a broad range of local housing need and meet requirements for low cost housing targeted to the intermediate market. This includes intermediate rent and discounted market sale units that conform to the London Mayor's income thresholds. The scheme should also promote structured private rent offers to meet housing needs of local working households.
- e) The role that PRS, and more particularly affordably priced PRS, can contribute to meeting local housing needs should be considered for this site. In accordance with Core Strategy Policy IS5g (as amended in the 2nd Proposed Submission Version), subject to the stated conditions the impacts on the market value of such provision will be taken into consideration in viability assessments.

Mix of Typologies and Sizes

Relevant Policy Considerations

6.4 The relevant considerations for determining the appropriate mix of dwelling types and sizes are as follows:

- The NPPF encourages planning authorities to plan for a wide range of new homes to meet local demand/need and create sustainable, inclusive and mixed communities.
- The London Plan requires developments to offer a range of housing choices in terms of the mix of housing types and sizes (Policy 3.8). The Plan identifies the provision of affordable family housing as a strategic priority, subject to local needs.
- Wandsworth Core Strategy (Policy IS5) requires a mix of housing types to be provided in conformity with the London Plan and seeks to ensure that new housing developments 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. DMPD Policy DMH3 sets out the Council's planning policy on the unit mix in new housing.
- Wandsworth planning policy has also identified the potential to consider different forms of housing development in town centres and in areas that are well connected to public transport. In this respect, schemes providing a higher percentage of one bedroom units with some suitable for one person households might be appropriate close to Clapham Junction Station given the locality and context. In turn the tenure profile may in itself be affected so that it meets particular demographic needs. In this respect the SHMA Update 2014 identified a high demand for housing from working single and couple households who would normally access PRS housing and could be attracted to intermediate rent housing if made available as a more affordable option.

Other Material Considerations

- One/two bedroom properties are the most existing prevalent unit type. Initial assessment work undertaken has indicated that the current split is 41% 1-bed, 35% 2-bed, 18% 3-bed and 6% 4+ bed.
- The masterplan highlights that a survey of housing needs is necessary to define the most appropriate future development mix, with the size of any re-provided homes being approximately the same size as the current homes.
- The type and size of additional units should be considered in the context of creating a more mixed community, based on an assessment of needs and targeting a greater diversity in provision for a wider cross section of the community.
- The conclusions of the Council's SHMA Update 2014 are a key consideration. This identified a demand for all forms of housing, plus particular demand side pressures on certain tenures (the private rent and social housing tenures in particular) and for housing suitable for smaller sized households (singles and couple working

households) who were identified as a predominant demographic in the Borough. Remedies identified included promoting structured PRS development accessible to local residents and increasing mobility in and around the social housing sector including providing attractive alternative housing for under occupiers of family sized social rent housing.

Development Principles

- f) Delivery of a broad mix of housing types and sizes as a means of contributing to the objective of creating a high quality mixed and balanced neighbourhood for the site is key, having regard to Local Plan policy and up to date local housing needs, this could include flats, duplexes, houses and other innovative housing types,
- g) A range of 1-4 bed dwellings should be provided which meet the standards in the Mayor's Housing SPG and the Council's Local Plan policies, with the final mix (including the provision of family homes) reflecting local need. In particular regard needs to be given to providing sizes and types of property that meet the requirements of existing tenants and leaseholders living on the site who will need to be decanted. This will include consideration of any specialist housing for vulnerable residents identified as living in housing affected.
- h) The space standards in the Mayor's Housing SPG should be treated as a minimum and homes that are reprovided should be no smaller than the current homes, with each being provided with a balcony or private outside space. The mix and balance of housing should take into account location and the findings/implications arising from the SHMA Update 2014. In particular given the location there may be an opportunity to develop forms of private, lower quartile and intermediate rent housing in certain identified localities, for instance close to Clapham Junction Station, for smaller household profiles (singles and couples). Whilst other parts of the site, particularly to the south of York Gardens, might be more suitable for family size accommodation.

Residential Densities

Relevant Policy Considerations

- 6.5 The relevant considerations for determining the appropriate residential densities are as follows:
- The principal objective for this site is to meet the needs of the existing community. However, it should be noted that both the Wandsworth Core Strategy and London Plan provides policy support for replacing housing provision at existing or higher densities where appropriate.
 - The NPPF requires development to optimise the potential of sites (para. 58). The London Plan reflects this by requiring housing output from sites to be optimised (Policy 3.4) having regard to the site's setting and public transport accessibility (quantified by the relevant density ranges set out in the London Plan density matrix, Table 3.2). Wandsworth Core Strategy policies seek to make the most efficient use of previously developed land having regard to the site's accessibility and suitability for

high density mixed use development. For the purposes of the London Plan Density Matrix, the site has a 'Central' setting and a PTAL rating of 3-6.

- The London Plan supports higher density housing in and around town centres, and existing residential areas in locations with good public transport accessibility (Policies 2.15, 3.3, 3.4 and 3.7) (noting that a small part of the site lies partly within Clapham Junction town centre and part of the site falls within the proposed Lombard Road/York Road Riverside focal point where higher density residential-led mixed use development is promoted).
- The London Plan 2015 specifically encourages boroughs to deliver extra housing capacity to close the gap between identified housing need and supply, including by supporting the delivery of additional housing capacity on brownfield sites in accessible town centres, through mixed use developments and the renewal of existing residential areas that have good access to public transport (Policy 3.3). However, it should be recognised that only a small part of the site falls into the town centre.

Other Material Considerations

- The site is in a highly accessible location adjacent to the amenities of Clapham Junction town centre. Whilst access to these amenities is currently limited by the poor connections and quality of the public realm, there are opportunities to improve this through the comprehensive redevelopment of the site.

Development Principles

- i) The London Plan Density Matrix should be a starting reference point when determining the appropriate densities of future housing development across the site and the Authority recognises that this supports densities of up to 1,100 habitable rooms per hectare (hrph) in parts of the site.
- j) Higher density development in locations with good levels of public transport accessibility, such as towards Clapham Junction Station, and which fall within the proposed Lombard Road/York Road Riverside focal point could be appropriate subject to design considerations. Potential density levels are identified in the preferred option Masterplan. At higher densities it is essential that the standards and proportions of the development are maintained, relative to the height of the buildings proposed. Any proposals for tall buildings will need to be justified in terms of the criteria set out in DMPD Policy DMS4. The heights at which buildings are considered to be tall in the Lombard Road/York Road Riverside focal point will be considered as part of the Supplementary Planning Document for the area which is expected to be subject to consultation in June/Jul 2015.
- k) The key driver is expected to be the creation of a quality place. Whilst it is acknowledged that the benefits of higher and, in certain localities, high density development will meet national, regional and local objectives and housing needs, a clear design rationale and demonstrable regeneration benefits (which may include for example additional open space provision) should support the case for higher density development.

Residential Quality

Relevant Policy Considerations

6.6 The relevant considerations for determining the appropriate residential quality are as follows:

- The London Plan, Wandsworth Local Plan, and associated supplementary guidance (including the Mayor's Housing SPG) include a raft of development management policies relating to housing specification, including those relating to Code for Sustainable Homes, providing energy efficient dwellings, Lifetime Homes and Wheelchair Units that can provide for the full range of current and future housing needs of tenants and resident leaseholders in particular, minimum floorspace standards that ensure homes are generously proportioned, and outdoor amenity space.

Other Material Considerations

- A visual survey of the existing buildings revealed issues with the current building stock in terms of deterioration of windows, poor thermal performance of external building fabric and insulation, and potential structural issues.
- Consultation with the community has revealed a general desire for better, more modern and affordable housing.
- Improving housing quality is a priority objective for the landowner and an expectation of existing affected residents.

Development Principles

- l) Providing high quality homes to meet the needs and changing expectations of existing and future residents is a core priority for future development across the site. The Authority will expect development to seek to meet or exceed the following:
 - All baseline and the majority of good practice requirements of London Housing SPG (2012).
 - Code for Sustainable Homes Level 4 (BREEAM Excellent for non-residential uses).
 - 100% Lifetime Homes.
 - Site wide target of 10% wheelchair accessible homes in accordance with the standards set out in the Mayor's Housing SPG.

7. Town Centre Uses

Relevant Policy Considerations

7.1 The relevant policy considerations for determining the appropriate amount, type and form of any town centre uses within the site are as follows:

- The NPPF requires authorities to allocate suitable sites in town centres to meet needs for retail, leisure, office and other main town centre uses in full (para. 23). It additionally supports the allocation of appropriate edge-of-centre sites for main town centre uses where they are well connected to the town centre, and where suitable and viable town centre sites are not available.
- The London Plan seeks to enhance the vibrancy of town centres in London through higher density, retail, commercial, and mixed use development. It supports capacity in and around town centres in places with good public transport accessibility to accommodate leisure, retail and civic needs (in addition to housing).
- The Wandsworth Local Plan (Policy PL13b) promotes a comprehensive retail and residential-led mixed use redevelopment of land around Clapham Junction Station (the station approach redevelopment).
- The area to the north of Clapham Junction (including part of the site) is recognised in the Core Strategy (Policy PL13c) as having the potential for restructuring and more intensive mixed-use development that incorporates other uses as well as housing, particularly business and retail (notably to Falcon Road and Winstanley Road). The emerging allocation for the Winstanley and York Road Estates (identified within the Revised Submission Draft SSAD) includes convenience shopping, in addition to residential and community uses.
- In the majority of the site, which lies outside the town centre, DMPD Policy DMTS2 Out-of-centre development applies.

Other Material Considerations

- A small part of the site lies within Clapham Junction town centre (defined as a Major Town Centre in the London Plan) and as a consequence would be suitable for town centre uses. Part of the site is edge-of-centre where town centre uses may also be appropriate.
- There is significant footfall associated with the Grant Road entrance to Clapham Junction station which presents an opportunity for viable commercial uses in this part of the site.
- New development is planned in and around this area (including the station), and there is the potential for the development to respond positively to this through the creation of a mixed use hub.
- Wider changes are taking place in Clapham Junction area as a whole, including to the south site of the station through the redevelopment of the Peabody site.

- There may be some scope for limited town centre use development, in the development facing York Road as part of the potential Lombard Road/York Road Riverside focal point.

Development Principles

- a) The Authority supports town centre uses in the south of the site (including retail, leisure, offices and appropriate forms of housing), leading from and integrating with Clapham Junction Station within the Clapham Junction town centre boundary. The Authority would support the creation of a new pedestrian priority square within the Bramlands area with a mix of shops, restaurants, community facilities, training, and employment opportunities. Town centre uses may be appropriate on the edge of the town centre where this can be justified in terms of place making.
- b) The type, form and layout of future town centre uses and development in this part of the site should have regard to and integrate with future Network Rail proposals for improvements to Clapham Junction Station, including the potential opening up and refurbishment of the arches on Grant Road, and the potential infrastructure requirements associated with the Crossrail 2 safeguarding area.
- c) Elsewhere in the site there might be the opportunity for limited retail development to serve the localised 'top-up' needs of the existing and new community, subject to the requirements of Policy DMTS2. Consideration should also be given to the proposals set out in the Supplementary Planning Document for the Lombard Road/York Road Riverside focal point.
- d) Development should have regard and respond to the changing context of the Clapham Junction area as a whole, including any proposals for development along the northern side of York Road, the riverside and on the Peabody site.

8. Community Uses

Relevant Policy Considerations

- 8.1 The relevant considerations for determining the appropriate amount, type and form of community uses within the site are as follows:
- The NPPF requirement to provide sufficient accessible local services to meet the local needs of the community (para. 17) to support health, social and cultural well-being, including shared space, community facilities and other local services.
 - The NPPF requirement to guard against the unnecessary loss of valued facilities and services (para. 70) where this would reduce the community's ability to meet its day-to-day needs.
 - The London Plan requirement to resist proposals that would result in a net loss of social infrastructure unless it can be appropriately reprovided (Policy 3.16). This is reflected in the Wandsworth DMPD which only permits the loss of existing community floorspace if there is no demonstrable need, suitable replacement provision is made (of equal or improved capacity) or the premises are no longer suitable (Policy DMC1).
 - The NPPF requirement to ensure that sufficient school places are available to meet the needs of existing and new communities (para. 72).
 - The Council's Local Plan Policies CS IS6 – Community Services and the provision of infrastructure and DMPD DMC1 Protection of existing community facilities require the retention or re-provision of existing community facilities unless there is no demonstrable current or future need or demand for the space. The provision of new and improved community facilities and provision to meet the needs of health and emergency services is supported (DMPD Policies DMC2 and DMC2).

Other Material Considerations

- A key component of place making is to ensure that the community has access to high quality services and facilities within a high quality environment. Such facilities can play an important role in helping to integrate the existing and new communities.
- The Council's Leisure and Culture Services have indicated a requirement for a new leisure centre on the site. The brief for this includes: a 6-8 court sports hall, a large gym, a straight form swimming pool (with 6-8 lanes) and separate teaching pool, workout studios, and other ancillary facilities such as a cafeteria, crèche, health suite, changing rooms, offices and staff accommodation. The floorspace required to accommodate this is estimated at 5,800 sqm (GIA).
- The masterplan has indicated that the new leisure centre could be accommodated adjacent to the park.
- There are a number of existing community facilities on the site (including the Thames Christian College, Battersea Chapel/Baptist Church, York Gardens Library and Community Centre, and the Church of St Nazarene and Providence House).

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- Consultation with the Authority has confirmed a requirement for a replacement library and community centre. The masterplan has indicated that these facilities could be co-located within the leisure centre.
 - The Council would also want to explore the colocation of services with other public sector bodies such as health and private sector bodies where there are synergies between the services offered (e.g. GPs practice with a private physiotherapy consultancy available)
 - The Authority has indicated that there may be capacity within local primary schools (Falconbrook and High View) to accommodate additional school places; however this must be tested against the child yield generated by any proposals.

Development Principles

- a) The development should make a significant contribution to the enhancement of community and social infrastructure in the context of ensuring access to good quality local services to meet the needs of the existing and new communities. This should include the re-provision of existing library, community centre, open space, outdoor recreation facilities, and (lost as part of demolition works) plus provision of a new leisure centre and other community/social amenities.
- b) The Authority will encourage leisure provision (as per the details above) in an appropriate location relative to Clapham Junction Station and/or as a destination attractor within the northern part of the site where it is closely related to public open space.
- c) The Authority will support and encourage the co-location community services (such as health, places of worship, halls and library).
- d) An assessment should be made of education requirements generated by the proposed development based on the quantitative and qualitative capacity of local schools and appropriate mitigation provided.
- e) An assessment should be made of the impact of the proposed development on health infrastructure and appropriate mitigation provided.

9. Open Space, Sports and Play

Relevant Policy Considerations

9.1 The relevant considerations for determining the appropriate amount, type and form of open space, sports and play provision within the site are as follows:

- The NPPF requires local authorities to meet identified needs for open space, sport and recreation (para. 73). It seeks to resist building on existing open space, sports and recreational buildings and land (para. 74), unless demonstrably surplus to requirement or replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
- The London Plan seeks to protect, promote and expand green space (Policy 2.18) and to improve the quality and access to open space (Policy 7.18). It promotes spaces that form part of a multifunctional network and provide a range of benefits (including biodiversity, sports and recreation, local food growing, climate change adaptation, community health and wellbeing).
- A London Plan priority is to provide access to good quality children's play space (Policy 3.16).
- Part of the site (to the east) is located within an Area of Open Space/Local Park Deficiency (according to the Wandsworth Open Space Study, 2006).
- The Council's Local Plan Policies (CS Policy PL4 and DMPD Policy DMO1) provide for the protection and enhancement of open spaces, including smaller areas not shown on the Proposals Map.
- York Gardens is designated as an 'Other Large Protected Open Space' (CS Policy PL4, DMPD Policy DM01). York Gardens contains playing fields and pitches, sport, play and informal recreation facilities which are also specifically protected by DMPD Policy DMO2.
- The requirements for open spaces in new development are set out in DMPD Policy DMO3, including the preference for on-site provision of open space in larger new developments.
- The Revised Submission SSAD promotes improvements to open space provision across the site to ensure better and more diverse use, including through the reconfiguration and development of York Gardens.

Other Material Considerations

- There are a range of open green public spaces on the estates (with approximately 3.8 ha in York Gardens). Re-provision of open space throughout the site should be at least at the same level as the existing, taking account of the needs of any increase in the proposed population relating to the new development.
- York Gardens is recognised as a significant green resource for the neighbourhood. It provides various types of accessible green and play space including open space for play and dog-walking as well as defined paths and areas of seating. It is essential that York Gardens park, which is designated as an 'Other Large Protected Open Space' (CS Policy PL4, DMPD Policy DM01) (as supported by local community

aspirations) is retained at the same quantum, however it is recognised that the precise configuration of the park will need to be changed to delivery the other aspirations set out in the masterplan.

- Analysis and consultation with the community has highlighted that there are issues with the quality, safety, security and usability of those spaces (including York Gardens). There are a number of areas of 'left over' green space which are undefined by surrounding buildings or street furniture and spaces which lack a clear use and are not well over-looked by residences. York Gardens is said to feel particularly unsafe at night.
- There is a strong community aspiration to improve York Gardens, streets and open spaces to provide better spaces and play areas, and places that are safe and attractive for people of all ages.
- The masterplan has indicated that this could be achieved through the retention and upgrade of York Gardens, a new pocket park and a new station piazza (adjacent to Clapham Junction Station), as well as through public improvements to create high quality streets (refer to the illustrative plans in Appendix B for more information).

Development Principles

- a) The development allows opportunities to introduce a range of new and improved public open spaces across the site with a variety of functions and character.
- b) The quantum of open space should be determined by an assessment of the future population, however as a minimum there should be no net loss of public open space and provision should include:
 - A local park which is sufficiently large (minimum 3ha) to accommodate a range of activities, including sports and play and is better integrated with and in turn better serves the housing and households living in this area (plus other open spaces as appropriate); and
 - A minimum provision of 10sqm of play space per child, including door step play integrated into block courtyards.
- c) Additional public open space should be provided to support any uplift in the future population over and above the existing population. As indicated in section 6, the case for any higher density development should include additional open space provision (along with other regeneration benefits).
- d) All public open spaces should be of a high quality, being accessible, safe, secure, usable and multifunctional, and meeting the needs of the community. Existing public open space that is retained should be regenerated so that it is more usable and effective in meeting the needs of the community. This could be achieved for example through the regeneration and reconfiguration of York Gardens so that it becomes:
 - A shared public open space which feels safe and well overlooked with active frontages along the park's edge.
 - A park with a range of open spaces, recreational and play areas.
 - A park containing a range of facilities, including for example the reprovided One O'Clock Club, a play area and sports pitches, an open air gym, and other informal recreation areas.

- e) A range of play and recreational facilities should be provided for the community. Facilities should be attractive and useful for a range of different user groups, encouraging inter-generational activity. This could be achieved through improvements to York Gardens and the provision of a new leisure centre.
- f) The appropriate form and distribution of the open space should be determined through consultation with local residents the development of a comprehensive landscape framework, considering the role and function of spaces in the context of the need to provide for the existing and new communities and to integrate with the development with the surrounding areas.

10. Urban Design

Design Quality

Relevant Policy Considerations

10.1 The relevant considerations for determining the urban design of development within the site are as follows:

- The NPPF establishes the principle that good design (buildings and the public/private spaces in which they sit) is a key aspect of sustainable development (para 56) and is therefore necessary for development to be acceptable in planning terms. Whilst encouraging the use of design codes, planning authorities should avoid unnecessary prescription of detail and instead concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development (para 59).
- The London Plan mirrors the NPPF in requiring high quality urban design and includes a number of specific policies aimed at addressing policy priorities relating to inclusive access, designing out crime, local character/distinctiveness, public realm, and architecture.
- Qualitative urban design-based policies are included in the Wandsworth Core Strategy (Policy IS3) and DMPD (Policies DMS1-4).
- The emerging site allocation for the Winstanley and York Road Estates (Second Proposed Submission SSAD) identifies broad design objectives for future development, relating to the attractiveness and safety of pedestrian/cycle routes and the public realm. It emphasises the need for design that minimises opportunities for crime and that promotes a strong sense of place.

Other Material Considerations

- Good design is at the heart of a place-making approach to regeneration. This includes priorities for urban design that encourages integration and social inclusion, creates places that are safe, and establishes a sense of place.
- The quality and layout of built form and public realm across the site is currently poor, impacting on the environment, safety and quality of life for existing residents. Notable issues relate to the existence of numerous barriers to movement within the area, comprising the rail tracks to the south, York Road to the north and the disconnected links within the estates. There is a lack of visual connectivity, significant level changes and areas which are gated which provide no through route.
- Within the estates there is a lack active frontages and natural surveillance which makes the area uninviting and feel unsafe. This, combined with a lack of wayfinding signage, effectively makes this a no-go area for pedestrians wishing to walk from the Thames Path area to Clapham Junction.

- Feedback from the community has highlighted specific issues with pedestrian walkways at night, Falcon Road, Lavender Road and Grant Road car park, as well as the open spaces.

General Development Principles

- a) Meeting the needs of the existing community whilst optimising the development potential of this site is highly dependent on high quality design. The Authority therefore expects the highest standards of design throughout all aspects of the development.
- b) A place-making approach should be adopted to inform the design of development proposals, having regard to the priority of creating an integrated, socially inclusive, mixed and balanced community.
- c) Key priorities for future development on this site are to create a safe and welcoming environment, minimise opportunities for crime and better integrate the site into the surrounding areas. The preferred option indicates that this could be achieved by:
 - Establishing a clear pattern of safe and high quality streets and spaces that are well overlooked, encourage movement and activity, and have active ground floor frontages.
 - Active ground floor frontages will be particularly important on key routes through the site linking Clapham Junction Station to the York Road and the riverside beyond, around public spaces and in areas connecting to Clapham Junction Station.
- d) Further principles on urban design are contained in the sections below and refer to the illustrative plans at Appendix B for guidance. These principles and the preferred option developed through the masterplanning work will be used by the Local Planning Authority to develop a Design Code for the development.
- e) New homes should seek to meet and exceed the baseline standards within the London Plan Housing SPG (see the residential quality section for further guidance).

Layout

Relevant Policy Considerations

10.2 Specific relevant policy considerations for determining layout of the proposed development include:

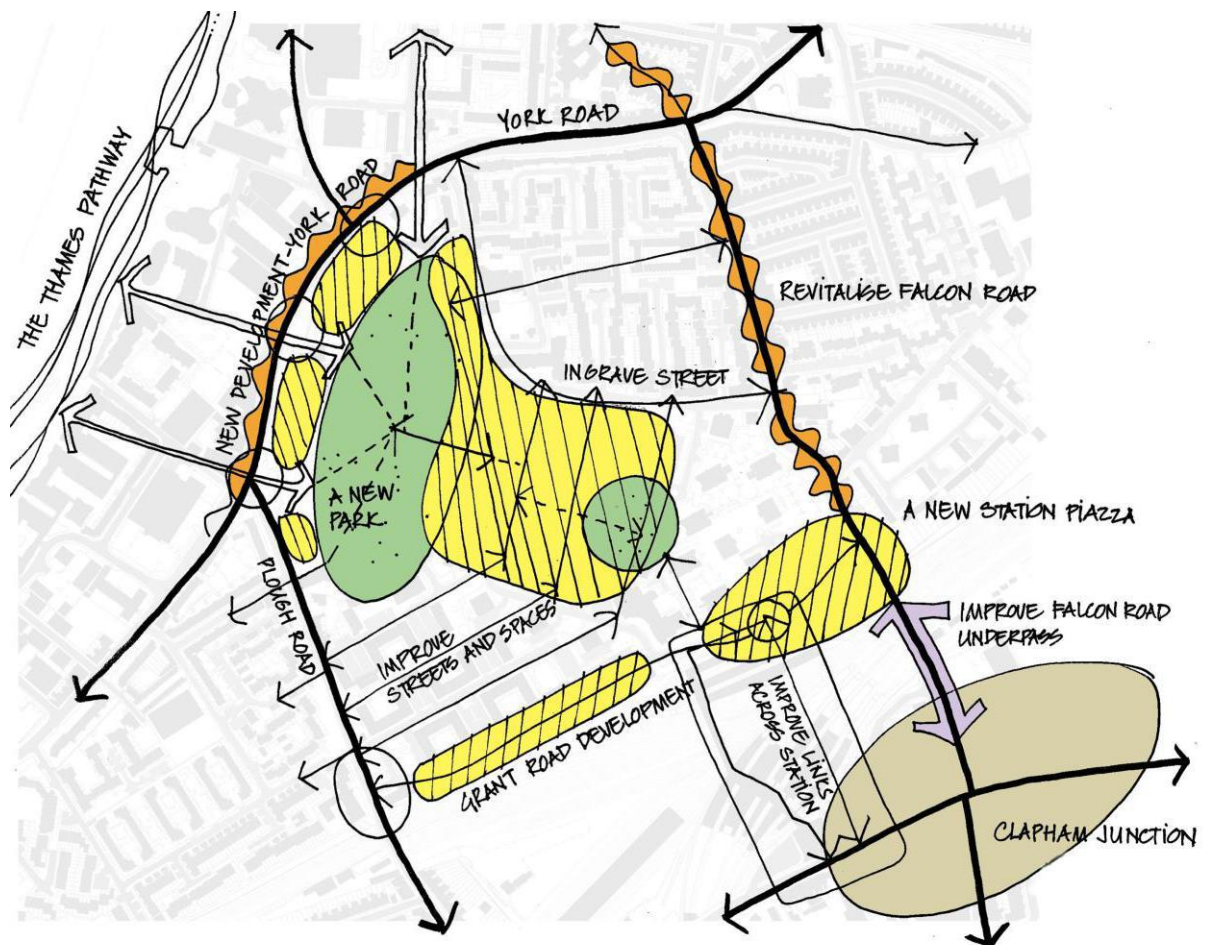
- The emerging site allocation refers to an 'Area Masterplan' which will set out an urban design strategy/framework for the site and to which any future development should have regard.
- The Core Strategy also makes reference to the identification of a potential focal point in the Lombard Road area of Battersea.

Other Material Considerations

- Connectivity, permeability and the quality of routes and connections have been identified as major issues with the current layout of the estates.

- Masterplanning work undertaken in consultation with the community has identified that a high quality layout could be based on residential perimeter blocks within an improved street network/grid and public realm.
- The masterplan layout principles include important connections that link gateways around the site (such as Clapham Junction Station, the riverside and surrounding neighbourhoods), better open spaces (including upgrading of York Gardens), and a new station forecourt with mixed-use commercial development. See the illustrative plans at Appendix B for guidance.

Figure 10.1 Illustrative Masterplan Layout Principles



Development Principles

- f) The layout framework established by the masterplanning work and as the preferred option, has been produced having regard to the local authority, community and stakeholder aspirations. This could be achieved by:
- A network of perimeter and atrium blocks (developed around semi-public courtyard spaces) arranged around a simple and legible grid of streets.
 - New development defining the edge of the site along York Road and integration with the form of development on the Thames Riverside.
 - A new park and public square at the heart of the neighbourhood.

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- Well defined pedestrian and cycle routes leading people into the heart of the neighbourhood, through from York Road to Clapham Junction Station and town centre.
 - Clear north-south routes and sightlines through the site between Clapham Junction and York Road through to the riverside beyond.
 - Establishing a human scale street scene which allows easy access east-west across the site from Plough Road.
 - A range of supplementary spaces, such as squares, public spaces and pocket parks linking the key routes and to the park.
 - A new commercial hub adjacent to Clapham Junction station which connects with the future Network Rail masterplan.
 - The masterplanning principles have established a range of character areas across the site. These can be explained as: the area close to the station – Bramlands/Station Zone, York Road Edge development, York Gardens and a central core area – Central Zone. Whilst there needs to be a coherence and continuity in relation to design, signage and materials each “zone” will also have its own characteristics which reflect types of housing being provided and other uses being made of commercial, leisure and retail space developed. The zones can be summarised as:
 - Bramlands/Station Zone – higher density living with an emphasis on delivering housing to smaller households wanting to rent or get their foot on the property ladder. The area will be a stopping place for those going to and from work with cafes, restaurants, seating areas etc. making this a lively and welcoming place to spend some time if you are local or passing through. This is an essential component for delivering the strategic objective to improve linkages from the riverside through the site to Clapham Junction Station/town centre.
 - Central Zone – characterised as urban city living focused on providing housing for families and more established households who are already local to the area. It will be inviting with more private and semi private spaces. It will be housing delivered on a human scale which encourages a sense of ownership by the local community.
 - York Gardens – an area that will draw local people to it to enjoy the open space and use the leisure and community facilities available.
 - York Road Edge development – The area will provide a diversity of housing offers and provides opportunities to develop high quality buildings and frontages which mark this site out as a new quarter for the Battersea area. This area could form part of the potential York Road/Lombard Road Focal Point of activity where higher residential-led mixed use development is promoted. Guidance for that area will be provided in a Supplementary Planning Document.
 - Development proposals should demonstrate how they have been designed in response to the site wide masterplan principles. See the illustrative plans at Appendix B for guidance.
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Scale and Appearance

Relevant Policy Considerations

10.3 Specific relevant policy considerations for determining the scale of development include:

- The NPPF (Para 60) notes that it is proper to promote local distinctiveness but discourages planning authorities from stifling innovation, originality or initiative by imposing requirements on style.
- The Councils policies on tall buildings are set out in the Core Strategy Policy IS3, DMPD Policy DMS4 and the Tall buildings maps in Appendix 1 of the SSAD.
- A small part of the site lies within Clapham Junction town centre where tall buildings may be appropriate (according to Core Strategy policy IS3).
- The remainder of the site lies within an area where tall buildings are likely to be inappropriate.
- All proposals for tall buildings (i.e. buildings of 5 storeys and above), wherever they are located, will need to satisfy the criteria of DMPD Policy DMS4 in respect to matters such as social inclusion, transport, climate, massing and scale, visual and townscape/streetscape/landscape impact (including cumulative impact), and the relationship to open space.

Other Material Considerations

- The site is within an area that is undergoing significant change, with existing and planned developments setting a context against for future development on the site. There is an opportunity for development to respond positively to this changing context to establish a more integrated built form and street network.
- A number of sites are coming forward in the Lombard Road/York Road area to the north of York Road. WBC is in the process of determining whether to designate this area as a focal point of activity, including support for the provision of a footbridge adjacent to the Cremorne Railway Bridge. This could lead to higher density development in this area co-ordinated through the development of Supplementary Planning Document including an Area Spatial Strategy for this area. Development along York Road will form part of this new focal point and would need to respond to any new development taking place on the opposite side of York Road. The development of the focal point would further emphasise the importance of links through the site from Clapham Junction Station through to the Riverside.
- Masterplanning work undertaken in consultation with the community has identified the potential for perimeter blocks, with marker buildings at key points within the central part of the site. The masterplan document also identifies that such accommodation needs to be delivered in such a way as to engender, build and maintain a sense of community and neighbourliness. This could be done for instance by ensuring that there is a limit to the number of homes per floor served by a single

entrance and core and by providing for private communal spaces to be available to a maximum number of dwellings.

- Taking into account the context of the area both in terms of proximity to transport links and the nature of development relative to facilities etc., the masterplanning work identifies potential opportunities for taller buildings to the north west, where they frame the open space and play a townscape role along York Road in integrating with the context of riverside development, and to the south east (Bramland's Site) to mark Clapham Junction Station/town centre.

Development Principles

- g) Building on the preferred masterplan option, a comprehensive building heights strategy should underpin development proposals. This should be supported by robust planning and townscape justification and the development of a Design Code will contribute to this.
- h) At present across the site, buildings of 5 storeys and above are considered as tall buildings under the Council's Local Plan. There may be opportunities for building heights that exceed 5 storeys where they satisfy the criteria of DMPD Policy DMS4. The height at which buildings will be considered tall in the York Road area will be considered in the Supplementary Planning Document for the Lombard Road/York Road Riverside focal point.
- i) There is an opportunity for the scale and form of development to respond to and acknowledge the relationship to Clapham Junction Station (particularly where located within the town centre), as well as for development to respond the proposals for a focal point at Lombard Road/York Road Riverside with facilities that draw local residents into, onto and through the site.
- j) The Authority does not wish to prescribe matters of architecture or style; however the design should be tenure blind, be supported by local residents, be distinctive and engender a sense of community, whilst ensuring there is continuity in terms of quality and intent.
- k) Developments should adopt the principles of sustainable design and construction, including measures to ensure climate change adaptation and mitigation through the scale, form and orientation of buildings, and by reducing heating and cooling requirements in buildings.

Planning Application Requirements

- l) Planning applications for development on the site should be supported by a site wide design coding / design principles document, reflecting the principles established through the masterplan. While the preferred option has been subject to review by the planning authorities a site wide design code will be developed to support delivery.
- m) Planning applications should be supported and clearly justified by a comprehensive building heights strategy that demonstrates a positive response to existing and planned developments in the surrounding area and addresses the relevant criteria in Policy DMS4.

- n) Any application for tall buildings should be submitted for approval in full detail, or with controlled development parameters as part of an outline planning application. Where controlled development parameters are provided, the tallest building proposed should be submitted in full detail as a minimum.
- o) A robust phasing and delivery strategy will be required to underpin development proposals and should be submitted in support planning applications. As a minimum this should include:
- A clear phasing sequence and construction programme.
 - A comprehensive construction management plan with clear construction routes associated with each phase of development.
 - A strategy for continuous housing provision for existing residents.
 - Measures to ensure that quality of life of existing residents will not be detrimentally affected during demolition and construction.
 - Timings for the provision of infrastructure and appropriate triggers.

11. Transport and Movement

Relevant Policy Considerations

11.1 The relevant considerations for transport and movement in association with development of the site are as follows:

- The NPPF recognises the role of transport in facilitating sustainable development, and requires needs to be balanced in favour of sustainable transport modes, giving people a real choice in how they travel.
- Section 6 of the London Plan sets the strategic policy basis for encouraging more sustainable patterns of development in London, reflecting the NPPF objectives of reducing the need to travel (especially by car), improving public transport, and increasing the attractiveness of walking and cycling. This includes a range of development management policies and London-wide car parking standards.
- The site contains a bus stand on Grant Road. Policy 6.2Aa of the London Plan requires existing land used for transport or support functions to be safeguarded unless alternative facilities are provided to enable existing operations to be maintained.
- The Wandsworth Local plan (and associated Supplementary Planning Documents) set out relevant borough wide policy requirements. The Core Strategy requires enhanced linkages in the area to the north of the Station and the town centre via Falcon Road and Winstanley Road. Detailed transport requirements, including the need to transport impact assessments (DMT1) and parking and servicing requirements (DMT2) are set out in the DMPD
- The emerging site allocation (within the Second Proposed Submission SSAD) requires development to incorporate measures to encourage greater integration and permeability, to facilitate in particular walking and cycling to and from the Thames Riverside, Clapham Junction Station and the town centre.

Other Material Considerations

- The site is highly accessible (due primarily to its proximity to Clapham Junction Station) and there are a range of public transport improvements that are planned which will further improve accessibility of the site. These include the enhancement of Clapham Junction Station as a new station 'fit for the twenty-first century', a new river ferry station, and potential for Crossrail 2.
- There are existing issues with the poor quality urban environment and bus stands/turning at the Falcon Road end of Grant Road/Bramlands Close which are blighting the environment in the southern part of the site. The poor quality and unsafe environment in this location is a major factor in limiting pedestrian movement between Clapham Junction station and the estates. Tackling these immediate issues is a key priority both to support new development in an area that has significant immediate development potential if this facility can be moved and the area

released for development. It should also be noted that this is a key element that not only underpins the overall regeneration plans for this area, but that it is supported as a priority measure of the Housing Zone proposals.

- Masterplanning work undertaken in consultation with the community has identified a range of principles for improving the accessibility of the site, including the need for a new pedestrian priority square as part of the redevelopment of Bramlands, with a mixed use hub of shops, restaurants, community facilities, and employment. The relocation of the bus stand is essential in enabling this.
- The Thames Tideway Tunnel now has an approved worksite, which is a material consideration throughout works until 2019. One of the sites is at Falconbrook pumping station which is within York Gardens. See site plan at Appendix C.
- An application has been made to safeguard the area of land at Grant Road and Falcon Road Junction as a proposed area of surface interest for the development of Crossrail 2.

Development Principles

Transport Infrastructure

- a) Development proposals should be informed by a Transport Assessment (TA) with future travel demands controlled via robust Travel Plans. The TA/Travel Plans (including cumulative assessments) should form a key part of the evidence base that justifies the quantum of additional development on this site. The scope of the TA should be agreed with the Local Highway Authority and TFL. The outcomes of this assessment should determine the need for (and scope of) off and on-site transport infrastructure works needed to support the development (including walking and cycling).
- b) Responding to the transport improvement works set out in the masterplan, unless up to date evidence can underpin more suitable alternatives, is a key consideration. Development proposals should demonstrate how they respond to the principles established in the masterplan framework. Refer to the illustrative plans at Appendix B for further guidance.
- c) Development proposals should prioritise improved connections and integration of the site with the surrounding area. This includes a requirement for the creation of a station piazza/forecourt, relocated and improved bus stand and direct linkages with active frontages connecting through to the station.
- d) Development proposals should respond to future upgrade works to Clapham Junction Station, with planned improvements and upgrading of the Grant Road arches being a signal of Network Rails commitment to this area.
- e) Development proposals should respond to the context of other future transport and movement initiatives, including potential plans for a ferry station at Plantation Wharf and for Crossrail 2 at Clapham Junction Station. Plans for the upgrade of transport infrastructure should not unduly delay the plans for regeneration of the site which should have precedence given the work undertaken to develop a masterplan to address and tackle significant issues identified with the built and physical environment in this area.

Movement Network

- f) Measures to improve public transport accessibility across the site, should include:
- A transport interchange at the station (relocating the bus stand and providing new bus stops); and
 - More direct links to Plough Road and Falcon Road to aid easier access to bus stops and activity hubs.
- g) Opportunity for improvements that encourage greater pedestrian and cycle activity (having regard the masterplan framework – see Appendix B for further guidance), should include:
- A well-connected grid of routes and spaces that increases permeability to the surrounding neighbourhoods. This includes the realignment of Winstanley Road to create a more direct, safe, well lit and accessible street connecting directly to the station, as well as increasing connectivity between the station and the riverside via pedestrian friendly crossings on York Road.
 - A way-finding strategy incorporating Legible London.
 - Traffic calming measures on secondary roads.
 - Integration with the cycle superhighway on York Road, providing cycle dock stations and cycle friendly routes through the site.

Parking

- h) Car parking should be provided in accordance with the London Plan and DMPD Policy DMT2, including the requirement to demonstrate that parking is the minimum necessary (without prejudicing viability) and the potential for car free/low-car development where PTAL is high.
- i) In recognition of the highly accessible nature of the site a low car use strategy should be considered in accordance to relevant policy, whilst recognising the needs of existing residents and commitments that will be made to maintain the necessary level of parking to meet their needs.
- j) Any future parking strategy should be informed by an assessment of the impact on the local highways network from additional parking. Appropriate provision to encourage sustainable car usage, including through the provision of car clubs is expected.
- k) Proposals should accord with the London Plan and Local Plan policies associated with servicing, electric vehicle charging points, motorcycle parking and cycle parking.

12. Environment/Sustainability

Relevant Policy Considerations

12.1 The relevant considerations in respect to the environment and sustainability in association with development of the site are as follows:

- A core planning principle within the NPPF is to support the transition to a low carbon future, with development required to take full account of flood risk, and encouraged to reuse existing resources and use renewable resources.
- New development is expected to comply with adopted local policies on decentralised energy supply (unless demonstrably not feasible or viable), as well as being designed to minimise energy consumption through layout, massing and orientation etc.
- The London Plan (Policy 5.2) seeks to ensure that development makes the fullest contribution to minimising carbon dioxide emissions by using less energy, supplying energy efficiently and using renewable energy.
- The Wandsworth Local plan (and associated Supplementary Planning Documents) set out relevant borough wide policy requirements.
- Core Strategy Policy IS1 supports measures promote a sustainable relationship between development and transport to minimise the need travel. This includes by maximising the use of previously developed land, taking into account the suitability of sites for high density mixed-use development, siting high trip generating developments in accessible locations, and promoting sustainable travel.
- Core Strategy Policy IS2 requires development to make efficient use of natural resources, employ good standards of sustainable design and construction and to work towards low and zero carbon standards.
- Policy DMS3 provides detailed development management requirements in respect to sustainable design and construction.
- As identified within the SSAD, the site is located within a decentralised energy opportunity area.

Other Material Considerations

- The site is previously developed and is in a highly accessible location with good access to public transport (refer to previous sections for principles on density and transport).
- The site lies within Flood Zone 3a.
- The scale of the site and the landform give rise to opportunities for orientation and massing that maximises energy efficiency through passive design.

Development Principles

- a) The Authorities expect development proposals to be consistent with policy requirements relating to sustainable design and construction, climate change mitigation/adaptation, energy, and flood risk as set out in the NPPF and Section 5 of the London Plan. This should include:
- Achieving Code for Sustainable Homes Level 4 and BREEAM Very Good.
 - Employing sustainable design and construction measures.
 - Compliance with policies on decentralised energy supply and investigating the feasibility of decentralised energy supply whilst maintaining resident autonomy.
 - Consideration within the Energy Strategy of the potential to connect a decentralised heating network into surrounding developments.
 - Flood mitigation measures, including a tailored surface water management strategy to ensure that flood risk matters are dealt with appropriately (see below).
- b) A Flood Risk Assessment will be required to support development proposals, including the need to satisfy the sequential and exception tests. At this stage it is considered that redevelopment of the site would pass the tests for the following reasons:
- The updated SFRA has identified that there are no other reasonably available sites appropriate for the proposed development in areas of lower flood risk.
 - It has the potential to provide sustainable benefits to the community that outweigh flood risk.
 - It can be designed to be safe for its lifetime, taking into account the vulnerability of its users without increasing flood risk, with the potential to be designed to reduce flood risk.
- c) The layout should be designed to locate the most vulnerable development in areas of lowest flood risk.
- d) The development should be appropriately flood resilient and resistant, including safe access and escape routes, emergency planning and by prioritising Sustainable Urban Drainage Systems.

APPENDIX A – SITE PLAN



APPENDIX B – ILLUSTRATIVE PLANS



Figure 1 – Illustrative Masterplan Layout



Figure 2 – Illustrative Open Space Strategy

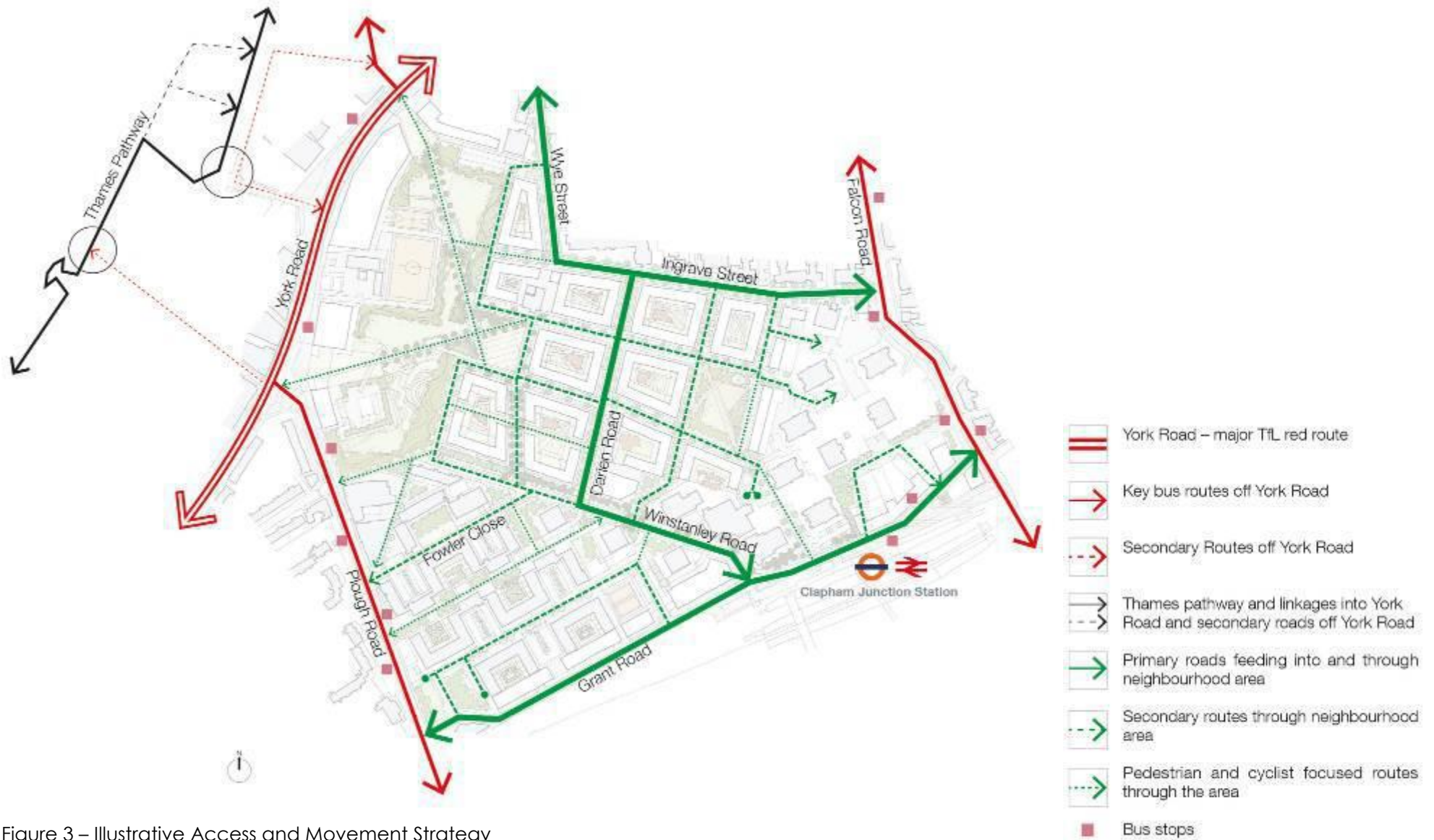


Figure 3 – Illustrative Access and Movement Strategy

APPENDIX C – THAMES TIDEWAY TUNNEL LOCATION PLAN: FALCONBROOK PUMPING STATION

