

# WANDSWORTH

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## Infrastructure Delivery Plan

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## Executive Summary

The Infrastructure Delivery Plan (IDP) identifies infrastructure requirements across the borough, setting out what is needed, where, and when. It includes projects relevant to transport, education, community facilities, green and blue infrastructure, health, and utilities facilities.

The IDP provides a snapshot of the best available information at the time of its production. Needs and demands for infrastructure can change significantly due to unexpected events, such as Covid-19, thus, this is a living document and will need to be monitored and regularly updated. In addition, the IDP does not provide a definitive or exhaustive list of available funding sources and infrastructure costs.

The IDP is made up of two parts which are to be read together, a written report which provides a strategic overview of how the Council are planning for infrastructure in the long term and a schedule of infrastructure projects which are known to meet these needs. These projects are summarised to include their current status in relation to development phase, cost, development partners and allocated funding with any funding gap identified clearly.

The IDP is a useful tool for communicating the current demand and planned supply of infrastructure both in terms of category and geography. This document will include information on funding sources, timescales for delivery and funding balances. The report builds off the 2021/2022 Wandsworth Capital Programme and supports the Infrastructure Funding Schedule and the new Wandsworth Local Plan.

The forthcoming Wandsworth Local Plan's policies and vision have been informed by the IDP and will support the Planning Obligations SPD as well as the Development Management Team in their decision making. The IDP identifies where deficiencies exist and allow the Local Plan to be prepared accordingly to meet them.

The IDP does show that Wandsworth is sufficient in a variety of different infrastructure types, however, there are existing deficiencies and expected ones in the future. This document has helped identify where the greatest needs exist and shows how the Council are preparing to address these issues. As a significant strategic development, Nine Elms requires comprehensive infrastructure development and based on the findings from the DIRR there is adequate planned infrastructure and going forward this will be repeatedly considered as will the IDP itself.

Based on the current information, school places are considered sufficient for primary and secondary school with places planned for over the whole life of the plan. The projects listed in the schedule will provide detail on these developments are coming forward. Open spaces do have some deficiencies to overcome, however, the forthcoming Local Plan and the Planning Obligations SPD set out greater requirements for developments to provide more open space. With regards transport the Council is well on its way to having 82% of all trips be taken by public transport or active travel and many of the projects listed below and the policies in the Local Plan will help achieve this.

The Playing Pitch Strategy has identified where there are deficiencies and proposes solutions as well the Local Plan protects playing pitches from inappropriate development. The Indoor Built Facilities Study will identify what the existing capacity of local community centres is and where adaptation is needed but the several of the projects listed in the schedule show that the council is enhancing the existing stock of leisure centres. The Joint Cultural Needs Assessment will also investigate the

current supply of cultural venues in Wandsworth and in future IDPs a clearer understanding of capacity will be included.

The Clinical Commissioning Group and HUDU along with the Council are ensuring there are sufficient health facilities planning for and several projects are listed in the schedule below. In terms of utilities infrastructure, energy, electrical, gas, waster and wastewater are considered to be sufficient, however, waste infrastructure will need to be increased over time but with improved technologies this may not require new facilities being procured.

## Introduction

The Infrastructure Delivery Plan aims to:

- Support the Wandsworth's Local Plan policies, vision and objectives, accommodating growth across the plan period 2023-2038 period.
- Highlight existing gaps in infrastructure across the borough and help respond to changes within the borough, such as population fluctuations and varying demands for services.
- Provide evidence on how future infrastructure needs in the borough will be met and what the costs will be.

The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019 came into force on 1 September 2019. Under these regulations, Infrastructure Funding Statements (IFS) replace CIL Regulation 123 Lists as the mechanism through which projects are identified for CIL funding.

The IFS is published annually and provides a summary of all financial and non-financial developer contributions relating to S106s and CIL within the borough. It will include a statement of infrastructure projects that Wandsworth Council intends to, or may be, wholly or partly funded by CIL. It will set out the CIL spending protocol establishing the process that the Council will undertake for allocating CIL receipts. The Local Plan and the IDP will be used to guide the prioritisation of how funds are spent.

This document catalogues infrastructure projects planned prior to and including the Local Plan Period (2023 – 2038) and provides a description of the work, information on their expected start and end dates, the status of the project, who the infrastructure delivery partners are, how much the work will cost, how much has been allocated and if a funding gap remains, any additional funding details and any commentary on the projects progress.

Infrastructure in the context of the IDP generally means the facilities and services that are key to the functioning of the borough as a high-quality place to live, work and visit. Infrastructure in this context does not just include infrastructure and services provided by the Council or other public bodies, but also by private bodies. In addition, social enterprises and the voluntary sector also play a big role in funding and/or resourcing some of the infrastructure and services.

Therefore, “essential community infrastructure”, for the purposes of the Wandsworth IDP, is defined as “any physical structure, facility or service, whether privately or publicly funded, that supports or enables growing communities”.

Additional infrastructure to support new development will also come forward as part of planning applications. Site Allocations in the Local Plan also set out infrastructure requirements that are expected to come forward with any proposal and details of those requirements can be found in the Local Plan.

## Policy Context

### National Context

The National Planning Policy Framework (NPPF) requires local planning authorities (LPAs) to work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy, telecommunications, utilities, waste, health, social care, education, flood risk [and coastal change] management, and its ability to meet

forecast demands. Wandsworth will also take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

Taking this into consideration, this IDP has had added to it other infrastructure that is planned by public bodies and is important to place-making and sustainable development. These have been categorised as green and blue infrastructure and community facilities as they are infrastructure highlighted to us as important in the preparation of the Local Plan.

### Sub-regional Infrastructure Projects

Sub-regional infrastructure includes works that serve London-wide or sub-regional needs or are needed to accommodate expected growth across the capital, not just in Wandsworth. Whilst this infrastructure will support growth in the borough, Wandsworth will share the delivery and funding of these projects with other boroughs and organisations.

The following regional or sub-regional projects are anticipated to be delivered during the period 2021 to 2036:

Crossrail 2 (CR2) – a proposed new cross-London rail route between north and south-west London, with connections in central London. The proposed route has not yet been finalised but it is anticipated there will be a CR2 station at Clapham Junction and either Tooting or Balham Stations.

Northern Line Extension – an additional connection of the TfL Underground serving Nine Elms and Battersea Power Station, opened in September 2021, thereby improving rail links in the north east of the borough. The funding commitment extends beyond the point of opening.

Rail links between South London and Heathrow – Heathrow Airport is ten miles outside Wandsworth and with its proposed expansion comes the need for greater connectivity to the airport.

### Local Context

Wandsworth's population has continued to grow significantly. The estimated resident population of the borough is 329,700 based on ONS Mid-2019 Estimates and represents an increase of 27% since 2001. This is projected to rise to around 353,100 by 2030. The main drivers for this population growth are an increased birth rate, longer life expectancy and changing migration patterns; however, it is worth emphasising that the ONS estimate was prepared prior to the COVID-19 pandemic, and therefore does not necessarily reflect potential changes in relation to internal and external migration patterns. It is anticipated that much of this population growth will occur within the investment and growth areas of the borough. This will result in a need for more homes, jobs, services and community facilities, such as schools and healthcare

As Wandsworth continues to develop, the appropriate infrastructure is needed to support this change. Much of this will take the form of large cross-borough projects such as those outlined above but others will be self-contained within the borough. Many of the projects will focus on improving existing infrastructure such as expanding existing schools but some projects will involve the creation of entirely new pieces of infrastructure such as the Diamond Jubilee Bridge.

The implementation of new infrastructure is important for the success of the Local Plan and to help the borough thrive. Accurately predicting and bringing forward new infrastructure will help the Council achieve its Inclusive Growth Objectives:

- To be the greenest inner London borough.

- To deliver the best start in life.
- To promote aspiration for everyone through sustainable, ambitious growth and regeneration.
- To ensure businesses thrive and town centres are vibrant and culturally rich places to go, shop and enjoy.
- Enabling people to get on in life

### Covid-19

Covid-19 has created a lasting impact on the built environment with regards to how we live, work, and play. This impact will continue to be felt through Wandsworth and its infrastructure for years to come. At the time of writing the full extent of the virus's impact on population, transport, utilities to name a few are not known. This report is based on current supply and demand information and it is with that in mind that it should read as a snapshot in time, with updates to follow in the coming years which will have more up to date information.



## Infrastructure Types

### Transport Infrastructure

The Local Plan's Objectives include reducing the need to make unnecessary additional journeys and also prioritises good traffic management and good public transport connectivity while also encouraging a move towards the use of sustainable and healthy transport modes with the reduction of private car dependency. Reducing car and vehicle dependency helps reduce problems for other road users, for example, road congestion can delay buses, while the speed and volume of traffic can deter active travel modes on perceived road safety grounds. Busy roads also have a severance effect, reducing connectivity and adversely impacting on amenity.

Wandsworth's Local Implementation Plan shows that there has been an increase in active travel across the borough in recent years. It is important that this progress is continued to provide benefits ranging from supporting healthy lifestyles, reducing traffic levels, improving air quality and supporting economic productivity by reducing traffic delays.

The IDP captures transport infrastructure projects that can help achieve these transport goals. The scope of projects included the following:

- Roads and Highways
- Overground and Underground
- Buses and Trams
- Cycle Facilities
- Public Realm Improvements and Pedestrian facilities
- River Transport
- Car Parking
- Community Transport
- Taxis

Not all these have ongoing transport infrastructure projects but through consultation with the Council's Transport Team, Transport for London, and Network Rail all the projects which are likely to come forward during the Local Plan period have been catalogued. Based on the number and diversity of infrastructure projects described, it is clear that the Council is taking a proactive approach to ensuring the most appropriate transport network is in place to help the borough and the wider area thrive economically and socially.

Local Plan Policy LP50 Transport and Development outlines how new developments that will generate a large volume of trips will be required to address their impact on the transport environment. This will ensure that any new proposals over the plan period will bring forward additional provision to meet the new demand. The funding for strategic transport improvement will come through CIL as detailed in the Planning Obligations SPD, however, larger developments that will have a significant impact on local travel will be subject to planning obligations.

See Appendix 1 for detailed information of transport infrastructure projects planned for Wandsworth over the next plan period.

### **Review of Transport Infrastructure**

There are approximately 440 km of roads in the borough. Some 33.5 km of highway are designated as part of the Transport for London Road Network (TLRN) and are subject to Red Route controls,

including the A205 (South Circular Road), A3/A3205, and A24. The road network is constrained by the River Thames and River Wandle, the railways and protected open space.

Wandsworth's public transport network is controlled by other agencies, e.g. TfL, train operators and Network Rail. While the borough is generally well served by bus services, some areas are relatively remote from the bus network and some journeys are difficult to make directly by bus (e.g. Balham to Wandsworth Town). The lack of nearby rail or London Underground services makes Roehampton dependent on buses for public transport.

Crowding is a common issue on public transport services within the borough. Population and employment growth, and the Mayor's ambitions to reduce car use, are likely to put increased pressure on the network. Along the River Thames, there is also scope for enhancements to existing riverbus services to serve the growing population in riverside developments.

Opportunities for cycling are growing. In addition to the highway network there are more than 8km of off-road cycle routes and paths in the borough, passing through parks and along the riverside. New Quietway cycle routes are being delivered as part of a Londonwide network, and Cycle Superhighway routes 7 and 8 run through the borough to central London from Tooting and Wandsworth respectively.

The Mayor's Transport Strategy sets the strategic direction for transport across London. The strategy includes a headline target for 80% of all journeys to be undertaken by walking, cycling or public transport by 2041. To achieve this target Londonwide, an even greater proportion of journeys must be made by these modes in central and inner London, acknowledging that the opportunities for modal shift will be lower in outer London where housing, jobs and public transport services are more dispersed.

Hence in Wandsworth, a headline mode share target of 82% of trips to be walked, cycled or on public transport by 2041 is adopted in the Third Local Implementation Plan (LIP). While this will be very challenging, it should be acknowledged that 71% of all trips by Wandsworth residents are already made by these modes (London Travel Demand Survey (LTDS) 2014/15-2016/17).

### Walking

Walking plays an important part in everyday life and is part of almost all journeys, whether as the complete journey or as a link between other modes of transport making up longer trips. The LIP baseline mode share for walking in Wandsworth (LTDS 2014/15-2016/17) is 34.3% of all trips made by residents, up from 31.2% at the LIP2 baseline (LTDS 2006/07-2008/09)

According to TfL's Analysis of Walking Potential 2016, there are 256,700 existing walking trips and 80,500 potentially walkable trips per day in Wandsworth. The analysis indicates that the largest concentrations of potential walking trips tend to be in and around the town centres, notably Wandsworth, Tooting and Clapham Junction, and to a lesser extent Balham and Putney. However, there are potentially walkable trips across the borough.

### Cycling

The cycling mode share for the borough (LTDS 2014/15-2016/17) stands at 4.2% in the third LIP, up from 2.7% when the second LIP was being prepared (LTDS 2006/07-2008/09), representing an increase of more than 50%.

Though cycling has grown from its low base level, there is significant scope for more trips to be made by bike. According to TfL's Analysis of Cycling Potential 2016, there are 37,200 existing cycling trips

and 302,400 potentially cycleable trips per day that could be made by Wandsworth residents. This is the third highest among Inner London boroughs. Taking into account trip origins and destinations, there are more than 400,000 cycleable trips per day, with about half currently being made in private vehicles. There is also scope for many public transport trips to be switched to cycling.

Further TfL analysis of cycling potential and modelled cycle flows to 2041 indicate significant radial demand on or parallel to the A24, A3205 (both TLRN) and the A3216 (Queenstown Road corridor), as well as on Trinity Road (TLRN) and Putney High Street. These routes also include the borough's town centres, indicating potential for more trips to be made to/from town centres by bike.

### Public transport

The baseline mode share for public transport in the borough is 32.0% in the third LIP, up from 28.4% at the time of the second LIP.

The borough has and will continue to benefit from new public transport capacity with the opening of the Northern Line Extension (NLE) in 2021, thereby improving rail links in the north east of the borough. In the longer term, Crossrail 2 has the potential to ease crowding on some local routes. However, these improvements will only cater for some journeys, and Public Transport Access Levels (PTAL) will be relatively similar in most areas in 2041. The PTAL map shows that some areas of the borough have relatively low levels of public transport provision, and this will remain the case even with the NLE and Crossrail 2.

Across the borough, rail and tube services will need to offer more capacity and better reliability. For many people, bus services will be the most affordable and most convenient travel option, but to attract more passengers, improvements to the network will be required.

At present, many bus routes have speeds of 10mph or less on many corridors. A significant proportion of these are on the TLRN, and it will require close partnership working with TfL to improve bus speeds in these locations. There are also some key links and junctions on the borough road network where bus speeds are low, e.g. Putney High Street/Putney Hill; Garratt Lane in Earlsfield; Mitcham Road; Merton Road; Queenstown Road; Falcon Road/St Johns Road/Northcote Road; Westbridge Road/Battersea Church Road; and Bellevue Road/Burntwood Lane at Trinity Road. Measures to ease bus flow in these corridors should be considered where feasible to help make bus journeys more reliable and attractive and contribute to mode shift.

As might be expected there are some significant clusters around stations (e.g. Clapham Junction, Putney, Tooting Broadway) but also at other locations such as town centres (Wandsworth, Putney High Street) and places where bus routes intersect (e.g. Roehampton High Street; Putney Heath/Green Man; Amen Corner; Latchmere Road/Battersea Park Road; Queenstown Road/Battersea Park Road). This suggests a need for good interchange between services and routes, and good waiting areas to make it comfortable for large numbers of people to wait for buses

### Car and Vehicle Dependency

Encouraging mode shift to active travel and public transport will also require action to reduce car and vehicle dependency, which bring problems for other road users. For example, road congestion can act to delay buses, while the speed and volume of traffic can deter active travel modes on perceived road safety grounds. Busy roads also have a severance effect, reducing opportunities for walking and cycling. In recent years the growth of private hire vehicles and smaller delivery vans have further contributed to congestion. The LIP includes targets for traffic reduction and supporting objectives under Mayor's Transport Strategy Outcome 3.

### Competing Demands

Another main challenge in delivering the mode share target will be managing competing demands on the street. For example, providing more safe space for cycling could, without careful design, conflict with the desire to create a better environment for walking. Giving pedestrians more time at crossings could delay buses, making them less attractive. There are also potential conflicts with other modes, including freight and deliveries which often require access across footpaths or loading at kerbsides that might otherwise offer bus or cycle priority.

### Rail Infrastructure (Network Rail)

From discussions with Network Rail, they provided us with detailed information that will shape how rail infrastructure develops in the coming years. Based on pre-Covid demand forecasts in the peak:

- There is some alleviation of crowding expected between Wandsworth Town and Clapham Junction by 2026
- There are expectations that there would be between 2 and 3 passengers standing per square metre, on average, from all stations (Putney, Wandsworth Town, Clapham Junction, Earlsfield, Queenstown Road)
- Between 2031 and 2050, forecasts predict an increase in passengers standing (over 3 passengers per square metre) from Earlsfield and Wandsworth Town

The South West Main Line Strategic Study notes the constraints around Queenstown Road and the potential for increasing capacity and resilience at this location for the benefit of the whole line into/out of London Waterloo.

Network Rail's 2021/2022 programme of Strategic Studies will include a Wessex Suburban Study to look at the passenger growth on the outer parts of the Windsor Lines and Main Suburban network, with a view to re-baseline forecasts and understand what is required to accommodate improved connectivity and changes to growth, including infrastructure requirements. 22/23 is likely to see a further phase of the Wessex Suburban Strategic Study which will focus on the inner part of the Suburban network and the operation of services in the London area, including in locations that fall within the Wandsworth Borough – the timing of this second phase should allow for more certainty around passenger numbers and travel behaviours into and out of London post-Covid.

## Educational Infrastructure

Ensuring there is sufficient provision of educational and training facilities and services of all ages is a key objective for the Local Plan. WBC understands the importance education plays in the development of all people and the potential education has for reducing inequalities and encouraging social mobility. The Local Plan recognises how important education is as a consideration for all major developments in terms of the impact on provision and the potential to create additional provision.

The Department for Education's funding formula provides monies when there is a net increase in school pupils, but does not account for the cost of assembling land and building a school. CIL and/or S106 funding may be used to build new schools or enlarge existing ones. Following the council's population yield calculator, the Planning Obligations SPD set out the following thresholds for developer contributions:

- 210 primary school age children = 1 additional permanent form of entry in primary school.
- 150 secondary school age children = 1 additional permanent form of entry in local secondary school.

The IDP captures education infrastructure projects that can help ensure demand for school places is met. The scope of projects included the following:

- Early Years Education
- Primary Education
- Secondary Education
- Special needs Education

Through consultation with WBC's Education Department all improvements and new schools needed to meet expected school demand were captured. Some of these works are still ongoing since the last IDP while others are new pieces of work. A new 2FE primary school is proposed at Nine Elms as part of the redevelopment of the VNEB area which could over the local plan period be extended to a 4FE primary school. (See [Educational Infrastructure in Nine Elms](#) for more information.)

Local Plan Policy LP17 Social and Community Infrastructure outlines that new developments that will increase demand on educational infrastructure should address the new demand. This will ensure that any new proposals over the plan period will bring forward additional provision to meet the new demand. See Appendix 1 for detailed information of education infrastructure projects planned for Wandsworth over the next plan period.

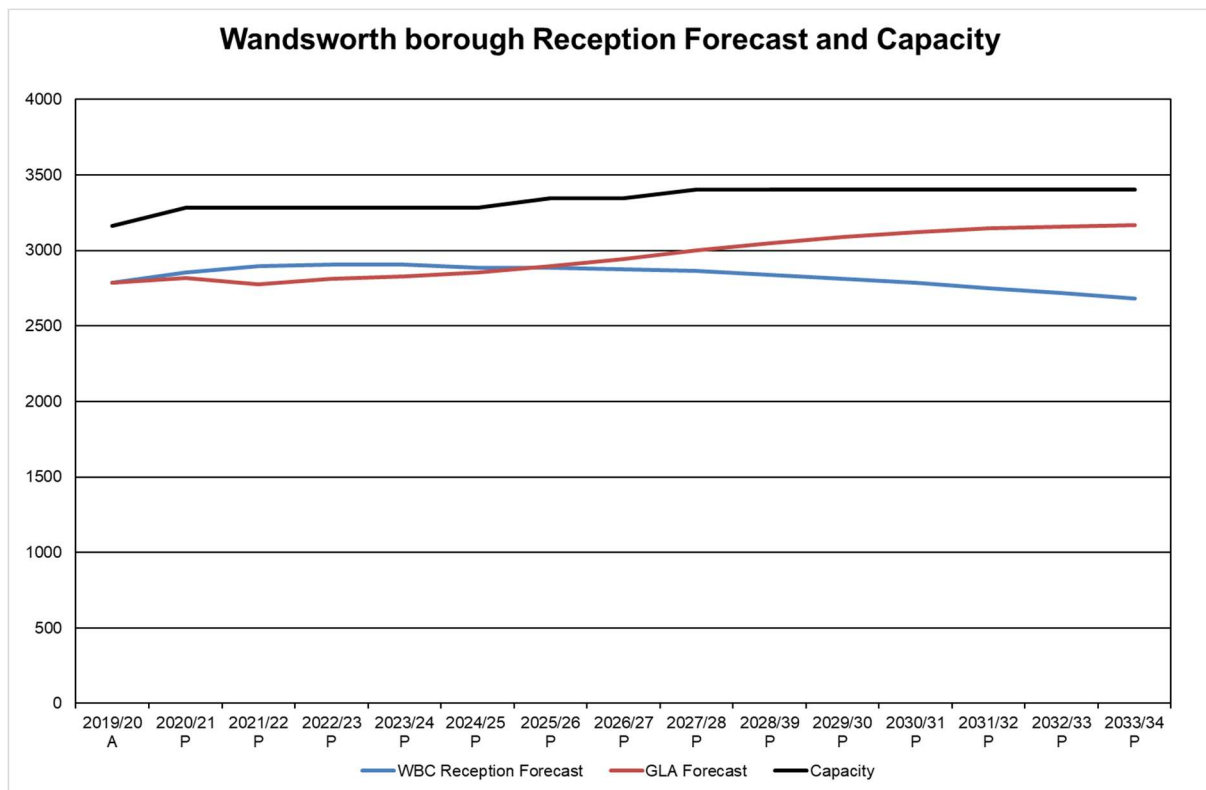
### Review of Educational Infrastructure

#### Primary School

In common with many areas of London, the Borough has witnessed substantial growth in pupil numbers in recent years. Between 2009/10 and 2016/17 primary school reception numbers rose by 579 (24%) and whole school rolls by some 3,000 or 19%. Over the same period, permanent capacity at primary schools increased by 28FE as the Borough responded to the growth in demand, including 10 bulge classes. In total some 6,300 new places were provided although many schools are still in the process of filling up.

The Borough’s strategy was to meet this demand by a combination of bulge classes, major extensions and new provision. This represents a capital investment of some £67m., a combination of DfE capital grant, Council funding (capital and borrowing), developer contributions through S106 or CIL (Community Infrastructure Levy). This includes the cost of Floreat Primary School, SW18 (Earlsfield) and Oasis Academy Putney, SW15 (Thamesfield) (both academies) although not the three free schools provided separately by the DfE – Tooting, SW17 (Tooting) Rutherford House, SW12 (Bedford) and Mosaic, SW15 (Roehampton and Putney Heath).

The long term forecast of primary need is shown by the chart below, illustrating a gradual increase in demand for reception class places to 2023 although still below 2016 levels. The growth in capacity reflects the potential new places mainly provided in Nine Elms.



Secondary School

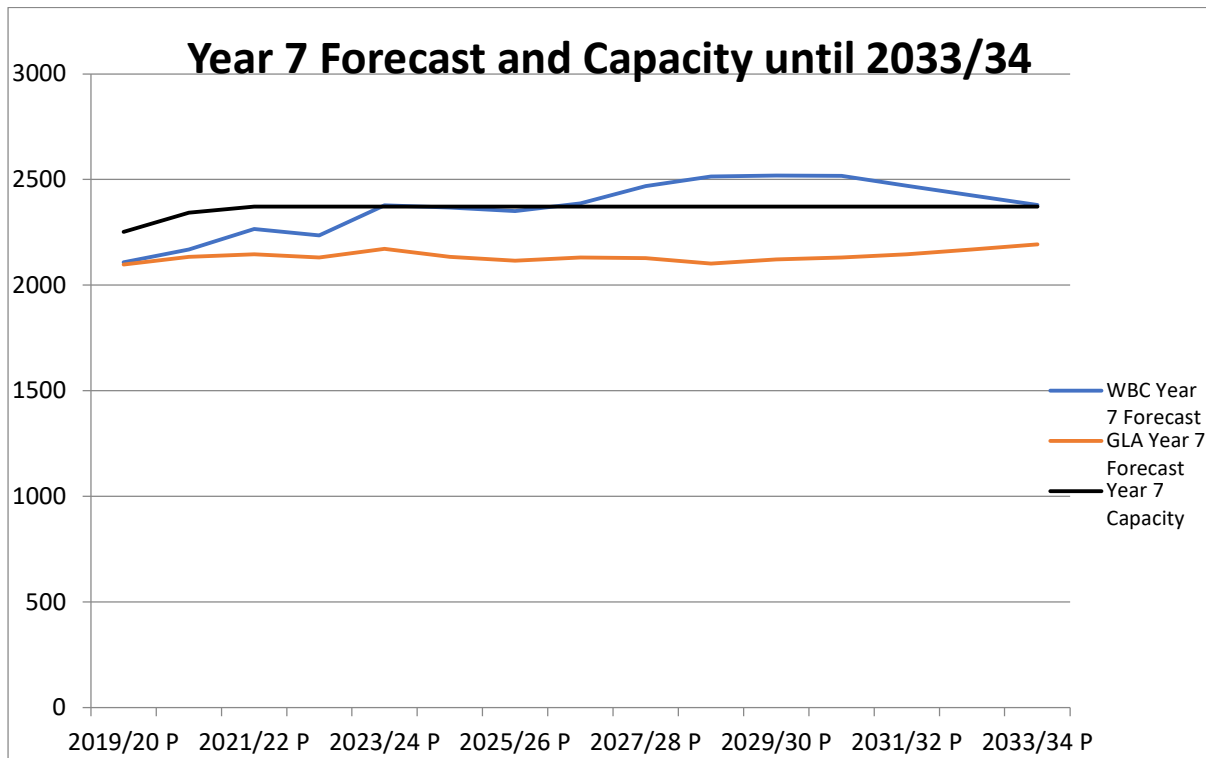
At present, 8 out of the 11 secondary schools in the Borough are fully subscribed at Year 7, with places only available at Ark Putney, Southfields and St John Bosco. There are variations from year to year, but it is assumed these too will eventually fill to capacity.

The number of pupils on roll in the Borough’s secondary schools is predicted to rise as the growth in the primary phase feeds into the secondary phase. This is already working its way through to the secondary phase with an increase in secondary applications from Wandsworth residents for September 2020 of 16.6% compared to 2016 entry. Year 7 numbers at Wandsworth secondary schools in January 2020 were up by 7.3% compared to January 2018 and by 17.3% from January 2016. In the medium term, rolls are forecast to peak in 2023/24. Current forecasts indicate that numbers may again rise from 2026/27 and this position will need to be closely monitored.

Plans to expand four schools (Ashcroft, SW15 (East Putney) Chestnut Grove, St Cecilia’s, SW15 (West Hill) [each by 1FE] and Ark Putney, SW15 (West Putney) by 2FE) have already been approved by the

Council’s Executive (Paper Nos 18-43 and 18-298). To meet peak demand over the period to 2023-2026, it may also be necessary to open bulge classes as previously agreed (Paper No. 17-54). Six secondary schools have indicated their willingness to consider providing additional classes when required – Ark Putney, Burntwood, SW18 (Earlsfield), Graveney, Southfields, SW18 (Southfields) Chestnut Grove and St. John Bosco. As with the primary programme, adjustments may be needed from year to year requiring minor capital investment.

The chart below illustrates forecast demand for secondary school Year 7 places until 2033/34. Capacity figures include the planned permanent expansions and also indicative timing of bulge classes although at this stage no firm proposals for bulge classes have been agreed.



Post 16 Education

Young people between 16 and 18 are required to attend full time education or training, or employment with training. The education options post-16 are diverse and include apprenticeships, part time training courses as well attending school or college. The retention rate between Year 11 and Year 12 in full time schooling has been rising, with some 99% of the January 2019 Year 11 cohort recorded in year 12 in January 2020. However, this is on a rising roll from year to year and may also mask transfers in and out of the borough as young people seek courses of choice.

Existing sixth form provision varies significantly in size, with Graveney being the largest with a roll of 789. Others include Burntwood (415) and Southfields (469) although the average size is around 290. Pressures on accommodation may be managed by class sizes and timetabling to maximise the use of available space.

With rising demand, there is likely to be pressure on 6<sup>th</sup> form places as schools fill up with 11-15 students and the planned expansions at Ark Putney, Chestnut Grove and St Cecilia's also provide for an additional 50 sixth form places at each school.

In addition, options for Post 16 education accessible to students living in Wandsworth are being enhanced through the opening of new University Technical Colleges (UTCs) in Lambeth and Westminster, offering places for pupils aged 14-19. The South Bank Engineering UTC based in Lambeth (Brixton) specialises in the building and health sectors and opened in September 2016. The Sir Simon Milton UTC in Westminster opened in September 2017 with a focus on engineering in transport and construction. The Harris Federation also opened a dedicated sixth form college in Clapham Park in September 2021. Other options may include new schools in neighbouring boroughs with additional post 16 capacity.



## Community Facilities

Due to the expected population increase it is presumed that more community facilities will be needed and improvements made to existing ones. The Local Plan identifies town centres as the most appropriate location for new community facilities and recognises that Wandsworth, Roehampton, and Clapham Junction in particular need additional facilities as part of planned regeneration.

The Council will work with its key partner organisations and developers to ensure that high quality social and community facilities and services are provided and/or modernised in order to meet the changing needs of the whole community and reflect the approaches that the Council or its partners take to the delivery of services. Facilities should be flexible and adaptable and support the dual use of social, educational and community facilities, including by maximising the use of schools outside of core teaching hours, for a mix of sporting, social, cultural, and recreational uses.

All new community facilities should be accessible, welcoming, inclusive and open and available to all members of the local community with sufficient capacity and flexibility to meet a range of local needs.

The Council will use planning obligations to secure new capacity or replace existing provisions which delivers community facility infrastructure including arts and culture infrastructure of an equal or better standard than previously existed.

The IDP captures community facility infrastructure projects that can help ensure demand is met. The scope of projects include the following:

- Sports Facilities
- Indoor Leisure Facilities
- Community Centres
- Youth Centres
- Libraries
- Arts and Culture
- Police and Emergency Services

Through consultation with WBC's Arts and Culture Team, Community and Partnership Team as well as partner organisation Enable Leisure and Culture provision needed to meet expected community facilities demand was captured. Some of these works are still ongoing since the last IDP while others are new pieces of work.

Local Plan Policy LP17 Social and Community Infrastructure outlines that new developments which will increase demand on community infrastructure should address the new demand. This will ensure that any new proposals over the plan period will bring forward additional provision to meet the new demand.

See Appendix 1 for detailed information of community facilities infrastructure projects planned for Wandsworth over the next plan period.

### **Review of Community Facilities**

[Playing Pitch Strategy 2021 \(Draft\)](#)

The Playing Pitch Strategy's primary purpose is to provide a strategic framework which ensures that the provision of outdoor sports facilities meet the local and community needs of existing and future residents.

### *Football*

Of the 84 community football pitches in the borough, 61 are rated as poor quality due to a combination of overuse and lack of maintenance. Ancillary services and pavilions have also been found to be lacking in terms of functionality, with teams reporting that they do not use local authority provided changing rooms and toilets. Currently the infrastructure is beyond its healthy capacity, as every week there are 126.5 more match equivalent sessions being played than the pitches' can sustain. This impacts the provision of football teams, as Balham FC reported that they could double or triple the number of teams they field if there was sufficient infrastructure.

This issue will be exacerbated over the next 15 years as it is estimated there will be demand for 72 new teams in the borough. If the current situation is maintained, it is predicted that this will result in an overplay of 166 match equivalent sessions per week, so to meet the increased demand 37 new pitches need to be provided. These new pitches will need to be distributed among the different game types, with 8 being full size adult, 12.5 for youth 11v11, 9.5 for youth 9v9, and 3.5 for both 5v5 and 7v7.

This can be done by building new pitches but also by upgrading the quality of the extant pitches; poor quality pitches can only sustain 1 adult match per week, compared to a good quality pitch which can manage 3. Given the number of poor quality pitches, there is significant scope to upgrade. The provision of sportslights can be part of this upgrading programme, as this would allow for matches and training sessions to occur in the winter evenings. Pavilions should also be renovated to provide adequate changing and toilet facilities for both men and women.

### *Cricket*

There is a current lack of supply of cricket pitches throughout Wandsworth, which is limiting the number of matches that can take place. This has led to 166 match equivalent sessions per season being exported out of the borough to be played elsewhere. The lack of pitches is particularly acute for short format games with the 'Last Man Stands' league reporting that each week 2 teams per league have to have a bye due to no pitches being available.

Combining population growth and the aspirations of local clubs, it is predicted that there will be a future need for an extra 6 senior men's teams, 2 senior women's teams and 11 junior teams. Furthermore, the short format leagues are keen to fulfil their current unmet demand, but beyond this still predict an increase of 17 extra teams. Therefore, there is a need to provide more cricket pitches throughout the borough. The quality of the council owned pitches is also an issue, with all 6 of the cricket squares rated as poor. These are being maintained by a commercial operator on behalf of the council.

### *Rugby Union*

The 16 pitches available for community use within the borough do not amount to enough capacity to sustain current and future demand for rugby union. The poor quality of many of the pitches, combined with high demand, means that six of the nine sites experience an overplay of matches.

Without action this is predicted to worsen as it is estimated that there will be demand for 11 new teams in the coming years.

A significant issue identified by clubs is a lack of sportslit pitches. Only Barn Elms Sports Centre has fixed lighting, while two clubs (Tooting Bec Old Boys and Battersea Ironsides RFC) use mobile lighting when playing at Ashcroft Technology Academy. This is a difficult problem to solve, as planning constraints prevent the erection of sportslights at the grounds situated on Metropolitan Open Land. Furthermore, many of the artificial surfaces in the borough, which usually have sportslights, do not meet World Rugby requirements.

There is one World Rugby compliant 3G pitch in the borough, at Rosslyn Park Rugby Club. This pitch is heavily used and helps to support the grass pitches nearby, by giving them time to rest. Ensuring new artificial pitches are compliant with World Rugby would be one way to alleviate the demand pressure, while also providing more floodlit areas. Opening up artificial pitches to rugby would also give natural grass pitches more time to recover, improving their quality and boosting future capacity.

### *Hockey*

There are currently only three full sized artificial grass pitches suitable for hockey in the borough. This is quantitatively insufficient for the current and future level of demand. As a result, a significant number of matches are exported out of the borough, with eleven venues in other boroughs being used regularly by five clubs. In the case of London Wayfarers HC and Clapham Common HC this is partially deliberate as they see it as a good way to widen participation in hockey. Nonetheless, the level of exported demand points to a lack of suitable pitches for hockey. Both the Wayfarers HC and Clapham Common HC are looking into self-funding new pitches, although there are no firm plans at the moment.

There are no reported issues with the quality of the pitches or pavilions, only that there is a lack of capacity. This is a particular problem for hockey because specialised artificial grass pitches are required, whereas, football, lacrosse, and rugby union can be played on a wider array of pitches. Therefore, the competition for midweek floodlit training provision is often to the detriment of hockey, as other sports use facilities specialised for hockey. Increasing the availability of floodlit pitches for weekday training for other sports should help to alleviate this problem.

The future of the Bank of England Sports Club is uncertain and the loss of this would deprive the borough of a much needed hockey pitch. The pitch is currently partially used by the Bank of England HC, but this could be expanded to allow for widespread community use. Given the lack of capacity in the borough, and the specialised requirements of hockey, there is no scope to convert the current hockey pitches into multi-use artificial grass pitches. Providers have sometimes replaced sand based pitches suitable for hockey with a newer 3G pitch that can be hired out for more money to commercial football operators. Given the need for specialised hockey pitches, any change in pitch type should require planning permission, and applicants should show that there is sufficient provision for hockey in the locality.

### *Third Generation Artificial Grass Pitches (3G)*

There are two full sized and twenty two small sized 3G pitches across the borough. This is not enough to meet the current or future demand for football based on the FA training model. This is compounded when the requirements of other sports are considered. The use of 3G pitches for

football training and matches is becoming widespread, with the FA training model identifying a need for six full sized 3G pitches, with an additional five being required for training purposes.

3G pitches can fill a borough wide demand for floodlit training provision and given the demand from football and other sports (rugby, lacrosse), there is scope to develop more than five full sized pitches. There are projects proposed for the creation of new 3G pitches at Roehampton Playing Fields and Wandle Recreation Centre, and the Trinity Fields Trust aspires to develop the facilities at Trinity Fields. Since there is demand from a variety of sports, it is advisable that any new 3G pitches are developed to be multi-use where possible. There is no scope to convert sand based artificial pitches as these are necessary for hockey.

### *Rugby League*

All rugby league played in the borough takes place on rugby union pitches, with London Chargers RFLC being the only rugby league club based in the borough. From 2021 onwards they will play at Barn Elms Sports Centre. They will be using rugby union pitches but do have an agreement for one pitch to be set up for rugby league once the union season finishes. Unfortunately, playing both union and league games on the same pitches will increase the amount of overplay and further diminish the quality of the fields. Furthermore, using a pitch for both rugby league and union will mean it is in use all year round, which will leave little time for maintenance and recovery.

There is no projected increase in participation from population growth, while the impact of the Rugby League World Cup on playing numbers is uncertain. Consequently, there is little pressure to increase capacity for the future, however, the overlap of league and union pitches should be addressed by providing a dedicated league pitch in the borough.

### *Bowling Greens*

There is adequate provision of bowling greens throughout the borough as clubs do not report any capacity issues. All clubs have moderate growth aspirations which would not necessitate an increase in bowling green provision, as a result, there is no need to refurbish the four greens within the borough that lie disused.

None of the greens are rated as poor quality and the use of them for pay and play should be retained. Putney Town BC and Heathfield BC aspire to improve the ancillary services they offer, with the former looking to include disabled access and the latter seeking to refurbish the clubhouse conservatory.

### *Tennis Courts*

Tennis proves to be a highly popular sport within Wandsworth, with clubs reporting an increase in participation over the summer of 2020. This is likely to be due to tennis being one of the first sports to return after the COVID-19 lockdown. Of the 165 courts available 152 are rated as either standard or good quality, and 115 are sportslit. While these figures are good, the popularity of tennis means that more can be done to cater for prospective tennis players. Modelling by the Lawn Tennis Association shows that there is latent demand across the borough, particularly in the Tooting area and within the cohort of middle aged, family players who like to play with their children. All Star Tennis, a charitable organisation that operates tennis facilities across the borough, also predicts increased demand as its membership has grown exponentially in the past few years.

To bolster the current tennis provision, All Star Tennis has identified increasing sportslighting as a key target for its own courts. This would allow for play to go on longer, increasing each court's capacity. Sportslights could also be introduced to the two courts at Tooting that are currently not sportslit. Tooting only has 5 courts in total, so increasing capacity is essential to meet the latent demand that has been identified in the area.

The quality of ancillary services can also be improved, with multiple clubs stating that they are seeking to improve their pavilions. The three most important issues identified by All Star Tennis members are good quality toilets, sportslights, and a café/bar.

### *Other Pitch Sports*

#### *Lacrosse*

There is insufficient supply of lacrosse pitches across Wandsworth and the Lambeth fringe. A particular issue is the lack of line markings on the 3G and AGP in the borough. There are 10 senior teams, with there being unmet demand for another 3 women's teams.

#### *Netball*

There are 19 outdoor netball courts which is insufficient to meet current demand. Junior teams are oversubscribed in relation to the available facilities. Opening more indoor courts could help meet this demand.

England netball have identified a strategic need for a competition venue in inner London, south of the river. Roehampton could be a suitable location, and there is scope to within the borough to open a facility that meets the requirements of England Netball.

#### *Touch Rugby/Aussie Rules/Gaelic Football/Ultimate Frisbee*

There is sufficient provision within the borough for these sports. There are 12 touch/ultimate pitches across three sites.

There is one Australian Rules pitch at the Richard Evans Memorial Playing Field used by the Putney Magpies, while two other teams play on Clapham Common on pitches managed by Lambeth Council.

There is a range of ways to play Ultimate, from club based play to, informal pickup sessions that all operate on either Clapham Common or Spencer Park

There are no dedicated Gaelic Football pitches in the borough, but since there is only one team within Wandsworth, this shortfall is deemed to be acceptable. The Wandsworth Gaels export their demand for matches to Spelthorne Borough.

Given these are all developing sports that are seeking to increase participation, there may be a need to increase capacity in the future and so the growth of these activities should be monitored.

### Cultural Strategy

The draft Wandsworth Arts and Culture Strategy 2021-2031 was consulted on during the spring and summer of 2021. It sets out the Council's ambitions to offer arts and culture within the borough to all people. It catalogues all the large creative organisations based in the borough and the

forthcoming Nine Elms organisations. These organisations are mostly located to the north of the borough and around transport hubs, with areas such as Roehampton with little to no provision.

The Cultural Strategy and the Local Plan aspire to focus cultural place shaping in the spatial areas identified in the Local Plan:

- Battersea & Nine Elms, Lombard Road & York Road Focal Area, and Wandle Delta & Wandsworth Town – these three areas already have an embryonic cultural clusters and have a strong potential to be developed into creative enterprise zones attracting both creative businesses and cultural organisations
- Alton Estate & Roehampton and Winstanley Estate – the council is committed to using cultural engagement and development of creative skills as a key part of its regeneration scheme
- Clapham Junction, Putney, Tooting and Balham – this is a newer area of work for the Council and we are currently looking at how we use culture to re-invigorate the high street on a long term basis, as opposed to through events which is what we have tended to focus on in the past. A key part of this will be looking at developing meanwhile uses for empty shop units.

Wandsworth is moving forward with a Joint Cultural Needs Assessment (JCNA) which will help identify existing and future demand for cultural resources and fill the gaps in provision in arts and culture provision in the borough. The JCNA will also support arts and cultural organisations in the planning and delivery of cultural outcomes that address a wide range of locally determined needs in their communities, including cultural needs.

## Green and Blue Infrastructure

Wandsworth Council has set itself the target of becoming the greenest Inner London Borough and the new Local Plan has dedicated a whole chapter to Green and Blue Infrastructure and the Natural Environment to ensure these assets are protected and enhanced. Green and blue infrastructure is not just important for the people and ecology of Wandsworth but it is very much a key part of the borough's character and identity.

Maintaining the borough's green and blue infrastructure will contribute to the borough's resilience, protect water resources and water quality, ensure biodiversity can adapt, improve air quality, support health and wellbeing, reduce the impact of climate change and manage flood risk.

Green and blue infrastructure also plays an important role in placemaking and will be an important consideration for the development of the borough's Spatial Areas. Two overarching spatial strategies are based around green and blue infrastructure, Wandsworth's Riverside and the Wandle Valley, to ensure that development in those areas protects and enhances the existing natural environment. These area strategies establish that new green infrastructure should aim to make the river more prominent in the landscape, and enhance the riparian character of the Wandle Valley.

The VNEB Area has presented Wandsworth with an opportunity to add to its existing green and blue infrastructure network by including a 12-acre linear park linking Battersea Power Station to Vauxhall. (See [Green and Blue Infrastructure in Nine Elms](#) for more information.) Along with new standards for open space in the Planning Obligations SPD (2020) and the inclusion of the Urban Greening Factor, Wandsworth can expect to see more new open space in the coming plan period.

New developments will be required to provide open space and the Planning Obligations SPD sets out the particular requirements of developments over 10,000m<sup>2</sup> or 100 residential units or more.

CIL contributions are used to fund the open spaces required as a result of incremental growth, while the council will usually require a management plan to demonstrate how any newly created open space will be maintained. The Council's Parks team, Enable Leisure and Culture, should be engaged at the beginning of the process to ensure any proposed open space provision will be adequate.

The IDP captures green and blue infrastructure projects that can help ensure demand is met. The scope of projects included the following:

- Open Spaces
- Allotments
- Play Facilities
- Cemeteries and Crematoria
- Rivers

Through consultation with WBC's partner group Enable Leisure and Culture and the Wandle Valley Regional Park Trust the expected demand that existed in the borough was able to be understood and what provision was being planned to meet this demand. Some of the projects which are intended to meet the demand, including the linear park in Nine Elms, are still ongoing since the last IDP while others are new pieces of work.

Local Plan Policy LP20 New Open Space outlines how new major developments will be required to provide new open space as part of the proposal. This will ensure that new proposals over the plan period will bring forward additional provision to meet the new demand.

See Appendix 1 for detailed information of green and blue infrastructure projects planned for Wandsworth over the next plan period.

#### Review of Green Infrastructure

##### Open Space Study (OSS) (June 2021)

The Open Space Study divides open space into six typologies: parks and gardens; natural/ semi-natural greenspace; amenity greenspace; provision for children/ young people; allotments and food growing spaces; cemeteries/ churchyards. The first four typologies were assessed in terms of supply against Field in Trust (FiT) Guidelines whereas it is more appropriate to consider allotments and cemeteries against waiting lists to understand what demand is currently.

##### *Parks and Gardens*

There are 18 sites classified as parks and gardens across Wandsworth, the equivalent of over 323 hectares. The figures include Nine Elms Park (4.5 ha), in the Queenstown Ward, which is in the process of being built.

With regards parks and gardens, FiT suggests that a borough have 0.80 hectares per 1,000 population as a guideline quantity standard and Wandsworth currently has 0.99 on the whole. Several wards do not meet this standard and this does not consider the quality of parks and gardens but it is a strong indicator that the borough has adequate supply of parks and gardens. The OSS provides more details as to how this can be increased and the need for greater quality parks and gardens also.

##### *Natural and Semi-Natural Greenspace*

In total, there are seven natural and semi-natural greenspace sites in Wandsworth, equating to almost 293 hectares. Whilst the number of sites is low, the provision which exists is generally very large in size.

With regards natural and semi-natural greenspace FiT suggests 1.80 hectares per 1,000 population as a guideline quantity standard. Within Wandsworth, there is an overall provision of 0.90 hectares per 1,000 head of population which falls below the FiT guidelines. If the commons are also included, a current provision figure of 1.44 per 1,000 population is noted. This is considerably below the standard needed to meet the demand for natural and semi-natural greenspace.

##### *Amenity Greenspace*

There are 92 amenity greenspace sites in Wandsworth Borough equating to over 169 hectares of provision. Sites are most often found within areas of housing and function as informal recreation space or along highways providing a visual amenity. All wards except Northcote contain amenity greenspace provision.

FiT suggests 0.60 hectares per 1,000 population as a guideline quantity standard. Wandsworth overall scores 0.52. There are four Wards to have a current provision above the FiT guidelines quantity standard (Roehampton and Putney Heath, Wandsworth Common, West Hill and West Putney).

##### *Play Locations*

A total of 78 play locations are identified in Wandsworth as provision for children and young people. This combines to create a total of nearly six hectares.

The majority of analysis areas are identified as having a current provision level below the recommended quantity standard.



### *Allotments*

There are nine sites classified as allotments and food growing spaces in Wandsworth, equating to nearly seven hectares.

The National Society of Allotment and Leisure Gardeners (NSALG) suggests a national standard of 20 allotments per 1,000 households (20 per 2,000 people based on two people per house or one per 100 people). This equates to 0.25 hectares per 1,000 households based on an average plot-size of 250 square metres (0.025 hectares per plot).

Wandsworth, as a whole, based on its current population (326,474) is short of the NSALG standard. Using this suggested standard, the minimum amount of allotment provision for Wandsworth is 81.62 hectares. Existing provision of seven hectares therefore does not meet this guideline. However, it is important to recognise that as a dense urban borough of London the need/ability to achieve the suggested standard is extremely challenging due to the limited amounts of spare land.

### *Cemeteries/churchyards*

There are 12 sites classified as cemeteries/churchyards, equating to nearly 74 hectares. Mapping demonstrates a fairly even distribution across the borough; however, the need for additional cemetery provision should be driven by burial demand and capacity. All cemeteries are assessed as high value across the Borough, reflecting their role within communities, as well as their cultural/heritage role and conservation benefits.

## Health Infrastructure

The Local Plan is committed to ensuring that Wandsworth has the appropriate affordable and sustainable health infrastructure to meet the demand of the borough. As the population is projected to increase, more and better equipped facilities will be brought forward over the plan period.

The NHS London Healthy Urban Development Unit (HUDU) Planning Obligations Model estimates that the capital cost of providing this additional infrastructure capacity (such as new buildings, expansion, and provision of major equipment) could be as much as £34m. There is also a need to address the issue of existing properties that are in poor repair or which are not capable of meeting future requirements.

The IDP captures health infrastructure projects currently identified that can help ensure demand is met. The NHS is reviewing requirements in light of the challenges of Covid-19 including additional infection control regulations, ongoing vaccinations and the Primary Care Networks requirements as they accommodate a wider range of clinicians together with the ongoing shift to community based health services in line with the NHS Long Term Plan. The scope of projects includes the following:

- NHS Health Care
- Adult Social Care

Through consultation with the South West London Commissioning Group (CCG), HUDU, South West London and St Georges Mental Health NHS, and internal Public Health colleagues, provision identified so far as needed to meet expected health infrastructure demand has been captured. Some of these works are still ongoing since the last IDP while others are new pieces of work.

Local Plan Policy LP17 Social and Community Infrastructure outlines that new developments that will increase demand on health infrastructure should address the new demand. This will ensure that any new proposals over the plan period will bring forward additional provision to meet the new demand.

See Appendix 1 for detailed information of health infrastructure projects currently planned for Wandsworth over the next plan period.

### Review of Health Infrastructure

In Wandsworth there are 40 GP Practices and 9 emerging/ evolving Primary Care Networks. Health care is divided into three categories:

- Acute Health- St George's University Hospitals NHS Foundation Trust (SGUH), delivering local, specialist and tertiary services on sites including Queen Mary's Hospital, St John's and Tooting. St George's University Hospital is co-located with St George's University of London Medical School in Tooting.
- Community Services- Central London Community Healthcare, delivering community and outreach services.
- Mental Health- SWL and St George's Mental Health NHS Trust, delivering community and inpatient mental health services on sites including Springfield.

St George's Hospital provides the main acute facility for local residents and requires investment and expansion to meet the demands of a growing and changing population. Mental health, community and intermediate care are also facing similar challenges

## Utilities Infrastructure

A digital connection is now widely seen as an everyday essential alongside traditional utilities such as water, recycling, telecommunications, heat, energy, and waste management. An impressive network of utilities and digital connectivity infrastructure already exists across the borough in the form of masts, cabinets, piping and other apparatus essential to the continued operation of important services.

The Local Plan will support the provision and improvement of utilities and digital infrastructure to ensure capacity meets demand while also not significantly impacting on the character or appearance of buildings.

To enable sustainable growth in the borough, the infrastructure requirements of new development will need to be established, and the need for any new utilities infrastructure should be planned in conjunction with new development.

The IDP captures utilities projects that can help ensure demand is met. The scope of projects included the following:

- Electricity
- Gas
- Low and zero carbon energy infrastructure
- Water resources and supply
- Surface and foul water infrastructure and waste water treatment
- Flood risk and flood defence infrastructure
- Waste management and disposal
- Telecommunications

Through consultation with Thames Water, National Grid, and Engie, the provision needed to meet expected utilities infrastructure demand was captured. Some of these works are still ongoing since the last IDP while others are new pieces of work.

Local Plan Policy LP22 Utilities and Digital Connectivity Infrastructure outlines how new infrastructure to support a proposed development will be required. This will ensure that any new proposals over the plan period will bring forward additional provision to meet the new demand.

See Appendix 1 for detailed information of the utilities infrastructure projects currently planned for Wandsworth over the next plan period.

## Review of Utilities and Waste Infrastructure

### Energy Infrastructure

Energy infrastructure provider Engie were consulted and clarified that the only major projects expected to come forward are the district heating networks in Nine Elms (Embassy Quarter network and Battersea Power Station network). Potential does exist to extend the BPS network further but is currently constrained by the railway lines. (See [Utilities and Waste Infrastructure](#) in Nine Elms for more information.) No other major pieces of work are expected to come forward in the Local Plan period at this time.

### Waste Infrastructure

*Wandsworth Waste Evidence Base (July 2020)*

Boroughs must allocate sufficient land and identify waste management facilities to provide the capacity to manage their apportioned tonnages of waste. Different types of waste facilities need different size sites; as a general rule, the higher up the waste hierarchy the more land is needed.

Given the challenging recycling targets set out in the London Plan, new recycling capacity should be welcomed. However, it is very difficult for a Local Plan to influence the type of capacity coming forward.

The Table below uses both 60ktph and 128ktph to calculate how much land is needed to meet the capacity in Wandsworth. This is indicative only as technologies will change and improve over the plan period and the identified waste management need against capacity will be the monitoring measure.

**Indicative land required to meet Wandsworth’s capacity gap 2021-2036**

	2021	2026	2031	2036
LACW and C&I (60ktph)	1.9ha	2.0 ha	2.0 ha	2.1 ha
LACW and C&I (128ktph)	0.9ha	0.9ha	0.9ha	0.9ha
C&D	0	0	0	0

Electrical and Gas Infrastructure (National Grid)

National Grid did not identify any projects that are expected to come forward in the coming years and did explain that generally, improvements to the system to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments.

They also explained that new gas transmission infrastructure developments (for example pipelines and associated installations) are periodically required to meet increases in regional demand and changes in patterns of supply. Developments to the network occur as a result of specific connection requests, for example power stations, and requests for additional capacity on the network from gas shippers.

Water and Wastewater Infrastructure (Thames Water)

Wastewater and water supply infrastructure is essential to any development. Failure to ensure that any required upgrades to the infrastructure network are delivered alongside development could result in adverse impacts in the form of internal and external sewer flooding and pollution of land and water courses and/or low water pressure.

Thames Water could not provide detailed accounts of Wandsworth’s existing and projected demand for water and wastewater infrastructure but will continue to assess the need through their asset management plans. They are aware that there is likely to be operational changes to facilitate new development (connections) around Nine Elms.

Thames Water has no anticipated concerns about the capacity and quality of wastewater infrastructure to meet Wandsworth’s existing and projected demand. Generally, the impact of brownfield sites on the local sewerage network is less than the impact of greenfield sites. This is due to the existence of historical flows from brownfield sites, as opposed to greenfield sites that have not previously been drained. The necessary infrastructure may already be in place for brownfield

development. The Wandsworth sewer network includes large, Victorian-era sections, supplemented with more recent sections. The sewage is then treated at Crossness Sewage Treatment Plant in Belvedere, the second largest treatment works in Europe. There is capacity at Crossness currently, and any needed future growth upgrades will accommodate growth not just in Wandsworth, but the other London boroughs served by Crossness STW.

As Wandsworth has a predominately combined network, attenuation of surface water from sites where there was previously none creates room for increased foul flows as developments intensify, and this mitigates the need for lengthy and disruptive sewer upgrades. There are also opportunities to disconnect surface water from the combined network through the development of new surface water sewers and the conveyance of storm water on the surface through SuDS. Development of a separate surface water network, for example at Nine Elms, further increases capacity in the combined network by completely removing surface water from the combined. Thames Water is supportive of opportunities from other upcoming developments to expand the surface water network at Nine Elms and create new surface water networks at other locations along the River Wandle and River Thames.

Thames Water is currently in the process of developing both the detailed plan for infrastructure investment in the next 5-year business cycle and the first Drainage and Wastewater Management Plan for wastewater across the company that looks to identify, plan and mitigate long term risks, including flooding, combined sewer overflows and capacity in the network. Drainage and Wastewater Management Plans or DWMPs are long-term strategic plans that will set out how wastewater systems, and the drainage networks that impact them, are to be extended, improved and maintained. This is to ensure they are robust and resilient to future pressures, such as population increase and climate changes.

## Nine Elms Battersea

Due to the scale of infrastructure development at Vauxhall Nine Elms Battersea (VNEB), this area has been treated holistically within the Infrastructure Delivery Plan, reflecting the way it is planned and delivered. Information for the infrastructure works required to support the growth of the VNEB area was collected in the Development Infrastructure Requirements Refresh Study (2020) (DIRR), produced by Stantec. This work builds off the Development Infrastructure Funding Study (DIFS) from 2010 and provides us with current insights into demand for all types of infrastructure. Additional studies such as the Cycling Strategy and TfL “NESB Designing for Cycling 2013”, and Battersea Design and Technology Quarter Economic Appraisal Development Framework which are aligned with the principles of improving ‘Strategic Links’ articulated in the original Opportunity Area Planning Framework (OAPF) and DIFS have also helped inform the future provision of necessary infrastructure for Nine Elms.

The purpose of the original DIFS was to understand “the range of infrastructure that will be required to support new development in the Opportunity Area...[and] identify how much will be collected in developer contributions in the OA, how much of this will be available for the proposed Northern Line Extension and other infrastructure, the scale of the potential funding gap for the underground extension and a number of credible finance, funding and delivery models to close the gap and ensure viability for both development and infrastructure in the long term.”

See Appendix 1 for detailed information on all the Nine Elms Infrastructure projects planned over the next plan period.

### Development Infrastructure Requirements Refresh (DIRR)

Rather than a full DIFS study, in 2019 LBW commissioned a Development Infrastructure Requirements Refresh (DIRR) to report on matters relevant to development infrastructure funding that have emerged since the original study.

The original study considered the infrastructure needs in both Wandsworth and LB Lambeth, whereas the DIRR has only considered the infrastructure requirements that fall within the LBW part of the VNEB Opportunity Area and the delivery of them will be overseen by the Council, working with partners.

Following the substantial changes that have occurred since the original DIFS study, the DIRR considered the latest position in relation to the:

- need for infrastructure and existing projects in the three broad transport infrastructure, utilities and social infrastructure (including open space)
- associated funding arrangements
- review of the programme costs to date
- phasing requirements

The DIRR is the primary input to the review of Nine Elms Infrastructure within the IDP, but where the information on phasing or funding requirements have been refined since the DIRR was carried out the IDP contains the latest information.

### Review of Nine Elms Infrastructure

## Transport Infrastructure in Nine Elms

Transport infrastructure has, and continues to, form a core part of the Nine Elms Infrastructure Programme. A number of transport projects identified in the original DIFS have completed, others (which have been included in previous versions of the IDP) are in the development or delivery phases, and others are yet to start. The way in which a number of these projects comes forward is uncertain due to their interfaces with multiple other projects, so it is not possible to programme all of them with certainty.

**Nine Elms Lane / Battersea Park Road Corridor Scheme:** TfL are committed to a wider programme of improvements to Nine Elms Lane and Battersea Park Road focused on cycle improvements, improved crossings and pedestrian and street scene improvements that provide a holistic scheme for the whole corridor in line with the Healthy Streets agenda. An interim scheme improving walking and cycling infrastructure has already been delivered and good progress has been made with the design stages of the permanent scheme from Vauxhall to MacDuff Drive with Public Consultation held in 2017. The first phase of the scheme has been completed outside the new tube station. Subject to the relevant consultation, design work, permissions being secured and road space being available, the remaining phases of the eastern section of the scheme are expected to be constructed in 20XX/20XX.

**Increased Bus Capacity:** There is less certainty about the nature and scale of potential bus network changes. TfL undertook a comprehensive review of future demand in the OA in 2013. Discussions with TfL in early 2020 indicated that spending on bus services improvements would be incremental rather than wholesale and the need for strategic changes to the bus network remains under discussion with TfL. Extensive changes are planned at Vauxhall Gyratory following the grant of planning permission for the redevelopment of the Vauxhall Island site earlier this year. While this is outside the NEB area, it is a key transport interchange that will have impacts on NEB and specifically on decisions about bus routes, and which will then have wider ramifications for investment on cycle and pedestrian infrastructure. The opening of the NLE and associated new tube stations next year is also expected to affect the scale and type of bus usage. TfL's current expectation is that future bus provision changes are likely to be incremental in response to other projects and changes and the project cost estimate will be kept under review.

**River walk:** Improvements to the river walk are now underway, with Phase 1 of the Thames Path improvements project now complete and Phase 2 in the planning stages. However, the walk itself cannot be completed until all the riverside development sites come forward so that while there remains uncertainty over the future of sites such as Cringle Dock and the Tideway works continue for another five years, the walk will continue to have a number of diversions in place. The proposals for the Nine Elms Pimlico Bridge offer an opportunity for continuing and improving the Thames Path at its landing location on the southern side.

**Improvements at Battersea Park station:** The need for upgrades to Battersea Park station as a result of higher passenger flows from both new residents and workers, together with future potential interchange opportunities with the Northern Line Extension, were identified in the original DIFS. Further feasibility work has now been undertaken to progress the details of this scheme which comprise opening a new entrance to the north away from the existing building on Battersea Park Road together with a new pedestrian walkway on the eastern side of the station linking to Battersea Park Road and Prince of Wales Drive. Costs of between £34.1m and £35.6m, including 40% allowance for risk and contingency, have been identified. However, so too has a potential funding

gap; previous estimates for this project had been in order of £20m, and funding was largely secured on this basis, including c.£4m from S106 agreements within the NEB area.

**Thessaly Road Links:** Implementation of improvements to Thessaly Road along its entire length to the borough boundary and in the context of surrounding regeneration. Includes delivery of Yinka Illori Bridge Art Installation in 2019, CPZ implementation in 2020 and implementation of highways improvements scheme along the length of Thessaly Road to improve walking and cycling facilities. The Highways scheme is expected to complete in winter 2021.

**Nine Elms – Pimlico Pedestrian and cycle bridge:** Plans for the NEPB pedestrian and cyclist bridge have proceeded to the end of RIBA Stage 2 and a preferred location identified between Claverton St and Kirtling/Cringle Street; further work to refine the project scope, programme and budget has also been carried out. The Kirtling St site will only become available for development when the Tideway project is complete i.e. post-2026. The current cost estimate for the construction of the bridge is £40m in 2013 prices, of which £26m is expected to be drawn from CIL/DIFS tariff contributions. The £26m which has been identified as coming from CIL/DIFS tariff contributions is taken from the original DIFS study and represents the amount allocated to the project in the original DIFS, rather than the 80% of the total costs allocated to the tariff. The DIRR updated the total cost to 2019 prices and retained the allocation of 80% of the cost to the Tariff as there is no reason to revise the rationale for the original methodology.

**Minor improvements to Queenstown Road station:** A scheme to provide direct access from Battersea Exchange to the station has been identified and delivery is secured through the s106 agreement with Taylor Wimpey for the Battersea Exchange scheme.

**Viaduct cycling link:** The NESB Designing for Cycling 2013 identified a continuous cycling link along the viaduct as a key active transport link. This requires a pedestrian and cycle link across the NCGM entrance, linking Ponton Road with Ascalon Street. The study attributes responsibility for this to TfL and the Covent Garden Market Authority as landowner of NCGM. The DIRR made an estimate in the project schedule of the likely costs for the delivery of this route.

In 2019, Wandsworth Council commissioned a study to define the strategic direction for the **Battersea Design and Technology Quarter**, to validate the concept of a creative design and technology cluster to the south west of the Opportunity Area to draw on the strong existing design community in this part of Battersea and leverage the opportunities that will arise from the expansion of the Royal College of Art's Battersea campus and the 'Apple effect'. This study defined the scale of the opportunity together with recommendations on how the council can facilitate and shape the Quarter, which included two major infrastructure proposals – creating a **pedestrian connection between Havelock Terrace and Ingate Place**, and improvements to **Silverthorne & Queenstown Road Junction**. The next step for each of these schemes will be for the Council to bring forward feasibility studies that will assess the feasibility and costs for both schemes to inform updates to the IDP as well as future programming and funding decisions and allocate these appropriately to future development schemes.

**Ponton Road improvements:** when Ponton Road was diverted to its current location in 2012, it was specifically designed at its northern end to facilitate construction and no changes were made along its east-west axis which follows the viaduct. LBW have identified that as this will be a critical north-south connection that crosses the future Nine Elms Park, and a key east-west pedestrian route, it is necessary for a more holistic public realm scheme to be brought forward that re-prioritises active travel modes in the future state. Improvements to the southern end have already been brought



forward through s278 agreements to create streetscapes more in line with pedestrian than construction uses, and funding secured for improvements to the east-west axis. As the road abuts a number of development sites at its northern end that are yet to commence construction there is an opportunity for this approach to be applied to future developments and for the improvements scheme to be brought forward by developers in the first instance.

**Stewarts Road improvements:** This project is for streetscape and highway improvements (Duchess Bridge stairs to Borough Boundary) and excludes the opening of the subway under the Duchess Bridge which is planned to be delivered under a BPS s106 obligation and is not included in cost estimate. This project has not yet started.

**Lowline Extension:** An extension of the very successful Lowline in Southwark to the Opportunity Area is being pursued as a joint project with LB Lambeth. A strategic study and action plan will be developed in 2022 and inform future iterations of the IDP.

**Arch 42:** Providing Gateways improvements to the new continuous north-south pedestrian and cycle link along Ponton Road and Pascal Street that will be created by opening Arch 42 is currently at the detailed design stage.

**Queenstown Road Corridor Scheme:** Improvements to Queenstown Road from Chelsea Bridge to borough boundary to be delivered in phases. Phase 1 (Chelsea Bridge to Battersea Park Road) and Phase 2 (Battersea Park Road to Silverthorne Road) are both to be funded by Nine Elms CIL; the remainder of the scheme will be funded by alternative sources. Phase 1 is expected to enter delivery in 2022; Phase 2 remains at the Feasibility stage until there is clarity regarding TfL's proposals for the junction of Queenstown Road and Battersea Park Road.

**Northern Line Extension:** Whilst the line is now open and operational the Council's obligations to contribute s106/CIL remain for the duration of various legal agreements and therefore continues to be included in the IDP as it a priority for DIFS/CIL expenditure.

### Educational Infrastructure in Nine Elms

The DIRR has assessed the currently projected education needs that arise from the planned growth in the OA, focussing on the state provision of early years, primary and secondary education (including sixth form), and the capital costs thereof that are either funded by development or mainstream sources.

This updates the estimates of required education provision that were provided as part of the 2010 DIFS for VNEB. The 2010 DIFS analysis incorporated different scenarios in terms of key developments coming forward, and different levels of affordable housing provision (which in turn affected the population profile). It identified school place projections based on population estimates at the time, for each of the education authorities, and offset these against projections for capacity of existing schools. The higher affordable housing scenario (40%) forecast that a maximum 1,129 places would be required for children at primary school level. This compared to only 680 places under the scenario which tested the lowest level affordable of affordable housing (15%). To meet forecast need, a new two-form entry (FE) primary school was recommended, with the potential to expand this to four FE if required.

Land was secured for the provision of a 2FE primary school and there is now greater certainty around population estimates for the developments. The DIRR considered the child population estimates for different school age groups derived from overall estimates for Nine Elms, amounting to

27,053 new residents over the years 2015/16-2030/31. These forecasts were developed with the WBC Place Planning Team.

#### Early years requirements

It is difficult to determine the exact need for early years places as they are not centrally planned, and we must assume that the population at this age group does not automatically translate into required places. For instance, not all children at this age group attend an early years' facility at all as they may be cared for at home. Additionally, children at this age might not attend nursery full-time as carers might only use the 15 hours allowance provided by the Government; this means that fewer places will be required to meet overall needs.

The DIRR estimates that the population yield from growth in Nine Elms will generate a need for the equivalent of approximately 2FE of early years places.

The new 2FE primary school proposed for Nine Elms includes a 2FTE nursery that could meet part of this need as part of the eventual school operator's operational model. Whilst this suggests an overall shortfall in programmed provision this is likely to be overstated because typically nursery provision is met in the main part by the private sector.

Various development sites, including the BPS outline planning permission (2009/3975) make provision for 'nursery accommodation' or have brought forward proposals in subsequent variations to provide nursery school/crèche within the relevant use class as demand as materialised, and this is expected to continue into the future.

#### Primary School requirements

The DIRR established that the projected population of children would require the equivalent of 4.4 FEs over the study period.

A new 2FE primary school is proposed at Nine Elms as part of the redevelopment of the VNEB area. It is proposed that this will be provided on the C2 Plot of the Nine Elms Parkside site and a Reserved Matters Application was approved in July 2021; the proposed scheme is for a two-FE primary school and nursery, and sports and community centre within a single building surrounding an external play area, with capacity for 420 primary school pupils and circa 52 nursery school pupils and 1,575m<sup>2</sup> GIA of community facilities. The community facilities, which have a separate entrance, currently comprises a sports hall with 4 badminton courts, outdoor rooftop sports pitches (2 five-aside pitches), a studio (fitness and multipurpose room), and a café space.

The RMA design has also made provision for the potential expansion to 4FE on the adjacent Met Police Warehouse site. The Council has also explored the potential for a single FE extension to St George's primary school in the OA; there is no defined scheme or firm programme attached to this at present and LBW do not yet consider there to be a pressing need for additional places but continue to monitor capacity and there remains a small allocation in the Capital Programme, although this is unlikely to be enough to meet the costs of provision.

The current approved Capital Programme Budget includes a budget of £14.5m to support the land purchase costs associated with the provision of the new school. Since the DIRR was produced further work has been done to refine the funding required for the construction of the school and associated community and sports facilities and this is currently estimated at £34 million. The additional budget is expected to be met from Nine Elms CCIL but is not yet an approved part of the Capital Programme.

The DIRR analysis suggests that there could be an overprovision in primary school places if the Met Police Warehouse site is brought forward along with the single form expansion at St George's that

has been explored in recent years. The DIRR recommended that the new primary school should be brought forward before considering the need for expansion at either site.

#### Secondary School requirements

Whilst the DIRR verified that development in Nine Elms will generate a need for secondary school and sixth form places over the lifetime of the development, these do not amount to a need for a new secondary school and it is expected that population growth will be able to be absorbed by existing secondary schools in LBW.

### Community Facilities in Nine Elms

Within the DIRR, the need for community facilities relating to community and culture, play space, sports and leisure, and emergency services were considered within the assessment of the need for Social Infrastructure.

#### Play Space/ Sports Facilities / Indoor Leisure Facilities

The DIRR found that for the most part, a substantial quantum of play and leisure space has been secured, with some oversight of the operation of the public open space across the OA retained by the Council.

Because most development has already been approved at least to outline level, open space and play space is largely committed through those permissions. The requirements for playing pitches is largely secured through the five-a-side football pitches that have been delivered on the roof of the car park at the NCGM development, as well as the plans for the new Nine Elms School. The approved RMA design contains two open-roof MUGAs, with one associated with the community facility, and the other with the school; the building has been designed to ensure flexibility between uses and enable sharing of these facilities.

Improvements to the existing playspaces on the Patmore and Savona estates are also currently being delivered as well as creation of a new playspace at the Yvonne Carr Centre.

Future requirements for sports and leisure space within the OA will be considered as part of any borough-wide assessment of the need for indoor leisure and sports facilities.

#### Arts and Culture

The Nine Elms Cultural Strategy seeks to develop the OA as a vibrant and successful 'place'. The intended approach to achieve this includes enhancing the neighbourhoods and promoting the growth of creative clusters, particularly around a Food and Horticulture Quarter, Visual Arts Quarter, and Battersea Design and Technology Quarter.

Approximately 5,200sqm has been secured for arts and culture and community space in development that is planned or underway. The delivery trajectory for this space shows that it will be delivered in advance of the need arising and that the deficit does not appear until later in this decade. It is therefore important that space that has been secured but not yet delivered is brought forward as planned or increased, and not diminished, and in future appropriate facilities are secured within the sites in the OA that do not yet have permissions, and that where revisions to existing permissions are sought this deficit is considered.

In relation to cultural and arts space, Arts Council England (2009) recommends a benchmark for arts space, which can come in various forms, of 45m<sup>2</sup> per 1,000 population. Living Places guidance on 'arts provision and sustainable communities' indicates a construction and fit-out cost estimate for cultural centres as follows: Type 1: galleries, housing permanent and temporary exhibitions: £3,400 per m<sup>2</sup> Type 2: multi-use arts venues and theatres; £3,700 per m<sup>2</sup> Type 3: production, rehearsal and education space for arts; £2,280 per m<sup>2</sup>

Since the original DIFS, greater clarity has emerged with the development of the cultural strategy; and to allow those aspirations to be realised, the DIRR recommends that funding of £3.8m is set aside based on a blended cost of cultural facilities. This can then be directed to suitable projects as they arise in later phases of development as the need arises.

### Community Centres

A co-located community facility was written into the requirements of the Section 106 agreement for the Nine Elms Parkside site. A community facility (1,575m<sup>2</sup>), in the form of a sports and leisure facility, is now proposed as part of the Nine Elms Primary School development on plot C2 of the Nine Elms Parkside site. This development is described in closer detail in Education OR Sports and Leisure section as its use is clearly aligned with sports and leisure, rather than a more 'traditional' community hall although there is potential for community use of other facilities within the school including the assembly hall on a dual-use basis.

A Community Hub is also proposed as part of BPS Phase 3c; this evolved from the original requirements for libraries provision, so is discussed in that section.

Based on the 2015 Planning Obligations SPD that was current at the time the DIRR was written, a total requirement for 5,400sqm of community space was identified. The DIRR used the standards contained in the 2015 SPD, and the community space already secured, to establish that there is potentially a deficit of equivalent to 7 community centres at 300 sqm each in the later phases of development. This is evidently impractical and intuitively would result in an over provision in the area. Applying a typical cost per sqm of £4,700 the DIRR recommends that a further c. £10.3m funding should be set aside to meet outstanding community needs, either through allocation to new facilities, if space can be identified, or upgrades to existing facilities.

Whilst the 2015 SPD has been superseded in October 2020 and no longer specifically requires community space in the same way, an allocation to support the development of further community facilities in the later phases of development has been allocated within the IDP as recommended by the DIRR. As sites come forward we will seek to provide appropriate facilities in accordance with the current policy, potentially supported by the allocation of funding for community facilities within the IDP. The delivery trajectory for this space shows that it will be delivered in advance of the need arising and that the deficit does not appear until later in this decade. It is therefore important that space that has been secured but not yet delivered is brought forward as planned or increased.

### Libraries

The original DIFS recommended a library of 1500m<sup>2</sup>, possibly located in the BPS development, and this was secured in the original 2011 Section 106 agreement for BPS. However, the vision for this facility moved on from that of a typical library and a 'community hub' will now provide library and other education, social and cultural facilities, accessible to all, to be delivered earlier and funded by the developer. The community hub will be leased to and maintained by a community interest company or social enterprise. The hub would be subject to a Community Hub Management Plan, to

be approved by LBW, who would also have some reasonable influence on the facilities and services within the hub. The Community Hub is to be located within BPS Phase 3C, above part of the station box for the NLE's Battersea Park Station, at the southern end of Prospect Park.

#### Police and Emergency Services

The Emergency services considered in the original DIFS were policing, fire brigade and ambulance services. As part of the DIRR process there was limited success in engaging with the fire brigade and ambulance services and the conclusion was that there is no urgent requirement for additional infrastructure to meet the need arising from Nine Elms. It should be noted that ambulance services for NEB are principally provided by St Thomas' Hospital on Westminster Bridge Road.

The focus of the DIRR was therefore directed mainly at policing. Space for MPS accommodation is provided for within the BPS Section 106 agreement. This includes a 13m<sup>2</sup> police facility located in RS-1; and 170m<sup>2</sup> facility in phase RS-2 provided to shell and core.

The MPS is currently determining its exact requirements for policing at NEB. When determining the need for police resources, the analysis takes into account population growth, local crime trends, existing provision, and the future development context, among other inputs. It is estimated that a police presence similar to that at Westfield Stratford - two sergeants and twelve PCs - would be appropriate, although further analysis is required. At the time of producing the DIRR (2019/20) MPS unofficially recommended a police community office capable of accommodating 8-10 staff members, fitted out to police requirements. MPS is currently determining its exact requirements for policing at NEB, but it is assumed that the accommodation provided as part of the Section 106 agreement will be required as a minimum. Costs for the fit out are not known but it is understood they would be met by mainstream funding from MPS.

#### Green and Blue Infrastructure in Nine Elms

The VNEB Area has presented Wandsworth with an opportunity to add to its existing green and blue infrastructure network by including a 12-acre linear park linking Battersea Power Station to Vauxhall.)

The DIRR considered the requirements for Open Space and Play Facilities in Nine Elms as part of the assessment of Social Infrastructure requirements, and the findings are summarised in this section. The remaining green and blue infrastructure projects that might be required (allotments, cemeteries and crematoria and Rivers) as a result of development in Nine Elms are considered as part of the borough's overall need.

The majority of the open space available for future residents of Nine Elms will be in the linear park, a central feature of master planning in the OA from early days, and comprising land contributions from four large development sites. Delivery of each development's section of the park is funded by the developer. It was acknowledged prior to the original DIFS that the provision of the linear park would not supply residents with the same level of open space afforded in the rest of Wandsworth, however the estimate given around time of the DIFS would be a park of 4.5 ha. The current estimate is slightly less at 4.26 ha.

In addition to this, there are two key public spaces associated with BPS: Power Station Park, divided between BPS Phases 1 and 2 and located between the north-facing façade of BPS and the Thames, and the smaller Prospect Park in Phase 3.

Play space requirements vary according to population projections of different age groups for each development, which have been subject to ongoing variations as the balance of residential units has shifted within sites. Doorstep and neighbourhood typologies are typically located in communal courtyards and on roof terraces. A larger, publicly accessible Neighbourhood playing space is proposed at the Basin Fields within the linear park.

Play space for older children and adults, suitable for organised sports, is located offsite at Battersea Park, in the case of BPS, or MUGAs. MUGAs are also proposed on the site of the Nine Elms School on RMG C1. The designs for the park, in various stages of detail, have been determined by the development proposals for individual sites that are host to it, particularly in design codes and parameter plans. The Council maintains some strategic oversight of the park's delivery but the precise timing of its delivery is determined by the completion dates of the various developments. Their status as of March 2020 is summarised in the DIRR.

Management requirements are standard for all Section 106 agreements relating to the development of the Linear Park, pertaining to security, insurance and maintenance. They also require the submission and approval of Delivery and Management Plans, to assist co-ordination of the phased delivery of the park and account for specific management requirements. Initially, these are required to be undertaken via the establishment of a single entity park management company for each individual development. Associated real estate management costs would be charged to residents as part of lease agreements and would be ringfenced for management of the park parcel associated with their development. In the longer term, 'Parkco' will be established, a special purpose entity to undertake these functions on behalf of the developments collectively and implement each landowner's approved Management Plan. An advisory board will also be established, consisting of representatives of each developer, and the Council to manage the park, co-ordinate events, and so on. Instead of specific byelaws imposed by the Council, a 'voluntary community charter', also referred to as the POPS Charter for the Linear Park, has been drafted collaboratively that will govern use of the park.

## Health Infrastructure

The NHS Clinical Commissioning Groups (CCGs) for Lambeth and Wandsworth have collaborated on a business case for facility delivery and investment in healthcare in the VNEB Opportunity Area in the years 2016-2030. This full business case (FBC) from December 2019 identifies the Sleaford Street Health Centre as required to support the primary healthcare needs of population growth in the Opportunity Area (OA) over this period and follows on from a March 2016 Feasibility Report.

While the original DIFS identified a need for 11 GPs across the whole OA, the detailed assessment undertaken as part of the FBC indicates a requirement of '19 new healthcare practitioners and uplift in other services of 6% in 2029/30 compared to the 2013/14 baseline'. To address this, CCGs proposed staged provision comprising using existing facilities to absorb early demand, renovation and extension of existing practices to deliver some further provision, a new facility and Sleaford Street and finally a new facility at Nine Elms Square.

The FBC confirms that at least some of the growth that has already occurred in the OA has been accommodated by the practice at Riverside Medical Centre at St George's Wharf (in London Borough of Lambeth), whose patient list has grown by 61%. Renovation and extension of the existing Lambeth practices has been delayed but is expected to complete in 2022, which will ensure that demand for primary healthcare is met while the Sleaford Street Health Centre is under construction.

### Sleaford Street Health Centre

A new £13m Health Centre at Sleaford Street, secured as part of Battersea Power Station Phase 4a and funding agreement with NHS Property Services, will provide new primary health care facilities to support the predicted new Wandsworth population as well as existing residents, thereby contributing to the health and wellbeing of local communities. The Sleaford Street Health Centre is in an advanced stage of planning. It will accommodate around 19 new healthcare professionals, including GPs, in a facility of 1,868m<sup>2</sup> GIA.

Delivery of the Sleaford Street Health Centre is reliant on the construction programme for BPS Phase 4a; the shell and core site is expected to be handed over to NHS Property Services in 2022 and then open twelve months later in 2023.

### Nine Elms Square Health Centre

The NEV Healthcare Programme OBC was based on four key Stages, the last of which was development of the healthcare facility at Nine Elms Square secured through S106, close to the new Nine Elms Underground Station, in Wandsworth.

The strategic need for a second facility at Nine Elms Square is monitored annually as part of NEV Healthcare Provision Programme and a final evaluation will be made in 2025. The allocated Section 106 space is being safeguarded by the RandF Healthcare Delivery Plan until the emerging need and required service provision that can be delivered within the site can be determined.

While there is no certainty that it will be needed, the FBC sets out that the likely cost of the final phase of provision at Nine Elms Square is £10.63m. If the CCG takes up the option of bringing forward this facility it is reasonable to expect that they will seek to secure funding for this under the same route as the Sleaford Street facility.

## Utilities and Waste Infrastructure

Utilities are normally among the first elements of infrastructure to be delivered in new schemes as they are necessary to enable development. This is the case in Nine Elms where the majority of the required utilities works which the original DIFS identified have been delivered. The DIRR focused on the remaining need which arises from the development itself, rather than changes that may be driven by wider changes in policy, technically or demand which can reasonably be expected to be delivered by 'business as usual' processes within utility providers and infrastructure planning.

### Surface and waste water

As noted in the main [Utilities and Waste Infrastructure](#) chapter Thames Water are aware that there is likely to be operational changes to facilitate connections arising from development in Nine Elms. The DIRR study also established that Thames Water is supportive of opportunities from other upcoming developments to expand the surface water network at Nine Elms and create new surface water networks at other locations along the River Wandle and River Thames.

Whilst most surface water drainage and any associated Sustainable Urban Drainage Systems (SUDS) features would most likely be dealt with on a site by site basis, the changing environmental context and the ambitious targets of the WESS mean that it might be appropriate in the future to invest in more holistic SUDS infrastructure schemes in the OA.

Along with regular assessment of the existing and projected demand for water and waste water infrastructure by Thames Water, this an area that will be closely monitored by the Council with partners and developers.

### District heating network (DHN)

The need for district heating at NEB is now well established and planning and delivery of this utility is advanced. Two district heating networks are currently being delivered in Nine Elms, with the potential and aspiration for these to connect to each other to create a single district heating network with multiple energy centres. The two separate networks comprise the following:

As part of the US Embassy development Engie/Equans has delivered an energy centre with a generating capacity of 3MW, along with a 1.5km district heating network, the first phase of which will serve buildings in Embassy Gardens and The Residence. This network is anticipated to be delivered in late 2021/22.

A 73,000 sq ft district heating and cooling centre is planned for delivery by VitalEnergi in the basement of BPS. The operation of the centre and network will be adopted by Engie/Equans. At full build, the energy centre will have a total heating capacity of 42.75MW, cooling capacity of 30MW and electrical capacity of 7.3MW. The total pipe length of the district heating network is 6.4km, and serves the entire BPS site including key residential developments like Circus West Village, and outside the BPS site at Phase 4A.

Within Nine Elms, the Council will continue to pursue its strategy of using planning obligations to ensure that developers are obliged to connect into either of the two new DHNs in the future, and safeguard routes and major crossings as far as possible so that the DHN can be extended in the future without undue cost. In major utility corridors linking the key sites across the area, provision for two insulated pipes to be laid horizontally with overall trench dimensions 1,500mm wide 1,500mm deep being typical.

Further decarbonisation of the district heating networks to improve carbon emissions performance is likely to be priority for the DHNs in the network in the future. There may therefore be opportunities for conversion to new technologies and retrofitting infrastructure as part of this process.

### Utility Corridors

In 2014 Arup proposed a utility ducting corridor through the Linear Park, outside of the road network to ensure that future development can connect to and maintain utilities infrastructure with minimal impact on the road network. To this end, a 6m strip of hard landscaping was outlined in each s106 to be safeguarded for the housing of utilities infrastructure. This has enabled the Council to bring forward proposals and incremental delivery of a unified pre-emptive ducting corridor that runs across the multiple development sites in line with the utilities strategy. This project remains in its final commercial stages and is expected to conclude in 2022/23.

### 5G

New technology such as 5G will create additional infrastructure requirements. The DIRR established that early discussions regarding fibre optic infrastructure are underway to identify opportunities to provide 5G network and improve mobile phone coverage across the OA; however, 5G itself remains in relatively early stages of rollout.

At present, these requirements are typically met by the private sector and not through coordinated infrastructure delivery. While to an extent, the market will dictate and deliver on these needs, there may be opportunities to take a more joined-up approach within the NEB.

### Gas to Electric

The impact that the anticipated requirement to ban gas fired central heating from new build residential homes will have on the existing electrical infrastructure, is currently not fully understood.



It is anticipated that local upgrades will be required to the existing network to meet the increase in demand. This is something that should be monitored going forward but the DIRR found it could reasonably be expected to be brought forward as part of 'business as usual' development and will be covered within the borough-wide requirements by future iterations of the IDP.

## Appendix 1 - Infrastructure Delivery Schedule

### Introduction

The Infrastructure Delivery Schedule provides a detailed catalogue of infrastructure projects planned in the borough to help address deficiencies that have been identified in the Local Plan and supporting evidence base documents (see above for more detail). The cost of the projects is typically based on the amount of funding allocated as per the Capital Programme, however, with regards projects based in Nine Elms the cost of the project and the allocated funding is informed by the DIRR. Other exceptions apply and where they do the Progress Details columns will provide project specific information. Projects in Nine Elms will often be accompanied by more detail as they originate from the DIRR which was published in close proximity to this document and its findings can be considered appropriate for inclusion.

The Infrastructure Delivery Plan is a snapshot of the cost and allocated funding for projects and is constantly in flux. Because of the availability of the data several project's cost and allocated funding are labelled as TBC and will be updated in further IDPs but they are intended to come forward or should be considered aspirational.

## Transport

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
T1	Transport	Putney High Street - Public Realm & Environment Improvements	Wider Wandsworth	Proposals in the package of deliverables include 20mph speed limit; Putney Bridge Road/Putney High Street Junction Improvements; Lacy Road Junction Improvements (initial pedestrian works); Green Wall/Artwork; Uplighting to 2/3 Key Buildings on High Street; Installation of trial Copenhagen Crossing; Guardrail Replacement and Tree Planting/Greening; Installation of City Tree; Contra-flow Cycle Lanes (Trial); and Improved Cycle Parking	Provision					Funded by LIP	£864,000	£864,000	£0	SCIL	
T2	Transport	Cremorne Footbridge	Wider Wandsworth	Cremorne Footbridge, Detailed Design Consultancy	Detailed Design						TBC	TBC	TBC	SCIL	
T3	Transport	Upper Richmond Road and Putney Stations	Wider Wandsworth	Upper Richmond Road and Putney Stations	Provision						£2,000,000	£2,000,000	£0	SCIL	
T4	Transport	Cycle Parking at Railway Stations	Wider Wandsworth	Cycle Parking at Railway Stations	Provision						£500,000	£500,000	£0	SCIL	
T5	Transport	WESS Transport Infrastructure	Wider Wandsworth	Cycle Parking on street, school cycle parking, bike hangers, e-cargo bike sustainable freight scheme, school streets and electric vehicle charging points.	Provision						£721,000	£721,000	£0	SCIL	
T6	Transport	St John's Hill Bridge refurbishment	Wider Wandsworth	St John's Hill Bridge refurbishment	Improvement						£435,000	£435,000	£0	SCIL	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
T7	Transport	Wandsworth Bridge corrosion protection	Wider Wandsworth	Wandsworth Bridge corrosion protection	Improvement						£5,295,000	£5,295,000	£0	SCIL	
T8	Transport	One Way Streets	Wider Wandsworth	One Way Streets - Conversion to Two Way for Cycling	Improvement						£495,000	£495,000	£0	SCIL	
T9	Transport	Wandsworth One Way System	Wider Wandsworth	Wandsworth One Way System	Improvement			2021	2025	TfL	£26,078,000	£26,078,000	£0	S106 and CIL	
T10	Transport	Flood Alleviation Work	Wider Wandsworth	Flood Alleviation Work - SUDS	Provision						£917,000	£917,000	£0	SCIL	
T11	Transport	Boroughwide - Tree works	Wider Wandsworth	Boroughwide - Tree works	Improvement						£500,000	£500,000	£0	SCIL	
T12	Transport	Trewint Street Bridge Improvements	Wider Wandsworth	Trewint Street Bridge Improvements	Improvement						£1,563,000	£1,563,000	£0	SCIL	
T13	Transport	New station to serve St George's Hospital	Wider Wandsworth	A new station between Tooting and Haydons Road stations on the Sutton/Wimbledon Loop would provide additional public transport access for staff, patients and visitors at St George's Hospital, as well as the south end of Tooting High Street	Provision			TBC		TfL and Railway	TBC	TBC	TBC	Potential Private Sector, TfL, and SCIL	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
T14	Transport	Wandle Trail missing link	Wider Wandsworth	The Wandle Trail (National Cycle Network route 20) is an important traffic free route for pedestrians and cyclists, but due to constraints in Earlsfield it currently diverts from the route of the River Wandle onto Garratt Lane. Completing this “missing link” is a longstanding aim and this will be pursued in the LIP.	Provision				TBC	TfL	TBC	TBC	TBC	Potential Private Sector, TfL and SCIL	
T15	Transport	Nine Elms Lane / Battersea Park Road	Nine Elms	Creation of a corridor that provides benefits which support the Healthy Streets Approach to promote active travel, public transport and essential traffic	Improvement	Under Construction		2020	2024	TfL and Developers (Battersea Power Station)	£24,000,000	£22,178,000	- £1,822,000	Tariff and Developer	Allocated funding includes risk provision and expected to reduce. Funding gap to be met by developer contributions secured through s106. Delivery will be phased as land/road space becomes available.
T16	Transport	River walk	Nine Elms	Upgrading the two sections of Thames Path within LBW identified in OAPF as missing links not improved by development	Improvement	Consents Process	2	2017	2022	LBW	£4,200,000	£1,746,000	- £2,454,000	Tariff	Phase 1 is complete; Phase 2 expected to start and complete in 2022
T17	Transport	Thessaly Road links	Nine Elms	Streetscape and highway improvement proposals that enhance the look and feel of the area, improving safety and connection for all street users, particularly pedestrians and cyclists.	Improvement	Under Construction	3	2020	2021	LBW	£2,575,000	£1,650,000	- £925,000	Nine Elms CIL, s106 contributions	Expected to complete in early 2022;

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
T18	Transport	Stewarts Road improvements	Nine Elms	Streetscape and highway improvements (Duchess Bridge stairs to Borough Boundary) and excludes the opening of the subway under the Duchess Bridge which is planned to be delivered under a BPS s106 obligation and is not included in cost estimate.	Improvement	Potential Need identified		2022	TBC	LBW	£2,000,000	£2,000,000	£0	Nine Elms CIL	Feasibility study to be commissioned in 2022
T19	Transport	Improvements to bus services and capacity	Nine Elms	Longer-term revisions to bus network to reflect new neighbourhood, as well as impact of changes outside including redevelopment of Vauxhall Cross and potential for additional river crossing.	Improvement	Potential Need identified		2022	2023	TfL	£12,500,000	£5,010,000	- £7,490,000	Nine Elms CIL	Future need to be reviewed by TfL
T20	Transport	Queenstown Road station minor improvements	Nine Elms	Creation of new entrance (developer provided) to provide direct access from Battersea Exchange to the station.	Provision	Consents Process		2021	2022	Developer (Taylor Wimpey); Network Rail	£700,000	£0	- £700,000	Developer	Delivery is secured through the s106 agreement with Taylor Wimpey for the Battersea Exchange scheme. Awaiting submission of listed building consent.
T21	Transport	Battersea Park station improvements	Nine Elms	Upgrades to station to accommodate increased services and improve access including new entrance	Provision	Design		2021	2024	Network Rail; Developer	£35,600,000	£14,866,000	- £20,734,000	Tariff, Developer, and Network Rail/DfT	Cost estimate is upper end of estimated costs of between £34.1m and £35.6m, including 40% allowance for risk and contingency. Funding allocation includes £4m s106 contribution.

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
T22	Transport	Queenstown Road corridor scheme	Nine Elms and Wider Wandsworth	Improvements to Queenstown Road from Chelsea Bridge to borough boundary to be delivered in phases	Improvement	Design		2022	2025	LBW	£6,000,000	£1,899,000	- £4,101,000	Nine Elms CIL; LIP; tbc; other sources TBC	Phase 1 (Chelsea Bridge to Nine Elms Lane) in detailed design; Phase 2 to Silverthorne Road at Feasibility; both phases to be funded by Nine Elms CIL.
T23	Transport	Viaduct cycling link	Nine Elms	<i>Raised link across NCGM Entrance Site to enable continuous cycle route along the viaduct</i>	Provision	Potential Need identified		2022	2024	Developer s, LBW	£2,000,000	£0	- £2,000,000	Tariff; s106 contributions	Costs are an estimate only; See DIRR for details of suggested allocation of Nine Elms CIL.
T24	Transport	Key Gateways/ Strategic Links	Nine Elms	Providing Gateways improvements across the opportunity area, including to Arch 42 the new north-south pedestrian and cycle link under the railway viaduct which is currently at the Design Phase.	Provision	Design		2021	2022	LBW	£479,000	£479,000	£0	Tariff	
T25	Transport	Ponton Road improvements	Nine Elms	Streetscape and highway improvements to reflect it's future location crossing Nine Elms Park.	Improvement	Potential Need identified		TBC	2030	LBW; Bellway, Ballymore, RMG, Dominvs	£3,500,000	£0	- £3,500,000	s106 contributions	Total costs are an estimate; improvements to be funded by adjacent developments and delivered once road ceases to be required for intensive construction traffic.

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
T26	Transport	Pedestrian connection between Havelock Terrace and Ingate Place	Nine Elms	Providing a new walking and cycling connection that links the Havelock Terrace industrial area with the Ingate Place industrial area to create a more connected walking and cycling network.	Provision	Potential Need identified		TBC	TBC	LBW; NR	TBC	TBC	TBC	Nine Elms CIL and other to be identified	identified in BDTQ study
T27	Transport	Silverthorne & Queenstown Road Junction	Nine Elms	Changes to the junction to reduce HGV use of residential roads, create positive frontages and maintain access to strategically important industrial sites	Improvement	Potential Need identified		TBC	TBC	LBW, neighbouring landowners	TBC	TBC	TBC	Nine Elms CIL and others to be identified	identified in BDTQ study
T28	Transport	Stewarts Road Underpass	Nine Elms	Opening up the Stewart's Road Underpass beneath the Duchess Bridge, connecting continuous pedestrian access to the new Town Centre at Battersea Power Station	Provision	Feasibility		TBC	TBC	BPS; TfL	TBC	TBC	TBC	BPS s106 commitment	
T29	Transport	Northern Line Extension	Nine Elms	Two stop extension of the northern line from Kennington to Battersea.	Provision	Complete		2014	2021	TfL	TBC	TBC	TBC	Tarrif; Nine Elms CIL; retained Business Rates	Whilst the line is now open and operational the Council's obligations to contribute s106/CIL remain for the duration of various legal agreements.
T30	Transport	Lowline Extension	Nine Elms	An extension of the very successful Lowline in Southwark to the Opportunity Area in partnership with LB Lambeth.	Improvement	Feasibility		2021	TBC	LBW; Network Rail; Arch Co; existing occupiers and leaseholders	£45,000	£45,000	£0	Nine Elms CIL	A strategic study and action plan will be developed in 2022 and inform future iterations of the IDP.



Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
T31	Transport	Wandle Delta New Bridge Connections	Wider Wandsworth	Three new active travel bridges to be created around Causeway Island and across Bell Lane Creek and the River Wandle. See the Wandle Delta SPD for more detail.	Provision	Potential Need identified				Developers	TBC	TBC	TBC	Developer	
T32	Transport	Realignment of Falcon Road	Wider Wandsworth	<i>Realignment of Falcon Road as part of the redevelopment of the ASDA, LIDL and Boots site</i>	Improvement	Potential Need identified				Developers	TBC	TBC	TBC	Developer S106	
T33	Transport	Bedford Hill Public Realm and Road Safety	Wider Wandsworth	Bedford Hill Public Realm and Road Safety	Improvement						£908,000	£908,000	£0	NCIL and Receipts	
T34	Transport	Bedford Hill Public Realm and Road Safety - Phase 2	Wider Wandsworth	Bedford Hill Public Realm and Road Safety	Improvement						£195,000	£195,000	£0	NCIL	
T35	Transport	Elmbourne Road Improvements	Wider Wandsworth	Elmbourne Road Improvements	Improvements						£62,000	£62,000	£0	NCIL and Receipts	
T36	Transport	Putney Wharf Church & Brewhouse Lane	Wider Wandsworth	Putney Wharf Church & Brewhouse Lane	Provision						£257,000	£257,000	£0	NCIL, SCIL and Receipts	
T37	Transport	Putney High Street public realm & Environment Improvements (phase 2)	Wider Wandsworth	Putney High Street public realm & Environment Improvements (phase 2)	Improvements						£148,000	£148,000	£0	SCIL	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
T38	Transport	Wandsworth Bridge / Bridge end road	Wider Wandsworth	Wandsworth Bridge / Bridge end road	Maintenance						£550,000	£550,000	£0	SCIL	
T39	Transport	Electric Charging Points	Wider Wandsworth	Electric Charging Points	Provision						£250,000	£250,000	£0	SCIL	
T40	Transport	Battersea Church Road Traffic Calming	Wider Wandsworth	Battersea Church Road Traffic Calming	Provision						£176,000	£176,000	£0	NCIL	
T41	Transport	Dover House Road Parade	Wider Wandsworth	Streetscape Enhancements	Improvement						£13,000	£13,000	£0	NCIL	
T42	Transport	Ornamental Heritage & Riverside Ltg - Battersea	Wider Wandsworth	Ornamental Heritage & Riverside Ltg - Battersea	Improvement						£97,000	£97,000	£0	NCIL	
T43	Transport	Ornamental Heritage & Riverside Ltg - Wandsworth	Wider Wandsworth	Ornamental Heritage & Riverside Ltg - Wandsworth	Improvement						£38,000	£38,000	£0	NCIL	
T44	Transport	Putney High Street Improvements	Wider Wandsworth	Putney High Street Improvements	Improvement						£253,000	£253,000	£0	NCIL	
T45	Transport	Putney Park Lane improvements	Wider Wandsworth	Putney Park Lane improvements	Improvement						£137,000	£137,000	£0	NCIL	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
T46	Transport	Putney Wharf Church & Brewhouse Lane	Wider Wandsworth	Putney Wharf Church & Brewhouse Lane	Improvement						£257,000	£257,000	£0	NCIL, SCIL and Receipts	
T47	Transport	Southfields Public Realm Upgrade	Wider Wandsworth	Southfields Public Realm Upgrade	Improvement						£230,000	£230,000	£0	NCIL	
T48	Transport	Wandle Valley Park - Improved Gateways	Wider Wandsworth	Wandle Valley Park - Improved Gateways	Improvement						£123,000	£123,000	£0	NCIL	
T49	Transport	Wandsworth Bridge floodlighting	Wider Wandsworth	Wandsworth Bridge floodlighting	Provision						£415,000	£415,000	£0	NCIL	
T50	Transport	West Putney Area Through Traffic Study	Wider Wandsworth	West Putney Area Through Traffic Study	Study						£85,000	£85,000	£0	NCIL	
										<b>TOTAL</b>	<b>£137,161,000</b>	<b>£93,435,000</b>	<b>-£43,726,000</b>		

## Education

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
E1	Education	Heathmere Primary School	Wider Wandsworth	Dining Hall Facilities	Improvement	Under Construction					£1,912,000	£1,912,000	£0	Contribution	
E2	Education	St George's Primary School	Nine Elms	Potential 1FE expansion of St. George's CE Primary school to meet emerging need.	Expansion	Potential Need identified		TBC	TBC	St George's Primary School; DfE; Council	£4,500,000	£1,350,000	-£3,150,000	Nine Elms CIL	DIRR identified 1FE expansion would be higher than Council's current Capital Programme allocation. If/when expansion is needed in future years further funding will need to be identified.
E3	Education	Nine Elms Primary School	Nine Elms	Land and construction costs for provision of new 2FE primary school on land secured on the Royal Mail Group site with nursery provision and associated sports and community facilities.	Provision	Consents Process		2012	2026	RMG; DfE; Regional Schools Commissioner	£44,741,427	£14,343,000.00	-£30,398,427	Nine Elms CIL	The current approved Capital Programme Budget includes a budget of £14.3m to support the land purchase costs associated with the provision of the new school. The call option for the land has now been entered and the RMA for the school design has been approved in July 2021. Construction will start in time to meet school need, currently expected by September 2026. The additional budget for construction is expected to be met from Nine Elms CIL but is not yet allocated within the capital programme
E4	Education	Chestnut Grove Academy	Wider Wandsworth	Additional 1FE (Final accounts & retention payments)	Expansion	Complete					1,711,000	£1,711,000	£0	Grant	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
E5	Education	St. Cecilia's Church of England School	Wider Wandsworth	Additional 1FE (Final accounts & retention payments)	Expansion	Complete					£1,501,000	£1,501,000	£0	Grant	
E6	Education	Ashcroft Academy	Wider Wandsworth	Additional 1FE (Final accounts & retention payments)	Expansion	Complete					£10,000	£10,000	£0	Grant	
E7	Education	Paddock School	Wider Wandsworth	Provision for Expansion	Expansion	Design					£2,975,000	£2,975,000	£0	Grant	-
E8	Education	SEND Place planning	Wider Wandsworth	2 new primary resource bases; expand the capacity of existing bases in borough	Expansion		Approved Nov 2021				£4,837,000	£4,837,000	£0	TBC	-
E9	Education	Ark Putney Expansion	Wider Wandsworth	Additional 2FE with 6th form	Expansion	Complete					£3,340,000	£3,340,000	£0	Grant	-
										<b>TOTAL</b>	<b>£65,527,427</b>	<b>£31,979,000</b>	<b>-£33,548,427</b>		

## Community

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
C1	Community	All Leisure Centres - Latchmere, Balham, Tooting Leisure, Wandle, Putney, Roehampton	Wider Wandsworth	Renewal of Sports and Studio Hall flooring	Improvement						£136,000	£136,000	£0	SCIL	
C2	Community	Battersea Park	Wider Wandsworth	Expand Fountain Toilets	Expansion						£90,000	£90,000	£0	SCIL	
C3	Community	Leisure Centre	Wider Wandsworth	Entrance Security Upgrade	Improvement						£511,000	£511,000	£0	SCIL	
C4	Community	Roehampton Leisure Centre	Wider Wandsworth	Renewal of roof coverings	Improvement						£170,000	£170,000	£0	SCIL	
C5	Community	Wandle Recreation Centre	Wider Wandsworth	Replacement of Netting and Fences for the Artificial Pitches and Patch Repairs	Replacement						£99,000	£99,000	£0	SCIL	
C6	Community	Falcon Park Community Sports Centre	Wider Wandsworth	Additional safeguarding, security and facility management items installations	Improvement						£32,000	£32,000	£0	SCIL	
C7	Community	Battersea Arts Centre	Wider Wandsworth	Battersea Arts Centre	Improvement						£4,000	£4,000	£0	NICL	
C8	Community	Improved Community Facilities	Nine Elms	Improvements to existing facilities to improve capacity and meet need arising from future phases of development	Improvement	Potential Need identified		TBC	TBC	LBW and others	£10,300,000	£0	- £10,300,000	Nine Elms CIL and potentially others	Potential future need identified in DIRR; cost is an estimate derived from cost per Sq m; no capital funding allocation yet made as project is undefined.

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
C9	Community	Cultural Facility	Nine Elms	Capital costs for any future cultural/community facilities identified as required in latter phases of development	Provision	Potential Need identified		TBC	TBC	TBC	£3,800,000	£0	-£3,800,000	Nine Elms CIL and potentially others	Potential future need identified in DIRR; cost is an estimate derived from cost per Sq m; no capital funding allocation yet made as project is undefined.
C10	Community	Library / BPS Community Hub	Nine Elms	Provision of a library and other education, social and cultural facilities, accessible to all within BPS Phase 3c	Provision	Design		TBC	TBC	BPS	TBC	TBC	TBC	Developer Provision	
C11	Community	BPS 106 Sports and Playspace Improvements	Nine Elms	BPS 106 Sports and Playspace Improvements	Improvement	Under Construction		2018	2022	LBW	£450,000	£422,000	-£28,000	Nine Elms CIL; BPS s106 contribution	Expected to complete in early 2022.
C12	Community	Nine Elms Policing Requirement	Nine Elms	Accommodation for required Policing team at BPS	Provision	Potential Need identified		TBC	TBC	Metropolitan Police; BPS	TBC	TBC	TBC	BPS s106 agreement to provide space; Met Police	Discussions understood to be ongoing between BPS and Met Police
C13	Community	Comprehensive regeneration of Roehampton	Wider Wandsworth	Improved housing, new business floorspace, new and improved shops, new library, new community facilities and environmental improvements.	Improvement					WBC public and private sector partners	TBC	TBC	TBC	S106; WBC, public and private sector partners	
										<b>TOTAL</b>	<b>£15,592,000</b>	<b>£1,464,000</b>	<b>-</b> <b>£14,100,000</b>		

## Green and Blue

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
G1	Green and Blue	Nine Elms Park	Nine Elms	Nine Elms Park	Provision	Under Construction		2015	2025	CGMA/VSM; RMG; Ballymore; RandF	£10,374,000	£10,374,000	£0	Land and landscaping to be provided by developers; capital programme allocation relates to commitments in various legal agreements	Phased completion up to 2025 as developments complete
G2	Green and Blue	King George's Park	Wider Wandsworth	Extension of King George's Park	Expansion						£198,000	£198,000	£0	£106	
G3	Green and Blue	Springfield Park	Wider Wandsworth	Demotion of buildings in Metropolitan Open Land to create new Springfield Park	Provision		2	2022/3	2023	Developers	£638,000	TBC	TBC	Trust self funded	
G4	Green and Blue	Springfield Park	Wider Wandsworth	Hard landscaping for new Springfield Park	Provision		2	2023	2024	Developers	£550,000	TBC	TBC	Trust self funded	
G5	Green and Blue	Springfield Park	Wider Wandsworth	Soft landscaping for new Springfield Park	Provision		2	2023	2024	Developers	£291,000	TBC	TBC	Trust self funded	
G6	Green and Blue	Springfield Park	Wider Wandsworth	New road and pathways for Springfield Park	Provision		2	2023	2024	Developers	£279,000	TBC	TBC	Trust self funded	



Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
G7	Green and Blue	Power Station Park	Nine Elms	Riverside park at the north of Battersea Power Station	Provision	Under Construction			2022	BPS	TBC	TBC	TBC	Provided by developer	Expected to open in early 2022.
G8	Green and Blue	Prospect Park	Nine Elms	Park provided within Phase 3 of BPS	Provision	Under Construction			2022	BPS	TBC	TBC	TBC	Provided by developer	Expected to open in early 2022.
G10	Green and Blue	Causeway Island Park	Wider Wandsworth	Causeway Island conversion to form a park	Provision		Phase 3 of the Ram Brewery Development	2025/26	Awaiting Information	Awaiting Information	£400,000	£250,000	-£150,000	Cost is a rough estimate	
G11	Green and Blue	Feather's Wharf Park	Wider Wandsworth	New open space to be developed. See Wandle Delta Masterplan SPD for more detail.	Provision						TBC	TBC	TBC	Developer Funded	
G12	Green and Blue	Enhancements to the Spit	Wider Wandsworth	Improvements to open space and surrounding area. See Wandle Delta Masterplan SPD for more detail.	Improvement						TBC	TBC	TBC	Developer Funded	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
G13	Green and Blue	Winstanley Park	Wider Wandsworth	Improvements to York Gardens as part of Winstanley/York Road Estate regeneration	Improvement						£300,000	£200,000	-£100,000	Developer Funded	
G14	Green and Blue	Clapham Junction Station St John's Hill Entrance - New Public Open Space	Wider Wandsworth	New open space at the entrance to Clapham Junction Station from York Road.	Provision						TBC	TBC	TBC	Developer Funded	
G15	Green and Blue	Battersea Park	Wider Wandsworth	Restoration of pedestrian gate access	Improvement						£44,000	£44,000	£0	S106	
G16	Green and Blue	Huguenot Burial Ground - 39-41 East Hill	Wider Wandsworth	Huguenot Burial Ground -39-41 East Hill	Improvement						£129,000	£129,000	£0	S106	
G17	Green and Blue	St Mary's Church Boundary Wall	Wider Wandsworth	Essential Repairs	Improvement						£15,000	£15,000	£0	SCIL	
G18	Green and Blue	Battersea Park	Wider Wandsworth	LED lighting	Provision						£372,000	£372,000	£0	SCIL	
G19	Green and Blue	Wandsworth Park	Wider Wandsworth	Access improvement	Improvement						£37,000	£37,000	£0	S106	
G20	Green and Blue	Harroway Gardens	Wider Wandsworth	redesign and landscape	Improvement						£424,000	£424,000	£0	S106	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
G21	Green and Blue	Garratt Park	Wider Wandsworth	Court and Gym Improvement Works	Improvement						£250,000	£250,000	£0	S106	
G22	Green and Blue	Battersea Park	Wider Wandsworth	Playground Improvements	Improvement						£280,000	£280,000	£0	NCIL	
G23	Green and Blue	Fred Wells Garden	Wider Wandsworth	Refurbishment	Improvement						£70,000	£70,000	£0	NCIL & S106	
G24	Green and Blue	Garratt Park	Wider Wandsworth	Playground refurbishments and replacement of equipment	Improvement						£30,000	£30,000	£0	NCIL	
G25	Green and Blue	Tours passage alleyway	Wider Wandsworth	Streetscape & lighting improvements	Improvement						£162,000	£162,000	£0	NCIL	
G26	Green and Blue	Wandsworth Common ballpen	Wider Wandsworth	Upgrade	Improvement						£25,000	£25,000	£0	NCIL	
G27	Green and Blue	Windmill Gardens	Wider Wandsworth	Playspace	Improvement						£202,000	£202,000	£0	NCIL	
G28	Green and Blue	Battersea Park	Wider Wandsworth	Trim Trail	Improvement						£61,000	£61,000	£0	NCIL	
G29	Green and Blue	Shillington Park	Wider Wandsworth	Playground & Outdoor Gym Improvements	Improvement						£195,000	£195,000	£0	NCIL	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
G30	Green and Blue	St Mary's Cemetery & St Mark's Wandsworth Common	Wider Wandsworth	St Mary's Cemetery & St Mark's Wandsworth Common	Improvement						£113,000	£113,000	£0	NCIL	
G31	Green and Blue	Wandsworth Park	Wider Wandsworth	Playground & Grassland Improvements	Improvement						£240,000	£240,000	£0	NCIL	
G32	Green and Blue	Putney Vale	Wider Wandsworth	Allotment Path Improvements	Improvement						£186,000	£186,000	£0	NCIL	
G33	Green and Blue	NCIL Pleasance Play area	Wider Wandsworth	NCIL Pleasance Play area	Improvement						£169,000	£169,000	£0	NCIL	
G34	Green and Blue	Battersea Park	Wider Wandsworth	LED lighting	Improvement						£372,000	£372,000	£0	SCIL	
G35	Green and Blue	Lady Allen Playground	Wider Wandsworth	Fencing, renovation, and security	Provision						£68,000	£68,000	£0	SCIL	
										<b>TOTAL</b>	<b>£16,474,000</b>	<b>£14,466,000</b>	<b>-</b>		
													<b>£2,008,000</b>		

## Health

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
H1	Health	Adaptations for Disabled	Wider Wandsworth	Adaptations for Disabled	Improvement			2021			£330,000	£330,000	£0	Grant	
H2	Health	Better at Home Improvement Scheme	Wider Wandsworth	Better at Home Improvement Scheme	Improvement			2021			£90,000	£90,000	£0	Grant	
H3	Health	Sleaford Street Health Centre	Nine Elms	Provision of approx. 1,800 sqm NHS health facility with capacity for up to 12 GPs in order to meet the service demand from new and existing population growth, in response to NHS Healthcare assessment for Nine Elms.	Provision	Under Construction		2021	2023	SW London CCG, NHS Property Services, Peabody Homes and BPS.	£12,990,000	£11,888,000	£-1,102,000	Nine Elms CIL	Funding Gap represents payments made in previous years and the project is fully funded over its lifetime. Shell and core space for the new NHS Health Centre was secured within the BPS Phase 4a site which is now under construction. The relevant funding agreements, property transactions, design work and permissions are all secured, allowing the 12 month fit out of the shell and core to commence as soon as it is handed over to NHS Property Services
H4	Health	Springfield Hospital - Estate Modernisation Programme	Wider Wandsworth	A series of projects to enhance a variety of facilities at Springfield Hospital.	Improvement					SWLSTG	£4,455,000	TBC	TBC	Trust Funded	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
H5	Health	Nine Elms Sq Health Centre	Nine Elms	Potential for 2nd health centre identified in NHS Healthcare assessment for Nine Elms; will only be brought forward in latter phases of development if long-term need dictates requirement.	Provision	Potential Need identified		2025	2029	SW London CCG and RandF	£10,630,000	TBC	TBC	TBC	Shell and core space secured within Nine Elms Square development; incorporated within NHS VNEB Healthcare Delivery Programme which will review need in line with RandF Healthcare delivery plan. The costs are an estimate from the NHS Full Business Case and subject to further review at the time of the site coming forward.
H6	Health	Roehampton - Alton/Danebury Development	Wider Wandsworth	2 GP practices relocated, part of LBW regeneration of Roehampton.	Replacement					SWLCCG, LBW	£3,700,000	TBC	TBC		
H7	Health	York Road/Winstanley Regeneration Area	Wider Wandsworth	Permitted scheme for the York Road/Winstanley area (ref 2019/0024) includes the provision of a health centre. Will replace existing GP practice Clapham Junction Medical Practice following the demolition of Farrar House.	Replacement					SWLCCG, LBW	£4,600,000	TBC	TBC		
H8	Health	Queen Mary Hospital (Mayfield/Westmoor and UTC)	Wider Wandsworth	2 GP practices relocated (Mayfield and Westmoor) and optimisation of QMH site and UTC. Diagnostic and/or Elective Hub	Replacement					STG, SWLCCG	£500,000	TBC	TBC		

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
H9	Health	Brocklebank Health Centre	Wider Wandsworth	GP practice relocated, part of LBW regeneration of Atheldene Road.	Replacement					SWLCCG, LBW	£8,200,000	TBC	TBC		
H10	Health	St George's University Hospital	Wider Wandsworth	Hospital redevelopment and investment as per Estates Strategy	Improvement					SGH	TBC	TBC	TBC		
H11	Health	SGH - Eileen Lecky Clinic	Wider Wandsworth	Optimisation of Eileen Lecky Clinic to create additional space.	Improvement					SGH	TBC	TBC	TBC		
H12	Health	SGH - Tooting Health Centre	Wider Wandsworth	Optimisation of Tooting Health Centre to create additional space.	Improvement					SGH	TBC	TBC	TBC		
H13	Health	Balham Lane Health Centre	Wider Wandsworth	Opportunity to redevelop the site with the addition of residential use enabling the improvement and expansion of healthcare space.	Improvement					NHSPS, LBW, SWLCCG	£3,000,000	TBC	TBC		
H14	Health	Bridge Lane Health Centre	Wider Wandsworth	Opportunity to redevelop the site with the addition of residential use enabling the improvement and expansion of healthcare space.	Improvement					NHSPS, LBW, SWLCCG	£3,000,000	TBC	TBC		
H15	Health	Expansion of capacity within Primary Care Network	Wider Wandsworth	Expansion of capacity within primary care networks to accommodate population growth, particularly in Wandsworth Town and Wandsworth Riverside	Expansion					SWLCCG	TBC	TBC	TBC		

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
H16	Health	Expansion of Acute Infrastructure	Wider Wandsworth	A & E and other areas referenced - SGUH emergency care and day surgery unit?	Expansion					SGH	TBC	TBC	TBC		
H17	Health	Expansion of mental health infrastructure	Wider Wandsworth	Covered in SWLSTG estate modernisation plans	Expansion					SWLSTG	TBC	TBC	TBC		
										<b>TOTAL</b>	<b>£51,495,000</b>	<b>£12,308,000</b>	<b>-£39,187,000</b>		



## Utilities

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
U1	Utilities	Primary Electricity Substation	Nine Elms	New substation on Stewarts Road	Provision	Under Construction	1	2018	2022	UKPN	£50,000,000	£50,000,000	£0	UKPN	Delivery well progressed with final phase expected to complete in 2022.
U2	Utilities	Embassy Quarter District heat network	Nine Elms	Provide District heating network	Provision	Under Construction	1	2019	2030	Engie	£34,000,000	£34,000,000	£0	Engie	The EQ DHN is expected to be energised in 2022.
U3	Utilities	BPS CCHP Plant	Nine Elms	Provide BPS CCHP Plant	Provision	Under Construction	1	2019	2030	BPS/Engie	Unknown	Unknown	Unknown	BPSDC/Engie	Currently being delivered and expected to be energised in 2022 with opening of BPS.
U4	Utilities	Modernisation of cringle dock	Nine Elms	Modernisation of cringle dock	Improvement	Potential Need identified	1	n/a	n/a	WRWA	Unknown	Unknown	Unknown	WRWA/BPSDC	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
U5	Utilities	Thames Tideway Sewer Tunnel Scheme	Wider Wandsworth & Nine Elms	Construction of a wastewater storage and transfer tunnel (known as the Thames Tideway Tunnel) including connection of the combined sewer overflows in the borough and associated open space works.	Provision	Under Construction	1	2016	2024/25	Thames Water Utilities Ltd, Tideway (Bazalgette Tunnel Ltd).	£4,200,000,000	£4,200,000,000	£0	The development, planning and procurement of the project, together with the design and delivery of the projects enabling works was funded by Thames Water Utilities Limited under its regulatory funding arrangements. The new utility licensed to deliver the project, Bazalgette Tunnel Limited, was funded by shareholder equity from its shareholders (a consortium comprised of Allianz, Amber Infrastructure, Dalmore Capital and DIF) who will provide £1.274b worth of equity and shareholders' loans, and the rest will be funded through a combination of: debt raised in the capital markets, a loan from European Investment Bank (EIB), and revenue collected by Thames Water Utilities Limited from its waste water customers on its behalf.	Construction continues at multiple sites in the borough and construction is expected to complete in 2024 with commissioning continuing through 2025.
U6	Utilities	Electricity Network Upgrades	Nine Elms	Potential requirement to upgrade network capacity (electricity) to cope with banning of gas boilers in new build flats post-2025 and increased requirement for EV charging points.	Improvement	Potential Need identified		2025	2030	Utility and network providers	Unknown	Unknown	Unknown	Expected to be brought forward as 'BAU' operations of Network providers	

Reference	Infrastructure Type	Name	Location	Description	Infrastructure Proposal Type	Status	Phase	Start	Completion date	Delivery Partners	Cost	Allocated Funding	Funding Gap	Funding Details	Progress Details
U7	Utilities	Infrastructure/ utility corridor and co-ordination	Nine Elms	A utility ducting corridor through the Linear Park, outside of the road network to ensure that future development can connect to and maintain utilities infrastructure with minimal impact on the road network.	Provision	Under Construction			2022/23	RandF, Ballymore, RMG, and utility providers	£1,899,000.00	£1,899,000.00	£0	Nine Elms CIL	
U8	Utilities	5G Infrastructure	Nine Elms	Upgrading the network to support 5G	Improvement	Potential Need identified				Private sector providers expected to deliver	TBC	TBC	TBC	Private	
U9	Utilities	Utilities	Nine Elms	Utilities	Provision						£492,000.00	£492,000.00	£0.00	Nine Elms CIL	
U10	Utilities	CCTV	Wider Wandsworth	CCTV Westfield House (S106)	Provision						£100,000.00	£100,000.00	£0.00	S106	
U11	Utilities	CCTV	Wider Wandsworth	Wandsworth CCTV Network Digital Upgrade	Improvement						£924,000.00	£924,000.00	£0.00	SCIL and Receipts	
U12	Utilities	South London Innovation Corridor	Wider Wandsworth	South London Innovation Corridor	Provision						£1,300,000.00	£1,300,000.00	£0.00	Grant	
										<b>TOTAL</b>	<b>£4,288,715,000.00</b>	<b>£4,288,715,000.00</b>	<b>£0</b>		

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