

WANDSWORTH

Policies Map Changes Document

Local Plan Publication (Regulation 19) Version
January 2022



Contents

1. Introduction	4
2. Policy Map Changes	6
2.1 Economic Use Protection Area	6
2.2 Strategic Industrial Locations / Locally Significant Industrial Areas	8
2.3 Industrial Business Park / Battersea Design and Technology Quarter	9
2.4 Focal Point of Activity	11
2.5 Northcote Road Area of Special shopping Character	14
2.6 Site Allocations.....	15
2.7 Metropolitan Open Land.....	18
2.8 Statutory Local Nature Reserves.....	18
2.9 Historic Parks and Gardens	18
2.10 Other Larger Protected Open Spaces	18
2.11 Important Local Parades	18
2.12 Town and Local Centre Frontages.....	21
3. New Policy Map Designations.....	26
3.1 Places and Character Areas.....	26
3.2 Local Views.....	28
3.3 Tall Building zones.....	38
3.4 Mid-rise Building zones.....	60
3.5 Sites of Importance to Nature Conservation	68
3.6 Clapham Junction Opportunity Area.....	69
3.7 Spatial Strategy Areas	70
3.8 Waste Management Sites	76

Policy Map Changes and New Designations

Figure 1 Cloisters Business Centre	6
Figure 2 Culvert House, Culvert Road and the View.....	7
Figure 3 Summerstown SIL.....	8
Figure 4 Industrial Business Park	9
Figure 5 Battersea Design and Technology Quarter	10
Figure 6 Putney Wharf	11
Figure 7 Battersea Power Station	12
Figure 8 Nine Elms near Vauxhall	12
Figure 9 Northcote Special Shopping Area	14
Figure 10 Battersea Square Important Local Parade	19
Figure 11 Old York Road Important Local Parade.....	19
Figure 12 Webb's Road Important Local Parade	20

Figure 13 299-313 Lavender Hill	21
Figure 14 Lidl, Falcon Lane	22
Figure 15 Boots, Falcon Lane	22
Figure 16 Asda, Lavender Hill.....	23
Figure 17 230-240 Lavender Hill	23
Figure 18 155-157 Falcon Road.....	24
Figure 19 21-45 Lavender Hill	24
Figure 20 15-19 Lavender Hill	25
Figure 21 Urban Design Study Places and Character Areas.....	26
Figure 22 View 1: Upstream from Putney Bridge	28
Figure 23 Viewing point for View 1.....	28
Figure 24 View 2: Downstream from Battersea Bridge	29
Figure 25 Viewing points for View 2	30
Figure 26 View 3: Downstream from Albert Bridge.....	31
Figure 27 Viewing point for View 3.....	31
Figure 28 View 4: Battersea Power Station from Chelsea Bridge.....	32
Figure 29 Viewing point for View 4.....	33
Figure 30 View 5: From Queenstown Road to Battersea Power Station.....	34
Figure 31 Viewing point for View 5.....	34
Figure 32 View 6: Battersea Power Station from Battersea Park	35
Figure 33 Viewing point for View 6.....	36
Figure 34 Balham Tall Building Zones	38
Figure 35 Tall Building Zone TB-A1A-01.....	39
Figure 36 Battersea Tall Building Zones	40
Figure 37 Tall Building Zone TB-B1-01	41
Figure 38 Tall Building Zone TB-B1-03	41
Figure 39 Tall Building Zone TB-B1-04	42
Figure 40 Tall Building Zone TB-B1-05	42
Figure 41 Tall Building Zone TB-B1-06	43
Figure 42 Tall Building Zone TB-B2-02, TB-B2-05, and TB-B2-06.....	43
Figure 43 Tall Building Zone TB-B2-03 and TB-B2-04.....	44
Figure 44 Tall Building Zone TB-B3-01	44
Figure 45 Tall Building Zone TB-B3a-01	45
Figure 46 Tall Building Zone TB-B3a-02	45
Figure 47 Tall Building Zone TB-B3a-03	46
Figure 48 Tall Building Zone TB-B5-01, TB-B5a-01 and TB-B5b-01.....	46
Figure 49 Tall Building Zone TB-B5-02	47
Figure 50 Earlsfield and Southfields Tall Building Zones.....	48
Figure 51 Tall Building Zone TB-C3-01	49
Figure 52 Putney Tall Building Zones	50
Figure 53 Tall Building Zone TB-D1-01.....	51
Figure 54 Tall Building Zone TB-D1a-01, TB-D1a-02 and TB-D1a-03	51
Figure 55 Roehampton Tall Building Zones	52
Figure 56 Tall Building Zone TB-E2-01	53
Figure 57 Tooting Tall Building Zones	54
Figure 58 Tall Building Zone TB-F2-01.....	55
Figure 59 Wandsworth Town and Common Tall Building Zones.....	56
Figure 60 Tall Building Zone TB-G1d-03.....	57

Figure 61 Tall Building Zone TB-G1d-02.....	57
Figure 62 Tall Building Zone TB-G1-03.....	58
Figure 63 Tall Building Zone TB-G1d-01.....	58
Figure 64 Tall Building Zone TB-G1a-01.....	59
Figure 65 Balham Mid-rise Building Zones	60
Figure 66 Battersea Mid-rise Building Zones.....	61
Figure 67 Earlsfield and Southfields Mid-rise Building Zones.....	62
Figure 68 Putney Mid-rise Building Zones	63
Figure 69 Roehampton Mid-rise Building Zones.....	64
Figure 70 Tooting Mid-rise Building Zones	65
Figure 71 Wandsworth Town and Common Mid-rise Building Zones	66
Figure 72 Sites of Importance to Nature Conservations.....	68
Figure 73 Clapham Junction Opportunity Area Boundary.....	69
Figure 74 Balham Spatial Strategy Area.....	70
Figure 75 Clapham Junction Spatial Strategy Area	71
Figure 76 Nine Elms Spatial Strategy Area.....	71
Figure 77 Putney Spatial Strategy Area	72
Figure 78 Wandsworth Riverside Spatial Strategy Area	72
Figure 79 Roehampton Spatial Strategy Area.....	73
Figure 80 Tooting Spatial Strategy Area	73
Figure 81 Wandle Valley Spatial Strategy Area.....	74
Figure 82 Wandsworth Town Spatial Strategy Area.....	74
Figure 83 Cappagh waste recycling facility, The Willows, Riverside Way, SW17	76
Figure 84 Biffa Waste Services, Pensbury Place	77
Figure 85 Wandsworth Transfer Station (Suez).....	77
Figure 86 European Metal Recycling	78
Figure 87 Pensbury Place Transfer Station (Cory)	78
Figure 88 Western Riverside Waste Transfer Station, SW18.....	79
Figure 89 Cringle Dock, Nine Elms, SW8	80

1. Introduction

1.1 The Wandsworth Local Plan Policies Map was consolidated in 2018 to include all designations from the current set of documents which make up the Local Plan. These documents are the Core Strategy, Development Management Policies Document and Site Allocations Document (2016), and the Local Plan Employment and Industry document (2018).

1.2 The Council are undertaking a full review of the adopted Local Plan and this document accompanies the Publication Draft Local Plan (Regulation 19). It supersedes the previous Policy Map Changes Document (November 2020). For purposes of clarity, in certain instances references have been made to specific changes to maps presented within that document (e.g. where a boundary has been amended in response to consultation comments); however the changes outlined within this document should be taken as final.

1.3 This document sets out the proposed changes, removals, and additions to the Wandsworth Policies Map reflecting the changes made contained in the Local Plan. The Policies Map and all changes can be viewed on Mapping Wandsworth: (<https://maps.wandsworth.gov.uk/>)

1.4 In summary, the following changes are proposed to Wandsworth's designations since the last adopted Local Plans in 2016 and 2018 (Core Strategy, Development Management Policies Document and Site Specific Allocations Document (2016) and the Local Plan Employment and Industry Document (2018)):

- The designation "Employment Protection Areas" is proposed to be renamed "Economic Use Protection Areas" (EUPA).
- Two sites are proposed to be designated as Economic Use Protection Areas - Cloisters Business Centre and Culvert House, Culvert Road and the View.
- One of the existing Locally Significant Industrial Areas – Summerstown – is proposed to be re-designated as a Strategic Industrial Location.
- The area that was designated as the "Industrial Business Park" is now being taken forward as the "Battersea Design and Technology Quarter", with slightly amended boundaries.
- The Waste Sites identified in the 2016 SSAD have been reviewed and included on the Local Plan Policies Map following a review of the borough's waste management sites as part of the Local Plan Review.
- The Putney Wharf, Battersea Power Station and Nine Elms, near Vauxhall Focal Points of Activity are proposed to be de-designated.
- Northcote Road area of special shopping character is proposed to be de-designated and removed from the Policies Map.
- 73 Site Allocations are proposed to be added to the Policies Map. 45 sites are being retained from the SSAD and LPEID. 10 sites from the SSAD are proposed to be retained with altered boundaries or titles, four of these proposed sites are being consolidated into two proposed site allocations. 18 new site allocations are being proposed.
- The asterisks which identify Sites of Importance to Nature Conservation (SINC) attached to Metropolitan Open Land; Statutory Local Nature Reserves; Historic Parks and Gardens; and Other Larger Protected Open Spaces will be removed from the Policies Map and a separate SINC designation will be added.

1.5 Several new designations will be added:

- Character Areas and Places
- Local Views
- Tall building zones
- Mid-rise Building zones
- Sites of Importance to Nature Conservation

1.6 Unless outlined here, the spatial extent of all existing designations from the adopted 2016 and 2018 Local Plans' will remain unchanged. The relevant policy requirements and information that correspond with each designation has been updated as part of the Local Plan.

1.7 Alongside the proposed changes outlined above, the Old York Road Conservation Area was designated in June 2019 and has also been added to the Policies Map, as well as the Alton East and West Parks and Gardens of Historic Interest which were designated in June 2020.

1.8 Changes reflecting the latest updates to designated Historic Parks and Gardens, and Conservation Areas have happened outside of the Local Plan Review process are proposed to be reflected in the Policies Map. They are only being included within this document for information and do not form part of this consultation.

1.9 Once the Wandsworth Local Plan is adopted, following examination, a new version of the policies map will be produced. This document shows the changes that will need to be made to the adopted policies map and any other further modifications following consultation.



© Crown copyright. All rights reserved. Wandsworth Borough Council Licence No. LA 1000019270 (2020)

Figure 2 Culvert House, Culvert Road and the View

2.1.2 Reason for change(s)

This designation has been renamed as ‘Economic Use Protection Areas’ as this reflects more accurately the land uses. Economic land uses are defined as offices, research and development, light industry, general industry, storage and logistics/distribution, and appropriate sui generis uses that relate to and support the industrial nature and operation of an area. Employment uses, or employment-generating uses, takes a wider definition of any use which involves an element of employment. This change provides clarity in the use of the Wandsworth Local Plan.

The two new EUPA designations reflect the suitability of these sites for that categorisation, and takes forward a recommendation made within the borough’s Employment Land and Premises Study 2020.

2.2 Strategic Industrial Locations / Locally Significant Industrial Areas

2.2.1 Change(s)

One of the existing Locally Significant Industrial Areas – Summerstown – is proposed to be re-designated as a Strategic Industrial Location.

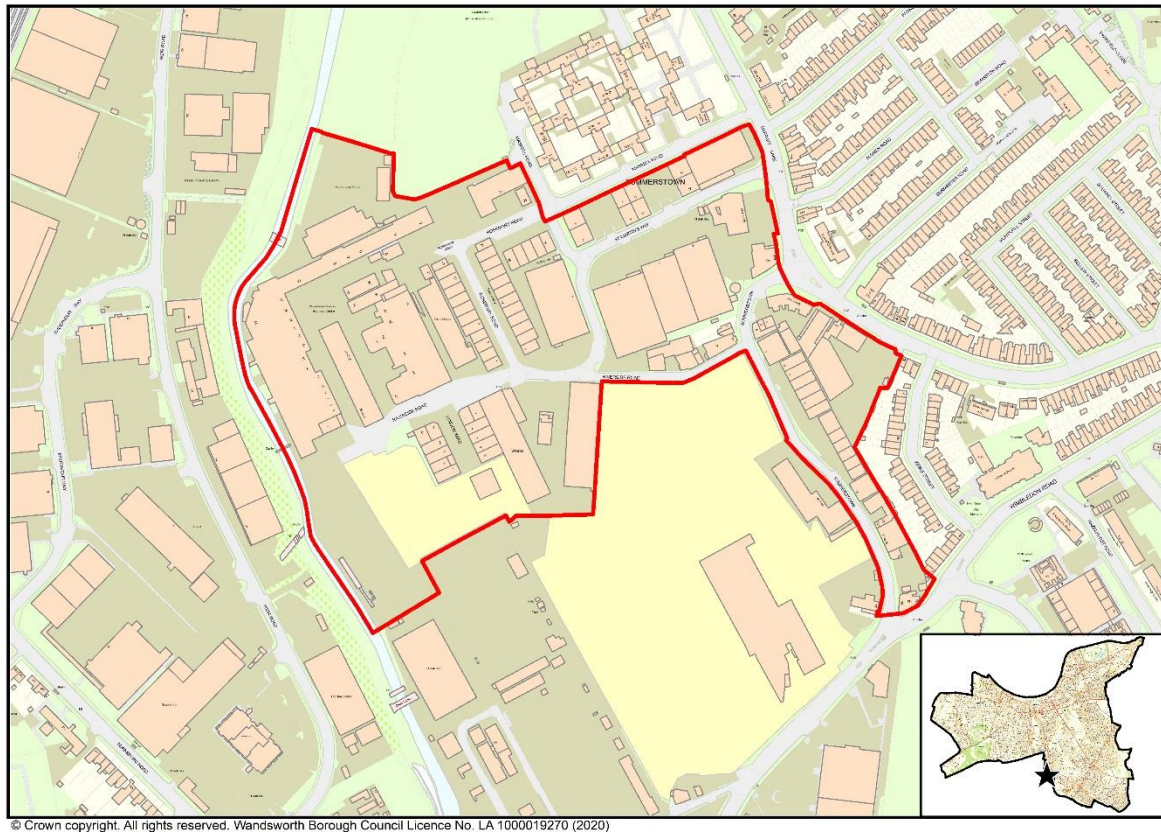


Figure 3 Summerstown SIL

2.2.2 Reason for change(s)

This change takes forward the designation of the area as a SIL within Table 6.3 of the London Plan. The site is considered to perform the functions and to demonstrate the characteristics of the SIL, and has been proposed to be redesignated from a Locally Significant Industrial Area (LSIA). This redesignation was also recommended within the borough's Employment Land and Premises Study 2020.

2.3 Industrial Business Park / Battersea Design and Technology Quarter

2.3.1 Change(s)

The Industrial Business Park (IBP) designation is proposed to be removed. This will be replaced with the Battersea Design and Technology Quarter (BDTQ) designation. The BDTQ designation encompasses a larger area than the IBP designation.

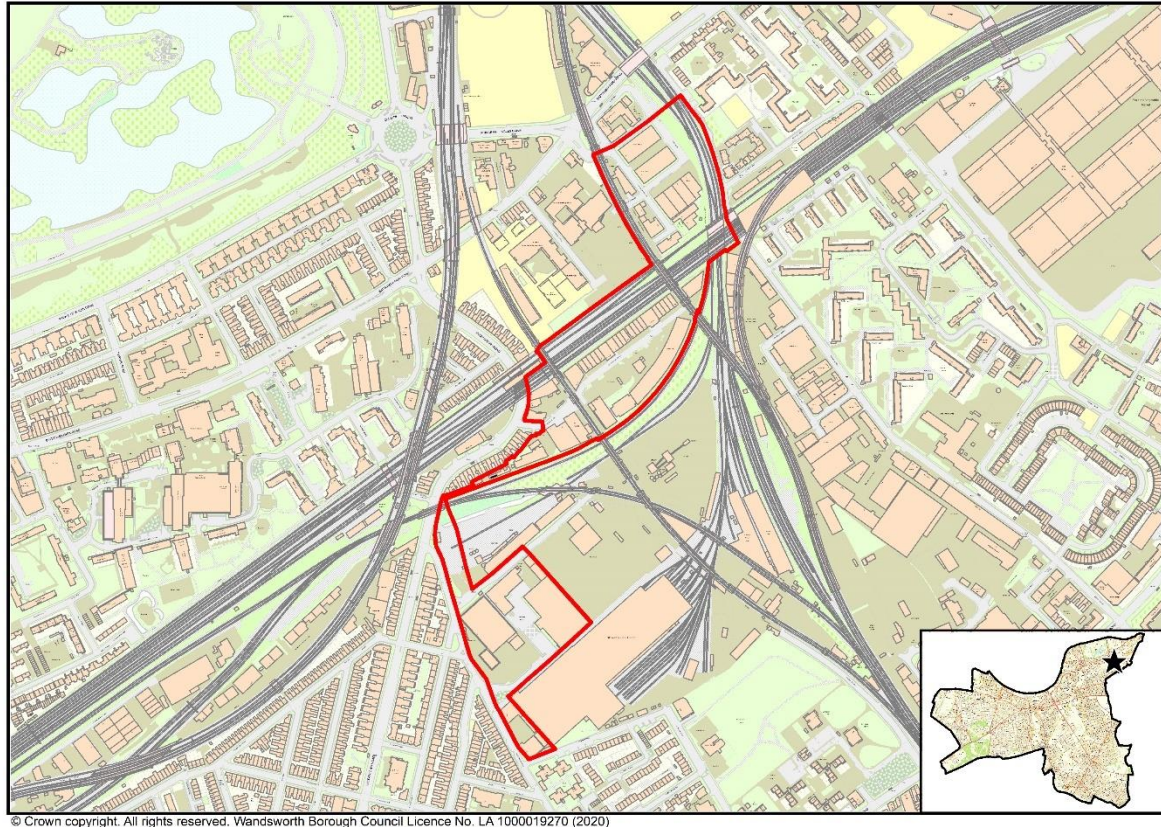


Figure 4 Industrial Business Park

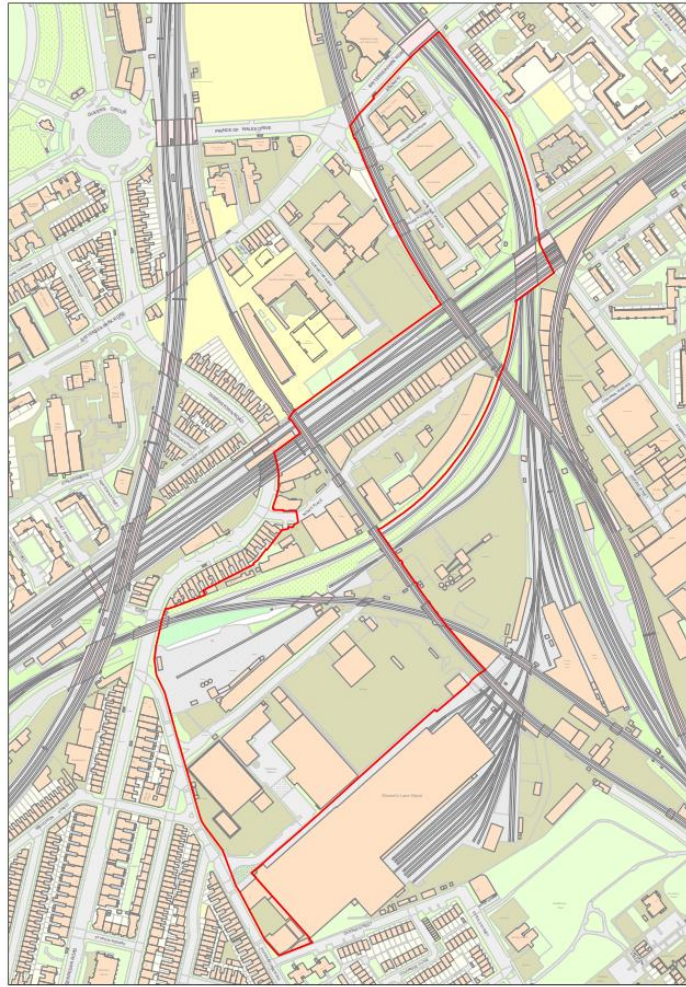


Figure 5 Battersea Design and Technology Quarter

2.3.2 Reason for change(s)

The IBP designation relates and is derived from the London Plan 2016 (Consolidated with Alterations). The Mayor of London has subsequently produced a new London Plan, which does not retain this designation. Correspondingly, Wandsworth's Local Plan does not take forward the IBP designation set out within Policies EI 2, EI 3, EI 4 and EI 6 of the Employment and Industry Document (2018). This policy context, however, has informed the Council's ambitions to establish a creative and technological cluster within this location, which is identified as the 'Battersea Design and Technology Quarter'. An Economic Appraisal and Design Framework study was completed in support of this concept, which used revised boundaries. The concept is taken forward, on the basis of the amended boundaries, as a designation within the new Local Plan, in particular in Policy LP 34 (Managing Land for Industry and Distribution).

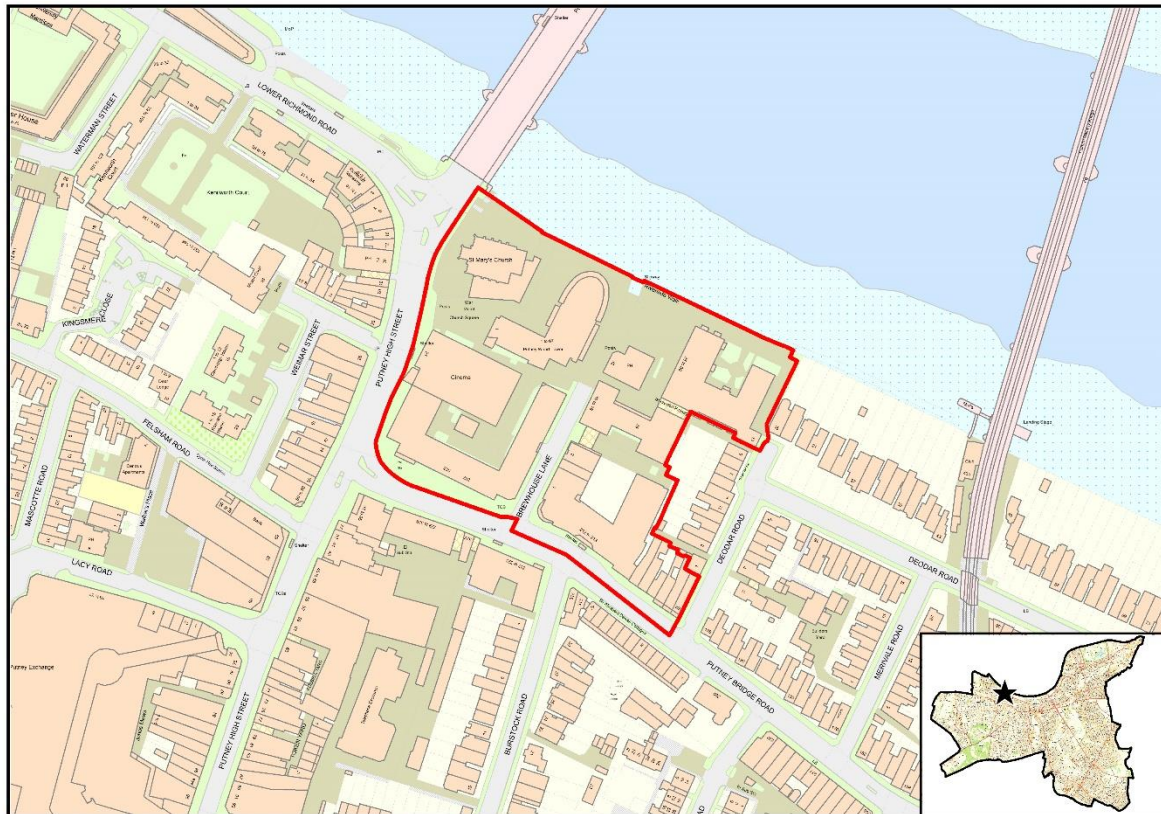
Please note for information that, following the Regulation 18 Local Plan Consultation the BDTQ boundary was further amended to remove the train depot to the south of the designation, reflecting the fact that the Economic Appraisal and Design Framework Study identified this site as accommodating key strategic transportation uses which are to be retained, and for which there is no potential for intensification. The revised – and proposed – boundary can be seen in Figure 5.

2.4 Focal Point of Activity

2.4.1 Change(s)

Three Focal Points of Activity are proposed to be de-designated:

- Putney Wharf
- Battersea Power Station
- Nine Elms near Vauxhall



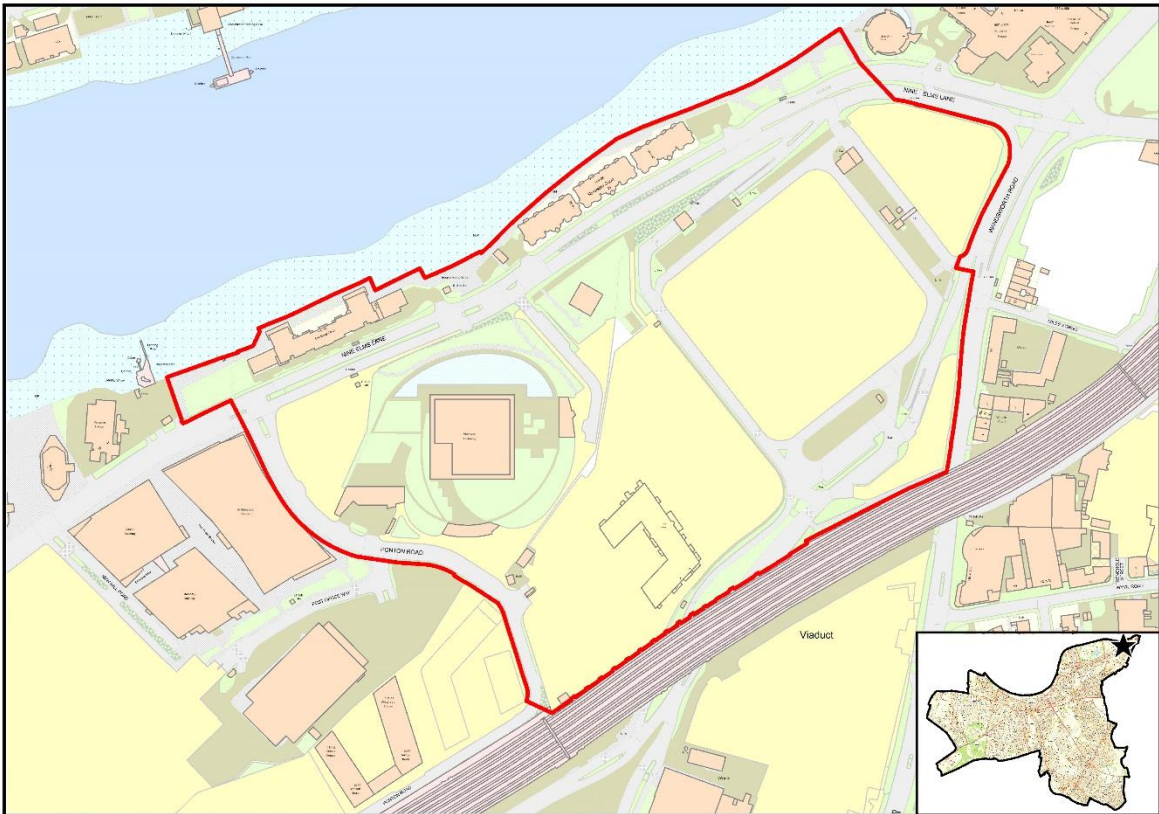
© Crown copyright. All rights reserved. Wandsworth Borough Council Licence No. LA 1000019270 (2020)

Figure 6 Putney Wharf



© Crown copyright. All rights reserved. Wandsworth Borough Council Licence No. LA 1000019270 (2020)

Figure 7 Battersea Power Station



© Crown copyright. All rights reserved. Wandsworth Borough Council Licence No. LA 1000019270 (2020)

Figure 8 Nine Elms near Vauxhall

2.4.2 Reason for change(s)

As part of the Local Plan Review, Policy LP 59 (Riverside Uses, Including River Dependent, River-related, and River Adjacent Uses) amends the approach for certain town centre uses (restaurants, cafes, bars, cultural space and small-scale retail uses) within the Focal Points of Activity. These are now only to be permitted in accordance with the Policy LP 43 (Out of Centre Development). As the boundaries of the Putney Wharf Focal Point of Activity are contained within the Putney Town Centre designation, this approach is no longer in line with the proposed policy. The site has therefore been removed as a Focal Point of Activity designation.

Further to the Regulation 18 version of the Local Plan, the Battersea Power Station and the Nine Elms, near Vauxhall Focal Points for Activity designations have also been removed. These designations are now redundant, as these locations are identified in the Local and London Plans as potential 'CAZ retail clusters', which function as nascent centres. As with Putney, the policy approach for Focal Points of Activity is therefore inconsistent.

2.6 Site Allocations

2.6.1 Change(s)

The Wandsworth Local Plan Site Allocations are proposed to replace the existing Site Specific Allocations Document (Consolidated Policies Map 2018) sites and the boundaries of these are available to view in the Publication Draft Local Plan (Regulation 19).

The following site allocations from the existing adopted Site Specific Allocations Document (2016) are proposed to be kept as site allocations in the new Policy Map:

1. WT3 Causeway Island including land to the east, SW18 (Policies Map reference number: 40)
2. WT4 Hunts Trucks, adjoining sites including Gasholder, Armoury Way, SW18 (Policies Map reference number: 41)
3. WT5 Keltbray site, Wentworth House and adjacent land at Dormay Street, SW18 (Policies Map reference number: 42)
4. WT9 Feather's Wharf, The Causeway, SW18 (Policies Map reference number: 48)
5. WT10 Land at the Causeway, SW18 (Policies Map reference number: 49)
6. WT11 Western Riverside Waste Transfer Station, SW18 (Policies Map reference number: 51)
7. WT12 Homebase, Swandon Way, SW18 (Policies Map reference number: 52)
8. WT13 B&Q, Smugglers Way, SW18 (Policies Map reference number: 53)
9. WT14 McDonald's, Swandon Way, SW18 (Policies Map reference number: 54)
10. WT15 Mercedes Benz and Bemco, Bridgend Road, SW18 (Policies Map reference number: 55)
11. WT16 Wandsworth Bridge Roundabout, SW18 (Policies Map reference number: 56)
12. WT17 Wandsworth Bus Garage, Jews Row, SW18 (Policies Map reference number: 57)
13. WT22 Pier Wharf, SW18 (Policies Map reference number: 58)
14. NE1 Cable and Wireless, Ballymore Site 6, Unit 2a, Battersea Park Road, SW8 (Policies Map reference number: 11)
15. NE3 Securicor Site, 80 Kirtling Street, SW8 (Policies Map reference number: 17)
16. NE4 Metropolitan Police Warehouse Garage, Ponton Road, SW8 (Policies Map reference number: 21)
17. NE5 Brooks Court, Kirtling Street, SW8 (Policies Map reference number: 23)
18. NE9 Kirtling Wharf, Nine Elms, SW8 (Policies Map reference number: 7)
19. NE10 Middle Wharf, Nine Elms, SW8 (Policies Map reference number: 10)
20. NE11 Cringle Dock, Nine Elms, SW8 (Policies Map reference number: 6)
21. CJ1 ASDA, LIDL and Boots sites, Falcon Lane, SW11 (Policies Map reference number: 59)
22. CJ3 Land on the corner of Grant Road and Falcon Road, SW11 (Policies Map reference number: 62)
23. CJ4 Land at Clapham Junction Station, SW11 (Policies Map reference number: 63)
24. CJ5 Winstanley/York Road Regeneration Area, SW11 (Policies Map reference number: 64)
25. PUT1 Wereldhave site, 56-66 Putney High Street, SW15 (Policies Map reference number: 71)
26. PUT2 Jubilee House and Cinema, Putney High Street, SW15 (Policies Map reference number: 72)
27. PUT3 Corner of Putney Bridge Road and Putney High Street, SW15 (Policies Map reference number: 73)
28. PUT4 Putney Telephone Exchange, Montserrat Road, SW15 (Policies Map reference number: 74)
29. PUT5 Sainsbury's Supermarket, 2-6 Werter Road, Putney, SW15 (Policies Map reference number: 81)

30. TO1 Markets Area, Tooting High Street, Tooting SW17 (Policies Map reference number: 66)
31. RO2 Mount Clare, Minstead Gardens, Roehampton, SW15 (Policies Map reference number: 86B)
32. BA1 Sainsbury's Car Park, Bedford Hill, SW12 (Policies Map reference number: 83)
33. RIV1 Former Prices Candles Factory, 110 York Road, Battersea, SW11 (Policies Map reference number: 102)
34. RIV4 Gartons Industrial Estate, Gartons Way, SW11 (Policies Map reference number: 108)
35. RIV5 York Road Business Centre, Yelverton Road, SW11 (Policies Map reference number: 109)
36. RIV6 36 Lombard Road, SW11 (Policies Map reference number: 111)
37. RIV7 Travis Perkins, 37 Lombard Road, SW11 (Policies Map reference number: 112)
38. RIV8 19 Lombard Road, 80 Gwynne Road, SW11 (Policies Map reference number: 113)
39. RIV9 The Chopper P.H., 58-70 York Road, SW11 (Policies Map reference number: 114)
40. RIV10 200 York Road, Travelodge Hotel, SW11 (Policies Map reference number: 116)

The following site allocations are from the LPEID 2018 and are proposed to be kept as site allocation in the new Policy Map:

41. WT1 Chelsea Cars and KwikFit, Armoury Way, SW18 (Policies Map reference number: 35A)
42. WT6 Frogmore Depot, Dormay Street, SW18 (Policies Map reference number: 42A)
43. WT7 Panorama Antennas, 61 Frogmore, SW18 (Policies Map reference number: 42B)
44. WT8 Ferrier Street Industrial Estate, Ferrier Street, SW18 (Policies Map reference number: 42C)
45. WV1 Riverside Business Centre and Former Bingo Hall, Bendon Valley, SW18 (Policies Map reference number: 99F)

The following site allocations are proposed to be amended and included in the Policy Map:

46. WT2 Ram Brewery/Capital Studios/Formal Dexion/Duvall site, Ram Street/Armoury Way, Wandsworth, SW18 (Policies Map reference number: 36)
 - The site allocation boundary is proposed to change to reflect the completion of Phase 1 of the site. The south east corner of the site allocation is proposed to be removed.
47. WT20 Southside Shopping Centre, Wandsworth High Street, SW18 (Policies Map reference number: 37)
 - The site allocation boundary is proposed to change to include the southern portion of the Southside Shopping Centre.
48. NE2 41-49, Nine Elms Lane, and 49-59 Battersea Park Road, SW8 (Policies Map reference number: 13 and 24)
 - The site allocations for Booker Cash and Carry, 41-49 Nine Elms Lane, SW8 and 49-59 Battersea Park Road, SW8 are proposed to be combined.
49. NE8 Silverthorne Road, SW8 (Policies Map reference number: 31 and 32)
 - The site allocations for Silverthorne Road (Network Rail site) Battersea, SW8 and National Express Bus Depot, Land off Silverthorne Road, SW8 are proposed to be combined.
50. NE12 New Covent Garden Market - Entrance Site, SW8 (Policies Map reference number: 29)
 - The site allocation boundary is proposed to change to remove the connection south under the railway and to include the Thessaly Road Site and the Apex Site. The site allocation name is proposed to be changed to better describe it as: NE12 - New Covent Garden Market - Entrance Site, Thessaly Site, Apex Site, SW8.
51. CJ2 Clapham Junction Station Approach, SW11 (Policies Map reference number: 61)

- The site allocation boundary is proposed to change to remove the connection across Clapham Junction Station and northern frontages and to extend west to the rear of the Brighton Yard Entrance.
- 52. TO2 St Georges Hospital Car Park and adjoining land on Blackshaw Road, Maybury Street, SW17 (Policies Map reference number: 70A)
 - The site allocation boundary is proposed to change to include the whole of St George's Hospital. The site allocation name is proposed to be changed to TO2 - St George's Hospital Maybury Street, SW17
- 53. RIV2 Dovercourt site, York Road, SW11 (Policies Map reference number: 103)
 - The site allocation boundary is proposed to change to reflect the development of the southern portion of the site. The southern portion of the site allocation is proposed to be removed.
- 54. RIV3 41-47 Chatfield Road, SW11 (Policies Map reference number: 106)
 - The site allocation name is proposed to be amended to better describe its locations as: RIV3 11-25 Chatfield Road and 41-47 Mendip Road, SW11.
- 55. OUT2 259-311 Battersea Park Road, SW11(Policies Map reference number: 99B)
 - The site allocation boundary is proposed to change to reflect the development potential of the buildings to the west of the site.

The following sites are proposed to be added as new site allocations to the Policy Map:

- 56. WT18 65-71 Wandsworth High Street incl. Spread Eagle Public House; Wandsworth High Street and 5 Garratt Lane, SW18
- 57. WT19 Wandsworth Town Hall, Wandsworth High Street, SW18
- 58. WT21 70 -90 Putney Bridge Road and 1-2 Adelaide Road, SW18
- 59. NE6 Havelock Terrace, SW8
- 60. NE7 Ingate Place, SW8
- 61. NE13 Battersea Park Road (between Stewarts Road and Thessally Road), SW8
- 62. CJ6 - Peabody Estate, St John's Hill
- 63. CJ7 - 36.46 St John's Road and 17 Severus Road
- 64. PUT6 - 55-61 Putney High Street
- 65. TO3 50 – 56 Tooting High Street, Tooting, SW17
- 66. RO1 Alton West Intervention Areas, Roehampton, SW15
- 67. RO3 Queen Mary's Hospital car park, SW15
- 68. RIV11 Battersea Church Road/ Crewkerne Court Garage, Somerset Estate, SW11
- 69. OUT1 Balham Health Centre, 120 - 124 Bedford Hill, London, SW12
- 70. OUT3 - Springfield Hospital, Burntwood Lane/Glenburnie Road
- 71. RIV12 Randall Close Day Centre and adjacent Surrey Lane Estate Car Park, SW11
- 72. OUT5 Bridge Lane Medical Group Practice, 20 Bridge Ln, Battersea, London SW11 3AD
- 73. OUT6 Hazel Court, Haydon Way, Battersea, SW11

2.7 Metropolitan Open Land

2.7.1 Change(s)

The Policy Map includes asterisks within this designation which identifies which sites are also Sites of Importance to Nature Conservation (SINCs). These asterisks are proposed to be removed and a separate SINCs designation be included.

2.8 Statutory Local Nature Reserves

2.8.1 Change(s)

The Policy Map includes asterisks within this designation which identifies which sites are also Sites of Importance to Nature Conservation (SINCs). These asterisks are proposed to be removed and a separate SINCs designation be included.

2.9 Historic Parks and Gardens

2.9.1 Change(s)

The Policy Map includes asterisks within this designation which identifies which sites are also Sites of Importance to Nature Conservation (SINCs). These asterisks are proposed to be removed and a separate SINCs designation be included.

2.10 Other Larger Protected Open Spaces

2.10.1 Change(s)

The Policy Map includes asterisks within this designation which identifies which sites are also Sites of Importance to Nature Conservation (SINCs). These asterisks are proposed to be removed and a separate SINCs designation be included.

2.11 Important Local Parades

2.11.1 Change(s)

Three new areas are proposed to be designated as Important Local Parades. They are as follows:

- 4-16 and 28-32 Battersea Square (including 9a/b beneath 132 Battersea Church Road) / 140 Westbridge Road.
- 328-372 and 499-551 Old York Road.
- 30-56 and 65-71 Webb's Road / 1-2 Ashness Road.

The title of one site has been changed from "275-305 Battersea Park Road" to "263-305 Battersea Park Road".

Battersea Square - Important Local Parade

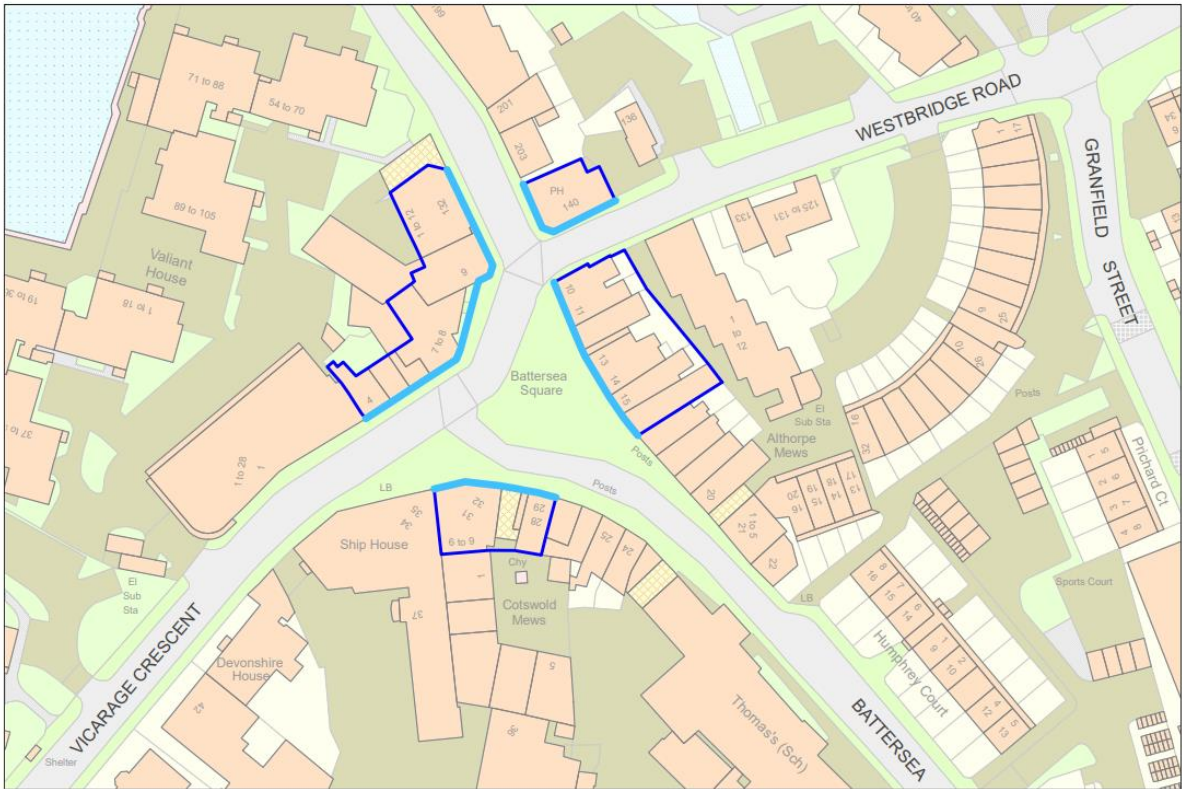


Figure 10 Battersea Square Important Local Parade

Old York Road - Important Local Parade

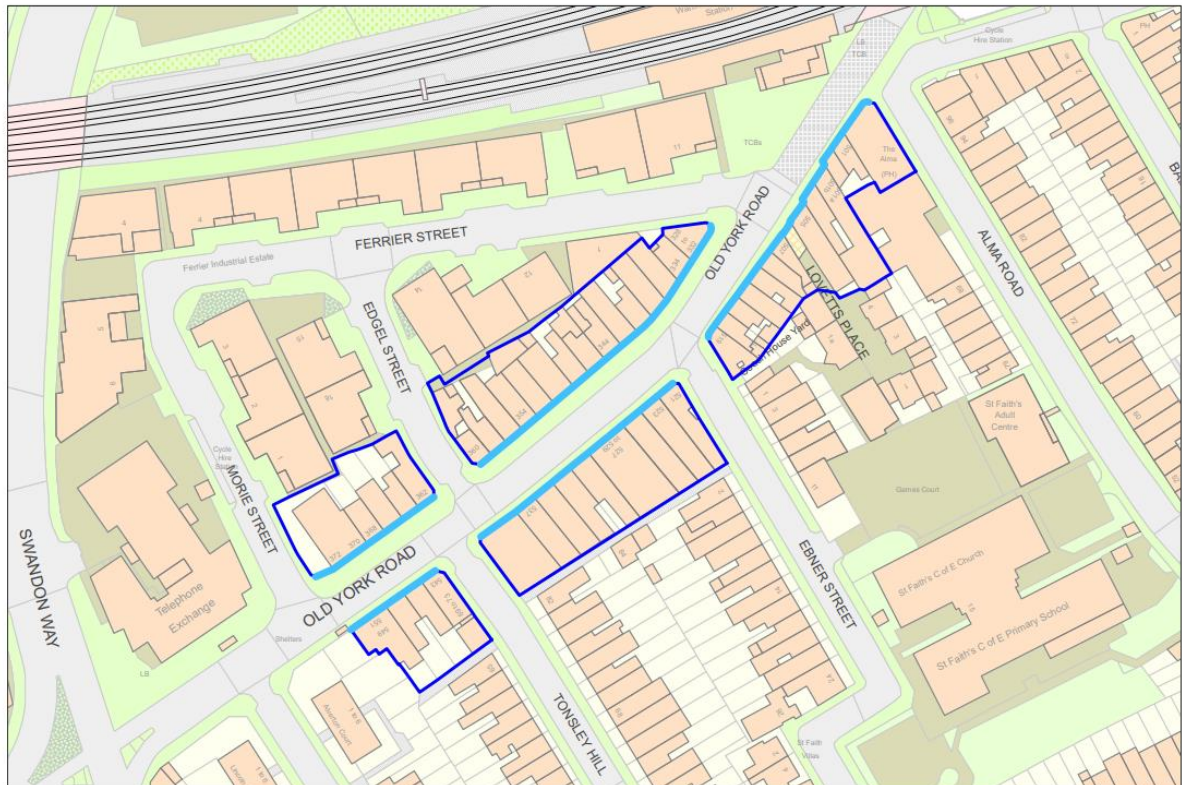


Figure 11 Old York Road Important Local Parade

Webb's Road - Important Local Parade



Figure 12 Webb's Road Important Local Parade

2.11.2 Reasons for change(s)

It is recognised that the coronavirus pandemic, and resultant measures to combat this, have impacted shopping patterns within the borough. In response the identification by local residents of their use the above locations and to align with areas proposed within the borough's Article 4 (Commercial Business and Service to Dwellinghouses) Direction made on 30 July 2021, it is considered that a theses premises fulfil the function of and would benefit from designation as Important Local Parades.

The change of title to '263-305 Battersea Park Road' does not change the area covered by this Important Local Parade; but rather seeks to clarify the designation. The unit at 275 is a single unit consisting of 263-275 Battersea Road, which is currently occupied by Tesco. The inclusion of only some of this unit within the title of the ILP is considered to be unclear, and this change seeks to address that.

2.12 Town and Local Centre Frontages

2.12.1 Change(s)

The following changes are proposed to the Town Centre Frontages (Core, Secondary, Other):

- '299-313 Lavender Hill' Secondary Frontage is proposed to be redesignated as Core Frontage.
- 'Lidl, Falcon Lane' Core Frontage is proposed to be redesignated as Secondary Frontage.
- 'Boots, Falcon Lane' Core Frontage is proposed to be redesignated as Secondary Frontage.
- 'Asda, Lavender Hill' Core Frontage is proposed to be redesignated as Secondary Frontage.
- '230-240 Lavender Hill' Other Frontage is proposed to be redesignated as Secondary Frontage.
- '155-157 Falcon Road' is proposed to be designated as Other Frontage (new designation).

The following changes are proposed to the Local Centre Frontages (Secondary, Other):

- '21-45 Lavender Hill' Other Frontage is proposed to be redesignated as Secondary Frontage.
- '15-19 Lavender Hill' Other Frontage is proposed to be redesignated as Secondary Frontage.

299-313 Lavender Hill - Town Centre Frontages - Core



Figure 13 299-313 Lavender Hill

Lidl, Falcon Lane - Town Centre Frontages - Secondary Frontage



Figure 14 Lidl, Falcon Lane

Boots, Falcon Lane - Town Centre Frontages - Secondary Frontage



Figure 15 Boots, Falcon Lane

Asda, Lavender Hill - Town Centre Frontages - Secondary Frontage



Figure 16 Asda, Lavender Hill

230-240 Lavender Hill - Town Centre Frontages - Secondary Frontage



Figure 17 230-240 Lavender Hill

155-157 Falcon Road - Town Centre Frontages - Other Frontage



15-19 Lavender Hill - Local Centre Frontages - Secondary Frontage



Figure 20 15-19 Lavender Hill

2.12.2 Reasons for change(s)

The changes have been made in response to comments received as part of the consultation on the Pre-Publication Local Plan (Regulation 18) made by the Battersea Society and Lavender Hill for Me. The comments pick up on a number of factors, including recent investment and the changing role of these frontages. The change concerning the 'Lidl, Falcon Lane', 'Boots, Falcon Lane', and 'Asda, Lavender Hill' frontages – from Core to Secondary – also reflects a recommendation made within the Retail Needs Assessment 2020. Further detail is included on each specific change, including reasons set out within the representations and the Council's response, within the Statement of Consultation.

3. New Policy Map Designations

3.1 Places and Character Areas

3.1.1 Definition

This map divides the borough into 7 'places' and 25 character areas.

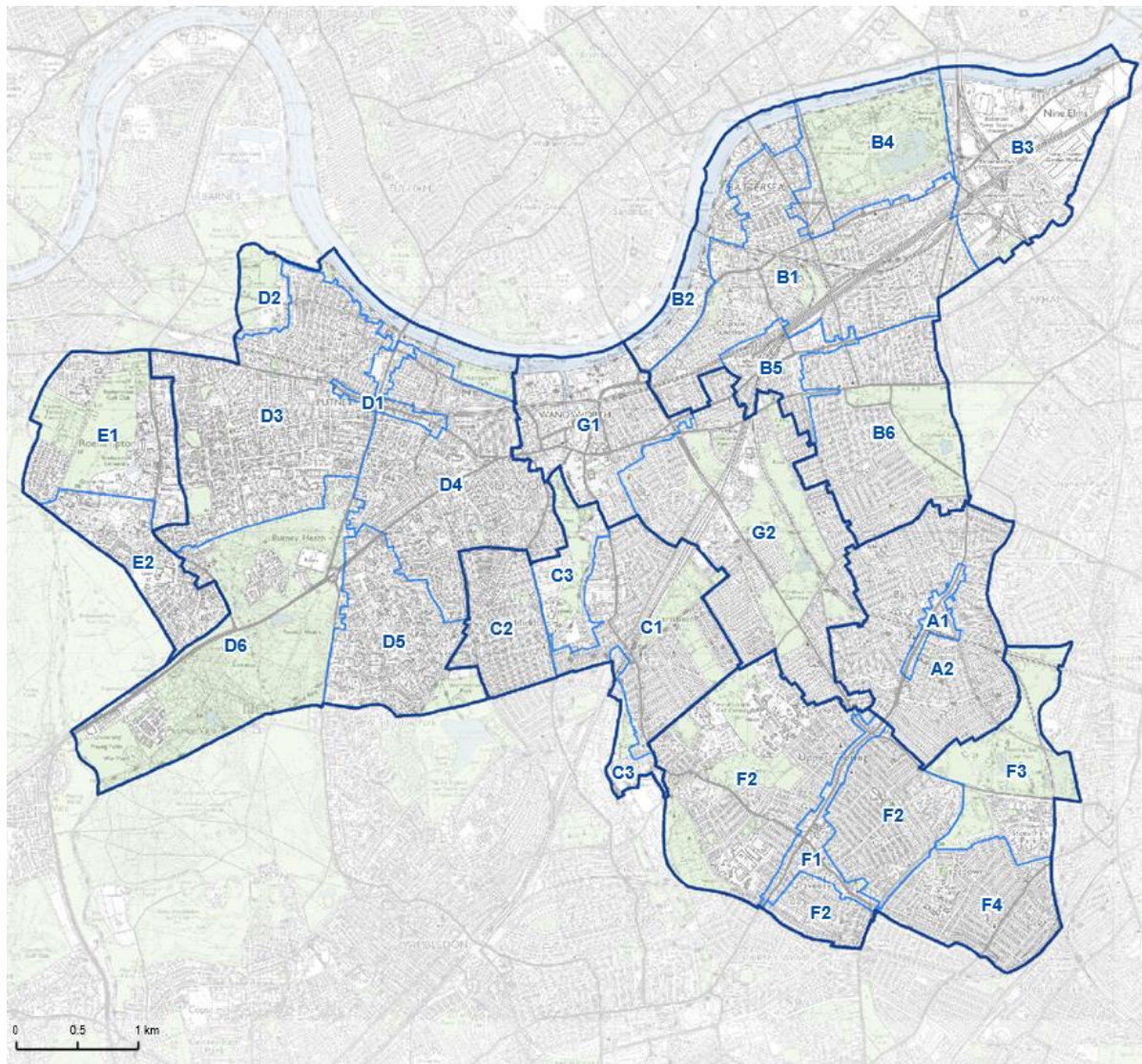


Figure 21 Urban Design Study Places and Character Areas

3.1.2 Reason for Inclusion

The designation is proposed to be included to support the implementation of policies LP1 The Design-Led approach; LP3 The Historic Environment; LP4 Tall and Mid-Rise Buildings; LP5 Residential Extensions and Alterations; LP6 Basements and Subterranean Developments; LP7 Small Sites Development; LP8 Shopfronts; LP9 Advertisements. There has recently been a fundamental shift in policy regarding density, design and characterisation. Nationally there is a focus on the central role of design which is reflected in revision of the National Planning Policy Framework (NPPF) and the publication of the National Design Guide. Regionally, the London Plan also focuses on a design-led approach, with greater consideration of character, design, accessibility, and existing as well as proposed infrastructure. It is therefore critical that future development proposals use a design-led approach, which begins with an understanding of the defining characteristics of the site and its

context. The boundaries of 'Places' and 'Character Areas' allocate each site in the borough to a character area, as defined in the Urban Design Study. Development proposals will be expected to respect, respond to and where possible enhance the key characteristics and qualities of the borough identified in the Urban Design Study.

3.2 Local Views

3.2.1 Definition

Six Local Views, as established through the Local Views SPD, are proposed to be added to the policies map.

View 1: Upstream from Putney Bridge



Figure 22 View 1: Upstream from Putney Bridge

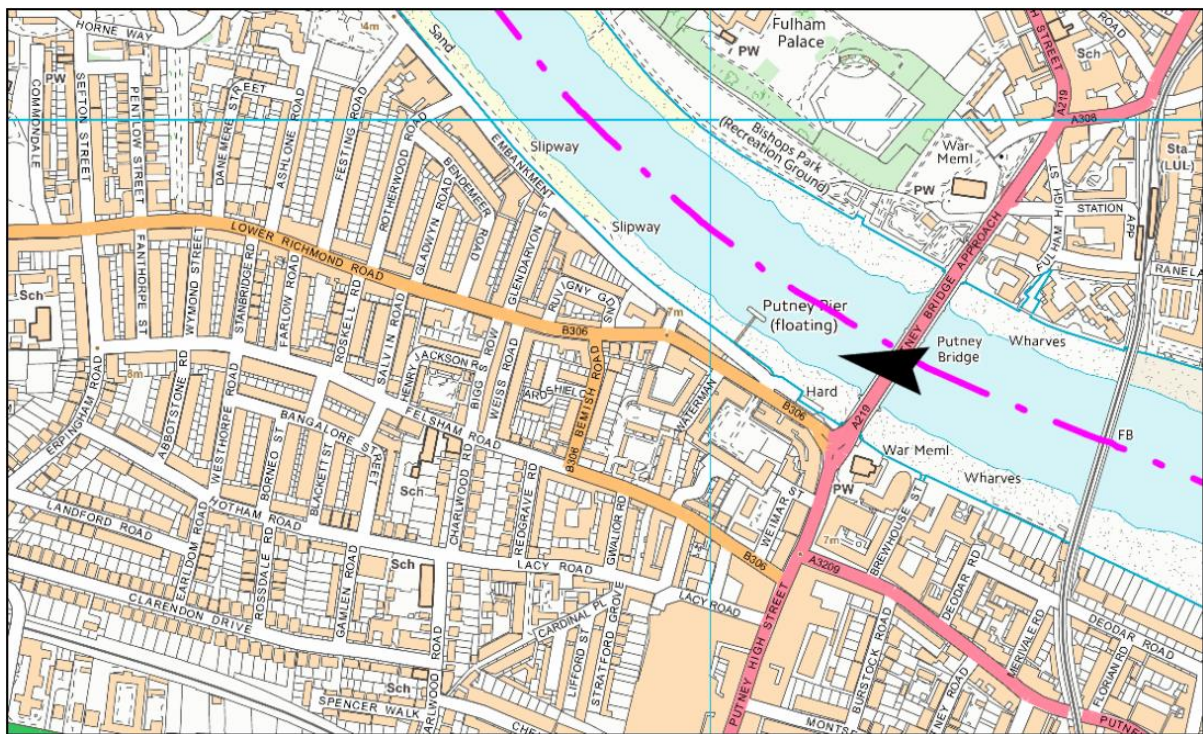


Figure 23 Viewing point for View 1

Description: The character of the River Thames upstream from Putney Bridge contrasts markedly with areas downstream, being almost rural in character with trees dominating the view. This stretch

of the River Thames hosts the internationally important Head of the River races and start of the annual University Boat Race which is marked by a stone on Putney Embankment. The distinctive character of Putney Embankment is dominated by boat houses and boating activity with crews launching their boats from the slipway to the river. With mature London Plane trees lining the Embankment the green skyline continues unbroken upstream towards Hammersmith. This riverside scene is unique in London.

Foreground: This comprises the open water area of the River Thames with Putney Pier serving the Embankment. Any proliferation of moorings in this area would mar the setting to Putney Bridge and the view westwards.

Middle Ground: The canopies of the mature London Plane trees along Putney Embankment dominate the middle ground with the buildings comprising the boat houses nestling behind. The boat houses form a unique setting to this part of the River Thames and a distinctive part of the Putney Embankment Conservation Area.

Background: The tops of the tree canopy forms a distinctive skyline. Any tall building above the tree canopy would detract from the quality of the view.

View 2: Downstream from Battersea Bridge



Figure 24 View 2: Downstream from Battersea Bridge

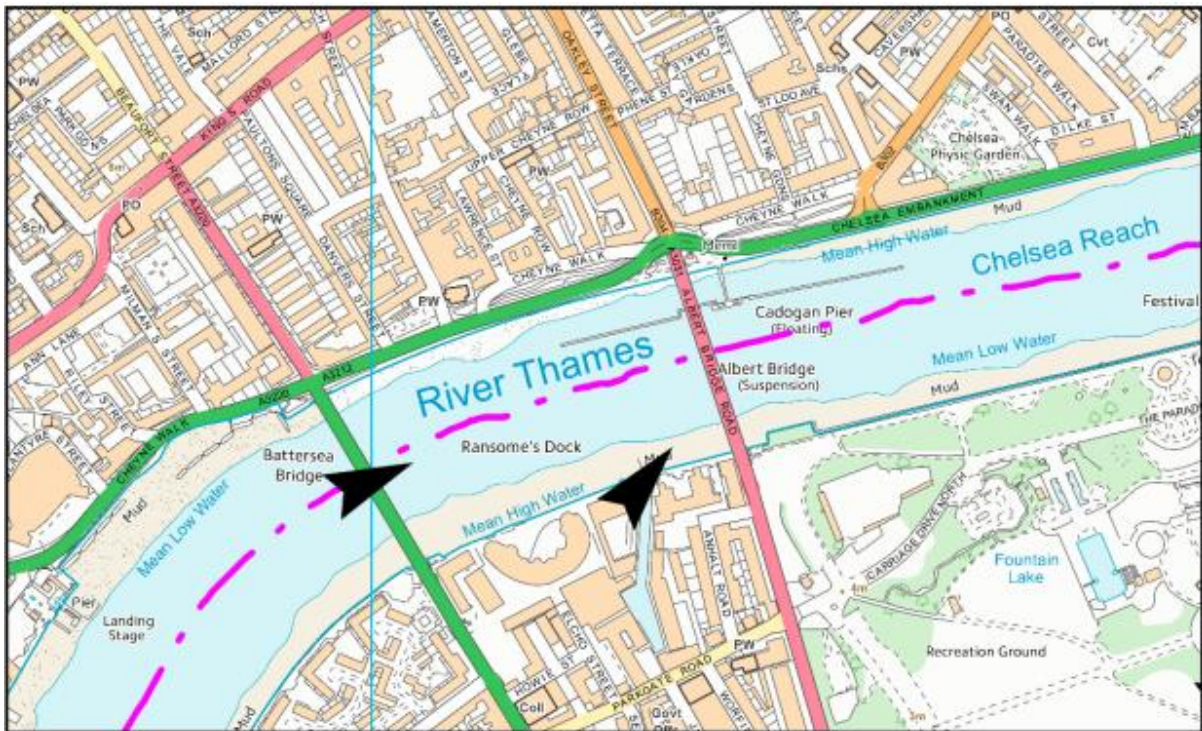


Figure 25 Viewing points for View 2

Description: This view focuses on the grade II* listed Albert Bridge. It was designed by R M Ordish in 1873 as a Cable Stayed bridge partly suspended and partly cantilevered. The bridge represents a local landmark, and is a feature at night with its myriad of lights illuminating the crossing of the River Thames. There are two main viewing locations, from Battersea Bridge and from the Riverside Walk near Ransome's Dock.

Foreground: This is represented by the open water viewed from Battersea Bridge. Any additional in-channel development could affect the view of Albert Bridge.

Middle Ground: Albert Bridge represents the focus of the view with its connections to the north and south banks of the River Thames. The frontage development to the river helps to frame the view of the bridge. The bridge is painted which enhances its visibility by day against the backcloth of buildings. The night time view is spectacular with the bridge illuminated by around 4000 bulbs to the cables and towers making it a striking landmark.

Background: The filigree-like framework of the Cable Stayed bridge allows views through it which highlights its shape against the background. Any development within the channel or additional river crossings behind the bridge would compromise the view. The development of One Nine Elms (58 and 43 storeys) will appear to the right of the Vauxhall Tower, as well as the emerging proposals for the New Covent Garden Market site. The impact of any proposed pedestrian/cycle bridge across the

River Thames beyond Chelsea Bridge on this view will need to be evaluated as and when a scheme comes forward.

View 3: Downstream from Albert Bridge



Figure 26 View 3: Downstream from Albert Bridge

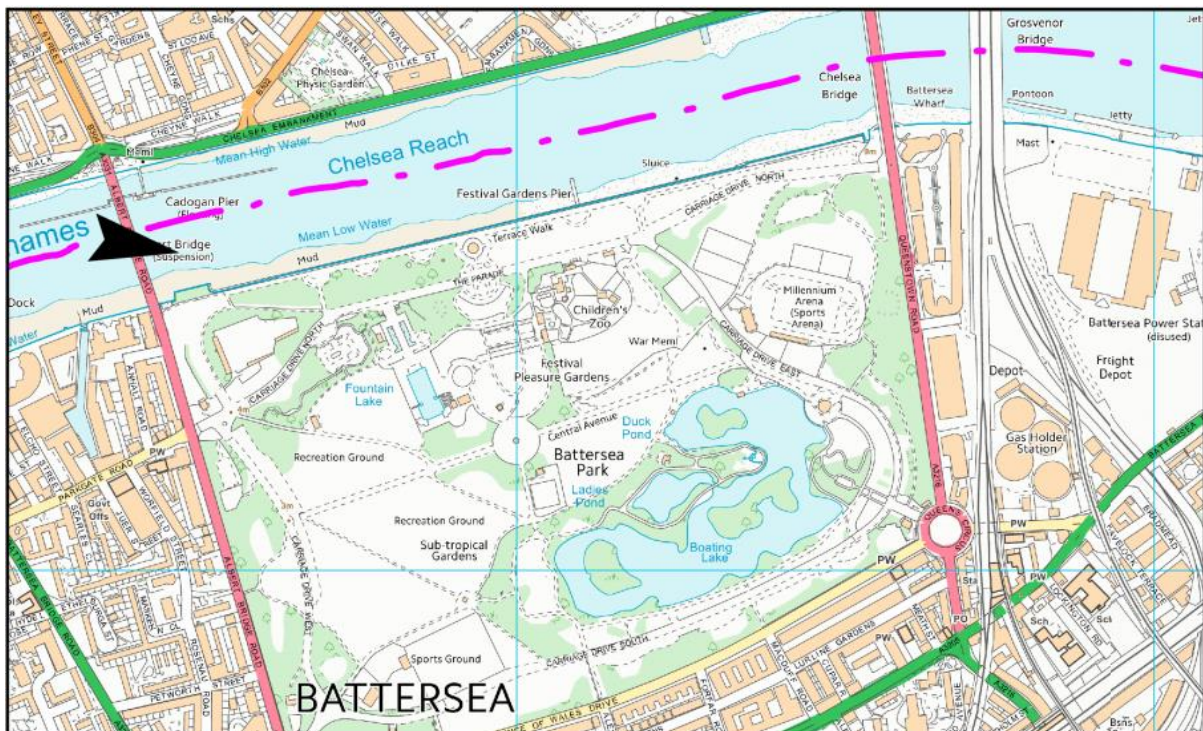


Figure 27 Viewing point for View 3

Description: This view focuses on the setting of Battersea Park, a grade II* Registered Historic Park and Garden, with the chimneys of Battersea Power Station forming an important backdrop to the park. The tall buildings of the Nine Elms cluster are emerging to the left of the view.

Foreground: The open water of the River Thames forms the expansive foreground to the view. Any development within the river channel could impact on the quality of the view.

Middle Ground: The composition of the riverside promenade to Battersea Park, the tree canopy to the Park, the chimneys to Battersea Power Station and Chelsea Bridge dominate the middle ground along with the tall buildings emerging as part of the Nine Elms cluster. The chimneys to Battersea Power Station represent a significant landmark, which forms a distinctive backdrop to Battersea Park. The tree canopy should form the dominant composition to the Park frontage to the River Thames. Any tall buildings behind Battersea Power Station will impact on the view of the chimneys which are silhouetted against the sky. The view towards Chelsea Bridge at night is dramatic as the cables are illuminated by light bulbs giving the structure a striking presence as a landmark river crossing.

Background: This view will change as the redevelopment of Nine Elms takes place. One Nine Elms, when constructed, will be prominent at the centre of the view next to the existing Vauxhall Tower. Next to this will be the towers proposed as part of the redevelopment of the New Covent Garden Market site. The emerging tall buildings cluster at Vauxhall will eventually form a dramatic focal point in the distance. The impact of any proposed pedestrian/cycle bridge across the River Thames beyond Chelsea Bridge on this view will need to be evaluated as and when a scheme comes forward.

View 4: Battersea Power Station from Chelsea Bridge



Figure 28 View 4: Battersea Power Station from Chelsea Bridge

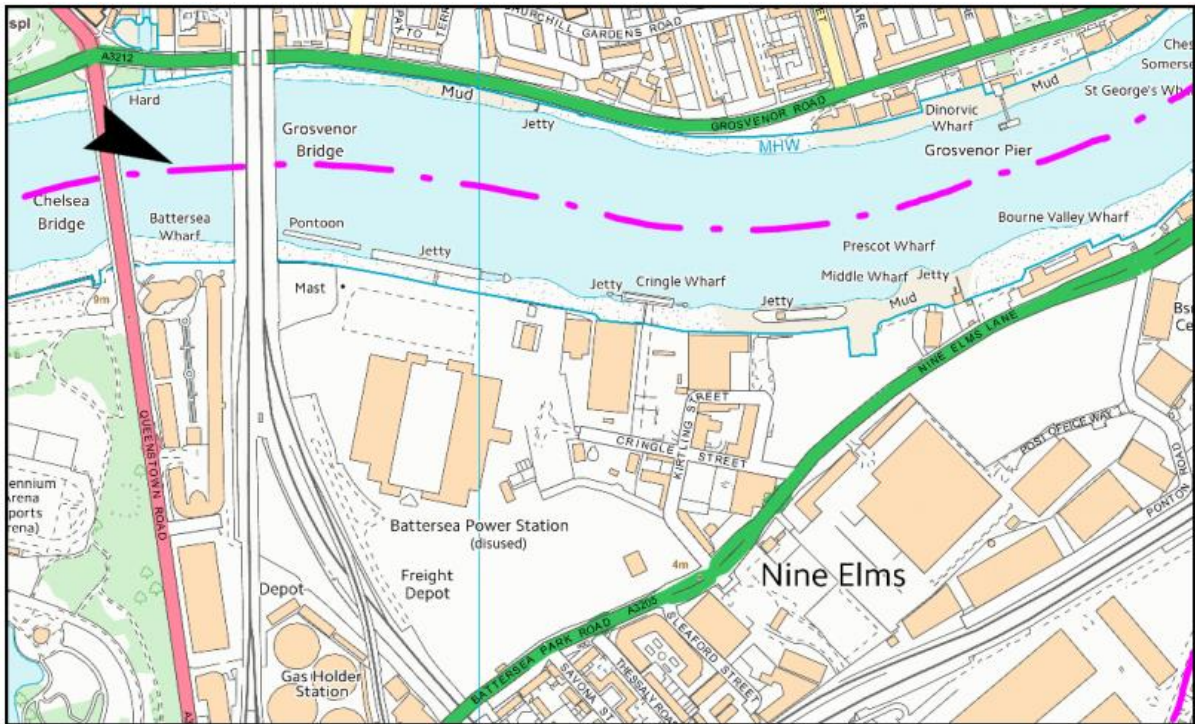


Figure 29 Viewing point for View 4

Description: Battersea Power Station represents one of London's iconic and cherished landmarks. The building was designed by Sir Giles Gilbert Scott and dates from 1932-34. It is listed grade II*. There are a number of striking views of the Power Station, some from north of the River Thames (see City of Westminster's SPD on Metropolitan Views 24A & B). In Wandsworth there are striking views from Chelsea Bridge, Battersea Park and north along Queenstown Road.

The striking silhouette of the four chimneys against the sky gives significance to the setting of the building.

Foreground: This is formed by the open water of the Thames between the northern approach to Chelsea and the arches of the Grosvenor Railway Bridge. Any development on either bank and within the open water could affect the quality of the view.

Middle Ground: The Power Station was built at a time when the river frontage was largely industrial and the retained cranes and jetties provide a reminder of the past. Battersea Power Station stands prominently facing the Thames and will be framed on either side by the consented scheme as shown in the montage image. Apartments beside Chelsea Bridge are indicative of the regeneration of this part of the Nine Elms on the South Bank project. The VNEB OAPF promotes high density development around Battersea Power Station with taller buildings in key locations, but it is important that any proposed development should not harm the setting of the Power Station. The view to the left of the Power Station will change once consented schemes for tall buildings to the right of Vauxhall Tower (shown in outline) are completed. These include One Nine Elms and the towers on the New Covent Garden Market site.

Background: It is important that the distinctive silhouette of the four iconic chimneys of the Power Station should remain as a dominant feature on the skyline. It is important that tall buildings do not

appear in the background where they could spoil the profile of the Power Station chimneys against the sky.

View 5: From Queenstown Road to Battersea Power Station



Figure 30 View 5: From Queenstown Road to Battersea Power Station

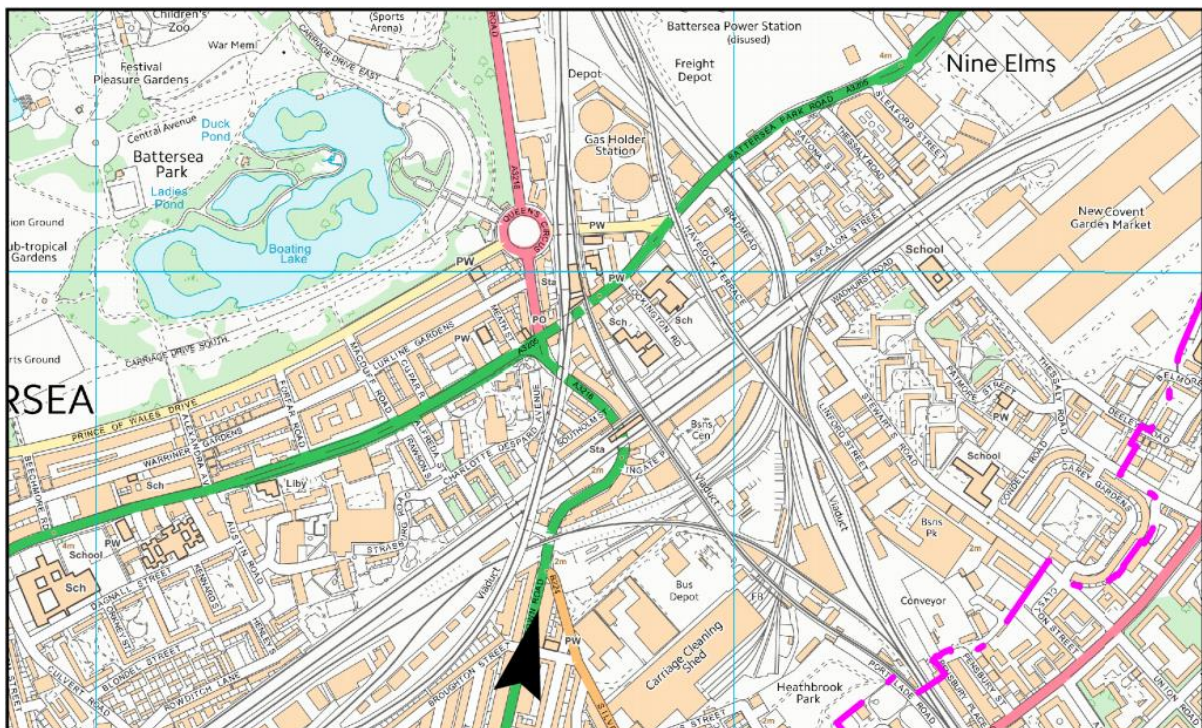


Figure 31 Viewing point for View 5

Description: Battersea Power Station represents one of London's iconic and cherished landmarks. The building was designed by Sir Giles Gilbert Scott and dates from 1932-34. It is listed grade II*. This view is of the building approaching it from the south along Queenstown Road. Queenstown Road

(formerly Queen's Road) was formed to link Clapham to Victoria when Chelsea Bridge was opened in 1858. It functions as an important entry route into central London and the view of Battersea Power Station announces the arrival of central London.

Foreground: This comprises the carriageway and footways to Queenstown Road. Any enhancement to the surfaces will be in discussion with the local highway authority.

Middle Ground: The terraces of historic buildings fronting Queenstown Road within the Parktown Estate Conservation Area frame the view northwards to the Power Station. The Power Station with its iconic chimneys terminates the view north along Queenstown Road. It represents an important relationship between the Parktown Estate Conservation Area and the Power Station beyond, which forms an important townscape view. The gas holder to the left is due to be demolished following decommissioning. The view of the chimneys to the Power Station building would be affected by any development in front of it. The heritage significance of the Power Station are the chimneys and the Wash Towers to which they are attached. It will be important to ensure that these features are not adversely affected by development proposals to the south in front of the building. The consented scheme for development to the south of Battersea Power Station shows the attachment of the chimneys to the Wash Towers.

Background: It is important that the distinctive silhouette of the four iconic chimneys of the Power Station should remain as a dominant feature on the skyline. It is important that tall buildings, including buildings on the opposite bank of the River Thames do not appear in the background where they could spoil the profile of the Power Station chimneys against the sky.

View 6: Battersea Power Station from Battersea Park



Figure 32 View 6: Battersea Power Station from Battersea Park



Figure 33 Viewing point for View 6

Description: Battersea Power Station represents one of London's iconic and cherished landmarks. The building was designed by Sir Giles Gilbert Scott and dates from 1932-34. It is listed grade II*. This view of the building is from within Battersea Park which is a popular view of the building with people using the Park.

Foreground: This comprises the formal green lawn of the bowling green within Battersea Park (grade II* Registered Historic Park and Garden).

Middle Ground: This is composed of trees within the Park and around the perimeter of the Park with the profile of the Power Station chimneys beyond. The middle view would be affected by any tree planting in front of the view to the building. The VNEB OAPF promotes high density development around Battersea Power Station with taller buildings in key locations, but it is important that any proposed development should not harm the setting of the Power Station.

Background: The iconic silhouette of the four chimneys will be clearly visible on the skyline and unaffected by tall buildings to the east that are proposed within Nine Elms. The existing Vauxhall Tower can just be glimpsed in the distance to the left of the Power Station's southern chimneys and One Nine Elms, when constructed, will appear just to the right of the Vauxhall Tower in this view.

It is important that the distinctive silhouette of the four iconic chimneys of the Power Station should remain as a clearly visible feature on the skyline. It is important that tall buildings do not appear in the background where they could spoil the profile of the Power Station chimneys against the sky.

3.2.2 Reason for Inclusion

The designation is proposed to be included to support the implementation of policies LP1 The Design-Led approach; LP3 The Historic Environment; LP4 Tall and Mid-Rise Buildings. Although the Local Views were established through the Local Views SPD, they were not shown in the policies map. London Plan Policy HC3 (Strategic and Local Views) stipulates that clearly identifying local views in

Local Plans and strategies enable the effective management of development in and around the views, and therefore it is proposed to include the Local Views in the policy map.

3.3 Tall Building zones

3.3.1 Definition

Buildings which are 7 storeys or over, or 21 metres or more from the ground level to the top of the building (whichever is lower) will be considered to be tall buildings. Tall building zones show locations where tall buildings will be an acceptable form of development and identify an appropriate height range for each zone.

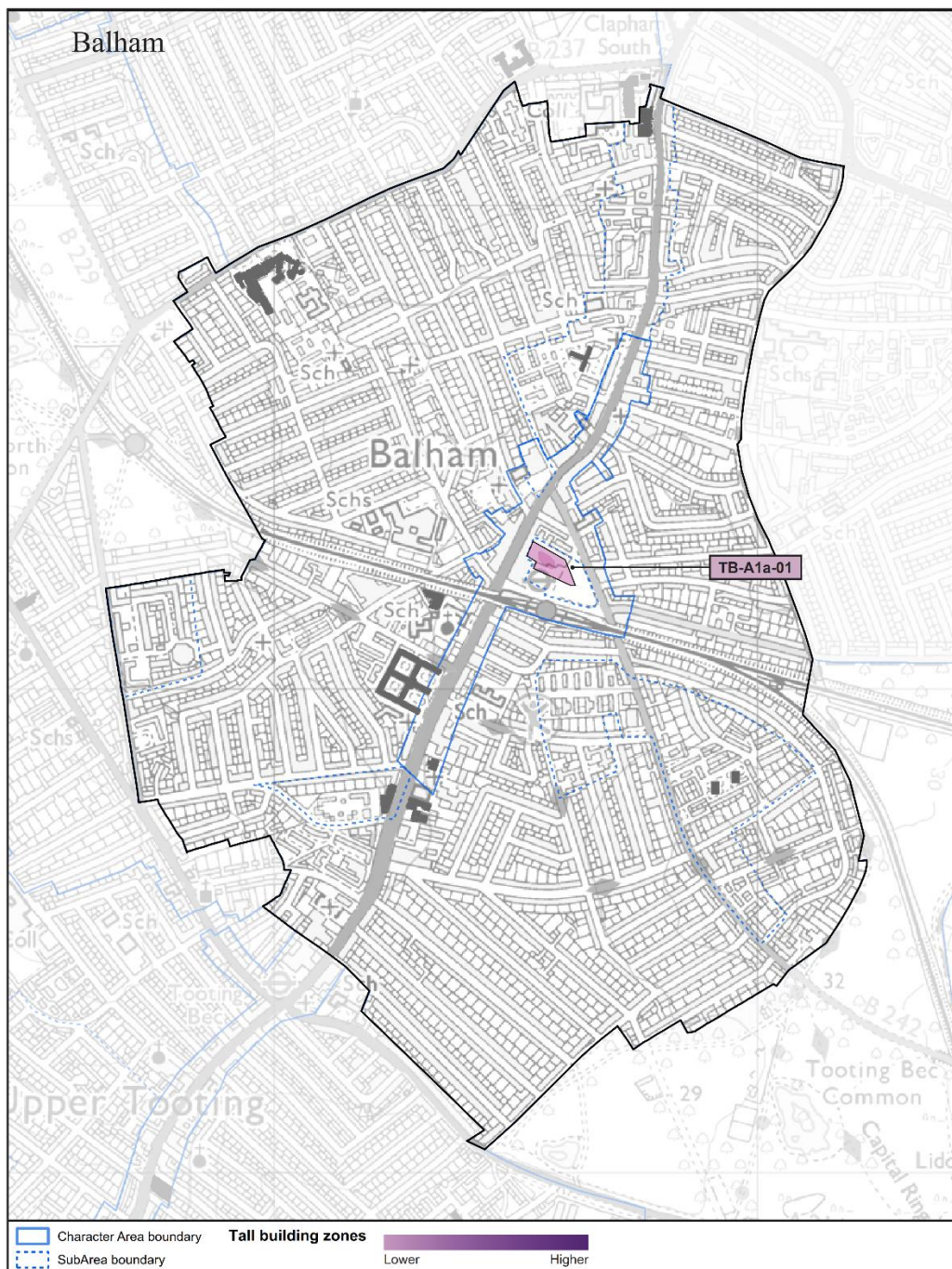
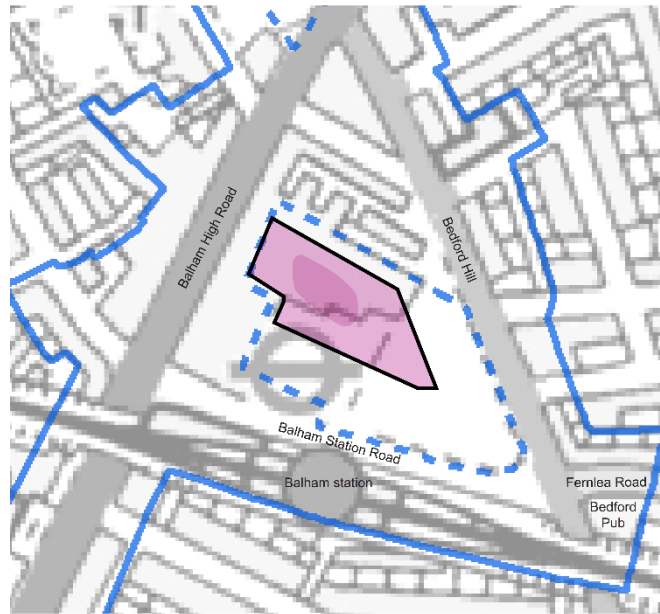


Figure 34 Balham Tall Building Zones

TB-A1a-01



Existing prevailing height: 3 storeys

Appropriate height: 7-8 storeys (21-24m)

Figure 35 Tall Building Zone TB-A1A-01

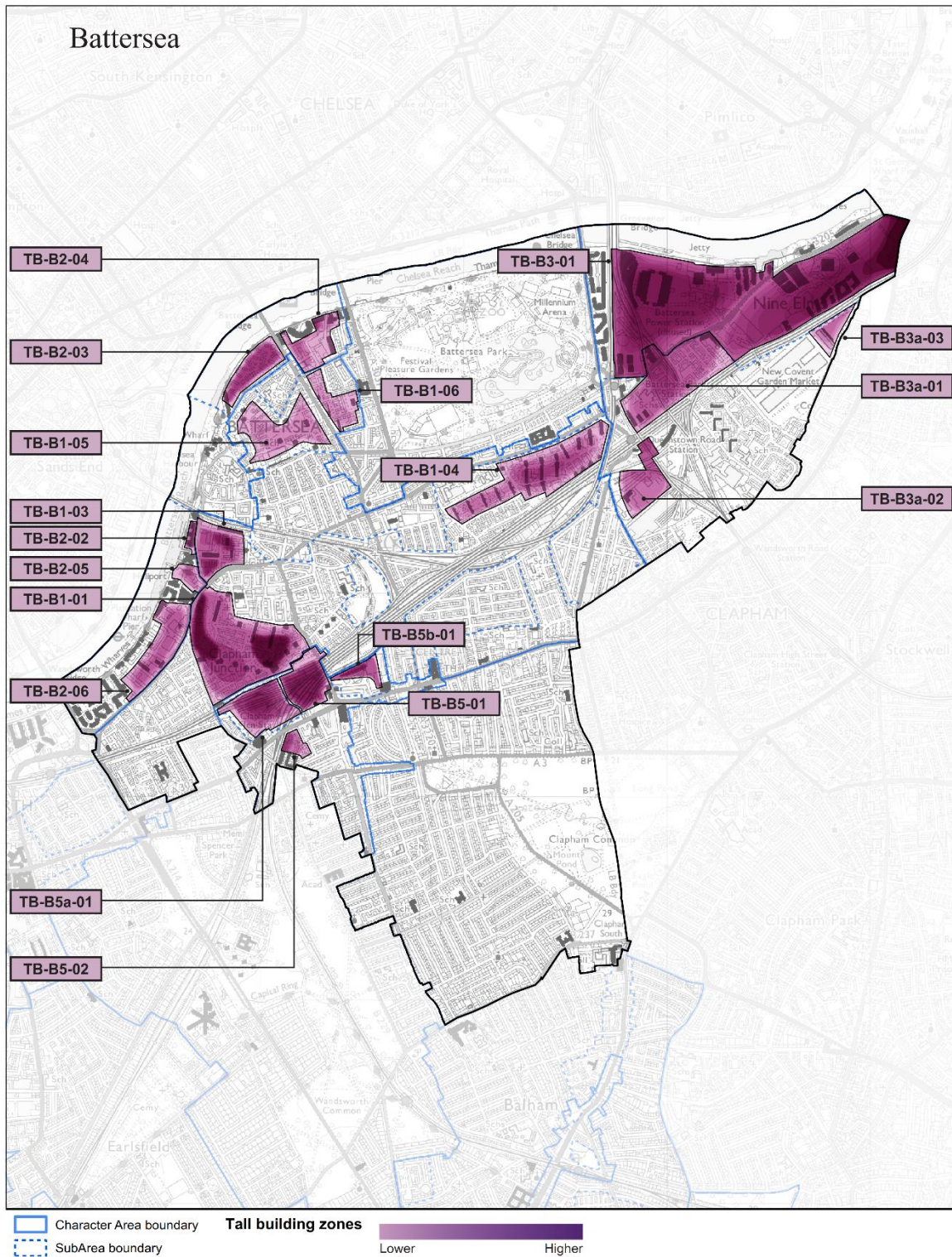
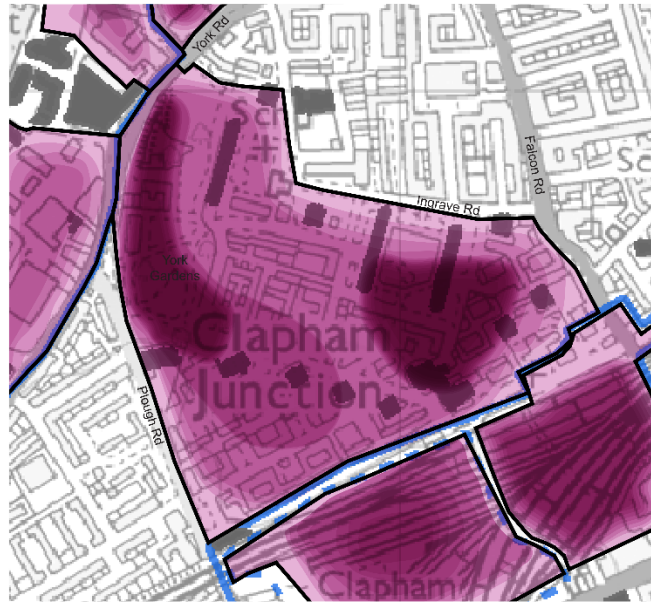


Figure 36 Battersea Tall Building Zones

TB-B1-01

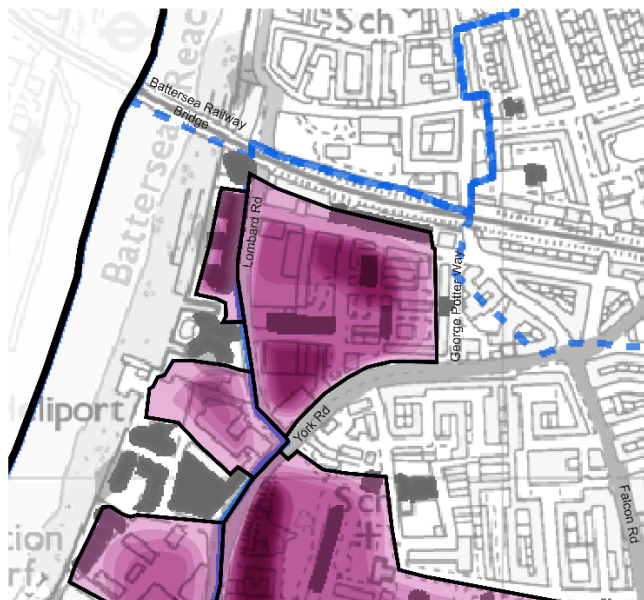


Existing prevailing height: 3-23 storeys

Appropriate height: 7-20 storeys (21-60m)

Figure 37 Tall Building Zone TB-B1-01

TB-B1-03

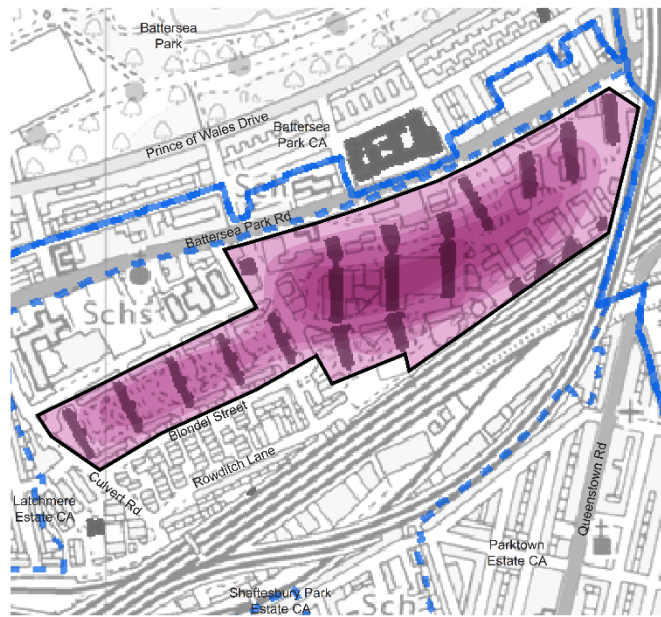


Existing prevailing height: 2-20+ storeys

Appropriate height: 7-20 storeys (21-60m)

Figure 38 Tall Building Zone TB-B1-03

TB-B1-04

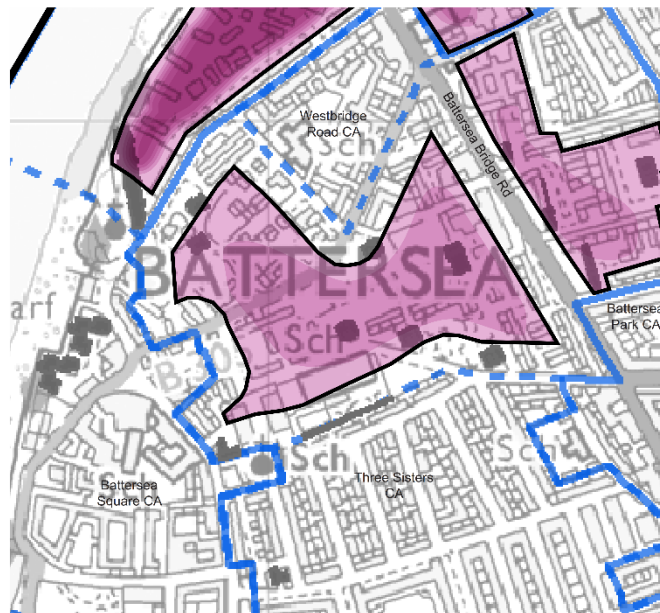


Existing prevailing height: 2-20+ storeys

Appropriate height: 7-12 storeys (21-36m)

Figure 39 Tall Building Zone TB-B1-04

TB-B1-05

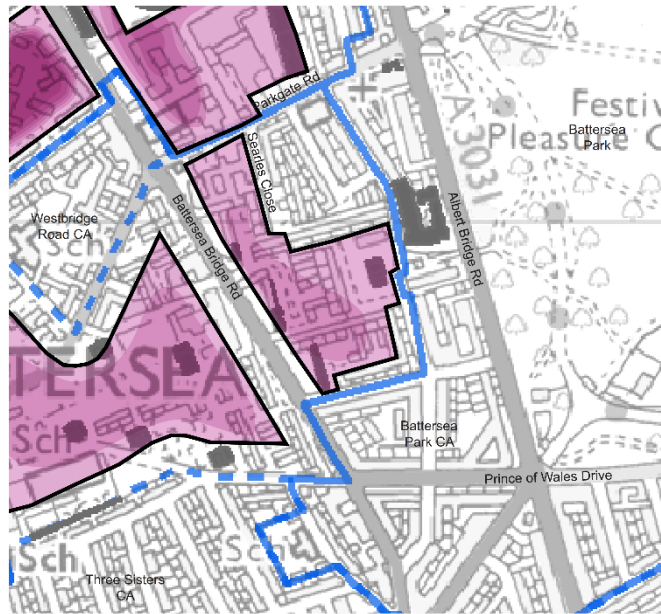


Existing prevailing height: 4-20+ storeys

Appropriate height: 7-8 storeys (21-24m)

Figure 40 Tall Building Zone TB-B1-05

TB-B1-06

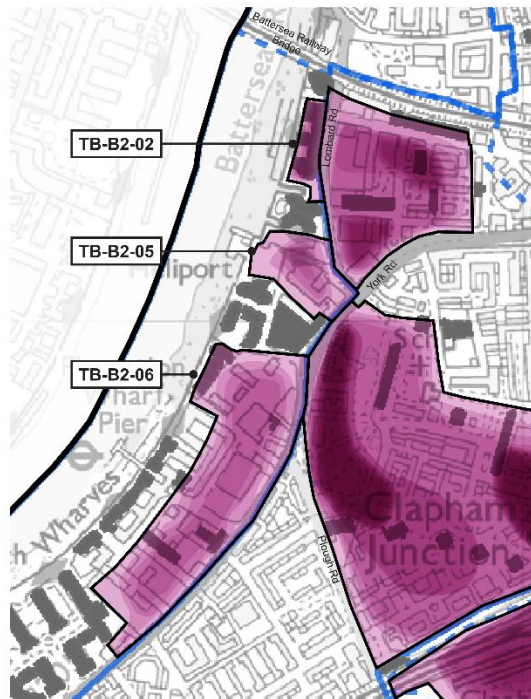


Existing prevailing height: 4-17 storeys

Appropriate height: 7-8 storeys (21-24m)

Figure 41 Tall Building Zone TB-B1-06

TB-B2-02, TB-B2-05 and TB-B2-06

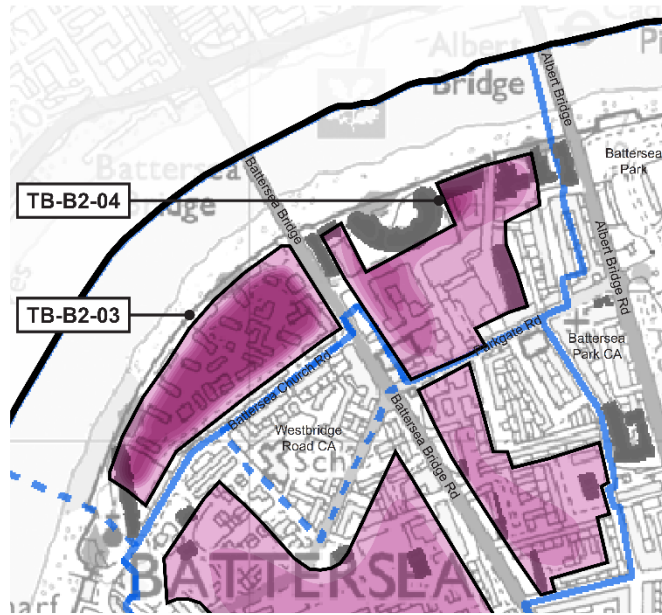


Existing prevailing height: 2-20+ storeys

Appropriate height: 7-10 storeys (21-30m)

Figure 42 Tall Building Zone TB-B2-02, TB-B2-05, and TB-B2-06

TB-B2-03 and TB-B2-04

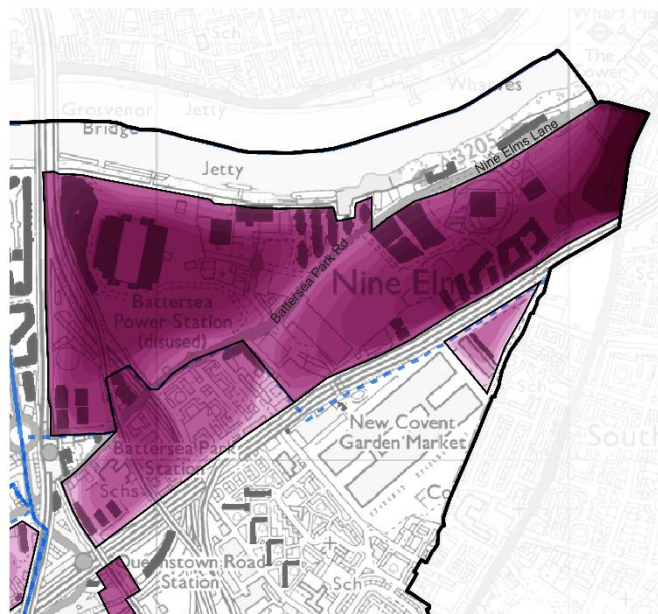


Existing prevailing height: 3-18 storeys

Appropriate height: 7-12 storeys (21-36m)

Figure 43 Tall Building Zone TB-B2-03 and TB-B2-04

TB-B3-01

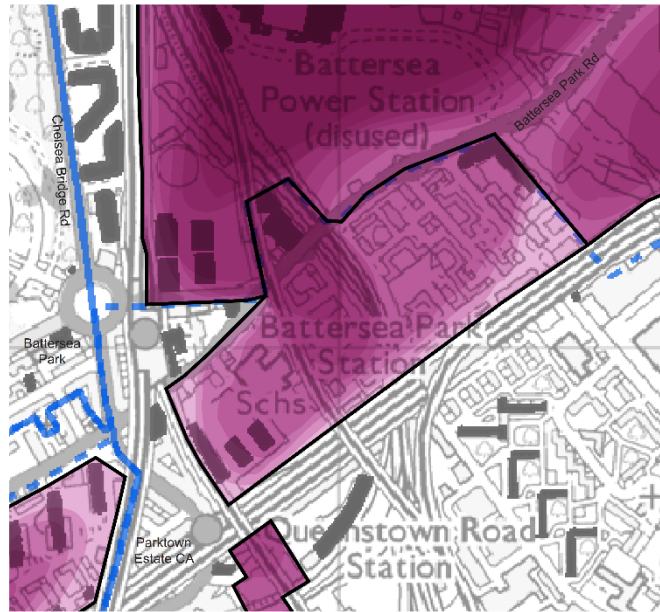


Existing prevailing height: 6-40+ storeys

Appropriate height: 8-25 storeys (24-75m)

Figure 44 Tall Building Zone TB-B3-01

TB-B3a-01

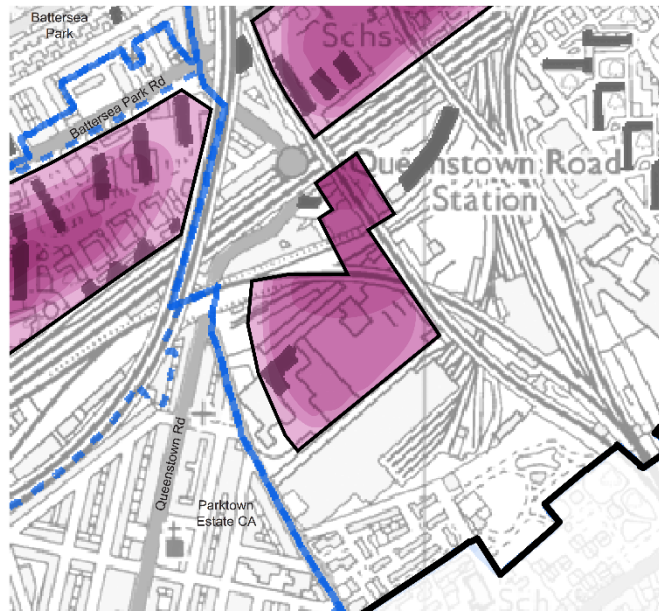


Existing prevailing height: 2-12 storeys

Appropriate height: 7-13 storeys (21-39m)

Figure 45 Tall Building Zone TB-B3a-01

TB-B3a-02

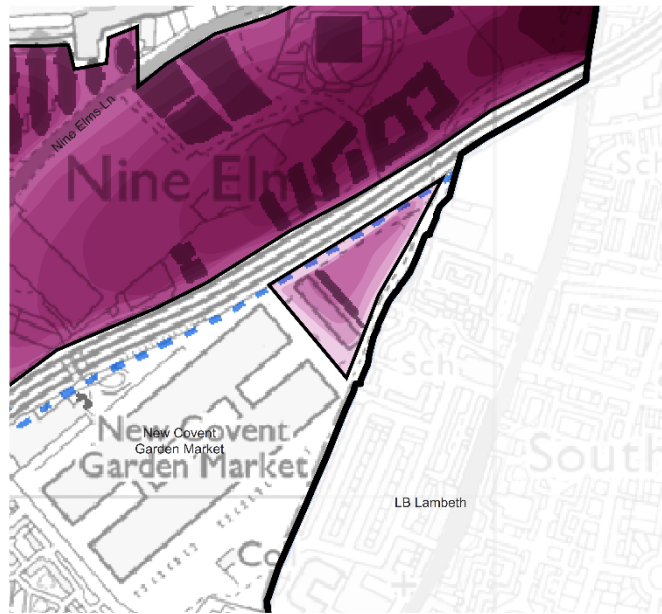


Existing prevailing height: 2-5 storeys

Appropriate height: 7-11 storeys (21-33m)

Figure 46 Tall Building Zone TB-B3a-02

TB-B3a-03

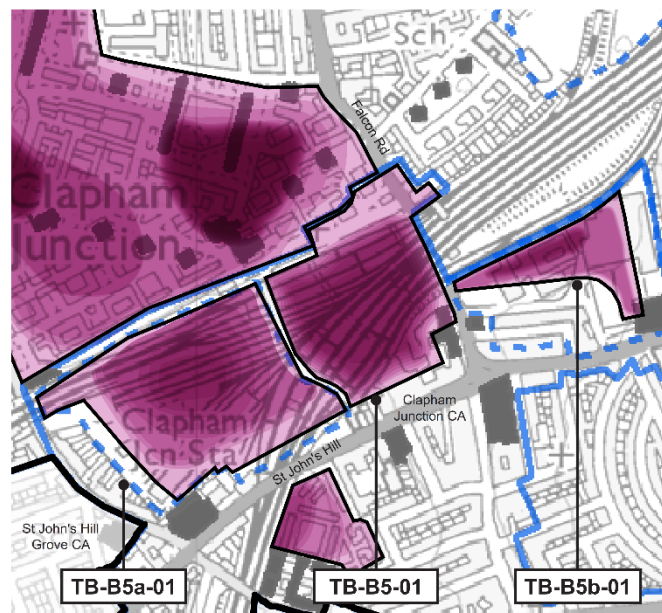


Existing prevailing height: 0-4 storeys

Appropriate height: 7-10 storeys (21-30m)

Figure 47 Tall Building Zone TB-B3a-03

TB-B5-01, TB-B5a-01 and TB-B5b-01

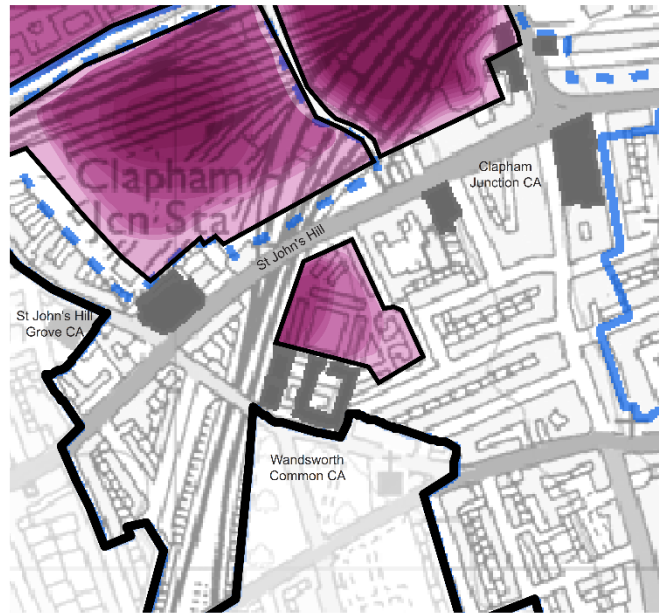


Existing prevailing height: 2-8 storeys

Appropriate height: 7-15 storeys (21-45m)

Figure 48 Tall Building Zone TB-B5-01, TB-B5a-01 and TB-B5b-01

TB-B5-02



Existing prevailing height: 1-5 storeys

Appropriate height: 7-12 storeys (21-36m)

Figure 49 Tall Building Zone TB-B5-02

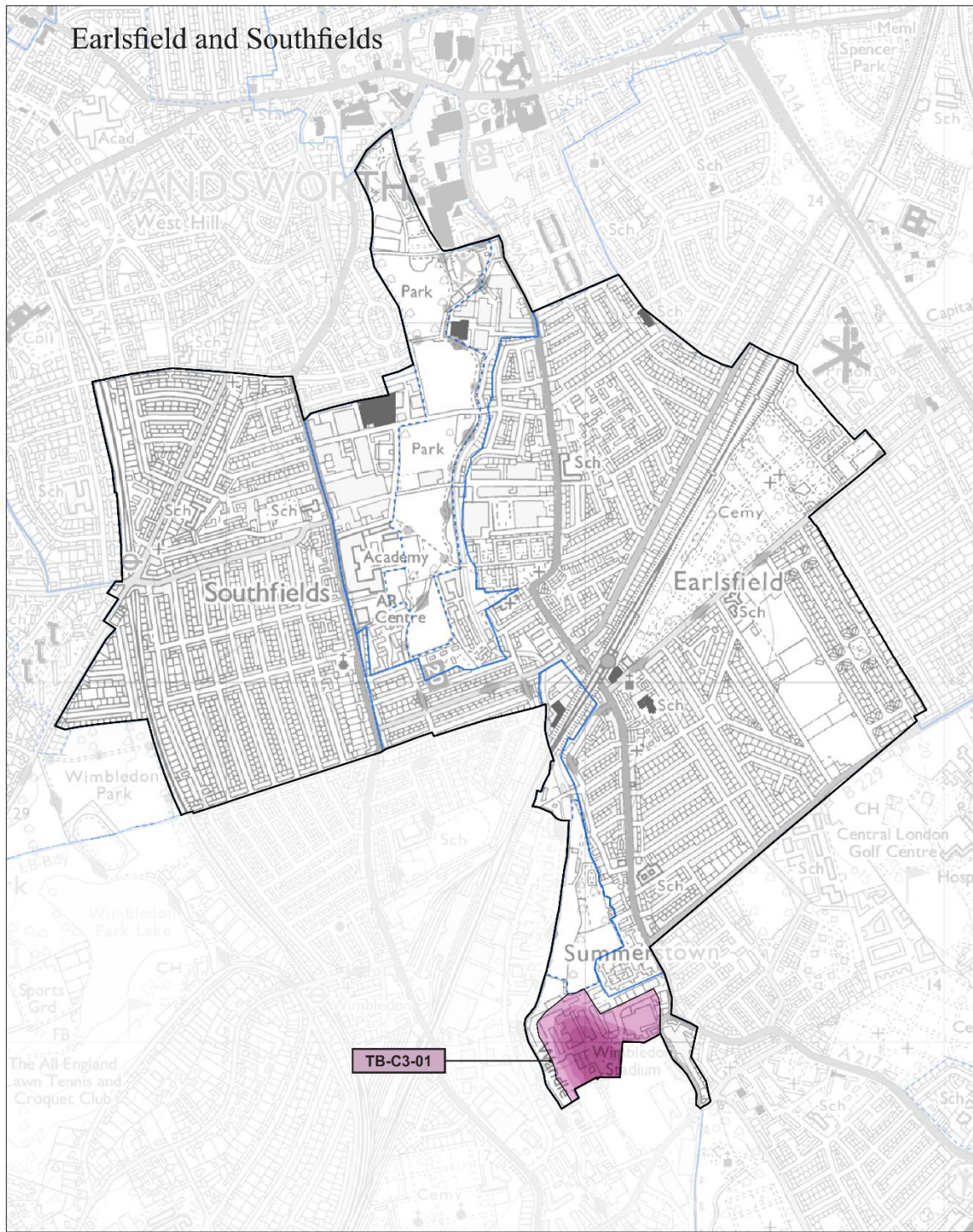
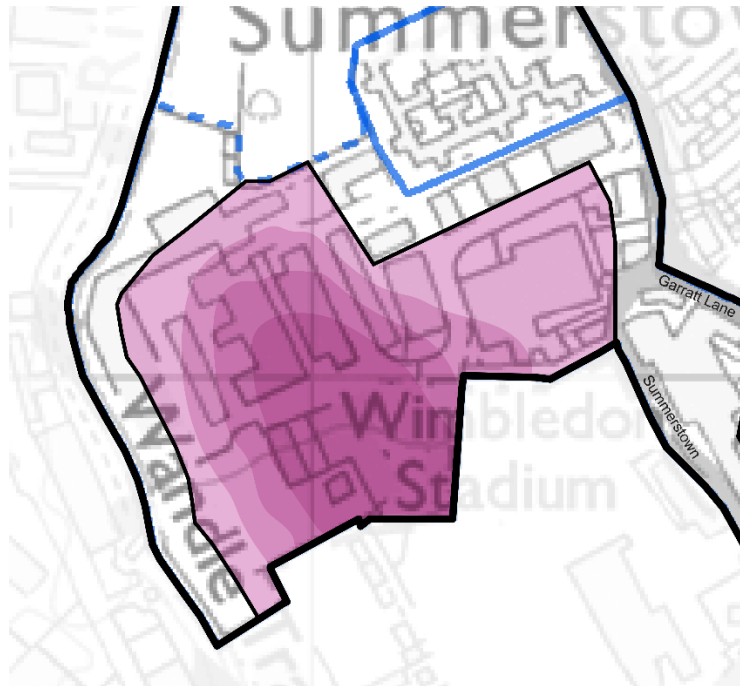


Figure 50 Earlsfield and Southfields Tall Building Zones

TB-C3-01



Existing prevailing height: 2-3 storeys

Appropriate height: 7-10 storeys (21-30m)

Figure 51 Tall Building Zone TB-C3-01

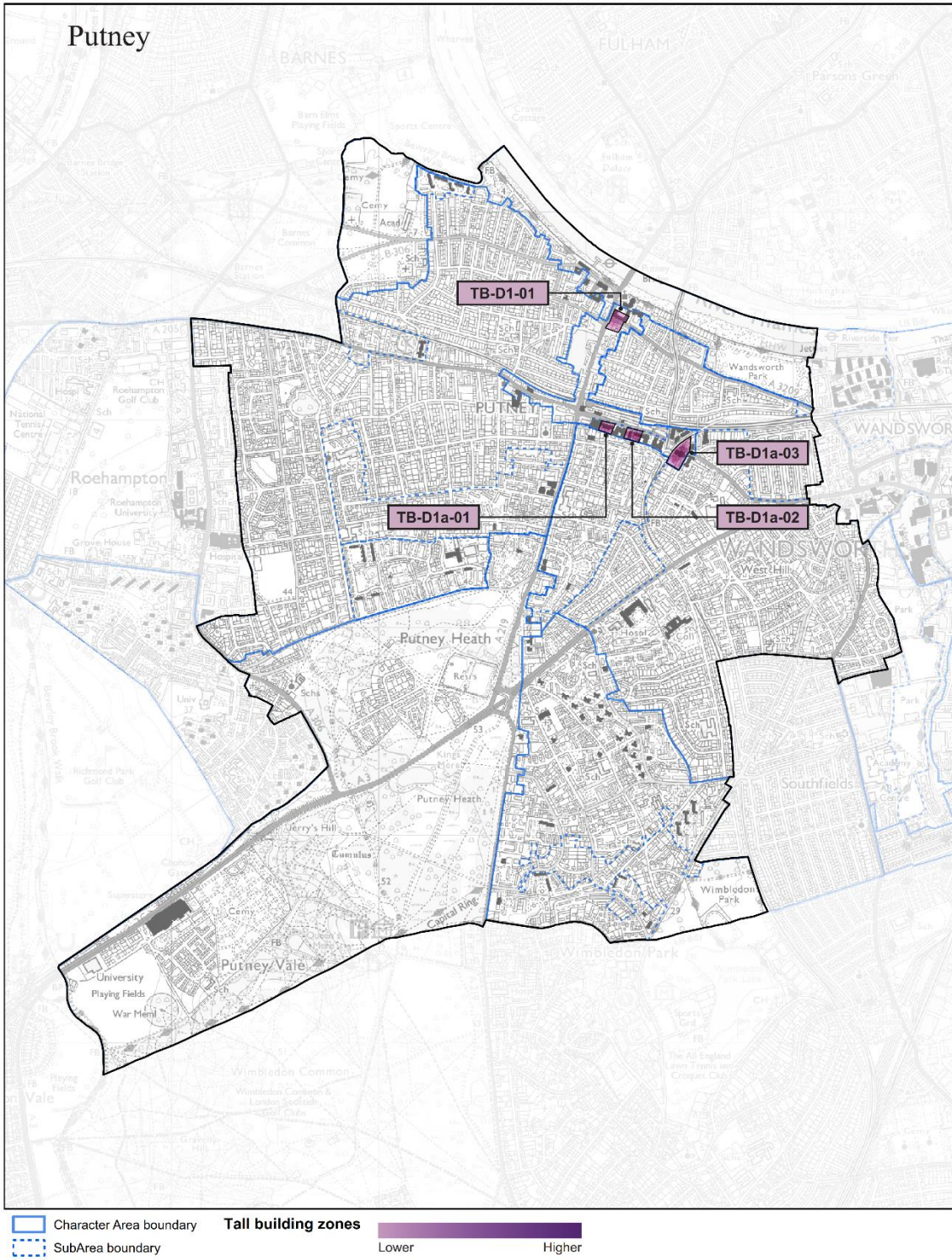
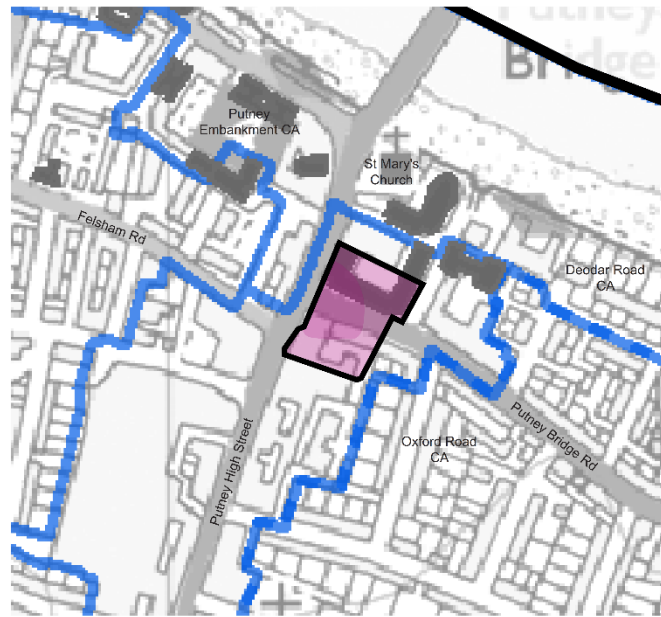


Figure 52 Putney Tall Building Zones

TB-D1-01

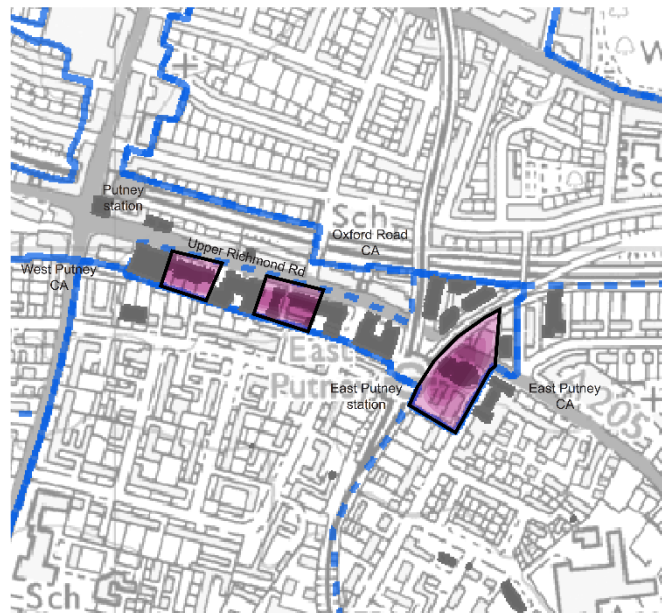


Existing prevailing height: 3-9 storeys

Appropriate height: 7-8 storeys (21-24m)

Figure 53 Tall Building Zone TB-D1-01

TB-D1a-01, TB-D1a-02 and TB-D1a-03



Existing prevailing height: 6-11 storeys

Appropriate height: 7-10 storeys (21-30m)

Figure 54 Tall Building Zone TB-D1a-01, TB-D1a-02 and TB-D1a-03

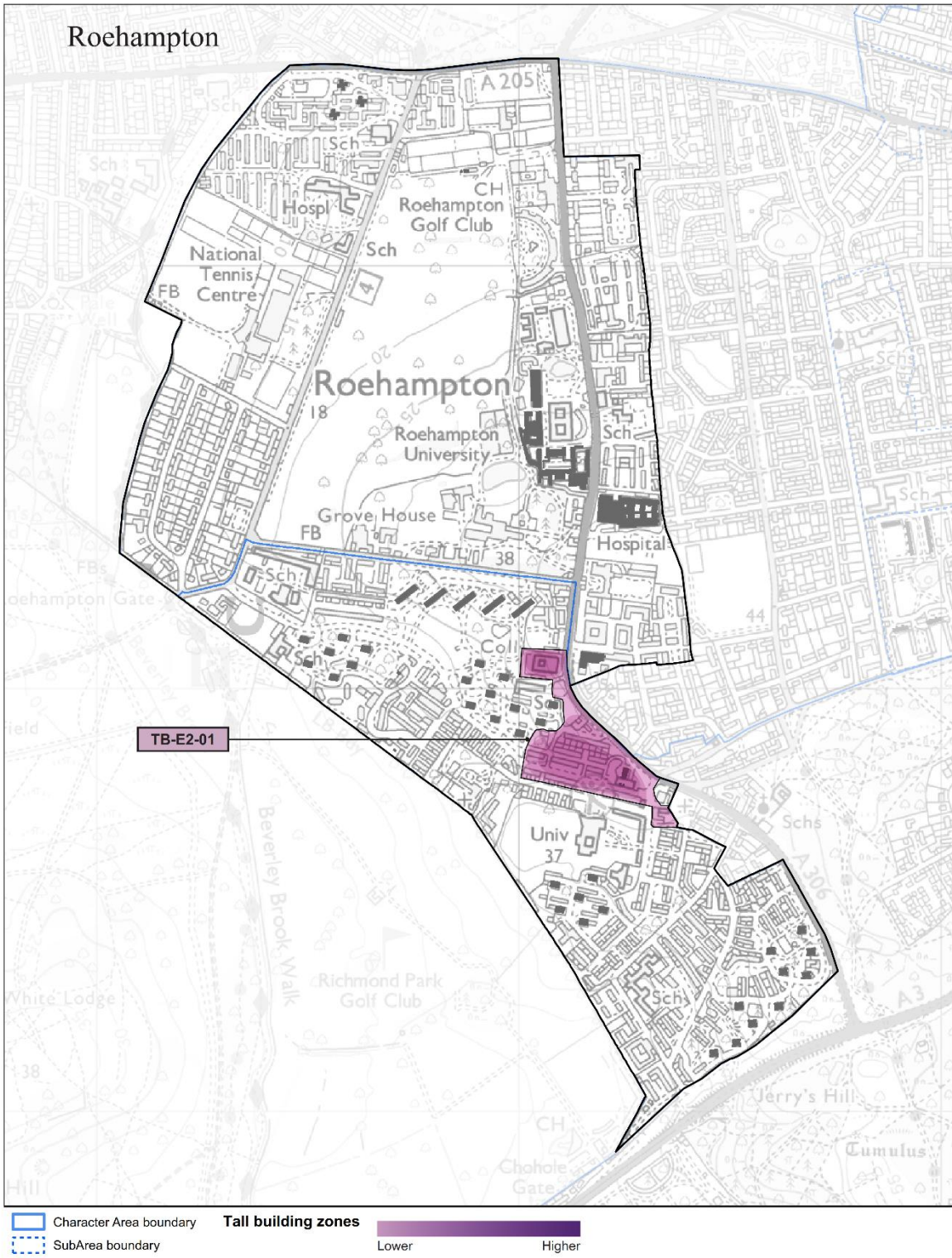
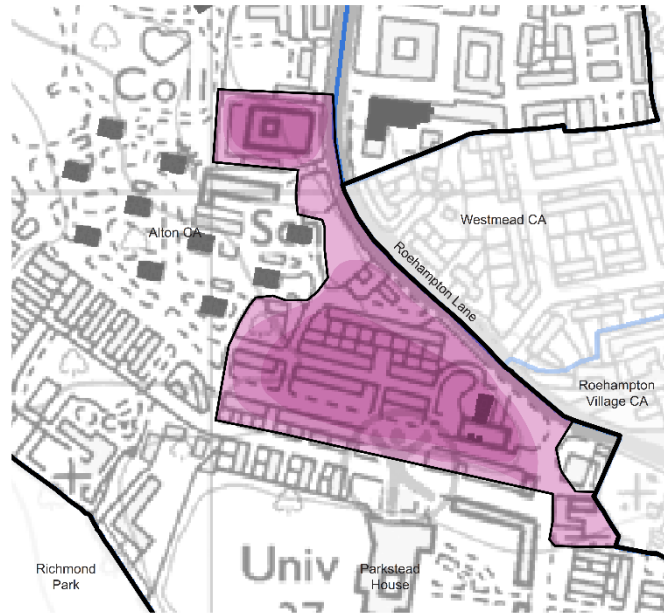


Figure 55 Roehampton Tall Building Zones

TB-E2-01



Existing prevailing height: 2-10 storeys

Appropriate height: 7-9 storeys (21-27m)

Figure 56 Tall Building Zone TB-E2-01

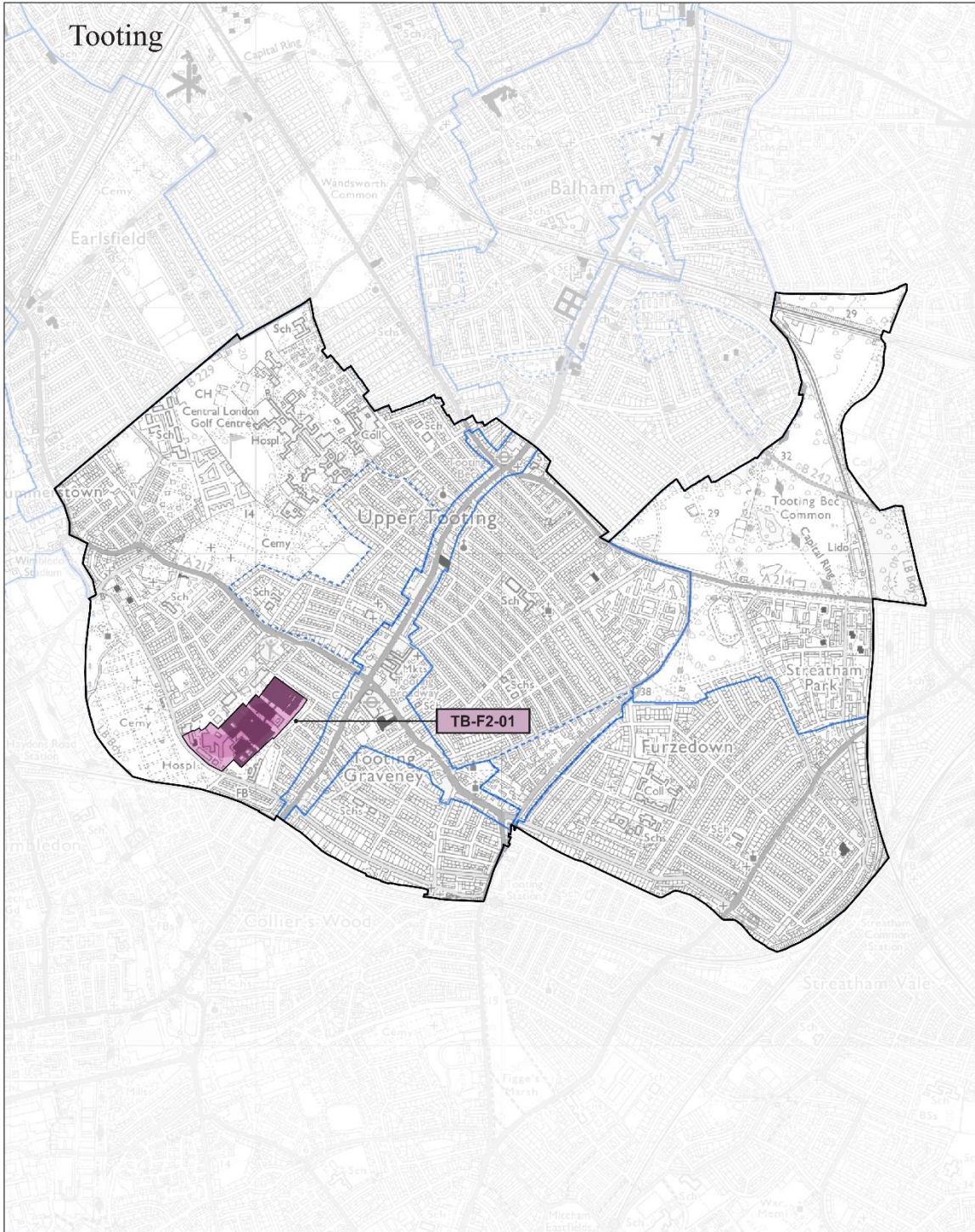


Figure 57 Tooting Tall Building Zones

TB-F2-01



Existing prevailing height: 2-13 storeys

Appropriate height: 7-8 storeys (21-24m)

Figure 58 Tall Building Zone TB-F2-01

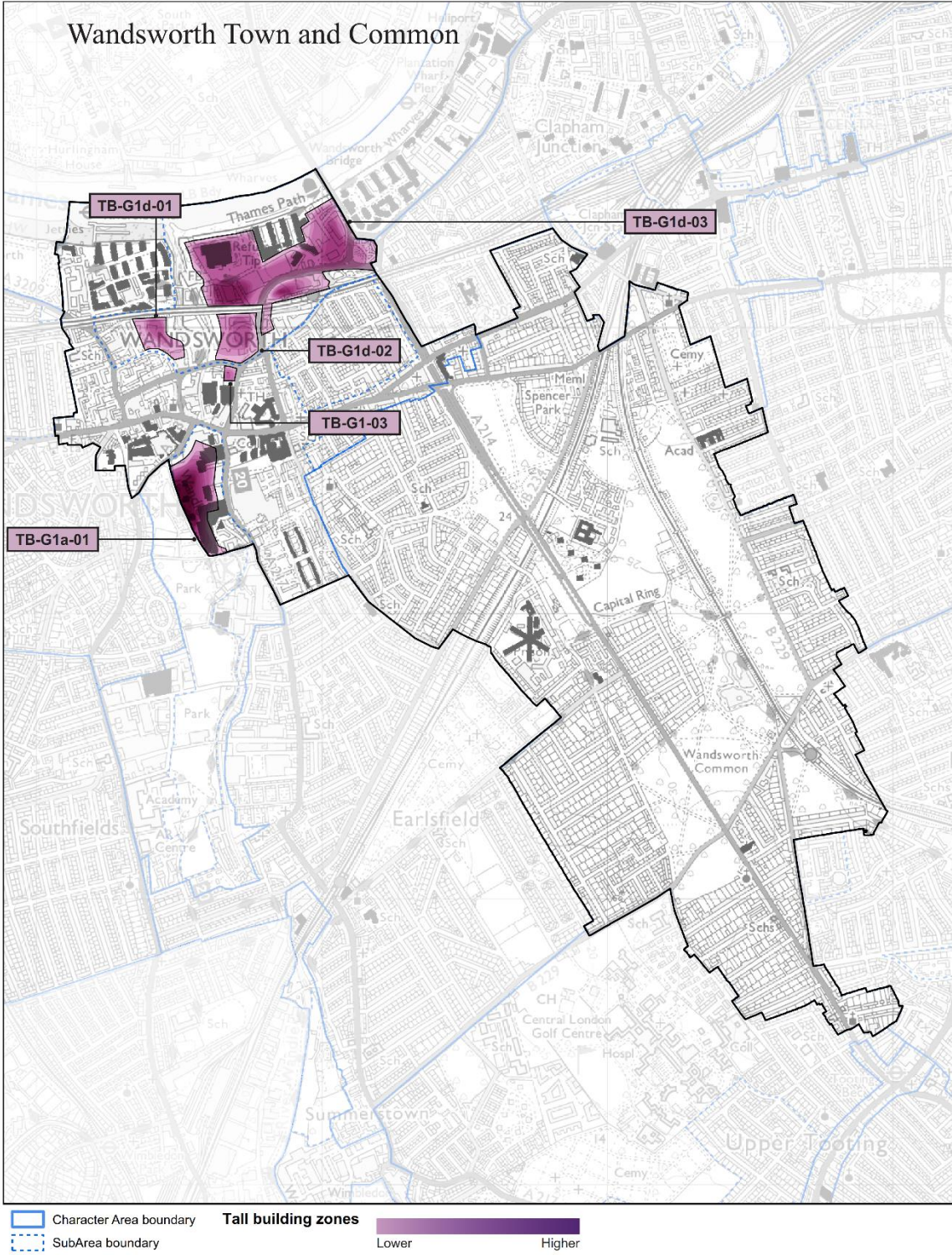
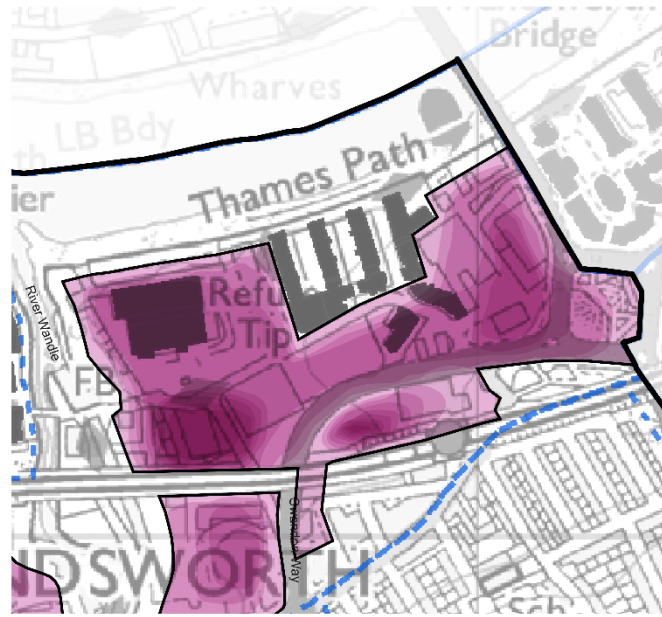


Figure 59 Wandsworth Town and Common Tall Building Zones

TB-G1d-03

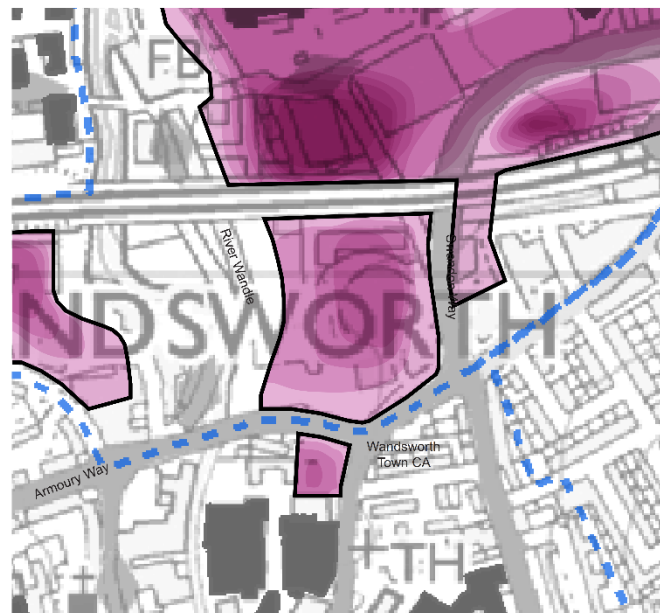


Existing prevailing height: 4-8 storeys

Appropriate height: 7-15 storeys (21-45m)

Figure 60 Tall Building Zone TB-G1d-03

TB-G1d-02

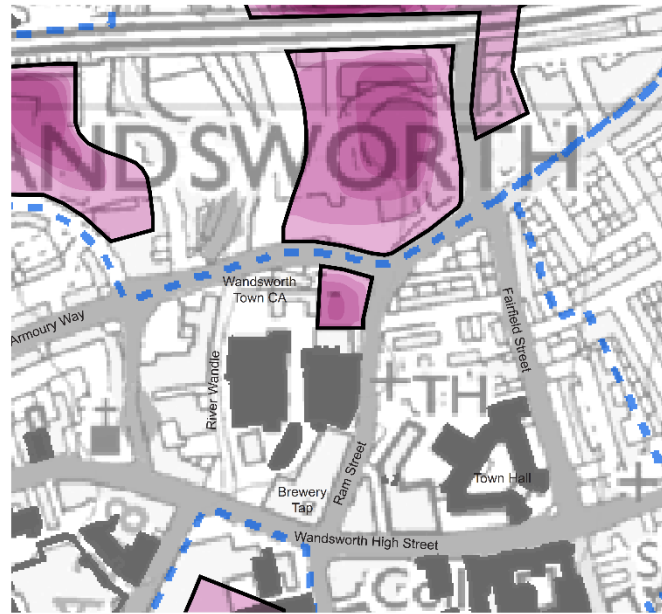


Existing prevailing height: 2-3 storeys

Appropriate height: 7-10 storeys (21-30m)

Figure 61 Tall Building Zone TB-G1d-02

TB-G1-03



Existing prevailing height: 1-2 storeys

Appropriate height: 7-10 storeys (21-30m)

Figure 62 Tall Building Zone TB-G1-03

TB-G1d-01

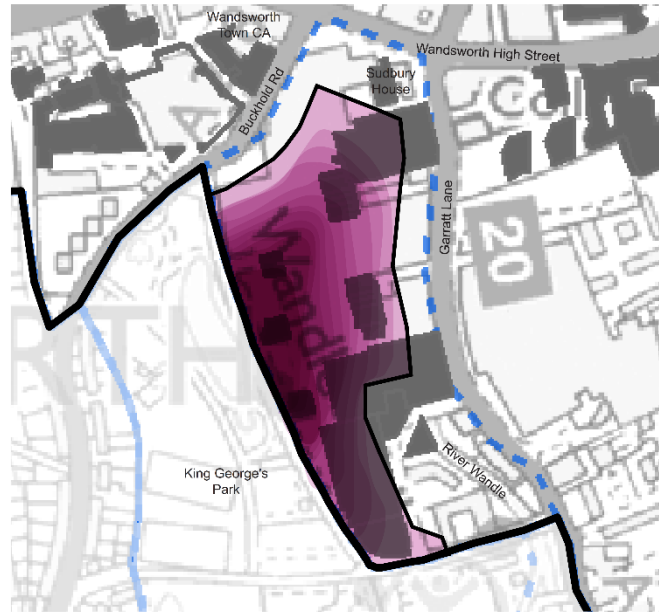


Existing prevailing height: 2-3 storeys

Appropriate height: 7-10 storeys (21-30m)

Figure 63 Tall Building Zone TB-G1d-01

TB-G1a-01



Existing prevailing height: 3-20+ storeys

Appropriate height: 7-20 storeys (21-60m)

Figure 64 Tall Building Zone TB-G1a-01

3.3.2 Reason for Inclusion

In accordance with Policy D9 of the London Plan, Development Plans should: (1) define what is considered a tall building; (2) define locations where tall buildings may be an appropriate form of development; and (3) define appropriate tall building heights for any such locations. The designation therefore seeks to address the requirements of the London Plan and support the implementation of Policy LP4 (Tall and Mid-rise Buildings).

3.4 Mid-rise Building zones

3.4.1 Definition

Buildings which do not trigger the definition of a tall building set out in Part A, but are 5 storeys or over, or 15 metres or more from the ground level to the top of the building (whichever is lower) will be considered to be mid-rise buildings. Mid-rise building zones show locations where mid-rise buildings will be an acceptable form of development and identify an appropriate height for each zone.

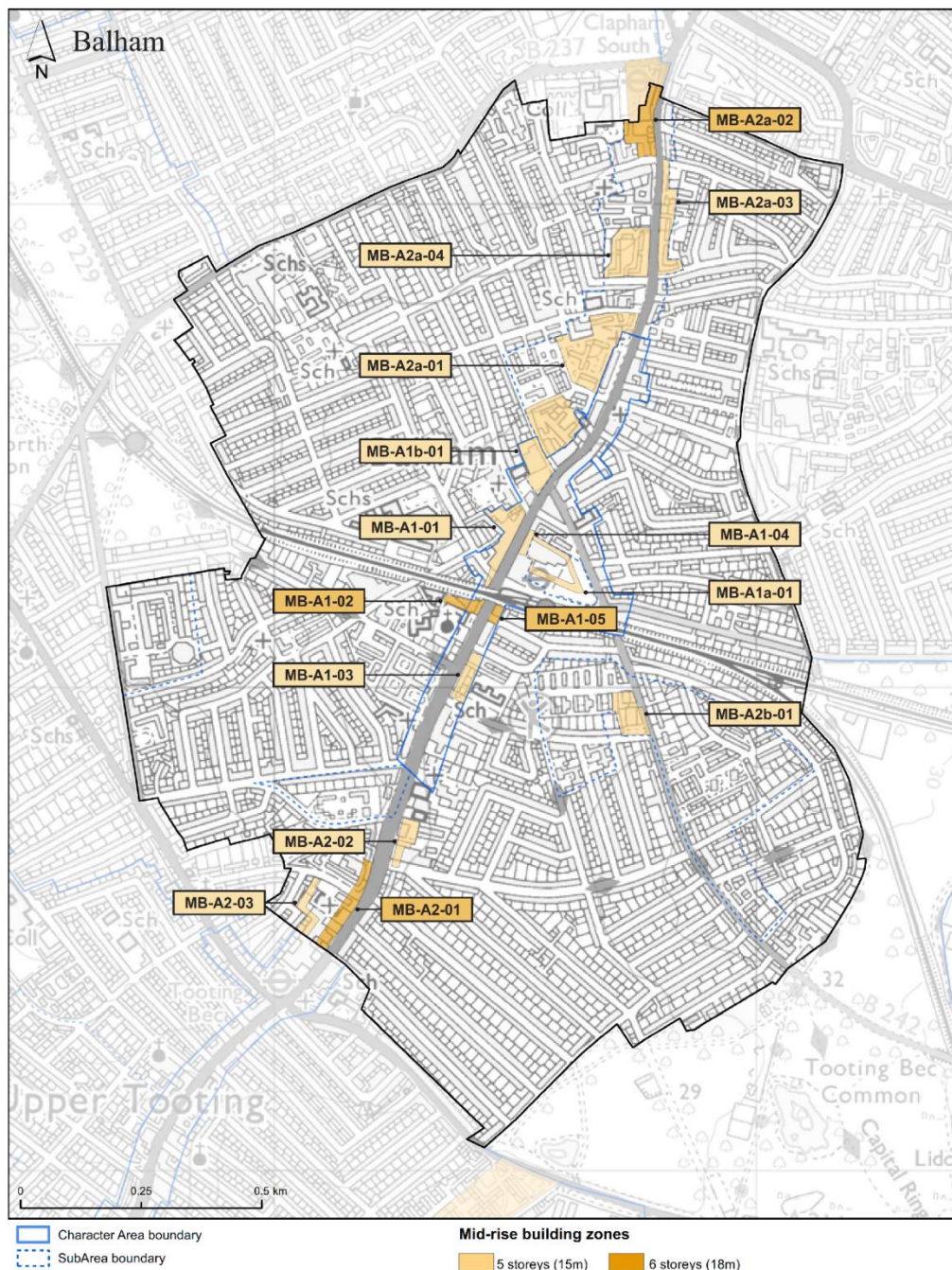


Figure 65 Balham Mid-rise Building Zones

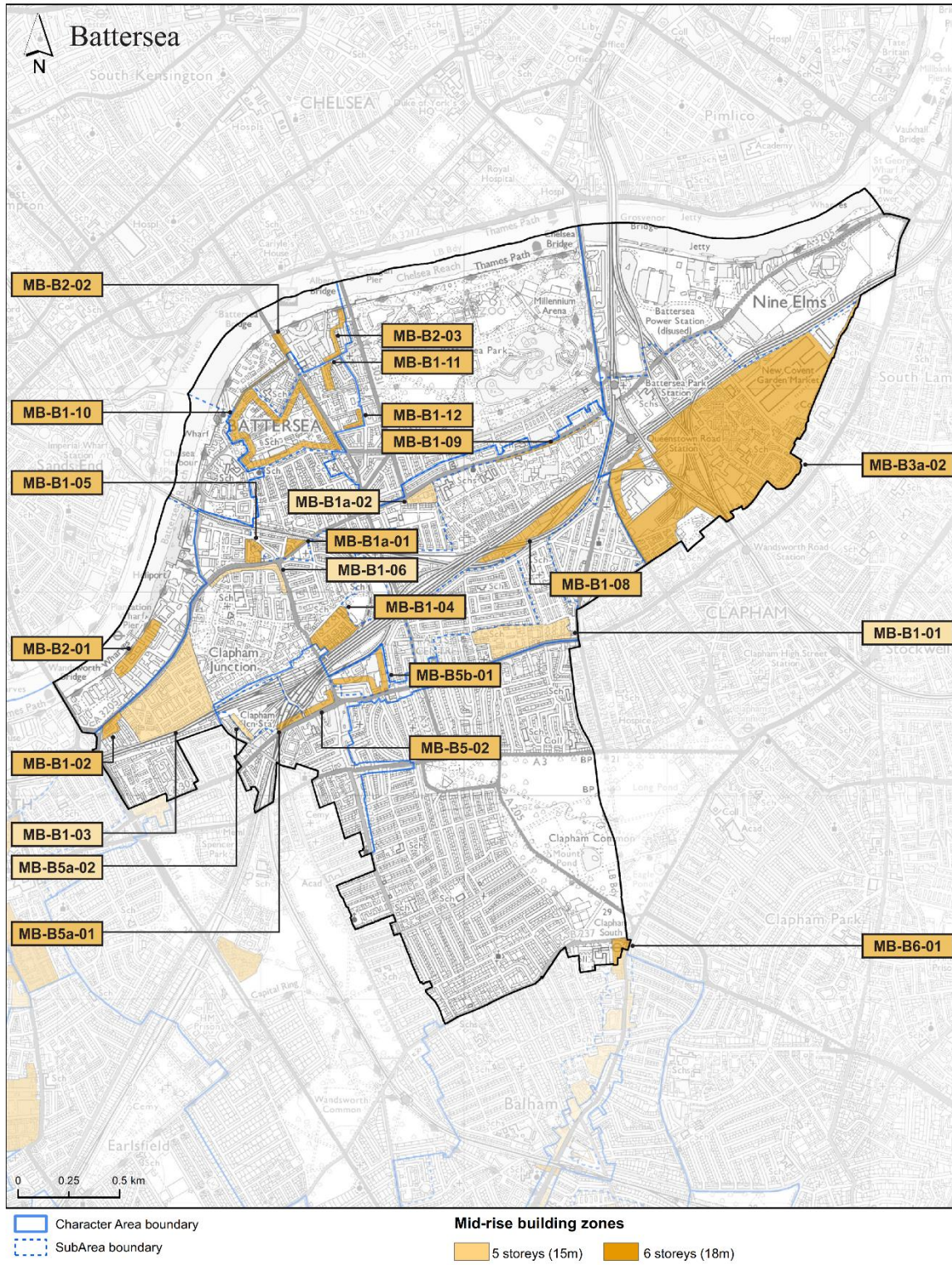


Figure 66 Battersea Mid-rise Building Zones

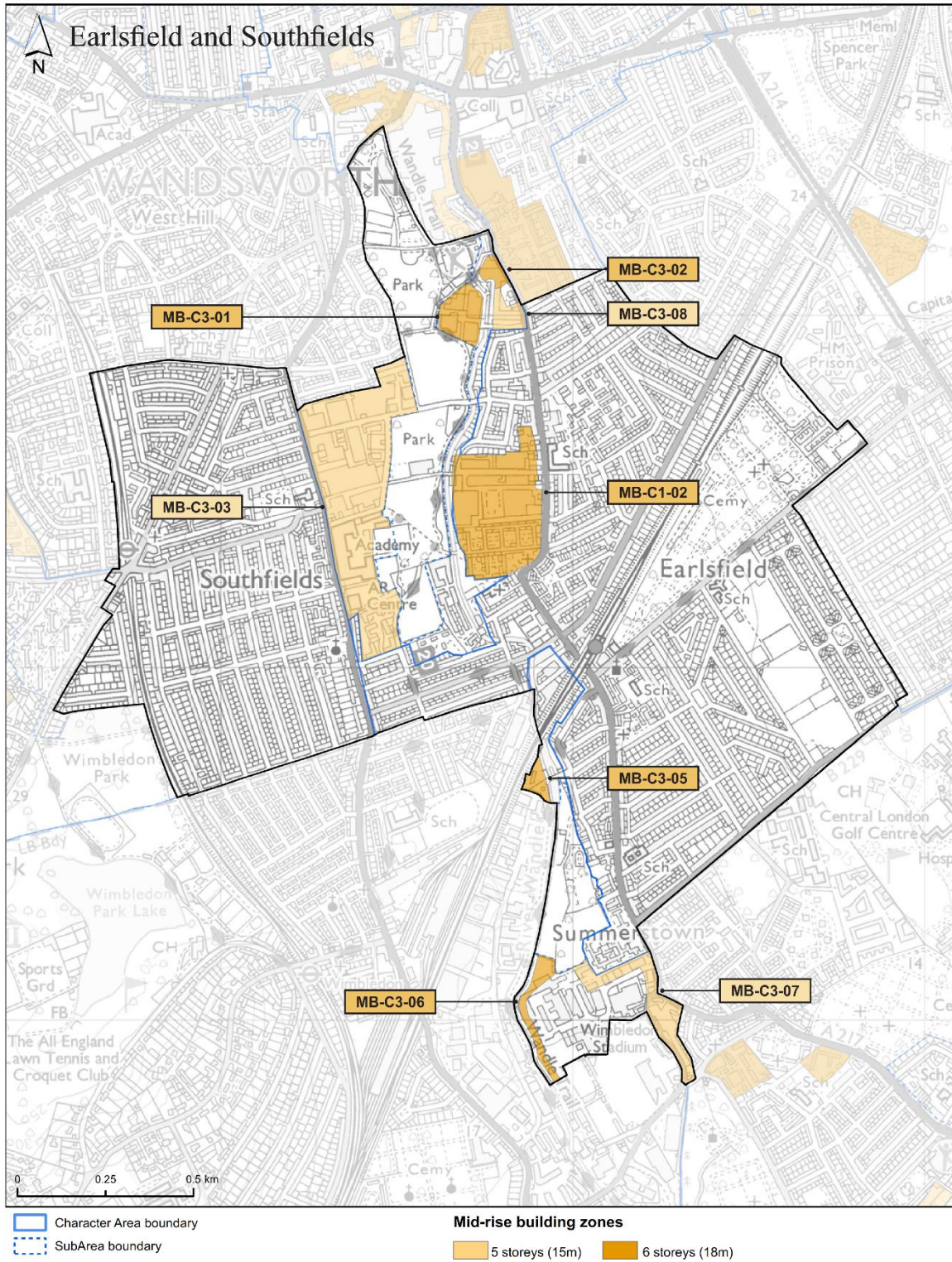


Figure 67 Earlsfield and Southfields Mid-rise Building Zones

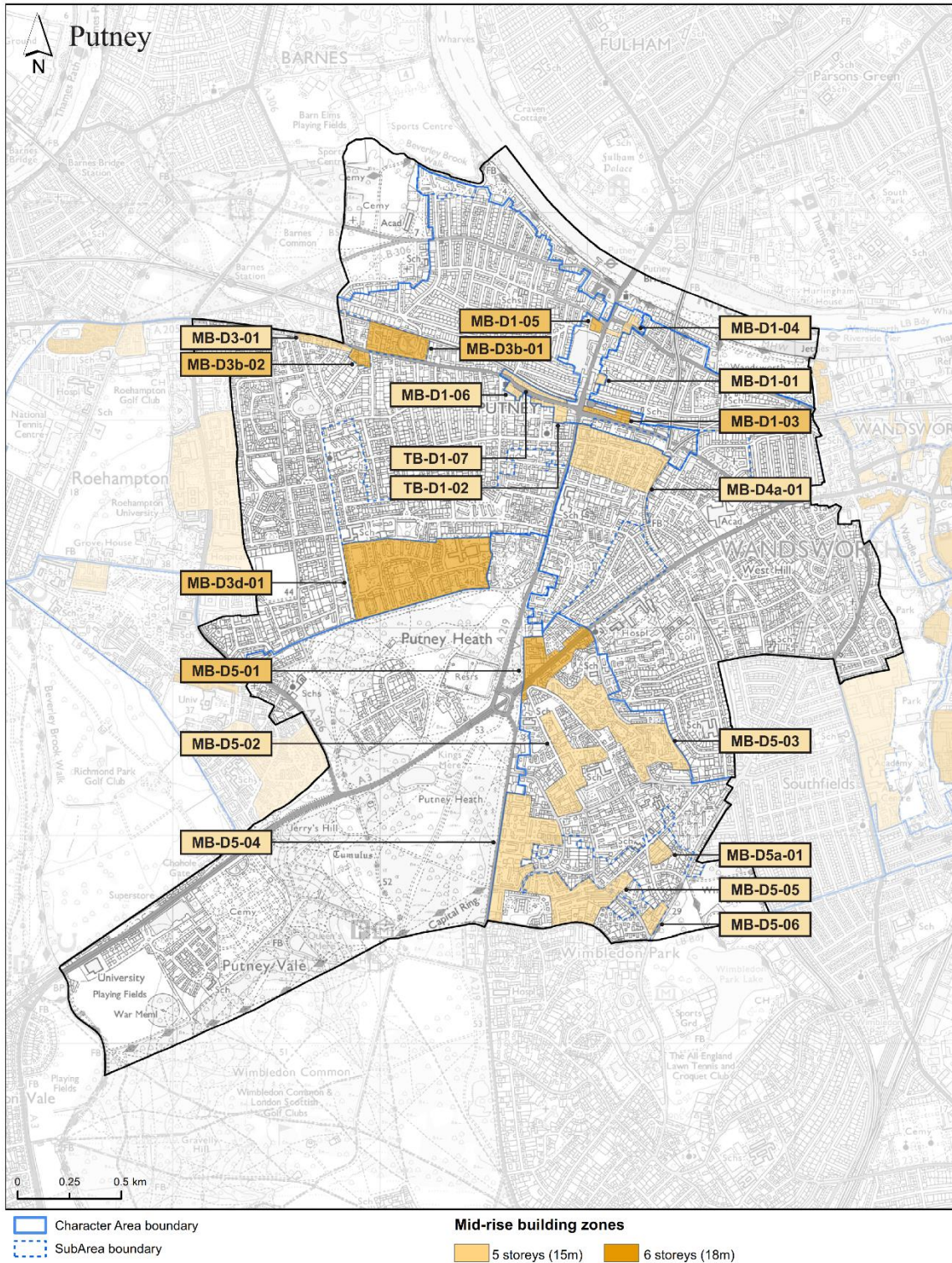


Figure 68 Putney Mid-rise Building Zones

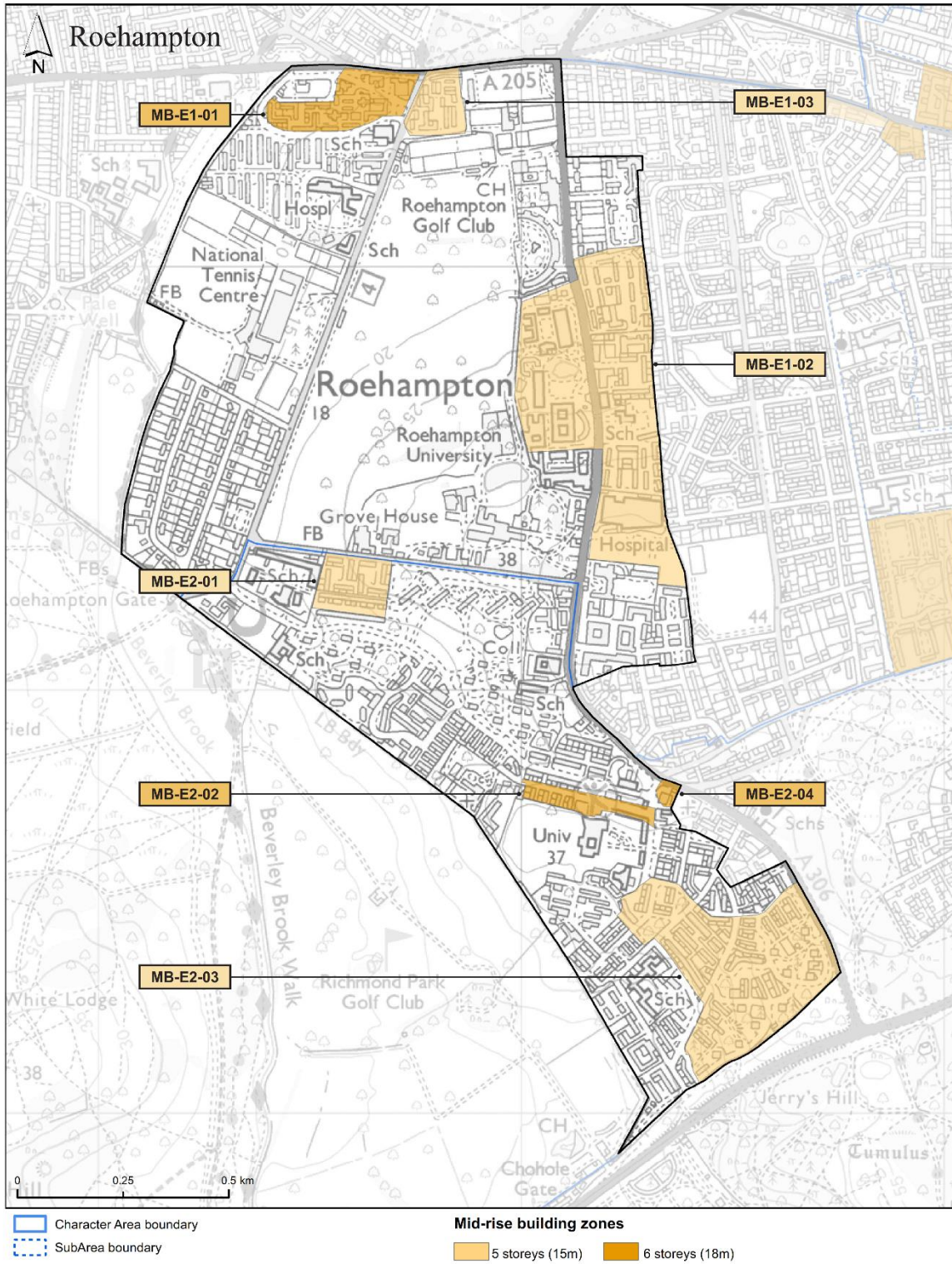


Figure 69 Roehampton Mid-rise Building Zones

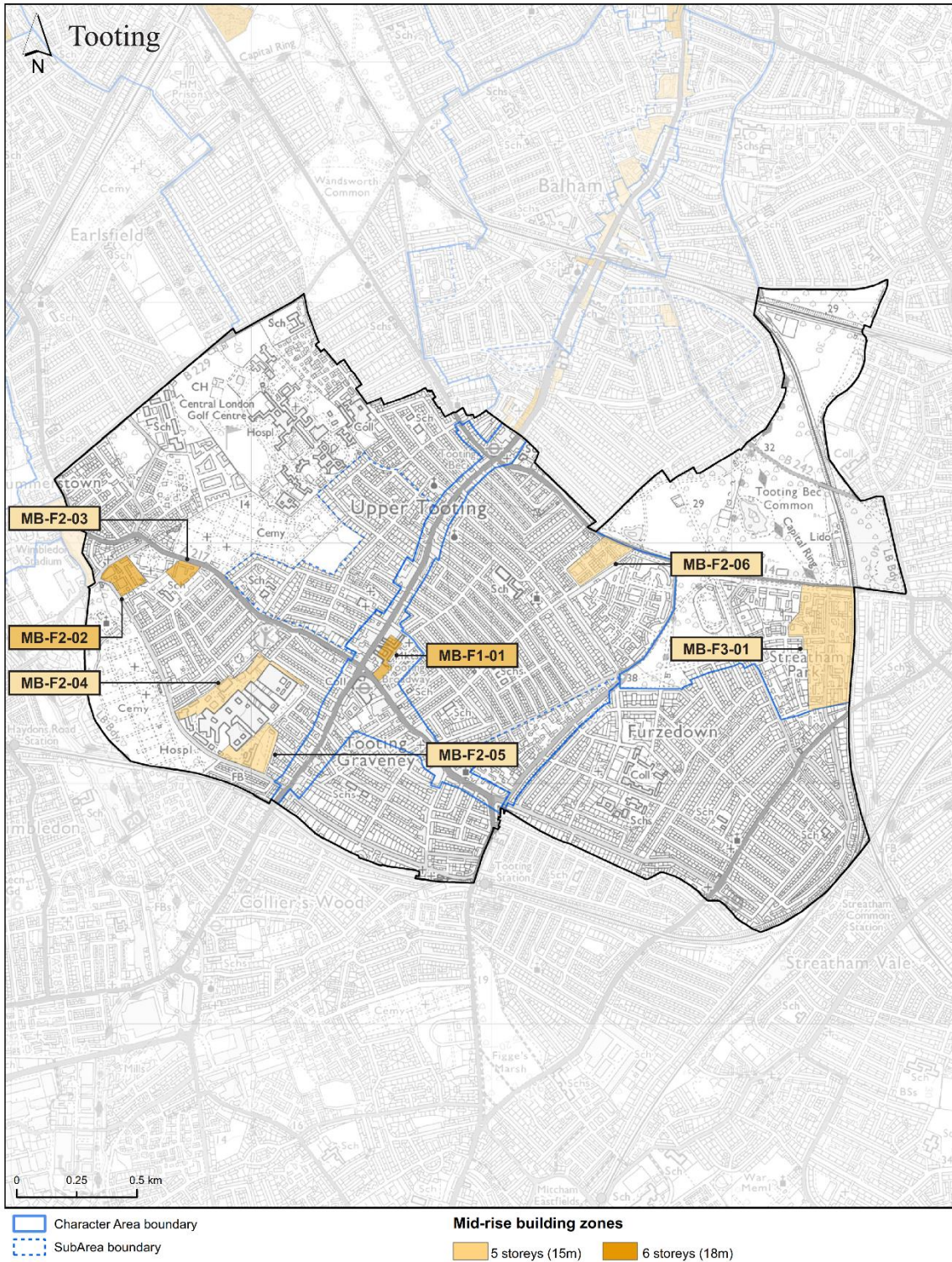


Figure 70 Tooting Mid-rise Building Zones

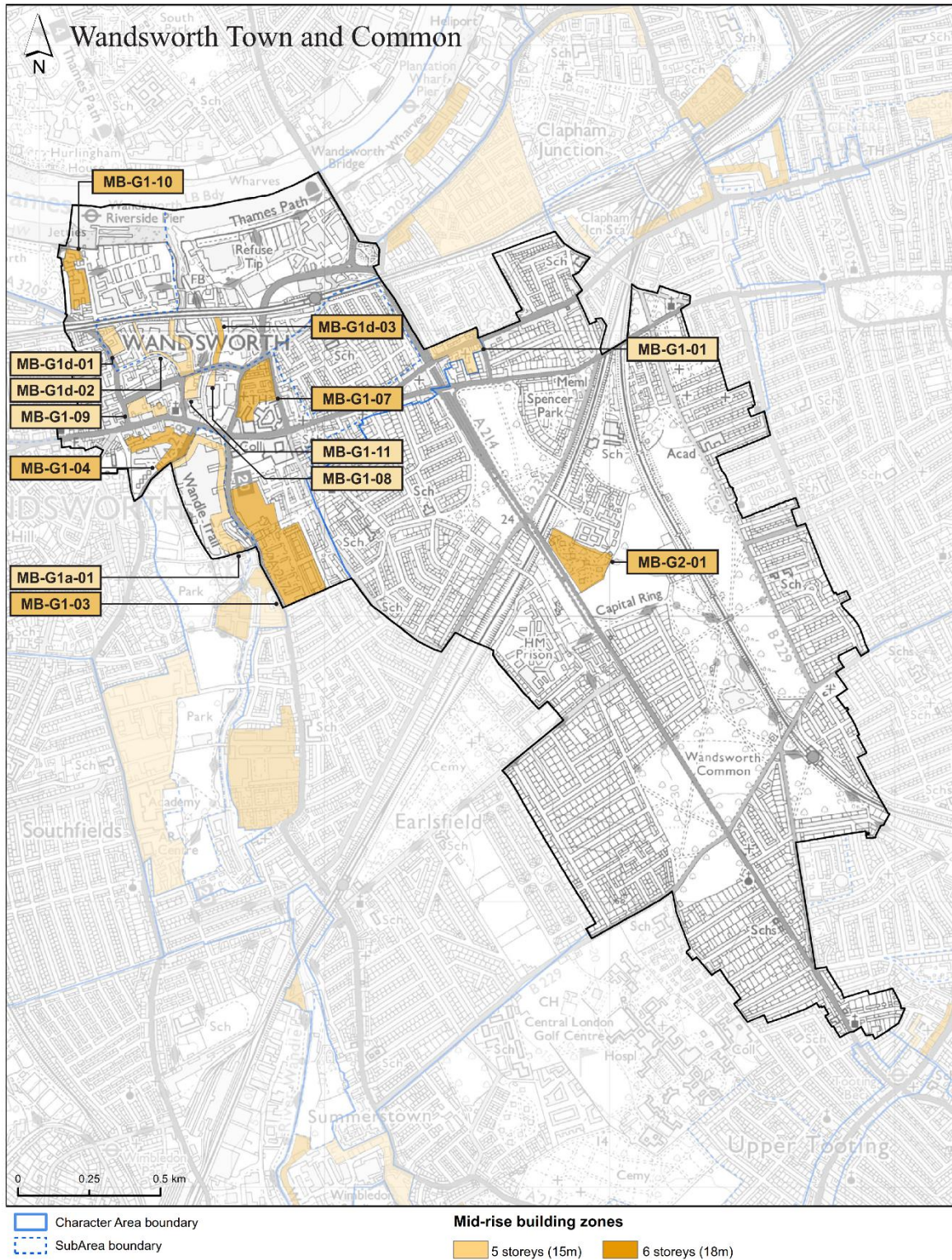


Figure 71 Wandsworth Town and Common Mid-rise Building Zones

3.4.2 Reason for Inclusion

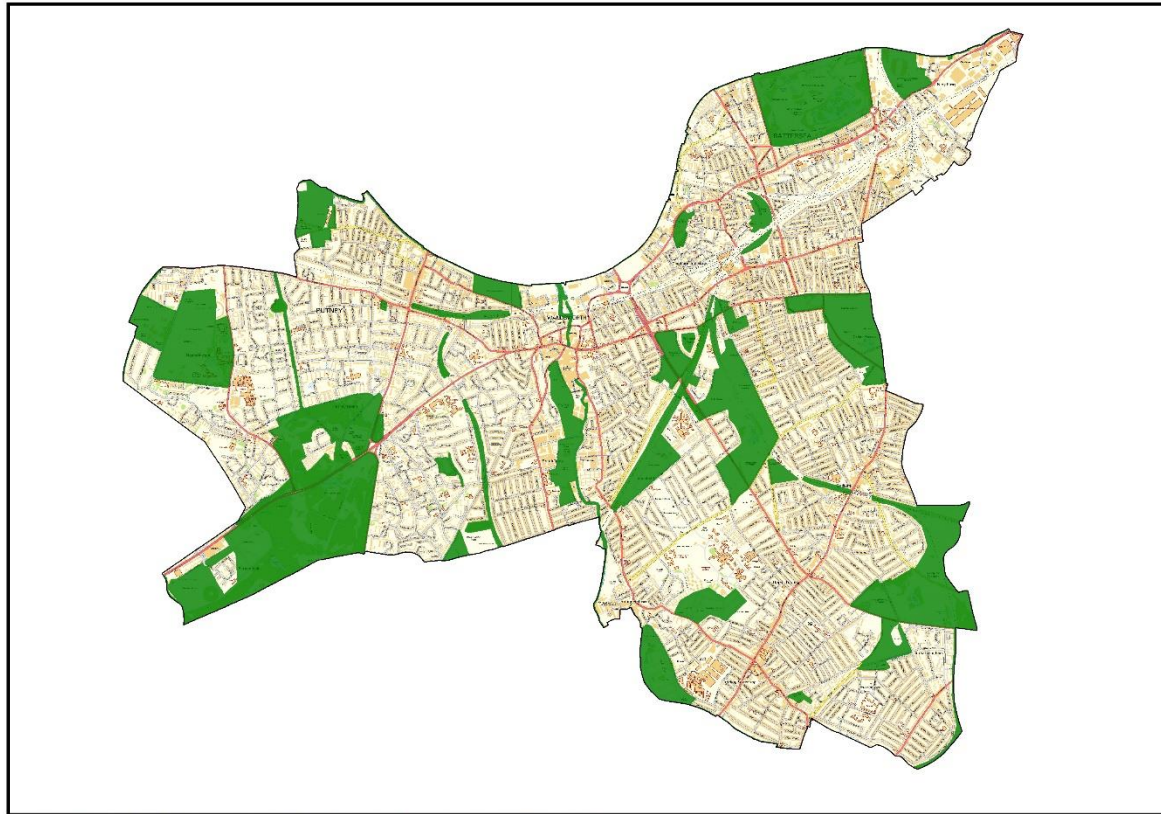
The designation is proposed to be included to support the implementation of policy LP4 (Tall and Mid-rise Buildings). This additional designation provides a greater degree of control over buildings which seem tall in relation to the proportions of the surrounding townscape context; yet not sufficiently tall to be considered as London Plan definition tall buildings. It recognises that there are

locations across the borough where there is potential for buildings which are of an increased height to their surroundings. This approach is not governed by the London Plan; however, it aligns with its aspirations to manage development through a plan-led process, rather than on an ad-hoc basis.

3.5 Sites of Importance to Nature Conservation

3.5.1 Definition

Sites of importance for nature conservation (SINCs) are areas designated for their importance for wildlife. The designation includes five sub-designations: Metropolitan, Borough, Borough Grade 1, Borough Grade 2, and Local.



© Crown copyright. All rights reserved. Wandsworth Borough Council Licence No. LA 1000019270 (2020)

Figure 72 Sites of Importance to Nature Conservations

3.5.2 Reason for Inclusion

The Policy Map includes asterisks within this designations Metropolitan Open Land; Statutory Local Nature Reserves; Historic Parks and Gardens; Other Larger Protected Open Spaces which identify which sites are also Sites of Importance to Nature Conservation (SINCs). These asterisks are proposed to be removed and a separate SINCs designation be included in order to show the exact boundaries of SINCs and the different levels of designation. The designation is proposed to be included to support the Local Plan Policy LP 55 Biodiversity.

3.6 Clapham Junction Opportunity Area

3.6.1 Definition

This boundary sets out the Clapham Junction Opportunity Area Boundary.

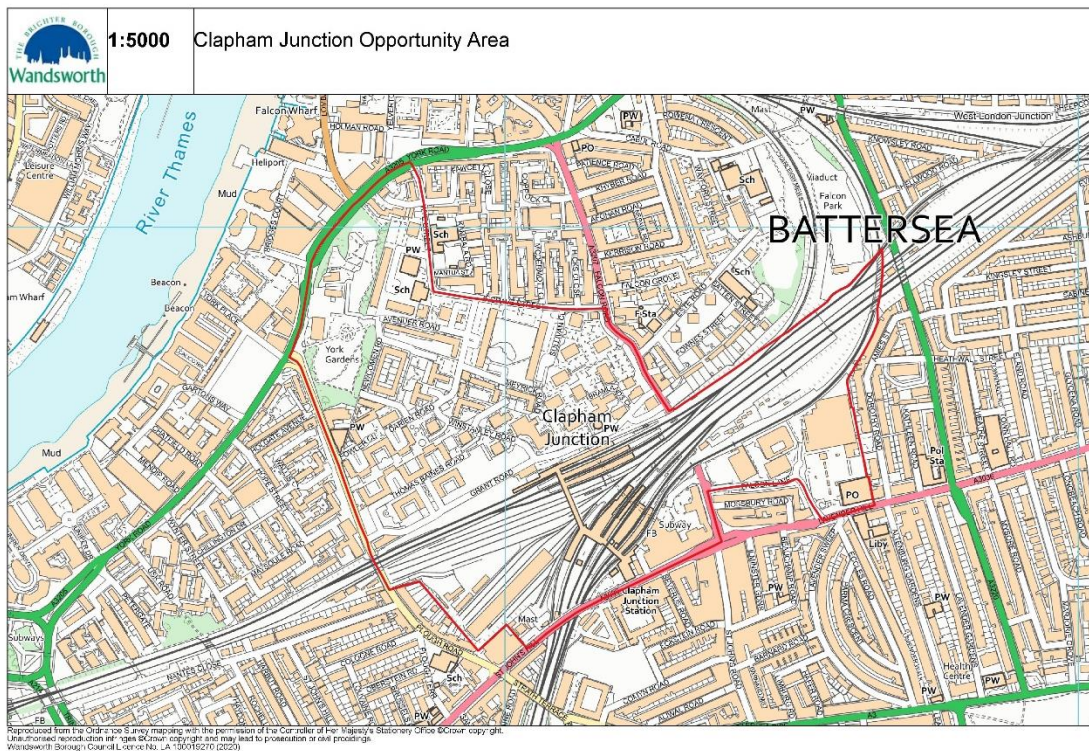


Figure 73 Clapham Junction Opportunity Area Boundary

3.6.2 Reason for Inclusion

The Greater London Authority identified in the Regulation 18 Local Plan Consultation that this boundary had not been identified in the Local Plan.

3.7 Spatial Strategy Areas

3.7.1 Definition

The Wandsworth Local Plan has introduced seven spatial areas and two overarching spatial areas. These boundaries capture the extent of each spatial areas and support their corresponding policies in the Local Plan. Each Spatial Area Boundary is based on the existing Town Centre Boundaries and the proposed Site Allocations in the Local Plan. A boundary of 100m was then added to the larger Spatial Area (Wandsworth, Nine Elms, Clapham Junction, Riverside and Wandle Valley) and a 50m buffer added to the smaller Spatial Areas (Putney, Tooting, Roehampton, and Balham). The boundaries were reviewed and some of the edges were rationalised. The boundaries were then reviewed by the Economic Development Team and senior Town Planning colleagues for approval.

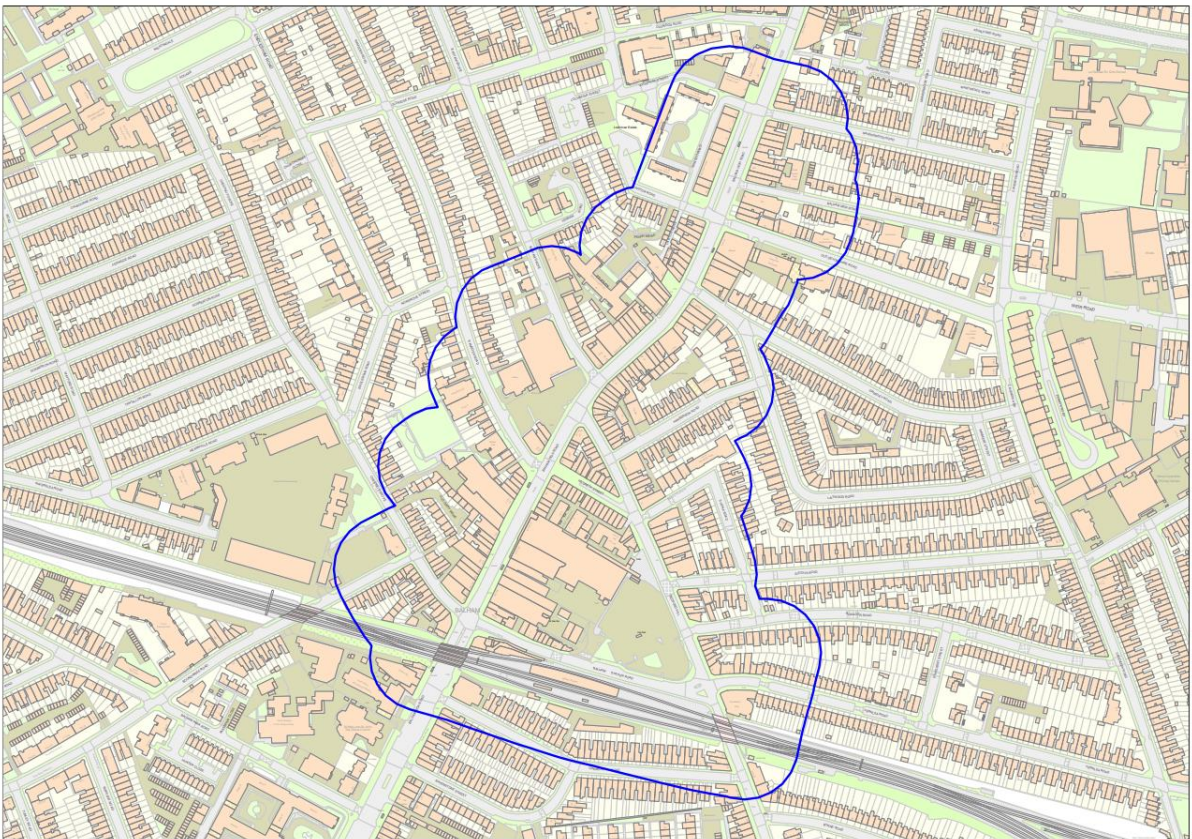


Figure 74 Balham Spatial Strategy Area

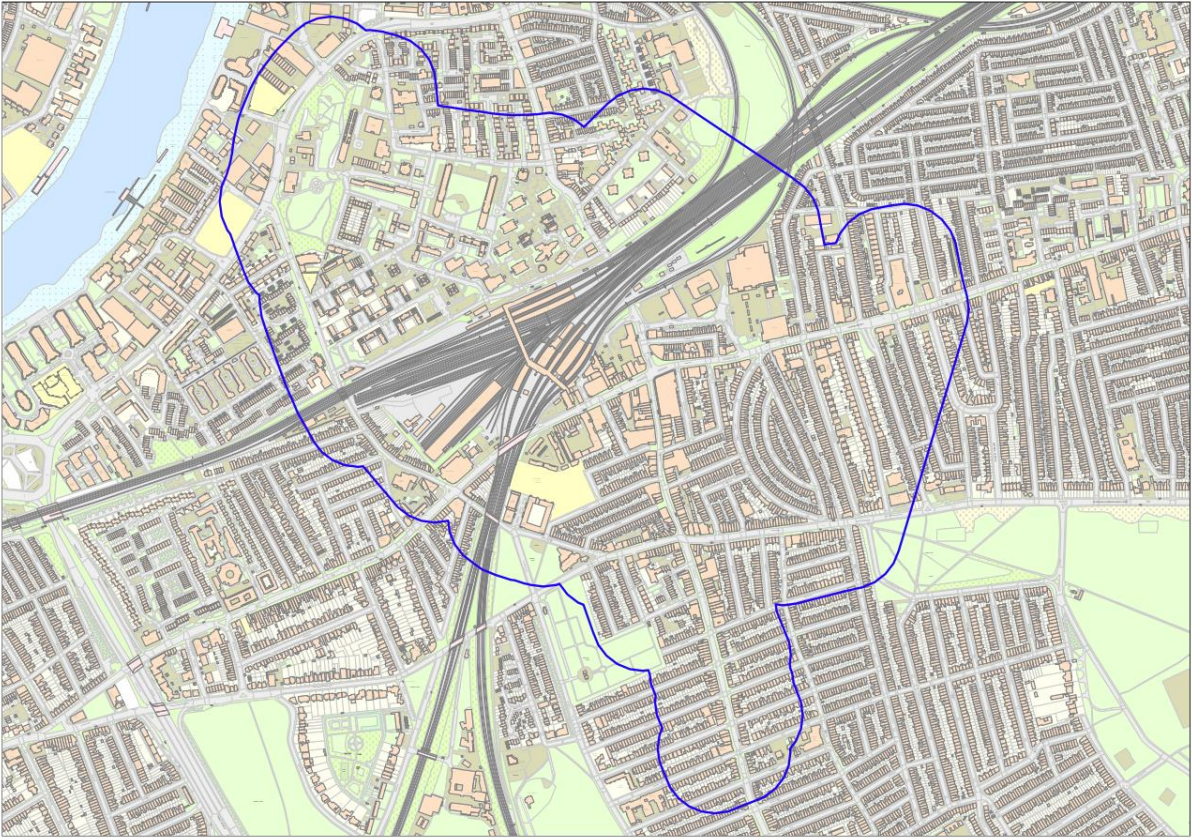


Figure 75 Clapham Junction Spatial Strategy Area

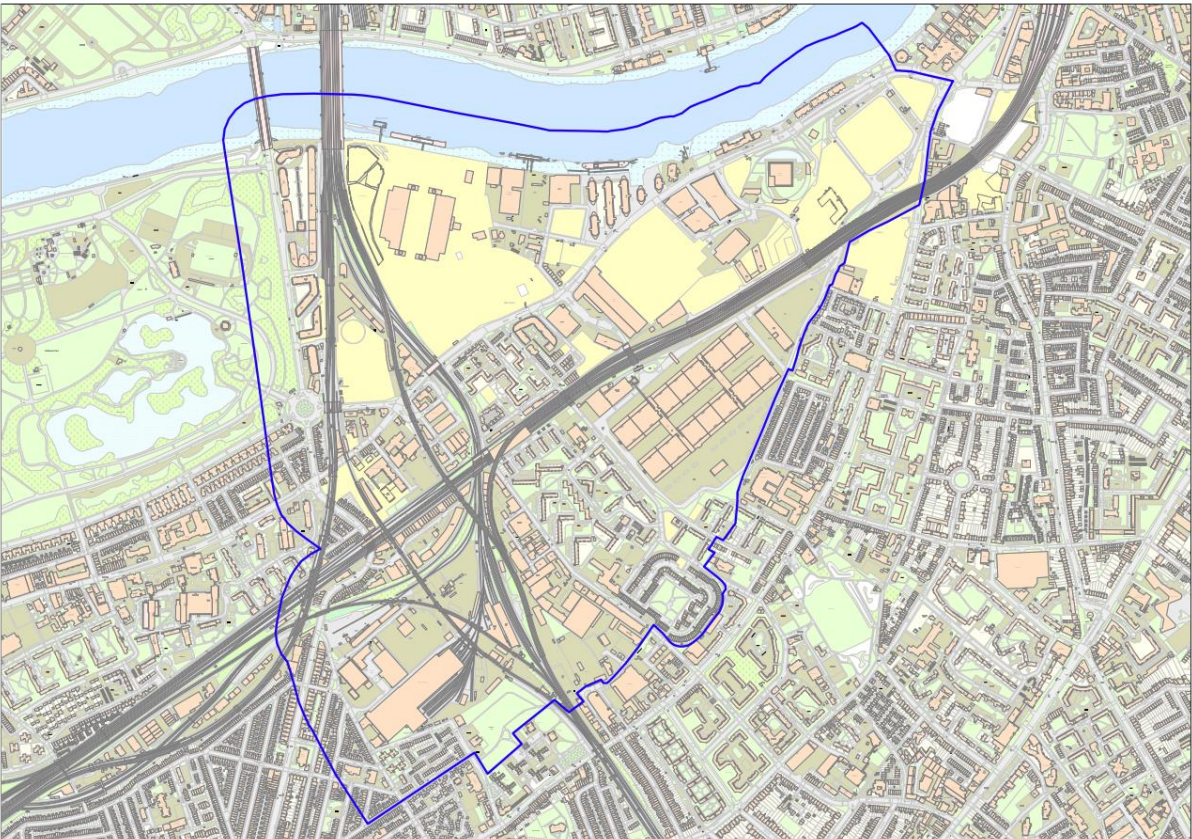


Figure 76 Nine Elms Spatial Strategy Area

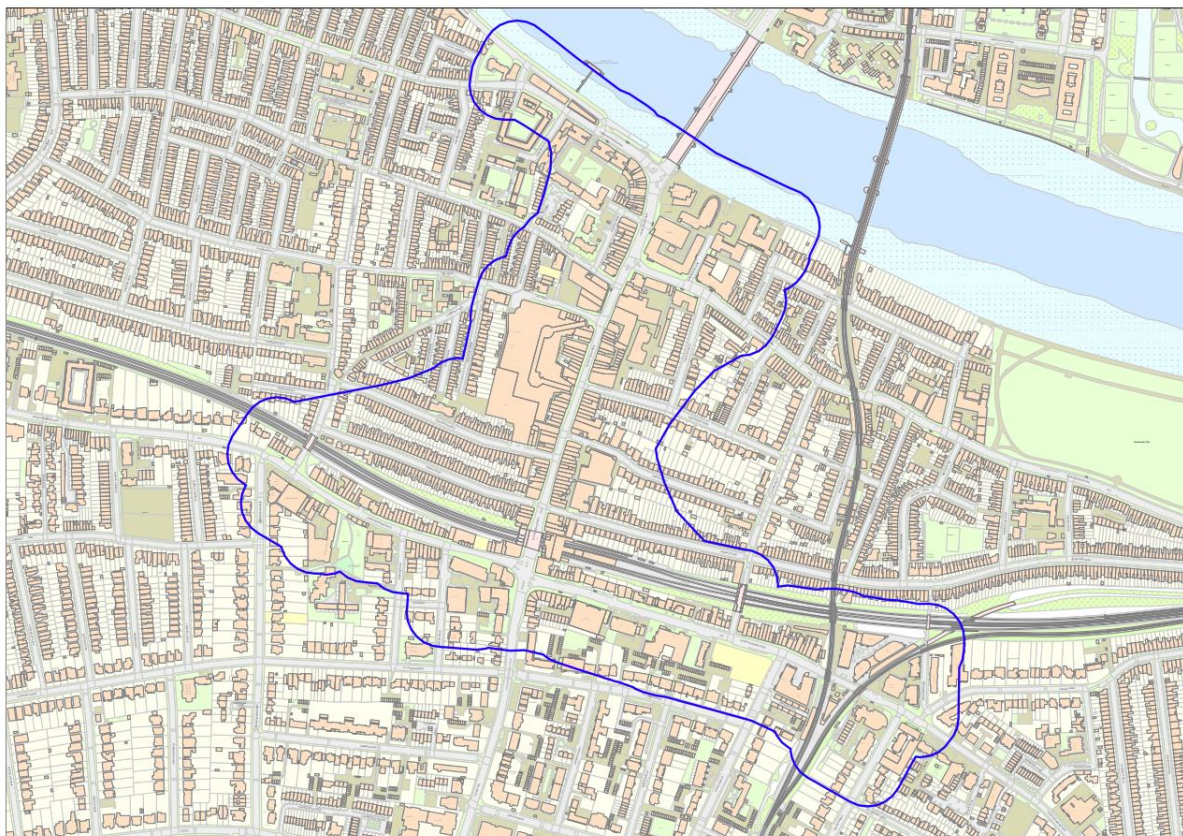


Figure 77 Putney Spatial Strategy Area

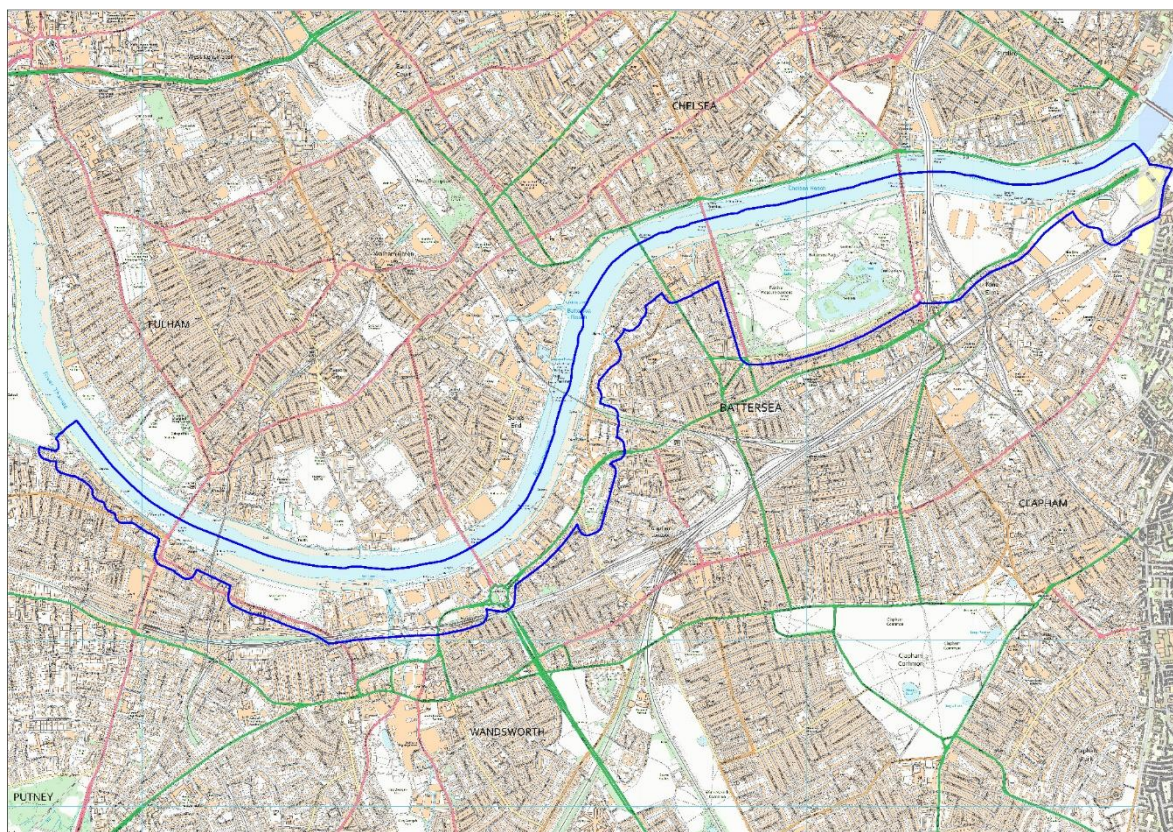


Figure 78 Wandsworth Riverside Spatial Strategy Area

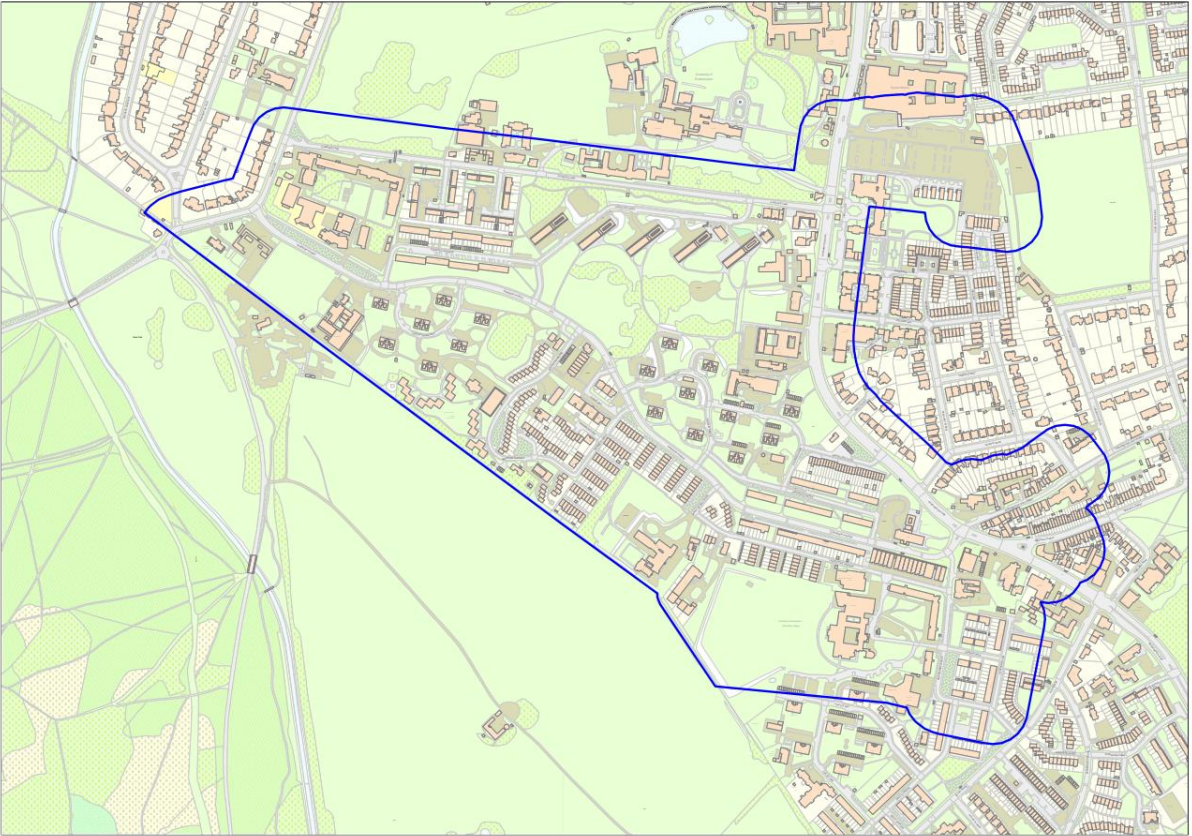


Figure 79 Roehampton Spatial Strategy Area

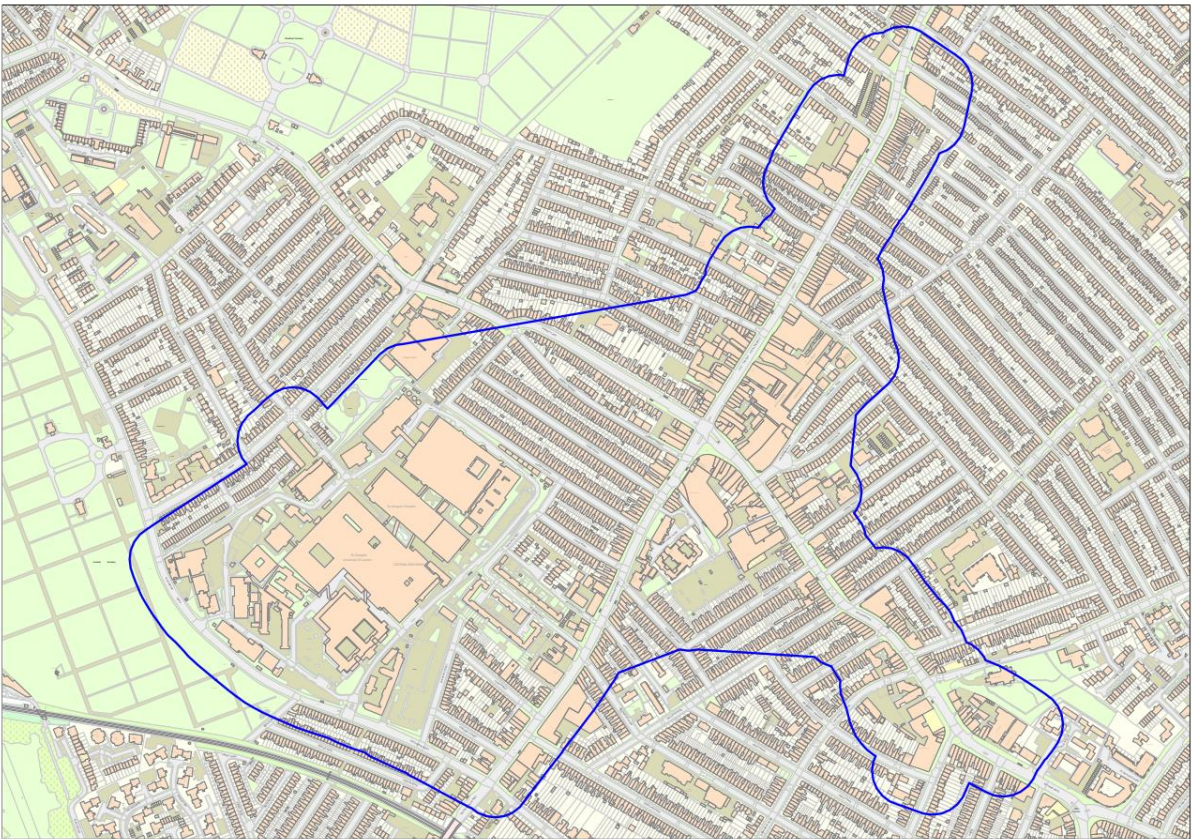


Figure 80 Tooting Spatial Strategy Area

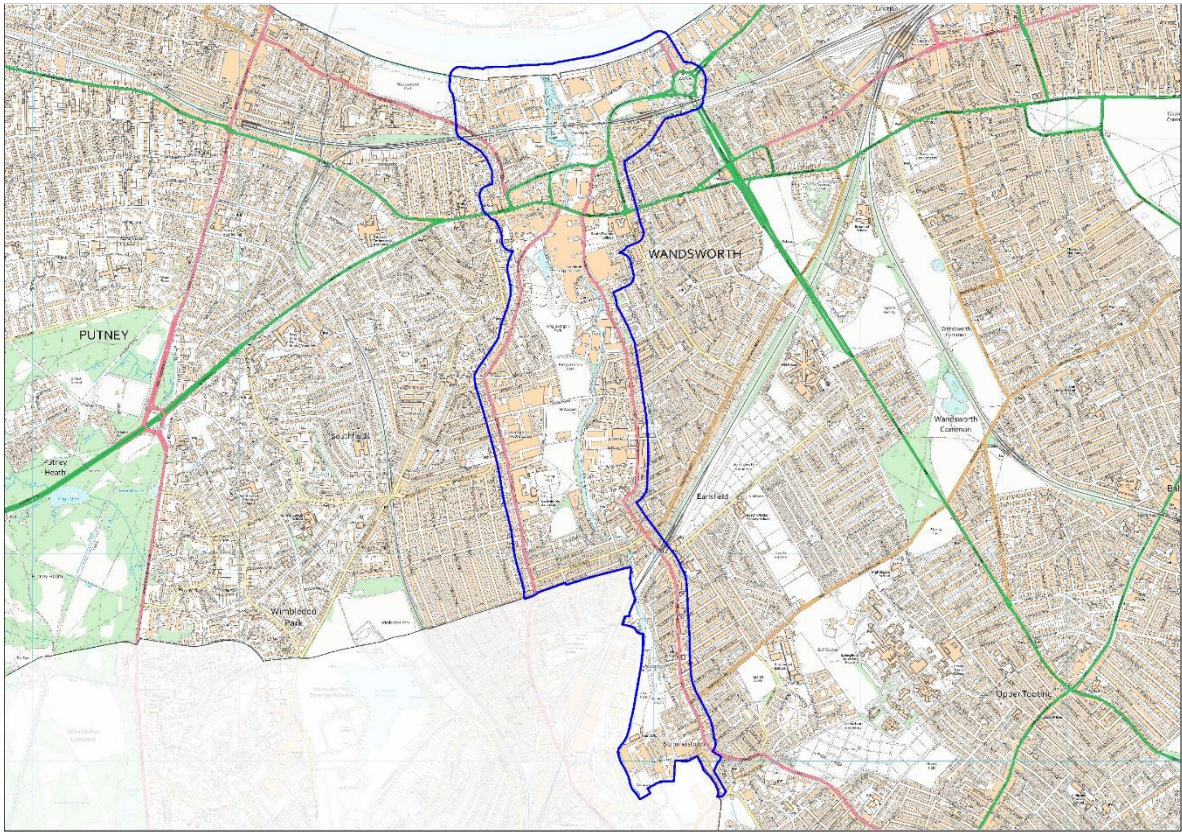


Figure 81 Wandle Valley Spatial Strategy Area

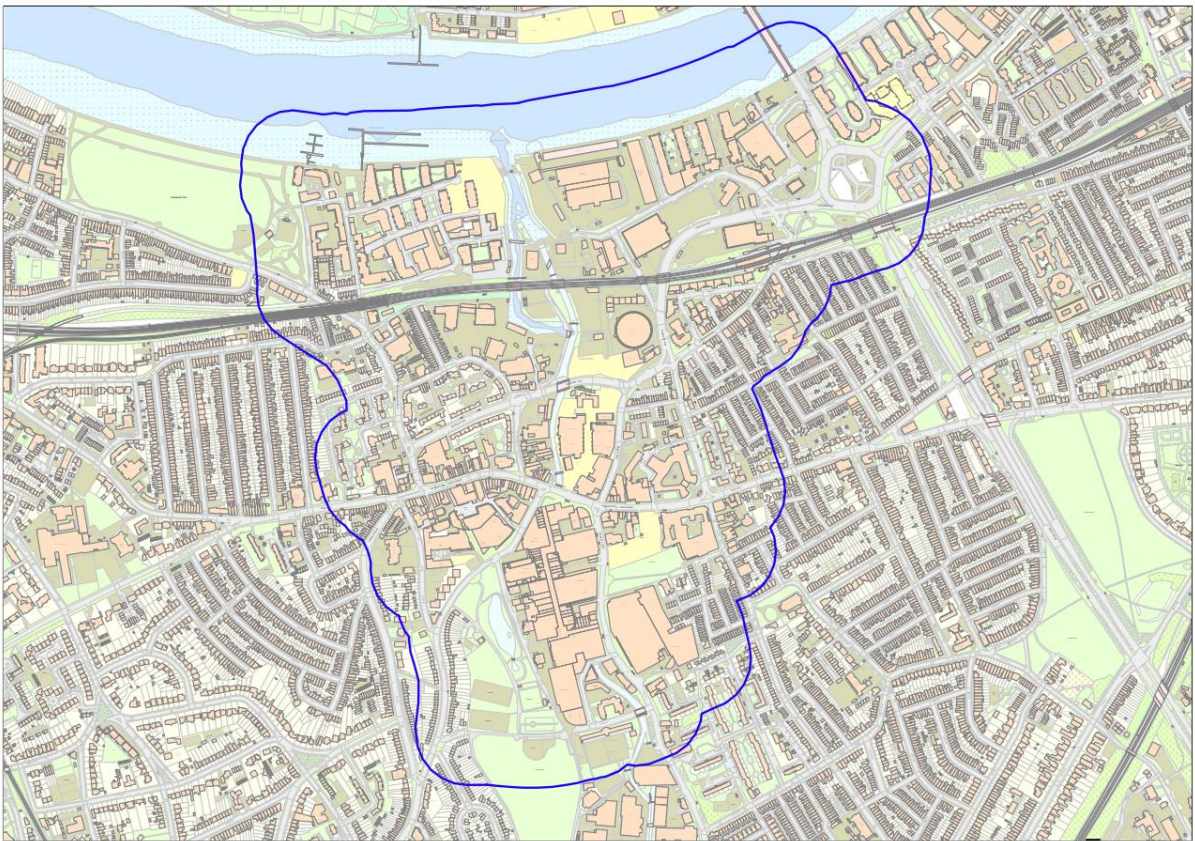


Figure 82 Wandsworth Town Spatial Strategy Area

3.7.2 Reason for Inclusion

Each spatial area boundary identifies the area where the corresponding Placemaking Policies are expected to apply to. For several spatial areas they overlap with Overarching Spatial Area boundaries and for these all Placemaking Policies are to apply.

3.8 Waste Management Sites

3.8.1 Definition

Three of the four Waste Management Sites from the 2016 SSAD Appendix 2 are to be designated on the Local Plan Policy Map, with a number of additions and changes. One new site is also to be designated as a Waste Management Site. The following are to be designated as Waste Management Sites:

- Waste Site 1 Cappagh waste recycling facility, The Willows, is proposed to be retained in the Policies Map with unchanged boundaries.
- Waste Site 2 Pensbury Place Waste Management Site is proposed to be split into four separate designations: Biffa Waste Services; Wandsworth Transfer Station (Suez); European Metal Recycling (EMR); and Pensbury Place Transfer Station (Cory).
- Waste Site 4 Cory Environmental Materials Recycling Facility is proposed to have its boundary extended to include the Western Riverside Waste Transfer Station.
- Cringle Dock, Nine Elms is proposed to be designated as a Waste Management Site.



Figure 83 Cappagh waste recycling facility, The Willows, Riverside Way, SW17



Figure 84 Biffa Waste Services, Pensbury Place

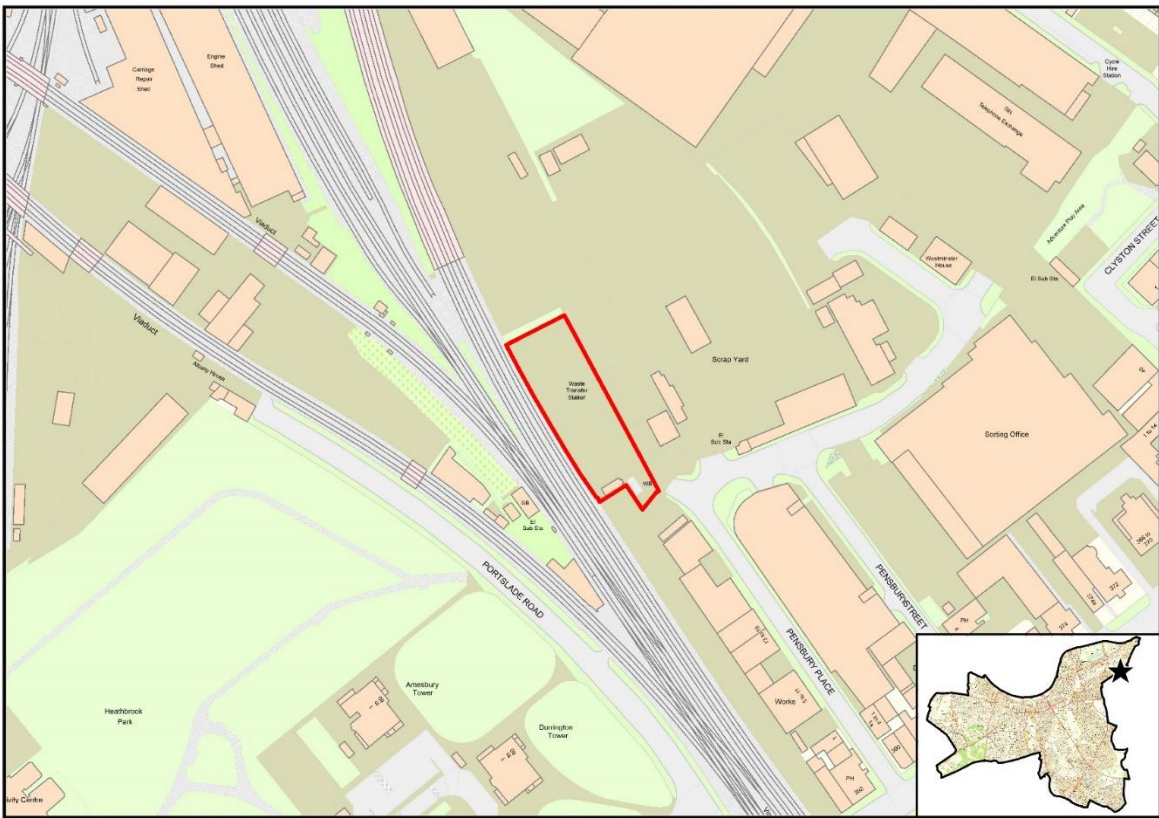


Figure 85 Wandsworth Transfer Station (Suez)



Figure 86 European Metal Recycling

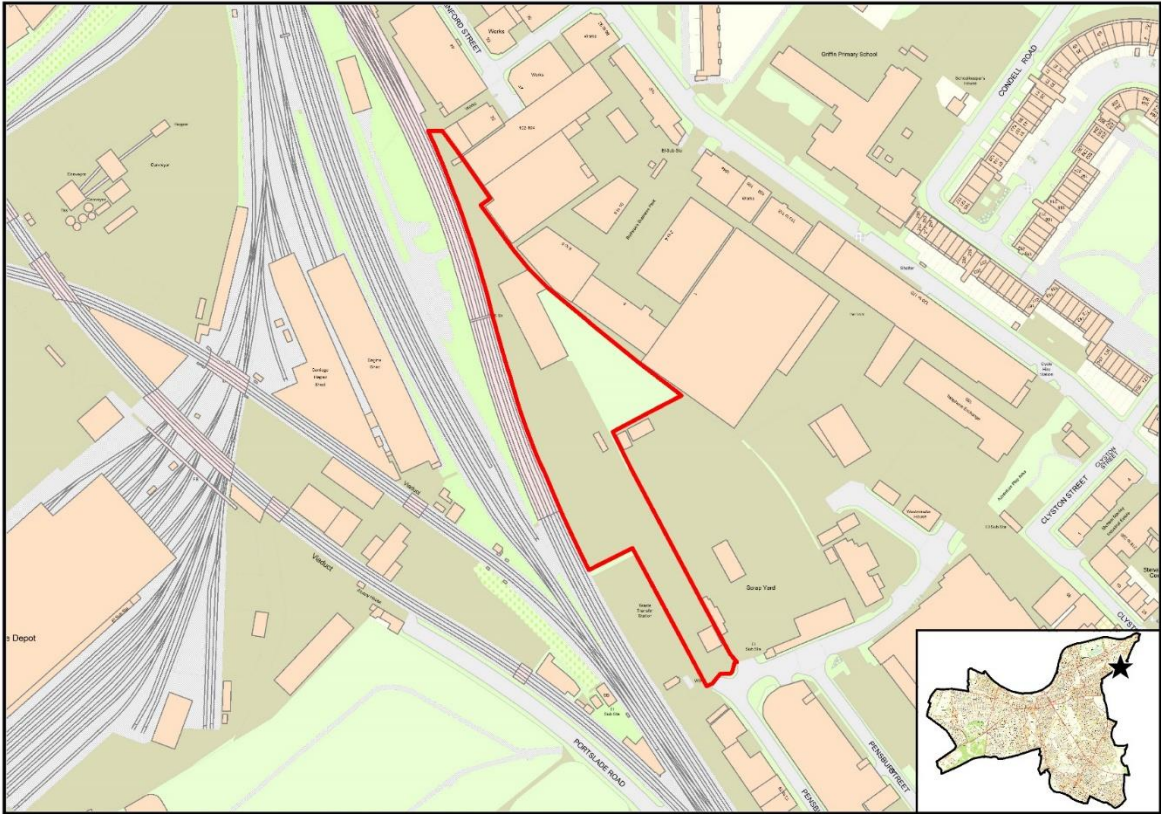


Figure 87 Pensbury Place Transfer Station (Cory)



© Crown copyright. All rights reserved. Wandsworth Borough Council Licence No. LA 1000019270 (2020)

Figure 88 Western Riverside Waste Transfer Station, SW18



Figure 89 Cringle Dock, Nine Elms, SW8

3.8.2 Reason for Inclusion

The designation is proposed to be included to support the Local Plan Policy LP 13 (Circular Economy, Recycling and Waste Management). These sites have been informed by the Wandsworth Local Plan Review: Waste Evidence Base (July 2020) study, which proposes several changes to the boundaries of the waste sites identified in the 2016 SSAD Appendix 2.

Please note for information that, following the Regulation 18 Local Plan Consultation, Waste Site 3 D. Goldsmith Ltd Waste Transfer Station from the SSAD is not being progressed as a Waste Management Site.

For more information write to:
**Planning Policy and Design,
Environment and Community Services,
Town Hall,
Wandsworth High Street,
London SW18 2PU**

Telephone: (020) 8871 6000
email: planningpolicy@wandsworth.gov.uk
or visit our website: www.wandsworth.gov.uk/planning

