

## NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road, SW8

### Site Description

**5.43** This site is south of the A3205 (Battersea Park Road) and extends south to the train tracks that bisect Nine Elms. To the east of the site is 'A Road' which separates it from Covent Garden Market and to the west is Sleaford Street. Currently the site comprises Booker Wholesale Cash and Carry to the north west of the site. Site Area: 0.81ha.

### Site Allocation

**5.44** Mixed use development, including residential and commercial uses, with frontages onto Battersea Park Road, Sleaford Street and the street adjacent to New Covent Garden Market. Development should include the creation of a boulevard to the east of the site that provides links further north and is a pleasant place where all users can be accommodated in a balanced way.



Map 5.3 NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road, SW8

### Development Considerations

**5.45 Uses** - A high-quality, mixed-use development would be appropriate with street frontages on to Battersea Park Road, Sleaford Street and the street adjacent to New Covent Garden Market. Suitable ground floor uses include independent shops and

businesses, emphasising local makers and artisans and complimenting the incubator units being delivered as part of the neighbouring Sleaford Street site.

- 5.46 Access** - Pedestrian entrances to ground and upper floor uses should be directly from the surrounding streets.
- 5.47 Parking** - A car club should be provided for residential/commercial use and surrounding area.
- 5.48 Public Transport** - Opportunities should be taken to enhance bus journey times especially on Battersea Park Road-Nine Elms Lane and Queenstown Road corridors. Proposals will be required to provide road space along with financial contributions to design and construct TfL's Nine Elms Corridor proposal which will deliver consistent bus infrastructure. Developers will be expected to bring forward improvements such as the upgrading of the signalised junction of the CGMA/BPR/Pump House Lane junction or to fund improvements if these are to be delivered as part of the Nine Elms Corridor Scheme.
- 5.49 Active Travel** - Improve north-south active travel links including to the Thames riverside. Proposals should make improvements to Sleaford Street, including ensuring a usable footway width on the eastern side, as it is currently of a sub-standard width. To the south, the site should ensure the continuation of the east-west cycle route along the viaduct, and the potential cycling and walking bridge across the CGMA access road, including land access.
- 5.50 Relationship with other Allocated Sites**
- The New Covent Garden Market access road to the east of the site (NE12) is primarily used for overnight market operations so development proposals should consider this and how it will be maintained, including mitigation of impacts on residential uses and the enhancement of the urban realm in that area.
  - Ensure that any development does not have a detrimental impact on the security and operation of the existing MPS facility (site allocation NE4) so long as it remains in use as an MPS facility.
- 5.51 Address Social, Economic and Environmental Disparities** - The Cultural Strategy for the site should give specific consideration to how it contributes to the Food and Horticultural Quarter, linking with the proximity to the New Covent Garden Market site (NE12).

## Design Requirements

- 5.52 Built Form** - Improve frontages, public realm and signage along Battersea Park Road/Nine Elms Lane. Active building frontages on to Nine Elms Lane, Sleaford Street and the entrance road into the market site should be provided.
- 5.53 Movement**
- Establish a wayfinding strategy that connects and promotes active use of new public spaces through integrating facilities and events. Enhance the pedestrian crossing across Nine Elms Lane and on to the riverside. Proposals should also improve pedestrian connections between the new Nine Elms Park and the existing residential estates to the south west.
  - This scheme will be expected to contribute TfL's Nine Elms Corridor scheme which provides a holistic approach to transforming Nine Elms Lane.
- 5.54 Context** - The north-east corner of the site is the transition between the Thessaly Road and Park Side neighbourhoods. It has the potential to act as the 'entrance' to the park for people coming from the Thessaly area to the west and to the Thessaly neighbourhood for those travelling from the park.
- 5.55 Nature** - Tree planting and other green features should be incorporated to the eastern edge of the site to help create green corridors from the Nine Elms Park to other green and blue infrastructure.
- 5.56 Building Heights** - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B3-01. The maximum appropriate height range for the zone is 8 to 25 storeys, and the maximum appropriate height range for the site should be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and should be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).