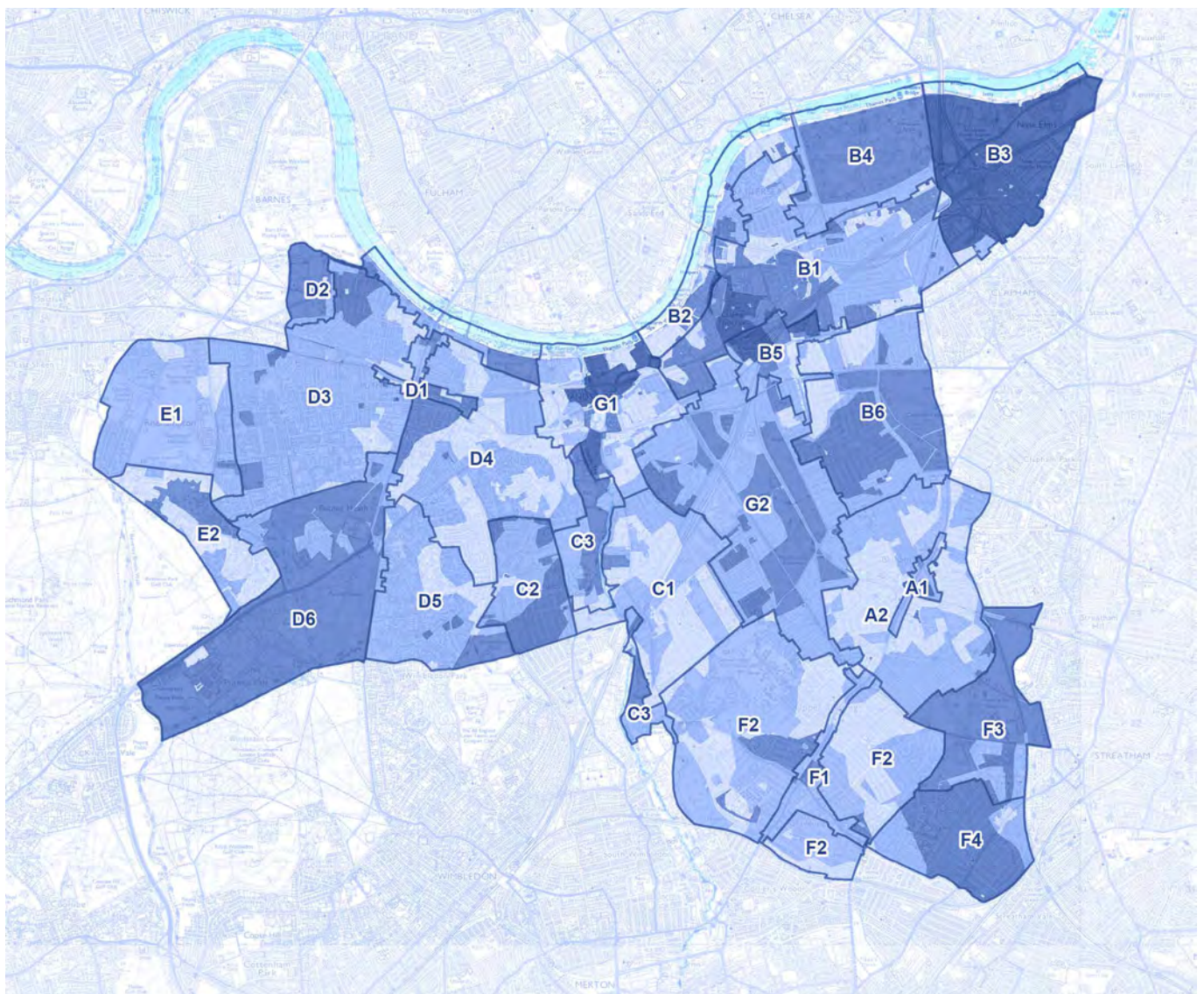


Wandsworth Borough Council

## Urban design study

Characterisation, development capacity and design guidance

LBW/274165-00/001/v1.0  
24/12/2020



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**Revision history**

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## Executive summary

The London Borough of Wandsworth commissioned Arup in 2019 to produce an Urban Design Study, providing a townscape character assessment alongside an assessment of the borough’s capacity for tall buildings and small sites. This study enables the Council to deliver a design led approach to meeting its housing targets through the emerging Local Plan. Bringing together the values, character and sensitivity of different parts of the borough with the reality of future development pressures, it provides a robust evidence base to inform future planning.

The quality of much of Wandsworth’s townscape together with the close proximity to central London, abundance of green space, range of popular schools and a number of thriving high streets makes it one of the most sought-after places to live and work in London, and at the same time puts huge pressure on housing availability.

Wandsworth is an ambitious and proactive borough that desires to drive positive change with a focus on

appropriate, well-planned delivery. This commitment to change includes maximising the supply of housing for the Borough. This is only achievable through ensuring the Local Plan policies and site allocations remain up to date, fit for purpose and are supported by the best possible evidence in order to be effective and robust.



Fig. 1: The long Thames frontage of Wandsworth, from Putney to Battersea



Fig. 2: Wandsworth is diverse, incorporating a major development area at Nine Elms alongside vast natural open spaces such as Tooting Common

Nationally there is a focus on the central role of design in planning policy, reflected in revisions of the National Planning Policy Framework (NPPF) and the publication of the National Design Guide. Likewise the emerging London Plan focuses on a design-led approach, with greater consideration of character, design, accessibility and existing as well as proposed infrastructure. Within this context, many areas of Wandsworth are undergoing change, and it is important to plan for good growth in

a way that optimises capacity, delivers high quality streetscapes, open spaces and where development contributes to the quality of life of communities.

**Methodology**

As shown in the flow chart opposite, this study follows a logical seven step approach. Document review and refinement of the methodology is followed by the characterisation stage, comprising desk study of published documents and field survey, and supported by public consultation. The character of different areas is analysed and evaluated to determine their sensitivity, and considered alongside the 'probability' (or likelihood) of an area to change, to determine the development capacity of Wandsworth. Further analysis establishes 'opportunity areas' for tall buildings and small sites alongside specific area-based criteria. These areas have been tested using scenarios and design guidance developed.

**Borough-wide baseline**

A baseline of the borough's physical, cultural, perceptual qualities and social qualities is provided in Section 2.

Wandsworth is one of the largest inner-London boroughs, stretching from Vauxhall to the edge of Richmond Park, with one of the longest riparian frontages to the River Thames. The borough's five town centres: Balham, Clapham Junction, Putney, Tooting and Wandsworth Town, and nine local centres, give focal points, vibrancy and identity to the diverse range of communities that make up the borough.

Residential areas are characterised by leafy streets of Victorian terraced housing punctuated by landmarks such as schools, churches and historic pubs. There is also a legacy of post-war public housing estates, which in their time were revolutionary social housing achievements.

Open spaces are a particularly distinctive feature, in particular the four Commons (Clapham, Tooting, Putney Heath/Wimbledon and Wandsworth); whilst the high quality townscape is reflected in around 50% of the borough designated as conservation areas. Historically the borough evolved in proximity to the rivers Thames and Wandle, providing resources for market gardening and later industry. The arrival of the railways in the industrial

revolution helped further to shape the borough, with the underground railways providing further growth; today Clapham Junction is the busiest railway station in the country.

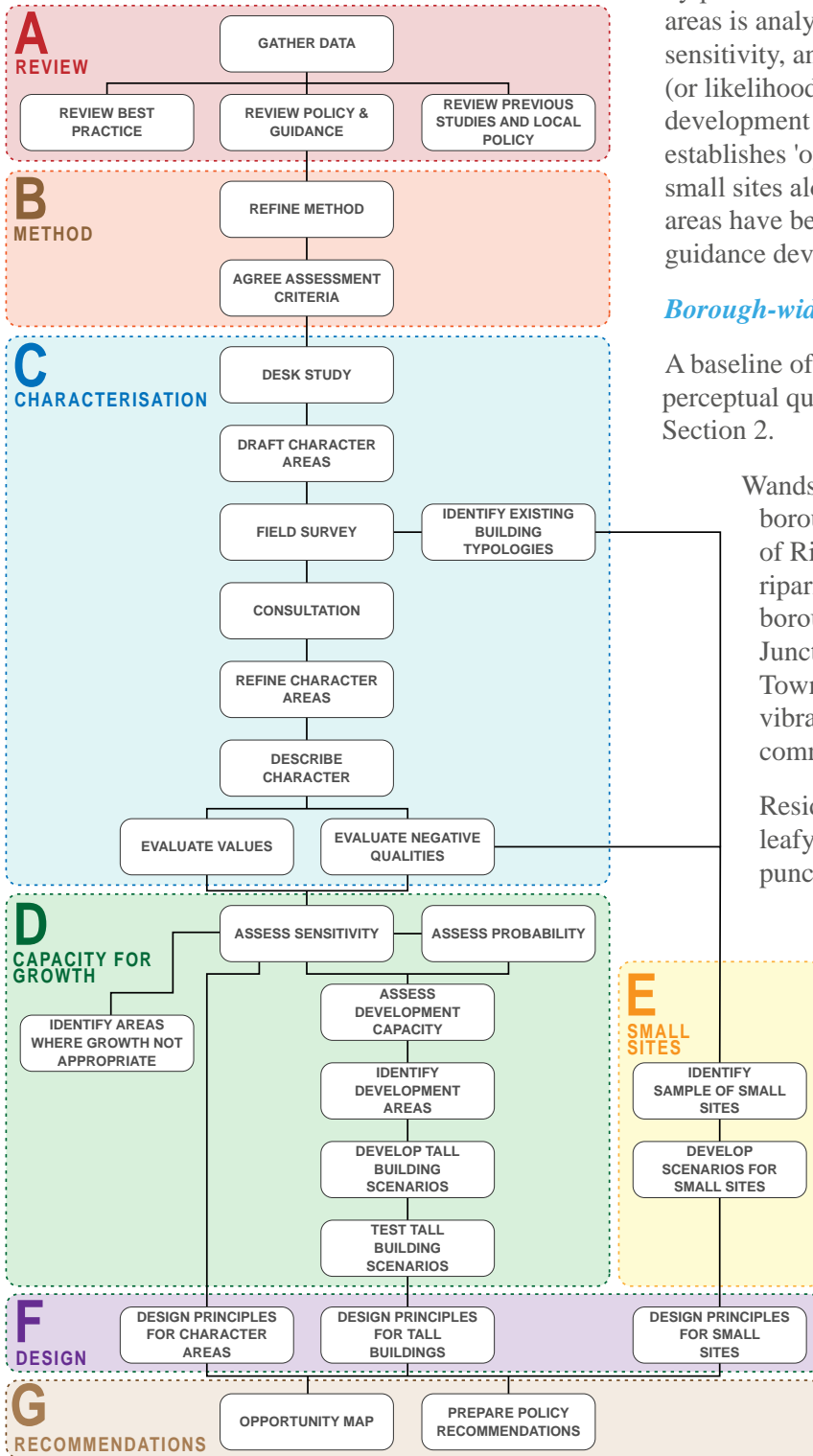


Fig. 3: Methodology overview



In recent years, high-rise mixed use developments have become increasingly a feature of the Thames riverside in areas previously occupied by heavy industry such as in the Nine Elms Opportunity Area around the iconic Battersea Power Station. The River Thames is the focal point for the majority of the borough’s most significant views, and famous landmarks such as Albert and Chelsea Bridges, in addition to one designated view in the London View Management Framework from King Henry’s Mound in Richmond.

### Characterisation study

The borough wide townscape character assessment divides the borough into seven ‘places’ and 25 character areas. Each ‘place’ and its constituent character areas are presented in Section 3 as a series of character area profiles. The character area profiles describe and evaluate the borough. The characterisation can be used as a standalone evidence base for future planning and policy making, as well as the latter parts of the urban design study.

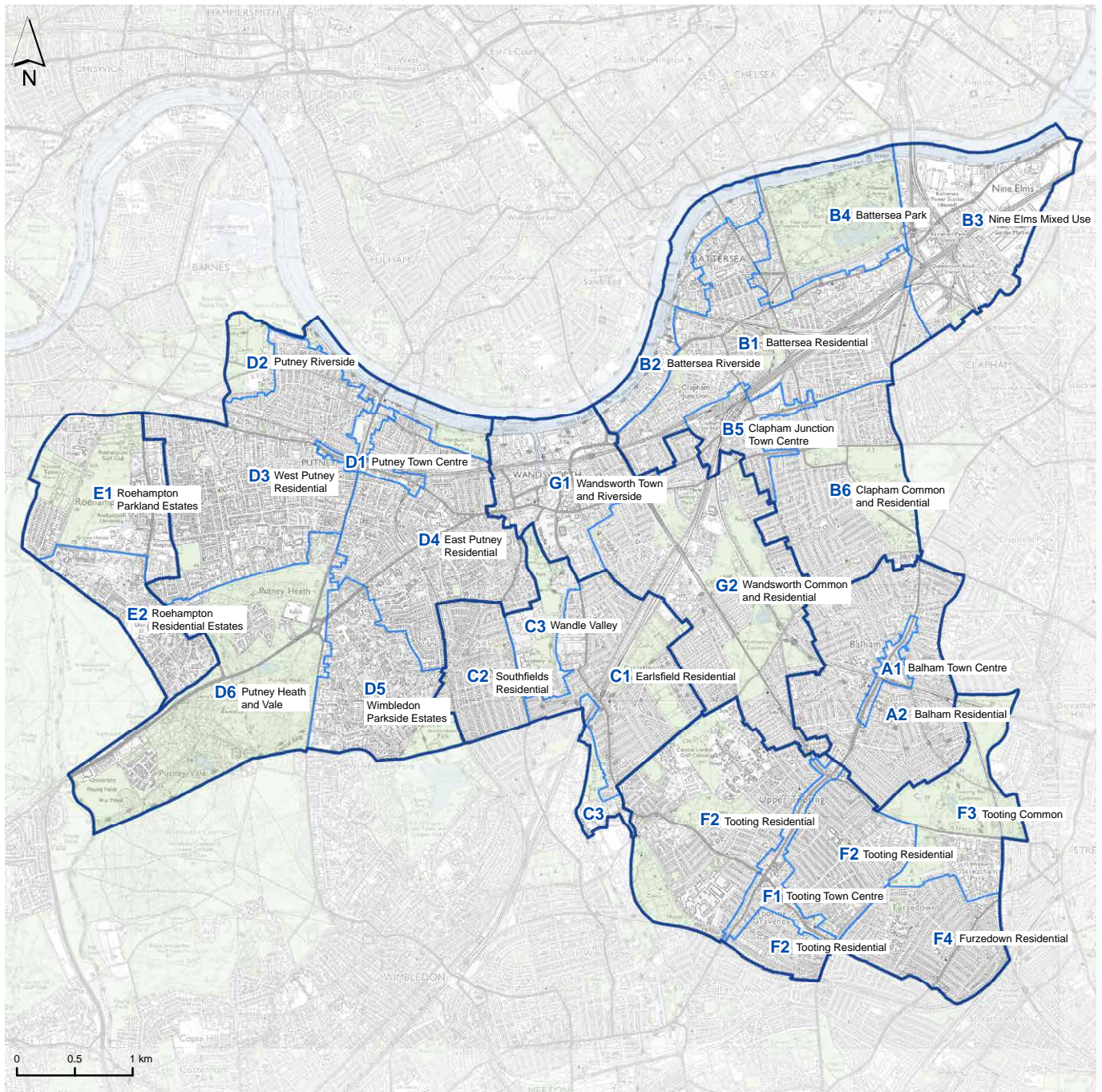


Fig. 4: Overview of character areas



The information contained within the character profiles includes:

- a description of the key characteristics of the character area;
- explanation of the area's valued features and negative qualities;
- an overview of the area's sensitivity (specifically in relation to tall buildings), highlighting 'higher sensitivity' areas where extensive change is unlikely to be appropriate and where the design of any new development should be especially sensitive or 'lower' sensitivity areas whose character may be enhanced through positive change;
- an overall strategy for the area, in relation to whether, as a whole, the character of the area should be conserved, restored, improved or transformed; and
- design guidance for new development or planning and management, taking into account the area's character, valued and negative qualities and overall strategy.

### *The seven Places of Wandsworth*

#### **Balham**

Balham developed as a small town centre following the opening of the railway in 1856, becoming known as the 'gateway to the south'. The area is characterised by 3-4 storey Victorian and Edwardian buildings in the main, although extensive damage in WWII means there is frequent evidence of post-war infill development.



Fig. 5: Period 2-3 storey terraces are a key feature across Balham

#### **Battersea**

Before the industrial revolution much of the Battersea area was farmland known as 'Battersea Fields'. The flat,

fertile soils of the Thames floodplain were cultivated for market gardening. The area stretches along the River Thames, with the 83ha listed Battersea Park at its centre. The area is now also home to one of the largest regeneration projects in the country - focused around the grade II\* listed Battersea Power Station. The character, which includes the town centre of Clapham Junction and the area around Clapham Common, is typified by a Victorian and Edwardian townscape with a large number of important listed buildings.



Fig. 6: Battersea's mixed riverside frontage

#### **Earlsfield and Southfields**

Earlsfield came into existence as a place name around 1870 following construction of the railway and later station, overtaking the former hamlet of Garratt further south. Southfields, originally part of Earl Spencer's Estate sold off in the 1870s developed with uniform 2 storey terraces with some commercial / industrial premises since converted into residential flats.



Fig. 7: Tree lined streets with post-war development abutting period terraces

#### **Putney**

Putney is characterised by its river-front location,

including Putney Bridge and the Putney Embankment Conservation Area, reflecting its historic importance as a river crossing. It is also characterised by its residential tree-lined streets, many of which are recognised for their special character through designation as conservation areas. The land rises gradually away from the Thames up Putney High Street towards Putney Heath.

Putney is one of the oldest settlements in Wandsworth, with the bridge one of the earliest crossing points over the Thames.



Fig. 8: Putney riverside

### **Roehampton**

Roehampton is a mixed area, with some remnant large Georgian and Victorian mansions, 20<sup>th</sup> century housing estates, many of which were pioneering at the time, and the university campus. The 17th century village around Roehampton High Street is within Putney 'place' due to its relationship with Putney Heath.

The character of the area changed significantly in the mid to late 1950s with the introduction of the Alton Estate, said to be the finest examples in London of the post WWII idealism of buildings within a cherished landscape setting.



Fig. 9: The listed concrete estates of the post war era

### **Tooting**

Tooting has pre-Saxon origins and was a focus for

trade with its position on the Roman Road Stane Street. Furzedown, to the south of Tooting Common was developed by local builders in 1900 within the extensive grounds of Furzedown House with a grid pattern of streets. The 89 hectare Tooting Bec and Tooting Graveney Commons represent the remaining open space that once stretched to Mitcham.

Today, the demographics of Tooting are shifting towards young professionals with a vibrant town centre.



Fig. 10: Many of Tooting's homes are quite large and have a suburban feel

### **Wandsworth Town and Common**

The Manor of Wandsworth appears in the Domesday book. The town's original centre was at All Saints Church on the High Street, and industry at the confluence of the River Thames and Wandle. Houses and industry developed together in a tight knit format. Wandsworth Common has been recorded as such since 1741, although eroded over time by development and the construction of the railways.

Significant redevelopment of Wandsworth occurred in the 1970s and 80s, including the Arndale shopping centre and Swandon Way.



Fig. 11: Wandsworth Common



### Capacity for growth

Capacity for growth is set out in section 4, providing an assessment of the borough's capacity for tall buildings and small site development, using the characterisation study as an evidence base. The assessment considers sensitivity to change and 'probability' of change together, as set out in the methodology.

### Sensitivity

Some of the most sensitive parts of the borough include its large open spaces, such as Wimbledon, Wandsworth, Clapham and Tooting Commons; and Wimbledon, Wandsworth, King George's and Battersea Parks.

Other notably high sensitivity areas include conservation areas across much of West Putney Residential and Putney Riverside with extensive intact period properties and strong cultural associations; Southfields Residential and Furzedown Residential with their highly consistent period terraces; period residences around Wandsworth Common; and residential streets around much of the Battersea and Balham Residential character areas.

Areas with a lower sensitivity to change include estates within East Putney Residential and Battersea Residential; a section of Upper Richmond Road within Putney Town Centre; parts of Wandsworth Riverside and the Wandle Valley; areas around St George's Hospital near Tooting; modern estates around Church Lane in Tooting Residential; the supermarkets and car parking within Balham Town Centre; and the Nine Elms Opportunity Area.

### Probability of change

'Probability' of change (also known as 'likelihood' of change) is an assessment of how likely it is for different areas to come forward for development. Factors which give rise to a **higher probability of change** include areas which are already designated for development, including areas with likely forthcoming masterplans and major planning applications in Balham, Clapham Junction, Nine Elms, Putney, Roehampton, Tooting and Wandsworth Town. Areas with high levels of accessibility (i.e those with a high public transport accessibility level, or PTAL) also have a higher probability of change, which generally covers much of the northern and south eastern extents of the borough.

Factors which give rise to a **lower probability of change** include areas which are designated in their existing use (such as Strategic Industrial Location), areas of open space and areas with a low PTAL score.

Again, this is not to suggest that no change will occur in these areas; however, as a whole the likelihood of change is lower.

On a site-by-site basis, there will be a number of factors that influence probability of change, including: existing use; quality, fitness-for-purpose and vacancy; site size and configuration; and ownership.

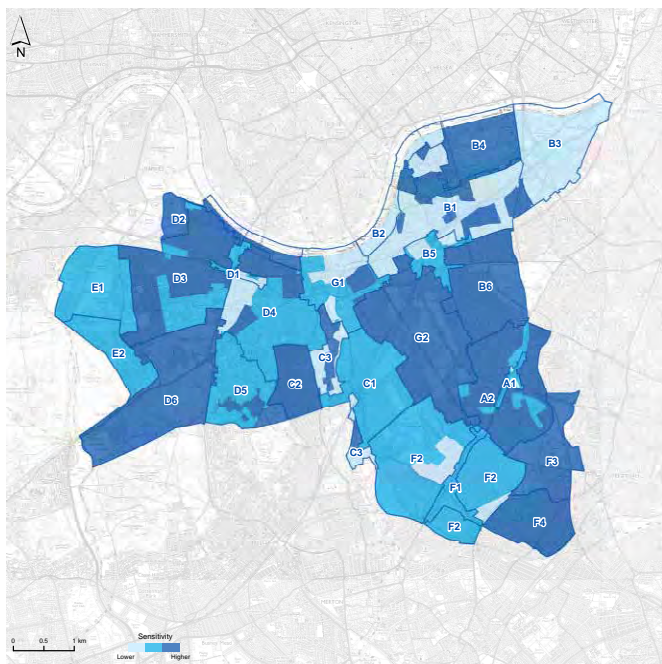
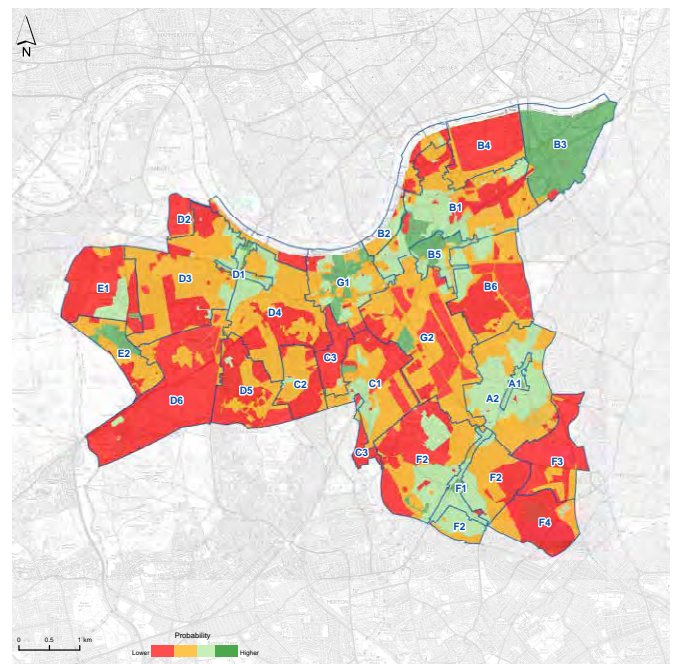


Fig. 12: Sensitivity plan  
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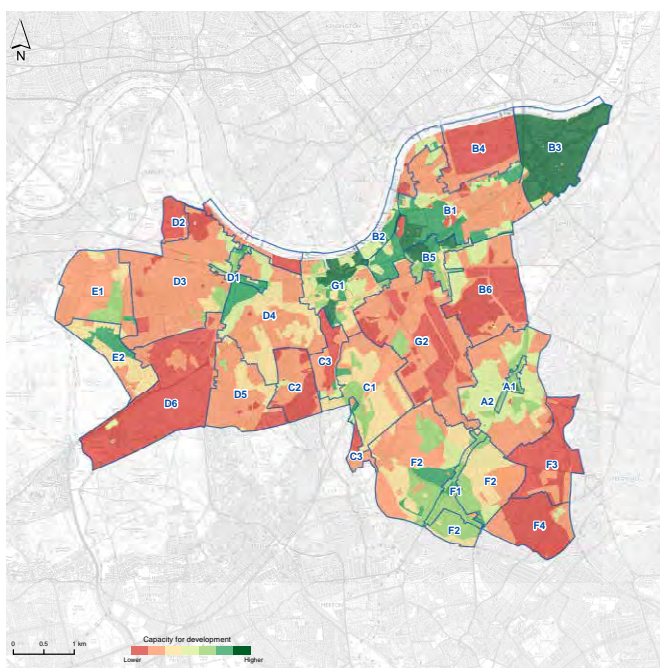
### Development capacity

The development capacity of different parts of the borough for tall buildings is assessed by combining sensitivity and probability of change together.

Areas with the least likely development capacity (shown in red on the plan below) include Wimbledon Common and Putney Heath; the westernmost parts of West Putney Residential; Barnes Common; Wimbledon, Wandsworth and King George's parks; Wandsworth, Clapham and Tooting Commons; and Battersea Park.

Orange areas have either a lower sensitivity but still a low probability of change (e.g. development areas with a low PTAL score), or a high sensitivity but only a medium probability of change.

Green and pale yellow areas generally have a high probability of change or a lower sensitivity to change. Dark green areas are the most likely to have the greatest development capacity, with a high probability of change compared against a low sensitivity, including areas such as some estates in East Putney Residential, Battersea Residential and Tooting Residential; Wandsworth Town Centre; some industrial plots within the Wandle Valley; parts of Clapham Junction Town Centre and Balham Town Centre; and Nine Elms Opportunity Area.



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### Conclusion - capacity for tall buildings

Wandsworth has a hugely varied character, from the major tall developments of the Nine Elms Opportunity Area in the east through to the more suburban character of Roehampton and Putney Heath in the west. This variety, and associated differences in sensitivity, as well as the variation in 'probability' of change, means the capacity for tall buildings varies across the borough. The differences in character and sensitivity also mean that the height of a building for it to be considered "tall" varies. For the purposes of this study we have defined a tall building as:

**Buildings which are either 8 storeys or taller; or are 50% higher than the prevailing height of the character area defined on the opportunity map, whichever is less.**

Using this definition, the opportunity map establishes, for each character area (and where relevant sub-areas), the prevailing existing building height and the specific tall building height. The accompanying criteria for each character area/sub-area which must be considered throughout the development of any tall building proposals.

Overall, Wandsworth has capacity for tall buildings in a number of strategic and more local locations. Opportunities for tall building clusters and/or landmarks are generally concentrated on the River Thames frontage where, until recently, commercial and industrial uses have dominated (Wandsworth, Battersea and Nine Elms). These clusters respond to the large scale and width of the riverside. However, the impact of riverside development goes well beyond the borough boundaries and therefore must continue to be carefully planned to protect the character of the northern bank and the overall historic and cultural importance of the Thames as a globally recognised characteristic of London. A policy on character and design in relation to the River Thames and the Thames Path (or a sub-policy contained within the general policy) would be beneficial considering its importance shown through some of the character area assessments.

Within town centres and along key strategic routes there are potential locations for tall buildings, where again the acceptability of individual plots will depend on specific characteristics of the site. The tall building guidance provided in [Appendix A](#) is intended to help steer selection of appropriate sites and development of suitable building proposals.

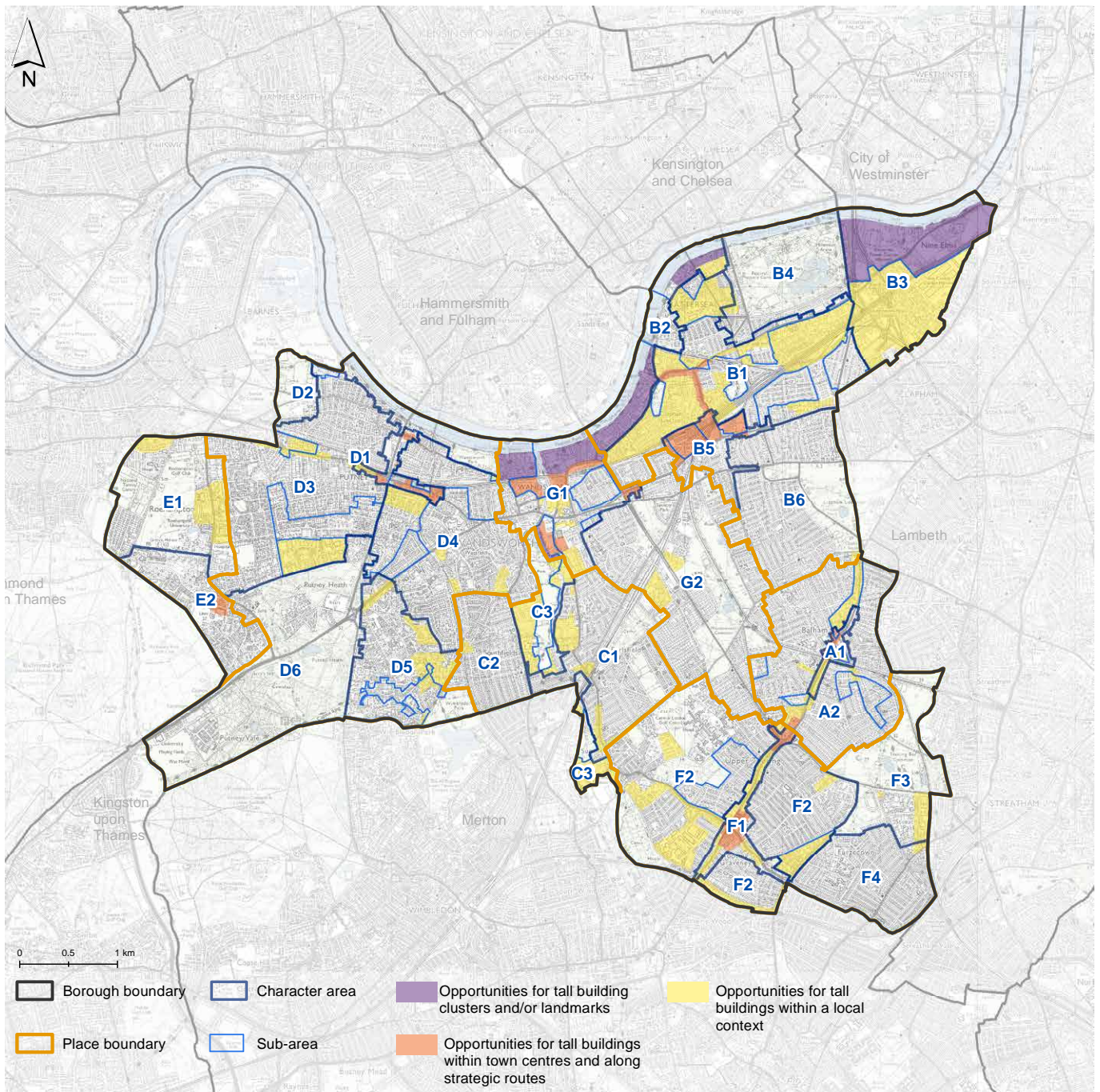


Finally, there are locations across the borough where there is potential for local tall buildings (which in some cases may only be 5-6 storeys) in response to the proportions of the townscape, the nature of existing building heights and the overall sensitivity of the area. The cumulative impact of tall buildings within these zones require very careful consideration as they are not identified as having the capacity to receive distinct clusters of dense development.

**Small sites**

Following on from the assessment of capacity for tall building development, the study has used the information gathered in this and characterisation sections, to provide a high level overview of opportunity for small sites across the borough.

Proposals for small sites should accord with the general, criteria-based policy on design and character suggested in relation to tall building development. There would be value in a separate policy on small sites to cover the guidance provided in [Appendix B](#). This



**Fig. 15:** Tall buildings opportunity map  
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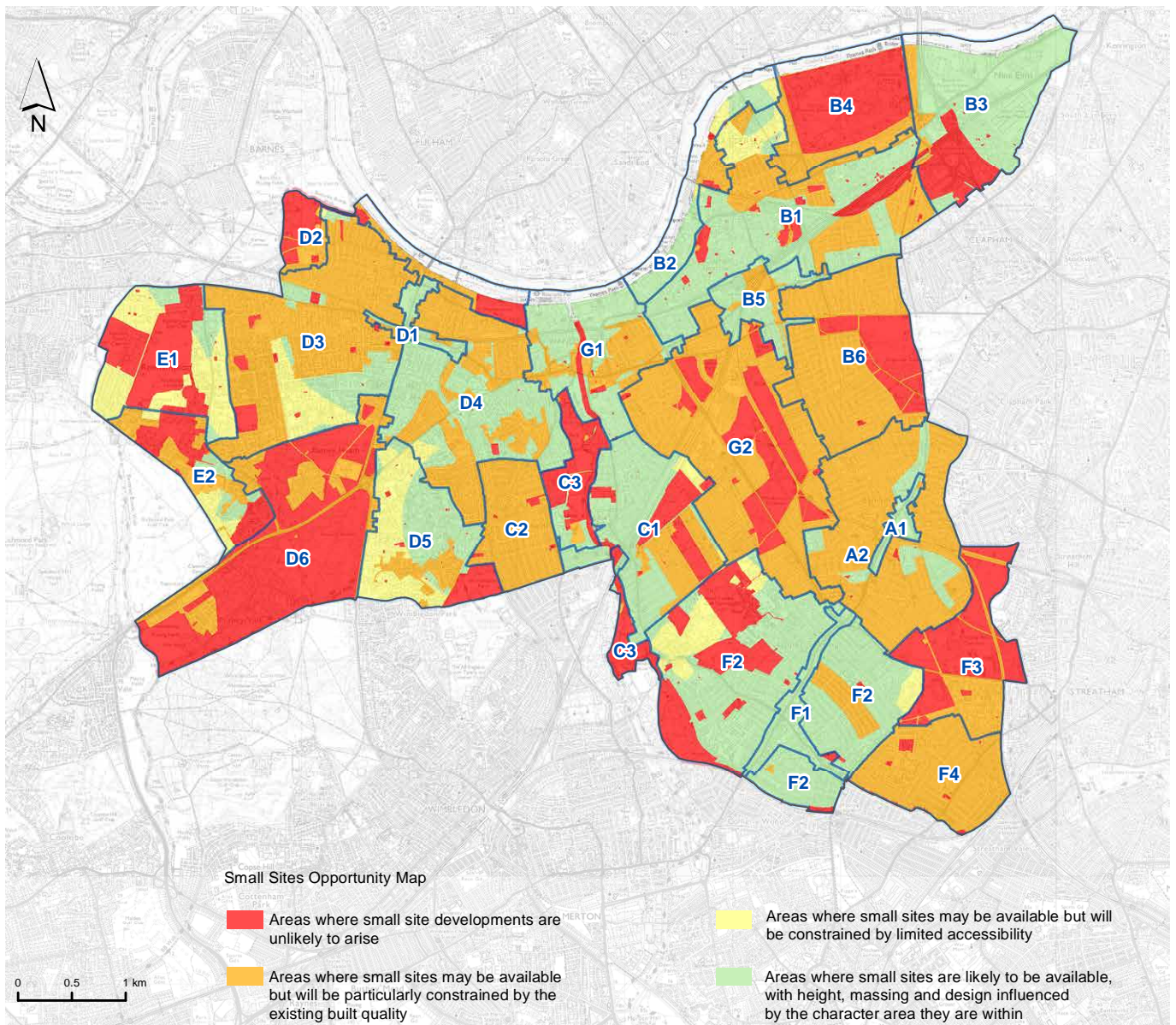
should also reference the need to optimise the small site density (balanced against character, design, policy and other material considerations), to make best use of available sites.

With the exception of public open spaces, there is potential for some form of small site development across different parts of the borough. In some areas, the realisation of a small site will be heavily constrained by the character of the area, and any development should refer to the character profiles in Section 3.

A similar principle applies in areas of the borough with a low PTAL score, where, without further investment in public transport, increased density of housing is unlikely to be suitable. Therefore, small sites development may not contribute to increased density

in these areas, but again may still help fulfil housing numbers in vacant or very low density plots.

The remainder of the borough has potential for small sites development, with the density and housing numbers that may be achievable influenced by the character of each area. The tall building opportunity map (Fig. 15) provides a good indication of where denser small site developments may be appropriate to bring forward, depending on their specific context.



**Fig. 16:** Small sites opportunity map  
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Fig. 17: The long Thames frontage of Wandsworth, from Putney to Battersea



## Section 1

# Introduction

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### 1.1 Background

This Urban Design Study has been commissioned by the London Borough of Wandsworth (LBW) to provide a townscape character assessment, alongside other necessary evidence, to enable the Council to deliver a design led approach to meeting its housing targets through the emerging local plan.

Wandsworth is one of the largest inner-London boroughs, stretching from Vauxhall to the edge of Richmond Park, with one of the longest riparian frontages to the River Thames. Home to over 320,000 people it includes a diverse range of communities and many distinct districts. A third of the borough is occupied by residential properties, many within one of the 46 conservation areas. A quarter of the borough's land area is open space, much of which is in the form of large heaths and commons. The five town centres (Balham, Clapham Junction, Putney, Tooting and Wandsworth), the Nine Elms Opportunity Area and nine local centres give focal points and identity to the communities that make up the borough. The quality of much of the townscape together with the close proximity to central London, abundance of green space, range of popular schools and a number of thriving high streets has shaped Wandsworth into one of the most sought-after places to live and work in London, placing huge pressure on housing availability.

LBW is an ambitious and proactive borough that desires to drive positive change with a focus on appropriate, well-planned delivery. This commitment to change includes maximising the supply of housing for the Borough. This is only achievable through ensuring the Local Plan policies and site allocations remain up to date, fit for purpose and are supported by the best possible evidence in order to be effective and robust.

Over the last decade there has been a fundamental shift in policy regarding density, design and characterisation. Nationally there is a focus on the central role of design which is reflected in revisions of the National Planning Policy Framework (NPPF) and the publication of the National Design Guide which outlines ten

characteristics of well-designed places to help illustrate how this can be achieved. This is reinforced by the emerging position of the Planning White Paper which places emphasis on placemaking and design as a process to delivering good sustainable growth. Regionally, the emerging London Plan also focuses on a design-led approach, with greater consideration of character, design, accessibility and existing as well as proposed infrastructure.

Within this context, many areas of Wandsworth are undergoing change, and it is important to plan for good growth in a way that optimises capacity, delivers high quality streetscapes, open spaces and where development contributes to the quality of life of communities. This approach is described in more detail in the Council's smart growth agenda (<https://democracy.wandsworth.gov.uk/documents/s75131/Smart%20Growth%20-%20Wandsworths%20Recovery%20Plan.pdf>).

This Urban Design Study brings together a deep understanding of the values, character and sensitivity of different parts of the borough with the reality of future development pressures. It provides a robust evidence base to inform future planning and assess the potential for delivering more housing on both large redevelopment sites and small individual plots. In this way, the study will help make the best use of the land available and provide creative solutions for how new schemes can enhance their surroundings and protect existing cherished features, resulting in sustainable development with the community at its heart.

At the time of writing, the emerging London Plan sets a target for Wandsworth of 19,500 additional homes to be provided over the ten year period (2019/20 to 2028/29). This represents an annualised average target of 1,950 new homes per year and represents a 7.5% increase over the 2015 London Plan target of 1,812 and a 70% increase over the 2011 London Plan target of 1,145. The emerging London Plan also sets out a new requirement setting out that 4,140 of these units (414 per year) should be delivered from small sites to maximise regeneration of empty or poorly developed plots and protect other valued areas such as open spaces and Metropolitan Open Land.

## 1.2 Structure of the document

This document sets out to fully understand the existing character of Wandsworth to help inform where the future housing targets are most appropriate to be met, and how to achieve this. The first parts of the report focus on developing a baseline understanding of the values and sensitivities of the borough character, against which development scenarios are tested.

The document is structured as follows:

- **Section 1:** introduces the report and provides an overview of the methodology adopted (which is set out in more detail in Appendix C).
- **Section 2:** provides an overview of the borough wide context to the study, including an overview of the national, regional and local policy drivers (described in more depth in Appendix D). The baseline characteristics of the borough are described with reference to physical, cultural, perceptual and social qualities.
- **Section 3:** describes each of the 25 character areas located within the seven "Places" of Balham, Battersea, Earlsfield and Southfields, Putney, Roehampton, Tooting and Wandsworth Town and Common. Building types identified across the borough are summarised and illustrated in Appendix E. Pro-formas used during survey work undertaken to inform the characterisation work is included in Appendix F. Consultation undertaken as part of the study is summarised in Appendix G.
- **Section 4:** draws out the analysis of this characterisation work to understand the capacity for growth in different parts of the borough. This concludes with development capacity maps for tall buildings and small sites, and an opportunity map to inform future development in the borough.
- The analysis in Section 4 is informed by scenarios developed for tall buildings (Appendix A) and small sites (Appendix B). Both of these sections provide design guidance for new developments of these types.



### 1.3 Methodology overview

The method for this study comprises stages A-E as shown in Fig. 18. A detailed methodology is provided in Appendix C.

The first stage of the methodology establishes a full understanding of the context and policy background, in national planning policy and design guidance, and in Wandsworth's current policies and evidence base studies.

The process of characterisation and evaluation is grounded in industry guidance set out by the Landscape Institute, Natural England and the GLA in dividing the borough into character areas, and subsequently describing and evaluating them, drawing out valued features and negative aspects for enhancement. Character areas and their key characteristics and qualities are verified on site and through stakeholder engagement.

In order to assess capacity for growth, the sensitivity of the character areas is assessed, by considering their value and susceptibility to change, using the Landscape Institute industry guidance for assessing sensitivity. This process establishes high sensitivity areas unlikely to have capacity for development; areas of medium and low sensitivity with the potential for targeted or larger scale growth, where development may provide a positive contribution. Simultaneously, the 'probability' of change is assessed, analysing the borough in terms of aspects such as public transport accessibility, land availability and planning policies. The sensitivity and probability are then overlaid to understand the potential development capacity of individual character areas.

We then test different types of scenarios, modelling hypothetical 'tall building developments' to understand how they might fit into the existing character and urban grain. The testing considers likely development potential, appropriate optimal massing/height ranges and the potential impacts they may have. A similar process is undertaken for smaller sites: for these we test types of development appropriate to the individual context of each sample site.

The outcome of this process is design principles and recommendations indicating where in the borough tall building development is likely to be appropriate and opportunities for guiding and enhancing design qualities in these areas.

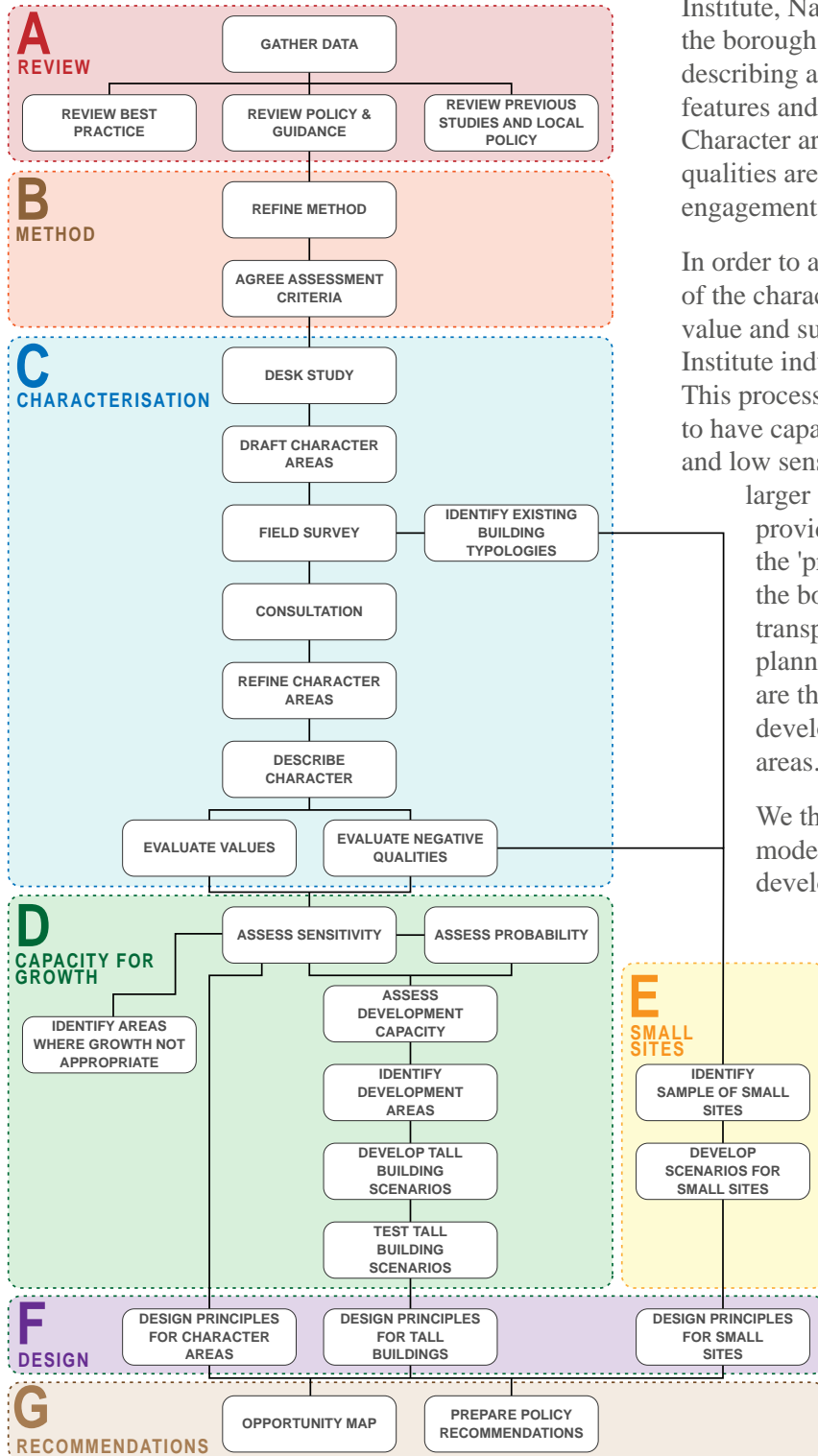


Fig. 18: Methodology overview

## Section 2

# Borough overview

### 2.1 Introduction

The following pages provide an overview of Wandsworth Borough, beginning with the policy context and future and planned change, and then describing its physical qualities, cultural qualities, perceptual qualities and social qualities.

Wandsworth is one of the largest inner London boroughs. It is located in south west London, stretching from central London at Nine Elms to the east, and to Putney Heath in the west.

It has a long frontage to the River Thames, an important aspect of its character both historically and today. The growth of Wandsworth Town was fuelled by industry which developed around the River Wandle's confluence with the Thames. Industry still remains in the Wandle Valley today. Eight bridges link the borough to the north side of the river. Some of these crossing points, such as Putney Bridge, were historic catalysts of growth for towns. Accessibility to London led to the development of country estates and villas in Roehampton in the Georgian era.

The five town centres in the borough: Balham, Clapham Junction, Putney, Tooting and Wandsworth Town, and nine local centres, give focal points, vibrancy and identity to the diverse range of communities that make up the borough. A third of the borough is occupied

by dwellings: residential areas are characterised by leafy streets of Victorian terraced housing punctuated by landmarks such as schools, churches and historic pubs. There is also a legacy of post-war public housing estates, which in their time were revolutionary social housing achievements, and many buildings (such as at Alton East) are now listed buildings. In recent years, high-rise mixed use developments have become increasingly a feature of the Thames riverside in areas previously occupied by heavy industry. This is exemplified by the extensive regeneration in Nine Elms around the iconic Battersea Power Station.

The open spaces are a particularly distinctive feature of Wandsworth, and a quarter of the borough's land area is open space. The four Commons (Clapham, Tooting, Putney Heath/Wimbledon and Wandsworth ) are particularly special features. There are also four major parks including Battersea Park and King George's Park.

The industrial revolution and development of the railways are another key chapter in Wandsworth's history. Today, Clapham Junction is the busiest station in the country.

The high quality townscape is reflected in around 50% of the borough being included within designated conservation areas. This, together with its proximity to central London and good public transport accessibility make Wandsworth an attractive place to live.



**Fig.19:** The iconic Battersea Power Station has inspired artists and writers  
© Paul Carstairs



**Fig.20:** Tooting Common, one of the many popular public open spaces for recreation, relaxing and gathering





Fig.21: Aerial view of Wandsworth

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## 2.2 Policy summary

This section outlines the reviews undertaken of policy relevant to the study at the national, London and borough-wide scale. Further details are provided in Appendix D.

### 2.2.1 National policy

Chapter 12 of the National Planning Policy Framework (NPPF) (2019) covers design, reflecting that high quality buildings and places are key to what planning should seek to achieve. It states that plans should:

*‘...set out a clear design vision and expectations, so that applicants have as much curtailed as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics.’ (Paragraph 125)*

Particularly relevant to this study, the NPPF states that planning policies should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting – but also not preventing or discouraging appropriate innovation and change (including increasing densities). Development should establish or maintain a strong sense of place, and optimise the potential of sites.

The NPPF also includes a number of policies around making effective use of land in meeting the need for homes and other uses – including building at appropriate densities and avoiding low density development where there is an existing/anticipated shortfall in land. The strategic direction established in the NPPF is supported by further details in Planning Practice Guidance and the National Design Guide.

The study has also been informed by Historic England Advice Note 4: Tall Buildings (<https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/>) which guides sustainable and successful tall building design and planning within historic environments.

### 2.2.2 London-wide policy

The Mayor of London published an ‘Intend to Publish’ version of the new London Plan in December 2019. Chapter 3 of the London Plan includes policies on design, character and capacity for growth. This includes policies on: form, character and capacity for growth (Policy D1); optimising site capacity (Policy D2); tall buildings (Policy D9); and small sites (Policy H2).

In March 2020, the Secretary of State provided a letter outlining his consideration of the Intend to Publish version. (At the time of writing, the Mayor is currently considering the Secretary of State’s response and what steps are required to finalise the Plan. For this reason, both the Intend to Publish version and the response are covered in Appendix D.)

There are a number of other relevant London-wide policies including (and covered in full in Appendix D):

- Housing SPG
- Shaping Neighbourhoods: Character and Context SPG
- London View Management SPG
- Industrial Intensification and Co-location Through Plan-led and Masterplan Approaches Practice Note

### 2.2.3 Borough-wide policy

The London Borough of Wandsworth’s current adopted local development plan consists of the following: Core Strategy (adopted March 2016); Development Management Policies Document (adopted March 2016); Site Specific Allocations Document (adopted March 2016); Policies Map (adopted March 2016 and subsequently superseded by a 2018 version); and the London Plan.

The local development plan includes a number of policies relevant to this study, including a policy on local distinctiveness and a criteria-based policy for tall building location and design (see Appendix D).

### 2.2.4 Other London boroughs

The study has also reviewed policy approaches in other London boroughs. These boroughs (Hammersmith & Fulham, Sutton, Richmond and Tower Hamlets) have all adopted policies in the last three years and share similarities (in terms of geography, development pressure etc.) with Wandsworth.

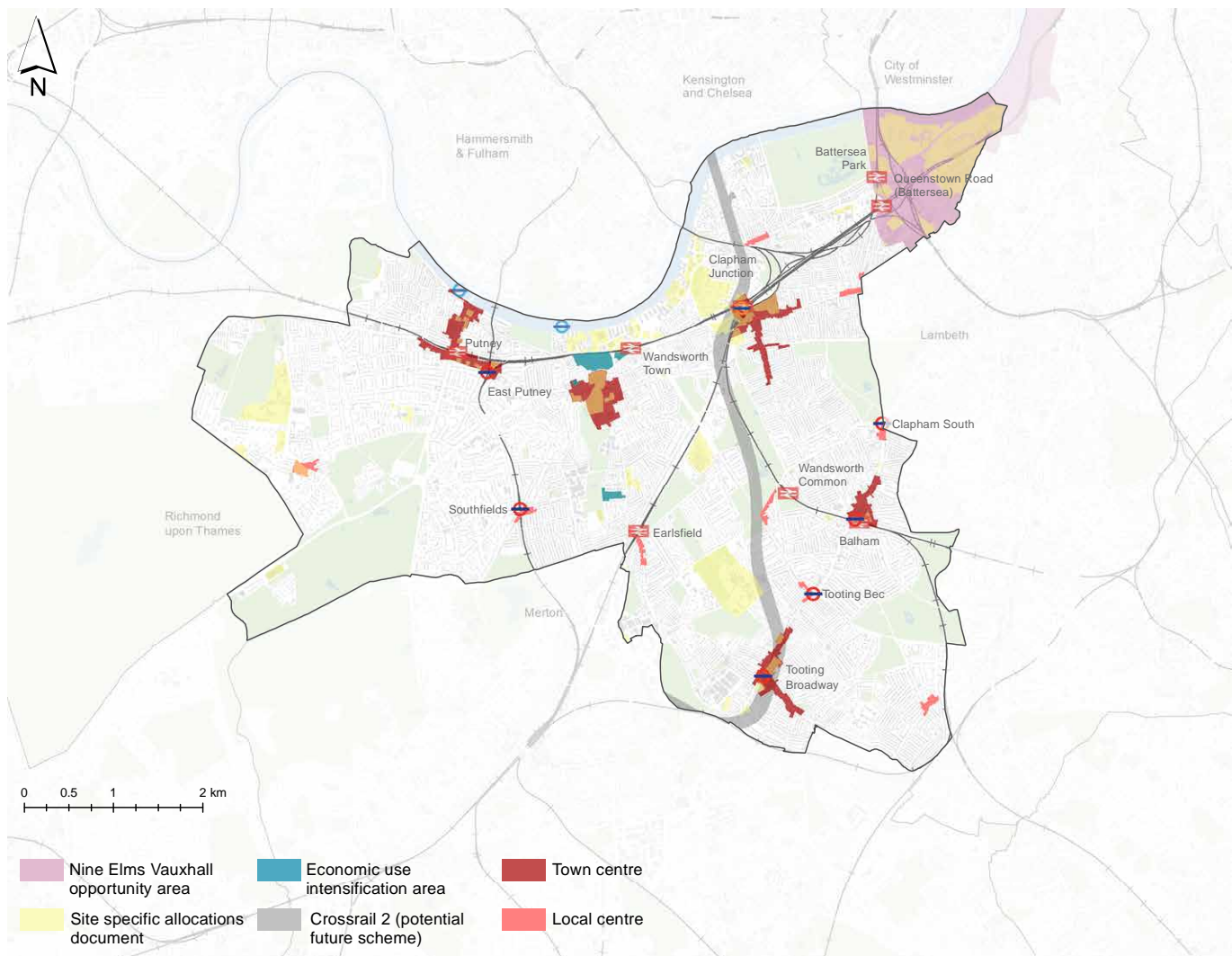
The review has considered policies relating to:

- approach to urban design and character;
- mapping of character areas;
- definition of a ‘tall building’;
- approach to tall buildings; and
- approach to urban design on small sites.

The full review and comparison with other boroughs is provided in [Appendix D](#). Whilst these are not necessarily ‘best practice’ (and may not be consistent with the emerging London Plan given the timing), there are a number of useful conclusions that can be drawn for application in Wandsworth.



## Areas of planned and potential change



**Fig. 22:** Areas of planned and potential change plan

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There are a number of areas of planned and potential change within the borough:

- **Opportunity areas:** Development in London in the 21<sup>st</sup> century has focussed on regenerating redundant riverside industrial areas, including Nine Elms, designated part of the GLA's Central Activities Zone. The regeneration in this area includes restoration of Battersea Power Station, a new United States Embassy, a new high street and new public park. The Northern line is being extended from Kennington to Battersea Power Station with an intermediate station at Nine Elms.
- **Areas of potential increased transport accessibility:** Crossrail 2 potential future scheme would include stations at Clapham Junction and at Balham or Tooting Broadway, as well as at Wimbledon in Merton. Increased transport

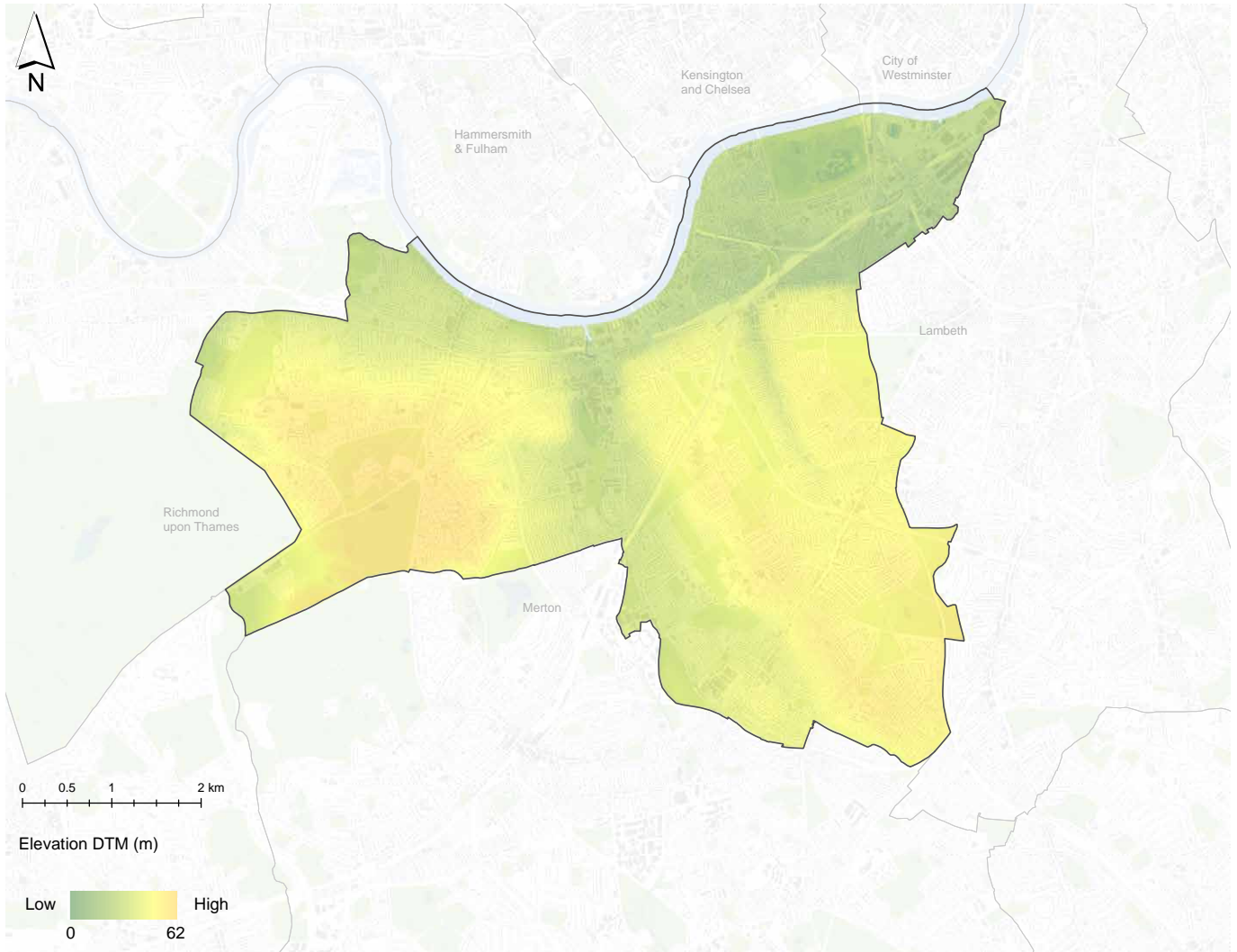
accessibility would be expected to increase development opportunities and typologies around these centres. A new pedestrian and cycle bridge between Nine Elms and Pimlico in Westminster is proposed and a new river pier is now open.

- **Town and local centres:** There is an emphasis in both national and London-wide policy to support development (including increased housing) within and near town centres.
- **Allocated sites:** There are a number of sites allocated for development in Wandsworth's local development plan.

## 2.3 Borough-wide baseline

### 2.3.1 Physical qualities

#### Topography



**Fig. 23: Topography plan**  
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The topography of Wandsworth is undulating, rising to the west at Roehampton and to the south east, whilst flattening to the north. The highest land in the borough is a large area of former common land on the high ground that forms the intersection between Wimbledon, Wandsworth, Putney and Roehampton.

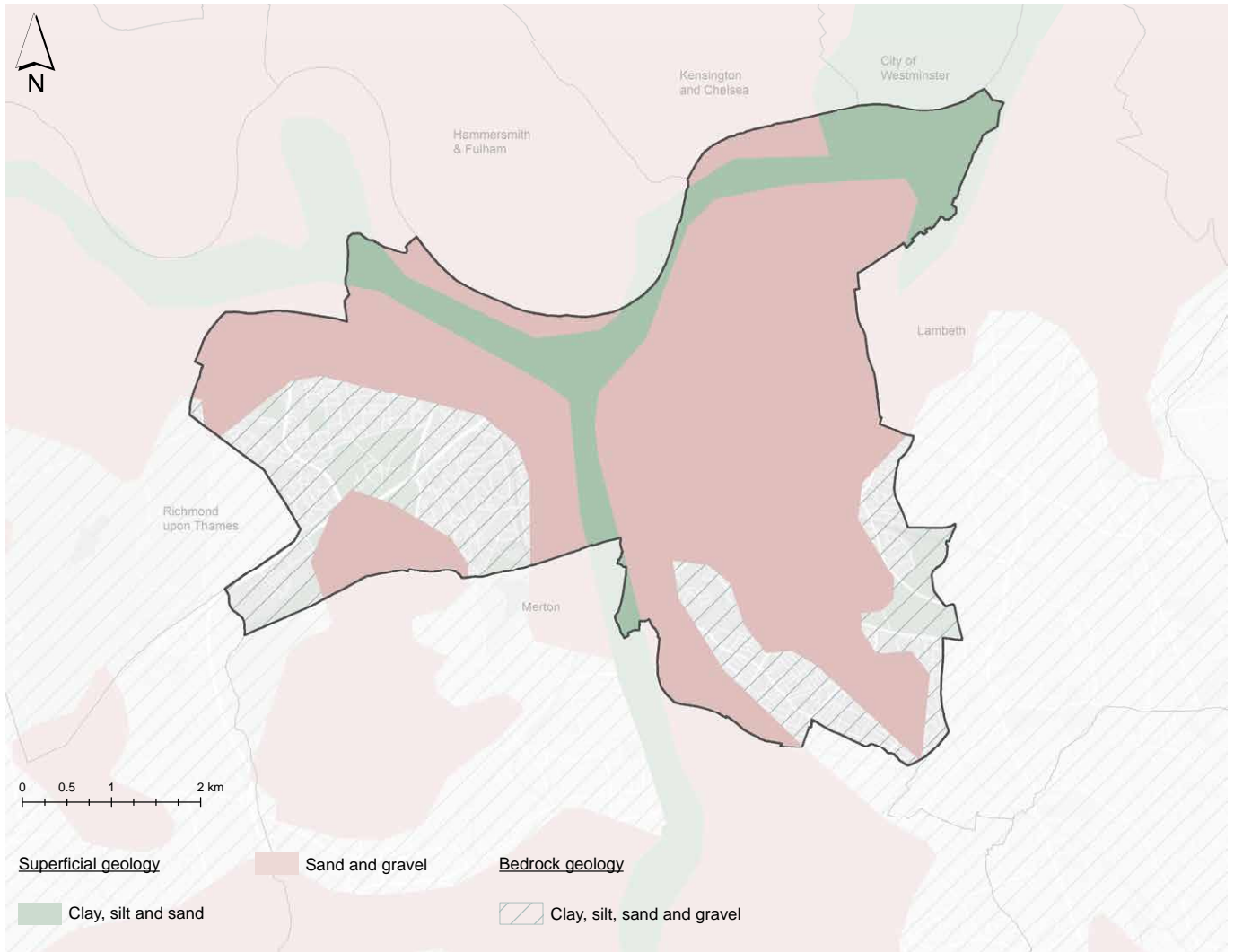
Wandsworth is characterised by the natural topography of the three valleys of the River Wandle, Beverley Brook and Falcon Brook, meandering to the River Thames. The River Wandle cuts a broad north-south landform through the centre of the borough. Either side of the Wandle Valley are ridges of higher land: at Putney Heath and Clapham Junction. The Falcon Brook (now culverted) cuts a valley through the ridge

at Clapham Junction along the route of Northcote Road and St John's Road.

At Clapham Junction, St John's Hill/Lavender Hill gives way to a flat valley floor to the north, covering most of Battersea.



## Geology



**Fig. 24: Geology plan**  
© Crown copyright and database right 2019.

The geology of Wandsworth has a direct relationship with its topography.

The borough lies upon a bedrock geology of clay, silt and gravel and is overlain by superficial deposits of sand and gravel for the most of the borough, with linear deposits of clay, silt and sand along the northern boundary, and concentrating in the north east corner at Battersea Park.

More specifically, the bedrock geology of the borough comprises a chalk aquifer, overlain by the Thanet Sand Formation (fine grained sand), Lambeth Group (clay with beds of sand), Harwich Formation, London Clay Formation (clay and silt) and the Claygate Member (sand, fine grained silt and clay).

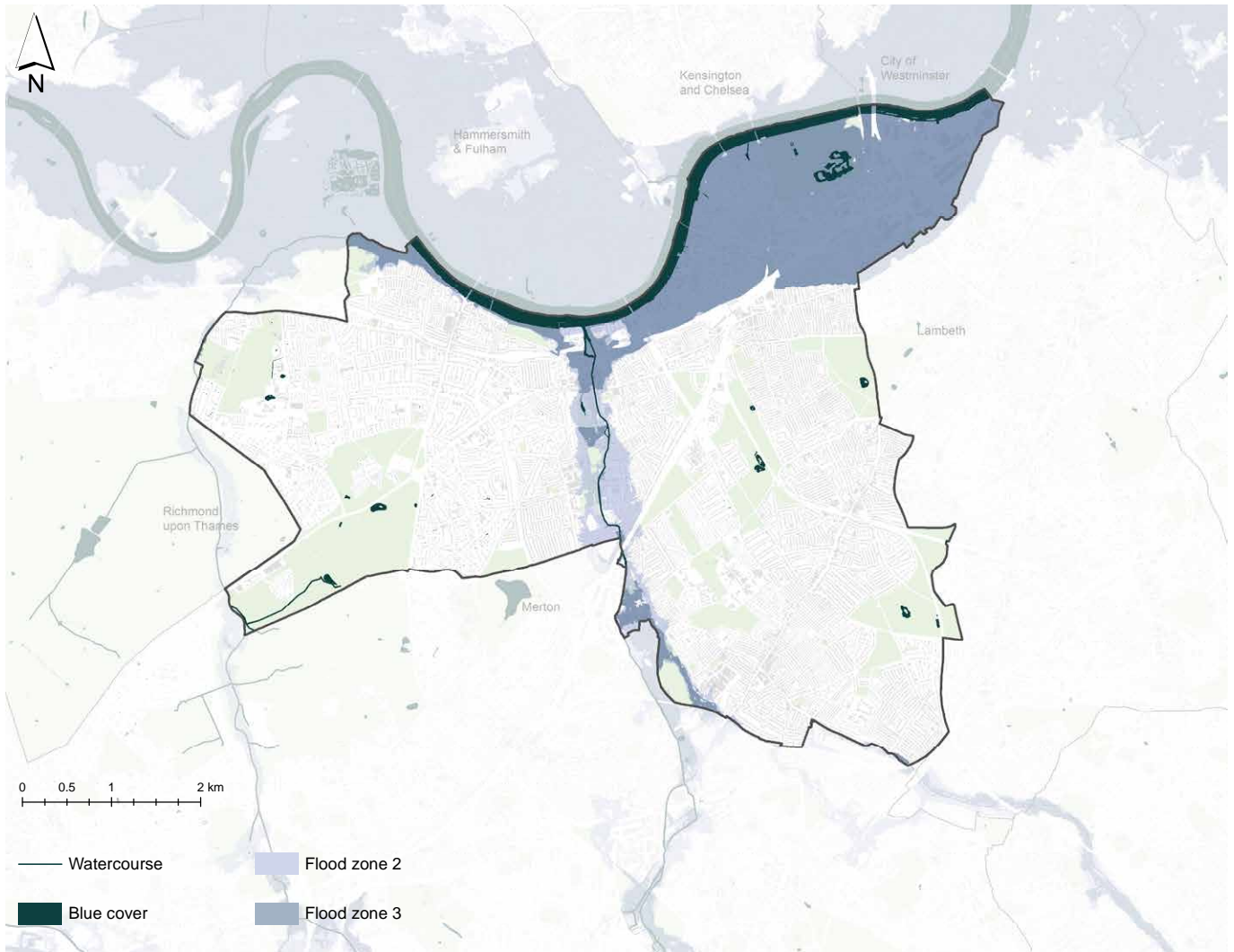
Superficial deposits are present in the majority of the borough and consist of various river terrace deposits,

Head, Langley Silt Member and alluvium.

The river terrace deposits are subdivided into a number of units that are differentiated on the basis of altitude but are geographically similar. These are gravel, sandy and clayey. In the northern and central low lying areas, close to the River Thames and the River Wandle there are significant deposits of various gravel formations. Member deposits are overlain on the bedrock at the Wimbledon and Wimbledon Common area as well as at Clapham, Wandsworth Common and Tooting Common.

Significant deposits of Head (clay, silt, sand and gravel) are distributed across much of the wider area and ribbons of alluvium (mainly sand, silt and clay) are associated with the rivers.

## Hydrology



**Fig. 25: Hydrology plan**  
© Crown copyright and database right 2019.

Parts of Wandsworth are at risk of flooding from the rivers Wandle, Graveney, Thames and the Beverley Brook.

Water levels in the River Thames are tidally influenced and a large area of Battersea and Clapham Junction with smaller areas to the north of Wandsworth and Putney are in Flood Zone 3. However, these areas benefit from flood defences as part of the Thames Tidal defences. The presence of the current flood zone indicates the historic extent of the river valley, which has shifted, cut and re-cut a series of channels along its course, influenced by glacial activity half a million years ago.

The River Wandle enters Wandsworth from the south and discharges into the River Thames. The river splits in two near Wandle Recreation Ground and is

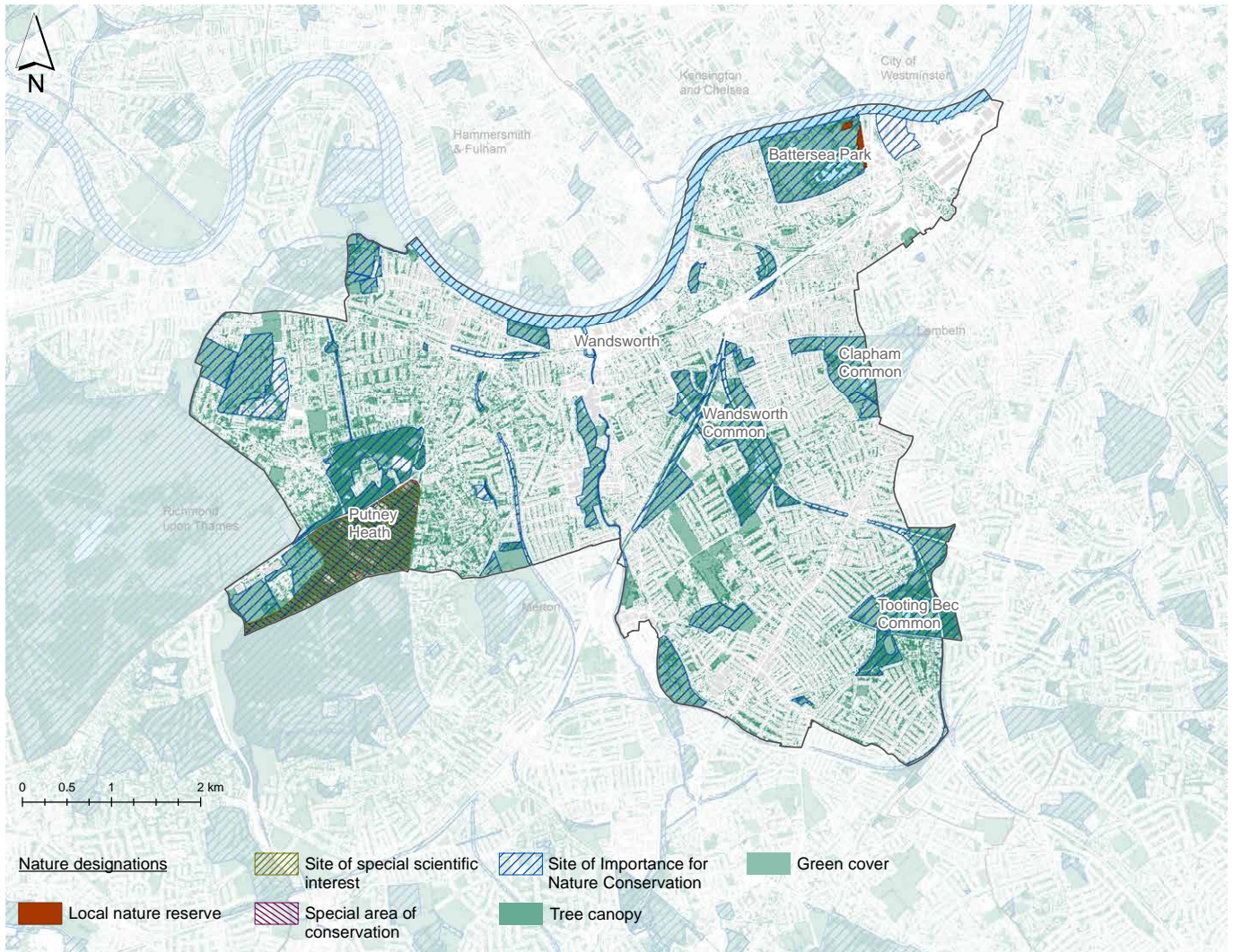
culverted in sections. With this, Wandsworth Town, King George’s Park, Southfields, Earlsfield and Summerstown have areas in Flood Zone 2 and 3.

The River Graveney is a tributary of the River Wandle which defines the south eastern boundary of the borough and joins the River Wandle to the south of Wandsworth. It is culverted in several sections and divides in the vicinity of Tooting, where the northern boundary runs along the Wandsworth boundary before joining the River Wandle. Areas to the south of Tooting Graveney are in Flood Zone 2.

The Beverley Brook flows from south to north through Putney Vale, to the west of Roehampton and Putney Lower Common before joining the River Thames. However, there is very little area in the borough affected by the Beverley Brook.



Green infrastructure



**Fig. 26:** Green infrastructure plan  
© Crown copyright and database right 2019.

Wandsworth is comparatively rich in green spaces compared to other inner London boroughs with approximately 1,060 ha of open space, according to the most recent Open Space Survey. The avenues of trees in West Hill, Streathbourne Road and within Battersea Park are very distinctive, serving to reinforce legibility and sense of place.

Open spaces within the Borough form important parts of wider strategic green networks. Strategic networks that pass through the borough include the Thames Path, Wandle Trail and Capital Ring Footpaths. These provide recreational opportunities for residents and visitors, and improve accessibility between Wandsworth and surrounding boroughs through sustainable transport modes.

The River Thames is an important natural asset of

strategic importance in terms of recreation, visual amenity and natural habitat. Green chains have been identified, which extend along the Wandle Valley, for example linking Wandsworth and Tooting Commons with other open spaces in neighbouring boroughs.

Commons providing a rich natural and semi-natural biodiversity resource, as well as recreational and amenity value for local communities. Wimbledon Common, Putney Heath and Putney Lower Common provide the largest extent of heathland in London.

Additionally, large areas of the borough hold biological importance, with the majority of the common areas and river corridors designated as Sites of Importance for Nature Conservation. Putney Heath is designated as a Special Area of Conservation and parts of Battersea Park are designated as Local Nature Reserves.

Public open space

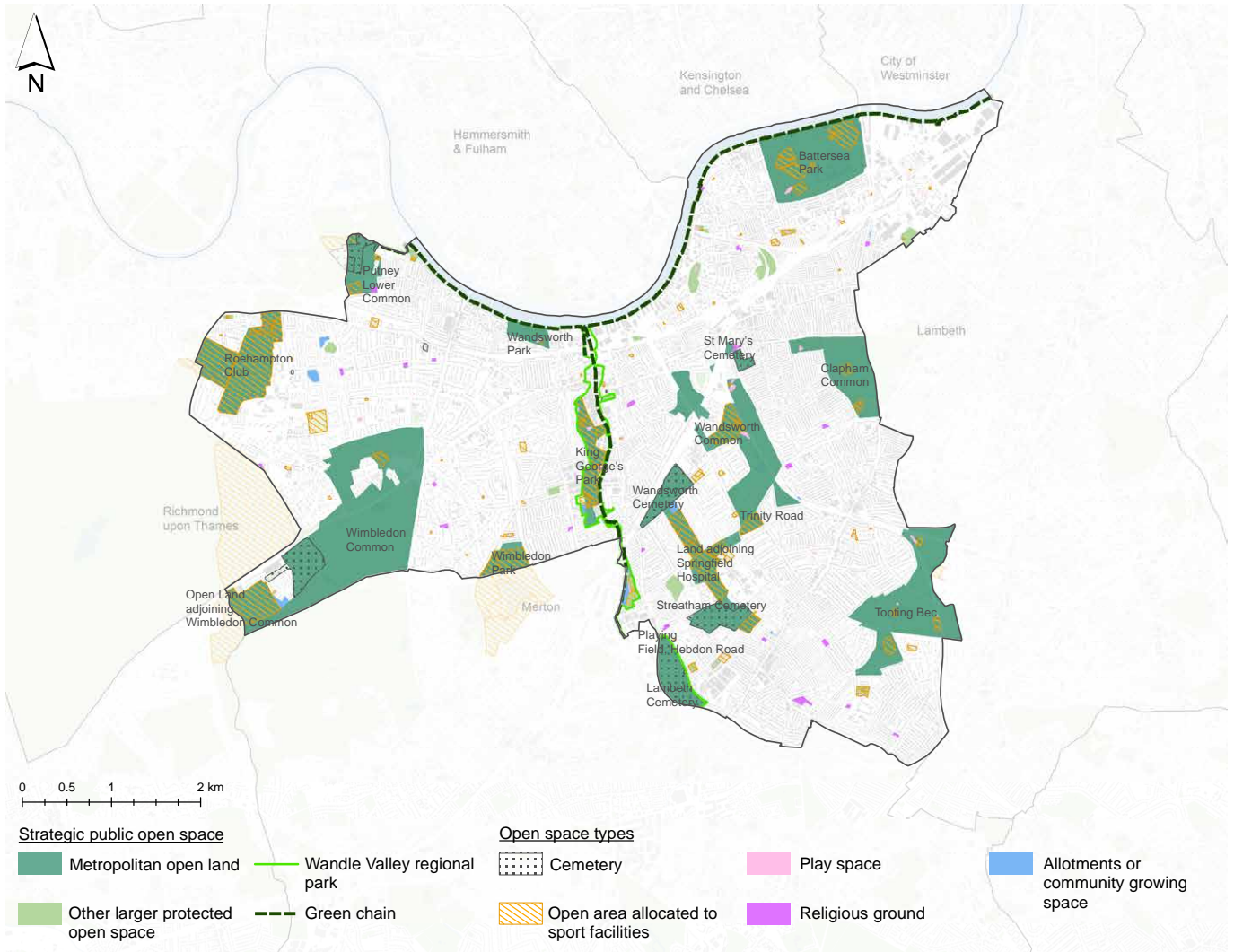


Fig. 27: Open space plan  
© Crown copyright and database right 2019.

The large open spaces in the borough represent a distinctive element of the landscape character. The four commons: Clapham, Tooting, Putney Lower/Wimbledon/Putney Heath, and Wandsworth are important open spaces with recreational and amenity value. They are designated Metropolitan Open Land (MOL) and protected by the Wimbledon and Putney Commons Act of 1871 from being enclosed or built on.

There are four major parks, also designated MOL: Battersea, King George’s, Wandsworth and Wimbledon and Richmond Park (a grade I Registered Park and Garden), adjoins the borough. MOL plays an important structural role in London, Wandsworth’s open spaces are recognisable and clearly distinguishable from the built up area, for example Tooting and Wandsworth Commons particularly when viewed from transport corridors passing through these spaces.

Open spaces in the borough are not just green spaces but include small urban squares, spaces and piazzas that contribute to the character and enjoyment of an area. Six open spaces in the borough are protected by the 1931 London Squares Preservation Act. These are Nightingale Square, Melrose Road, Rusholme Road, West Hill, and two on West Hill Road.

The borough also contains a number of private clubs and open spaces, including The Roehampton Club and the Bank of England Sports Ground. Whilst these do not necessarily benefit the general public, they do provide high quality sports facilities that play a strategic role in organised sports provision attracting users from outside of the borough. A number of small local parks and pocket parks throughout the borough provide children's play space, however, this is deficient in some areas, particularly between the Commons.

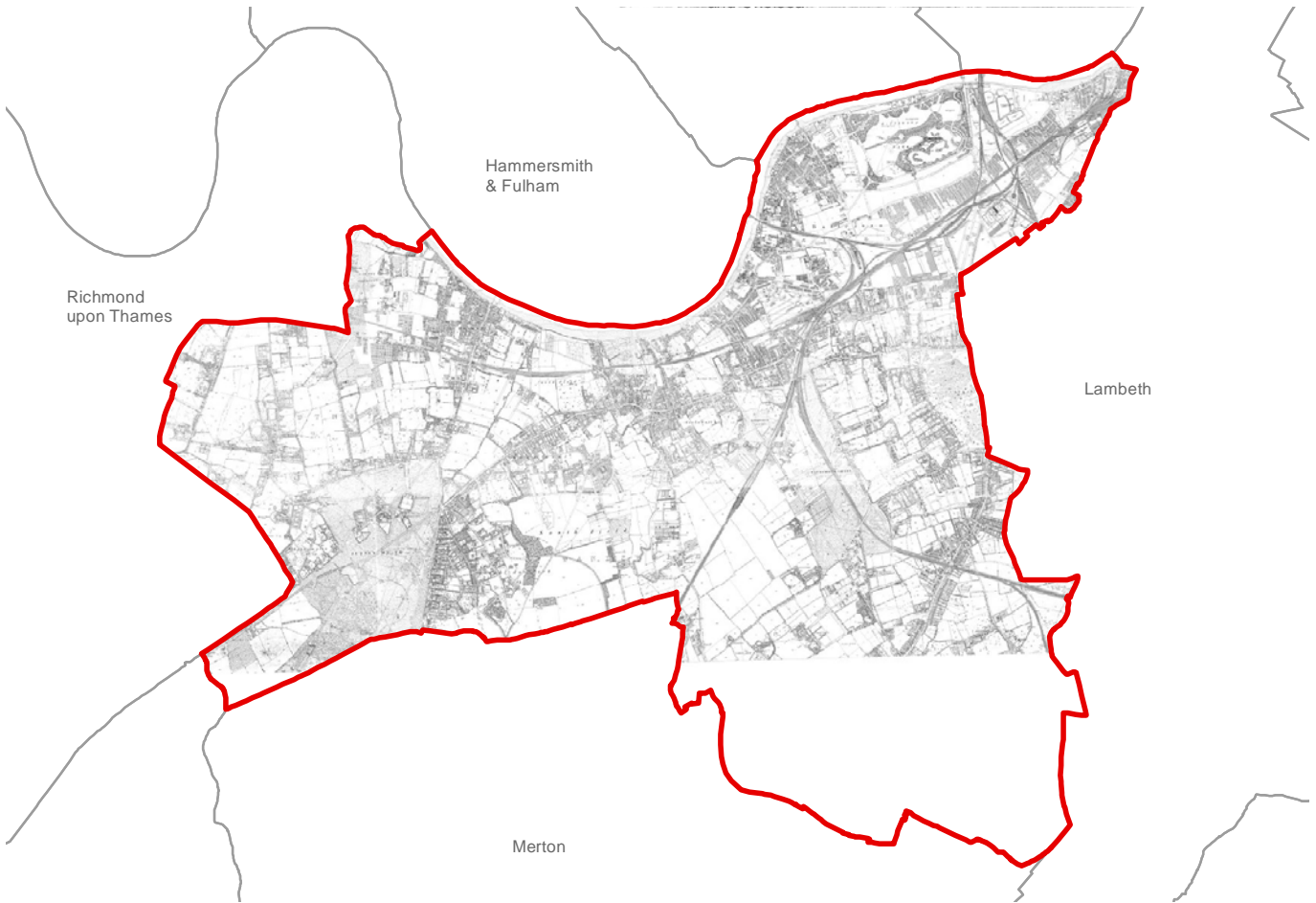




**Fig.28:** Commons are a critical component of the character of Wandsworth, shown here on Putney Heath

### 2.3.2 Cultural qualities

#### Historic evolution



**Fig. 29:** Historic map 1869-1874  
© Crown copyright and database right 2019.

Settlement in the borough dates back to the pre-historic and Iron Age eras, although became more developed in the Roman period. Balham Hill/High Road was part of the Roman route from Chichester to London. By the medieval period early villages had become established, such as Battersea Square around St Mary's Church. Much of the area was being farmed, and later more specialist market gardening developed particularly around Lavender Hill.

The rivers provided a resource for the growth of industry, including ship building, brewing and craft industries. The Huguenots influenced the development of the latter, in the late 17<sup>th</sup> and early 18<sup>th</sup> centuries.

The industrial revolution and arrival of the railways in 1838 (Nine Elms to Southampton line) brought significant transformation: the landscape of medieval field patterns began to give rise to the development of estates and a rapid increase in population.

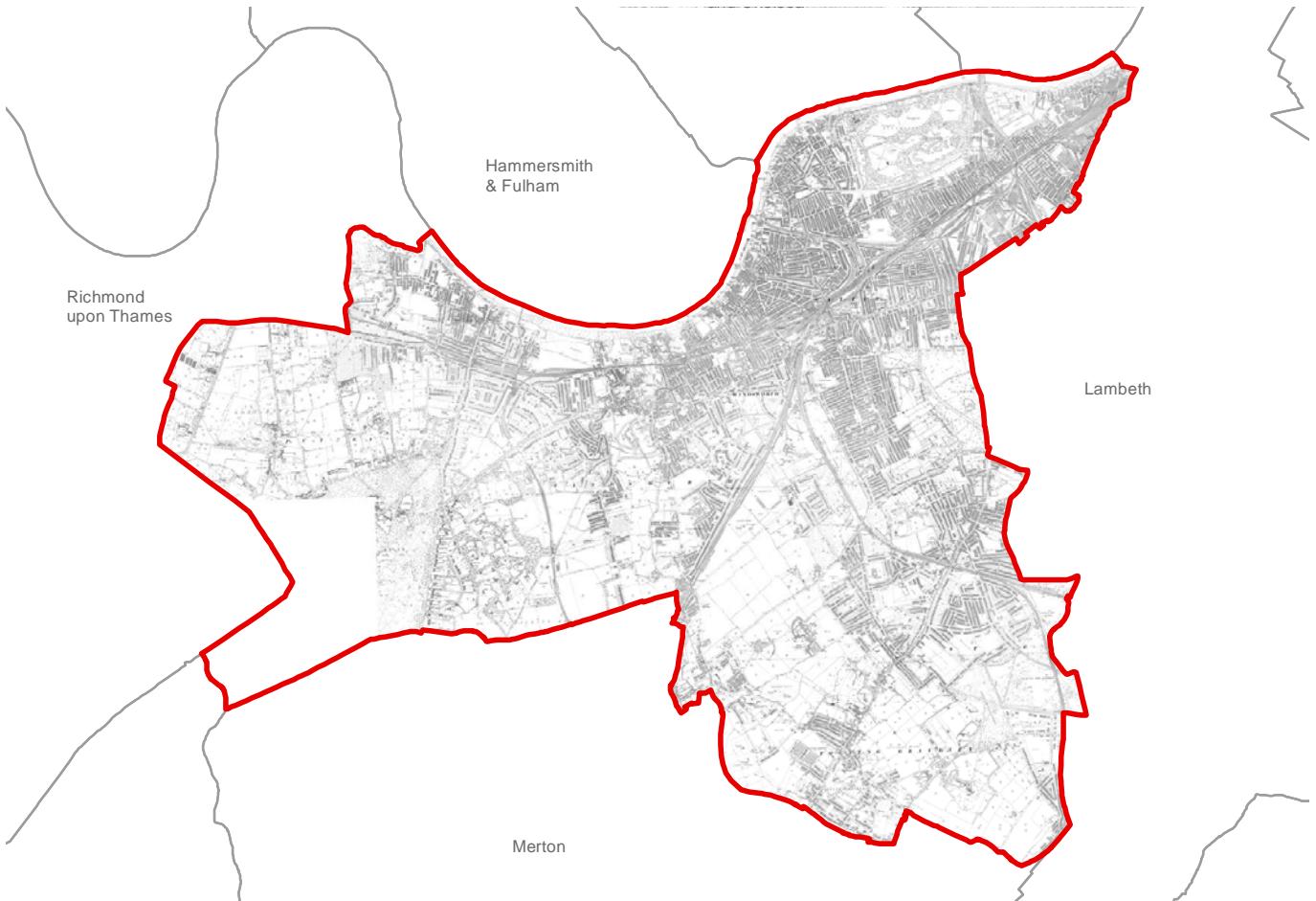


**Fig. 30:** View upstream along the river bank from Old Putney Bridge, 1796  
© Wandsworth Heritage Service



**Fig. 31:** Battersea Square, 1868  
© Wandsworth Heritage Service





**Fig. 32:** Historic map 1896  
© Crown copyright and database right 2019.

Into the late 19<sup>th</sup> century the rivers at Wandsworth provided a context for the growth of industry, particularly brewing, flour milling and craft industries. North-south through the centre of the borough, the River Wandle cuts a wide valley, flowing north into the Thames. The Falcon Brook (now culverted) flows through Clapham Junction to join the Thames at Battersea and Beverley Brook flows north through Richmond Park and out to the River Thames.

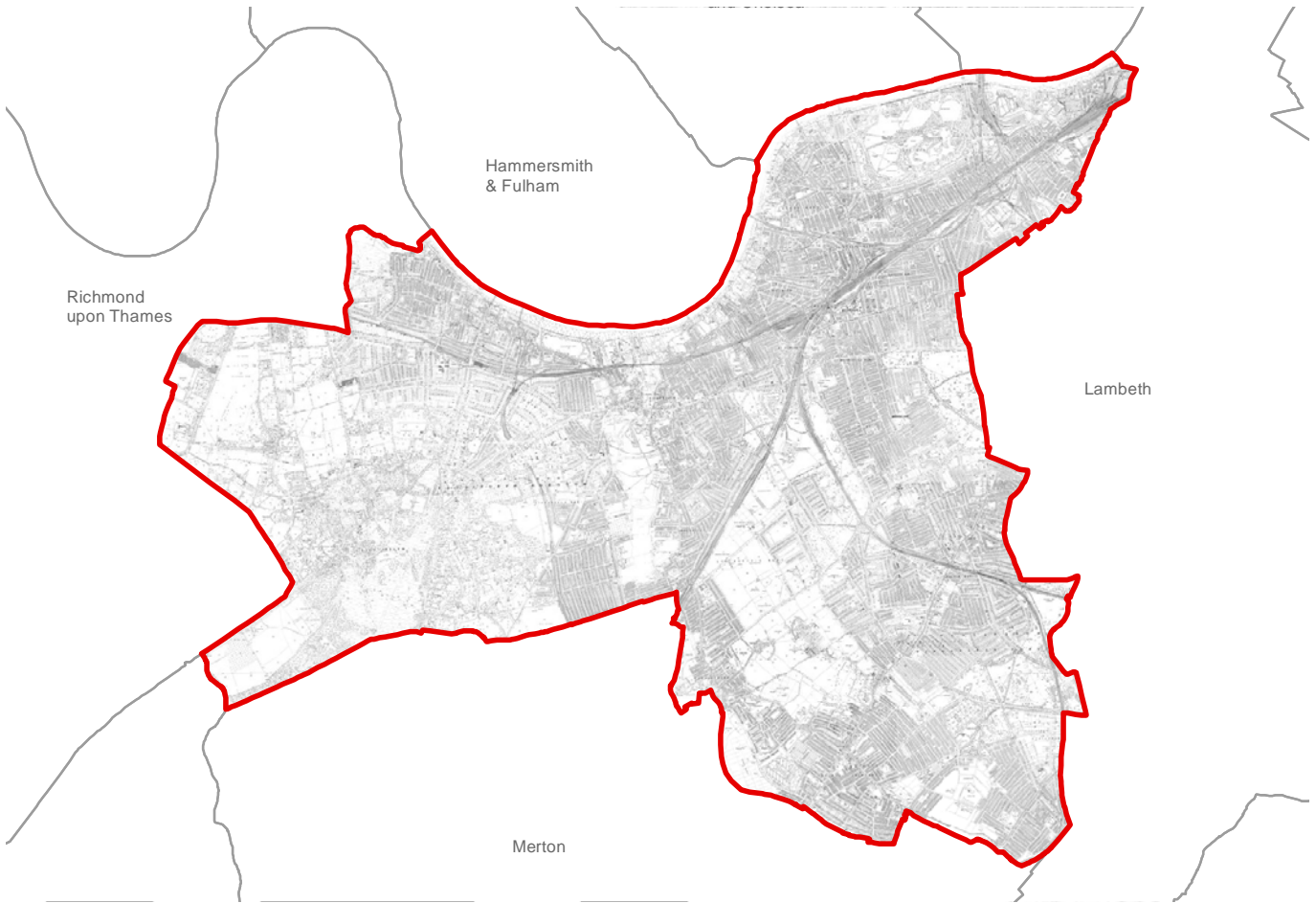
The underground railway first came to Wandsworth in 1890 with the opening of stations at East Putney and Southfields. These brought further growth to these areas, continuing the move away from a more agricultural landscape.



**Fig. 33:** View south west along Garratt Lane towards Earlsfield station, 1895  
© Wandsworth Heritage Service



**Fig. 34:** Deodar Road viewed from the river, 1895  
© Wandsworth Heritage Service



**Fig. 35:** Historic map 1916-19  
© Crown copyright and database right 2019.

In the 20<sup>th</sup> century, the former London County Council developed land in Battersea (Latchmere Estate) in 1903, the first municipal housing in England using the Council's own workforce. The most striking feature of the Estate's appearance is the uniformity of the two storey terraces of yellow stock brick with red brick detailing. This was followed by the Roehampton Estate in Dover House Road in the 1920s.

The introduction of an electric tram service in 1903 brought more growth to places such as Clapham South and Balham. The Northern Line extended to Clapham South, Balham and Tooting in the 1920s, bringing further urban growth and development.

The extensive grounds of Furzedown House were developed by local builders after 1900, with a distinctive grid pattern of streets still visible today. At the same time there was extensive development of Earlsfield and Southfields, including the Magdalen Park Estate.

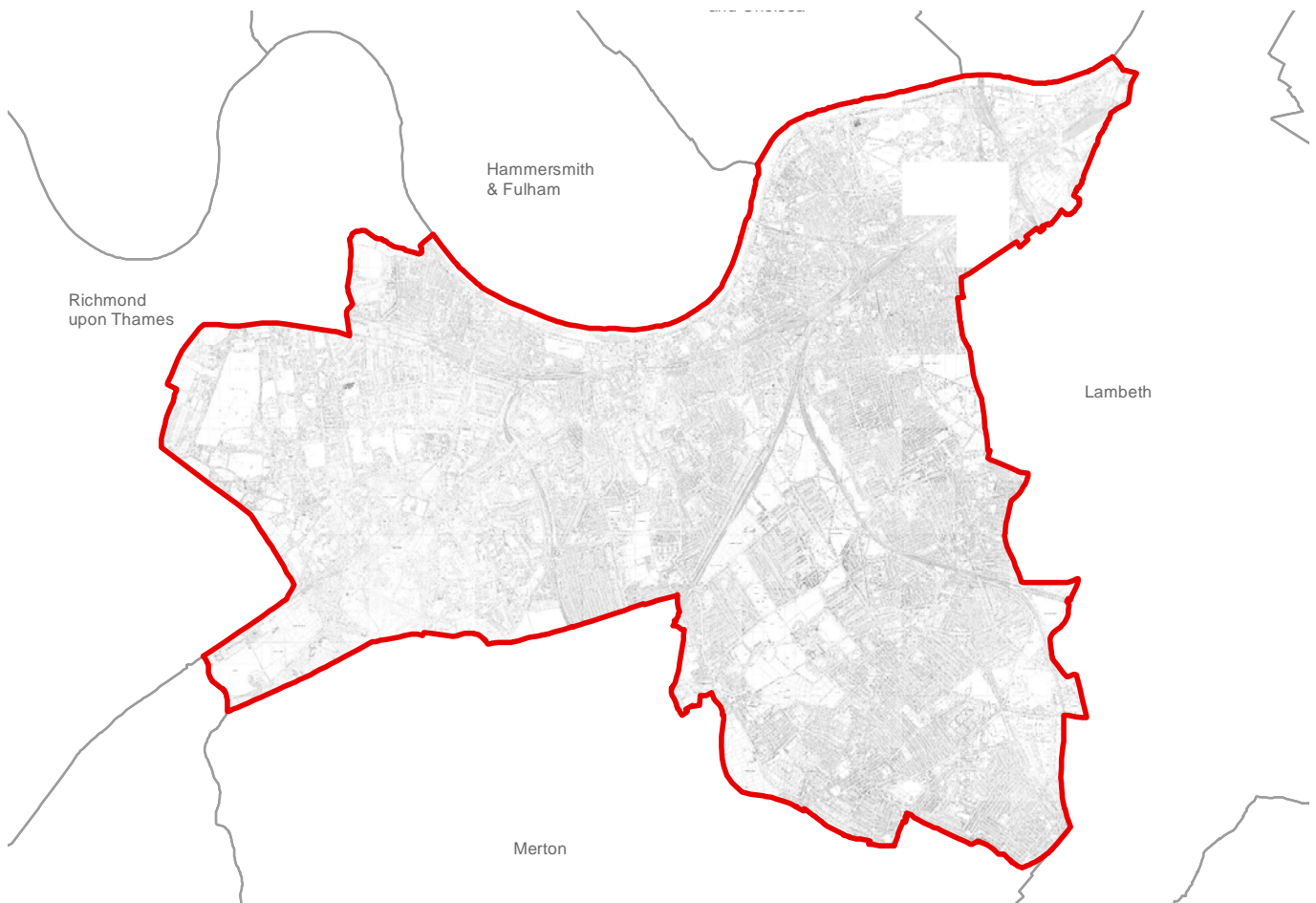


**Fig. 36:** Balham High Road, 1915  
© Wandsworth Heritage Service



**Fig. 37:** Burntwood Lane in Earlsfield, 1915  
© Wandsworth Heritage Service



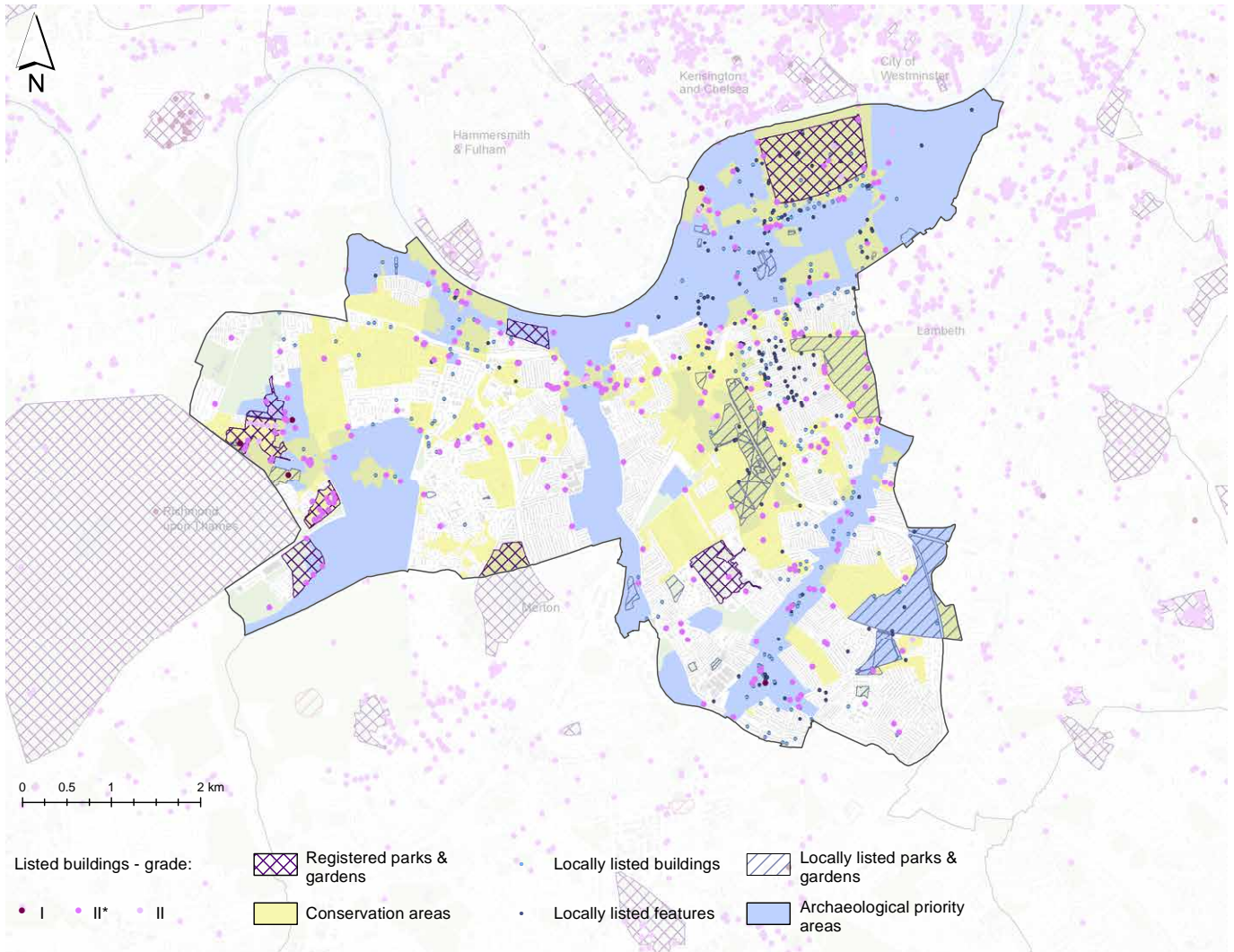


**Fig. 38:** Historic map 1947-1952  
© Crown copyright and database right 2019.

After WWI Wandsworth continued to see expansion of urban development and transformation of some areas. This included the substantial construction of railway marshalling yards and goods sheds across large areas and, between 1929 and 1935, the iconic Battersea Power Station, with subsequent phases in 1937-41 and 1955. This attracted further industrial development all the way through to the 1970s with large footprint buildings such as the New Covent Garden Market. The 1970s also saw a major redevelopment of Wandsworth Town Centre, including the construction of the Arnedale shopping centre, which was the largest of its kind in Europe at the time.

The Wimbledon Park Side area was home to substantial developments from the 1930s through to the 1960s, including the Ackroyden Estate. Similarly, Roehampton saw the arrival of the Alton East and West estates between 1952 and 1959 dramatically changing its character.

*Heritage assets*



**Fig. 39: Heritage assets plan**  
© Crown copyright and database right 2019.

Wandsworth has a rich historical heritage which is not always readily appreciated by people moving into the borough and tends to be overshadowed by the wide range of world class museums and heritage sites in central London. There are 46 conservation areas in the borough, covering around 50% of the borough's area.

The borough has six Registered Historic Parks and Gardens: Battersea Park (grade II\*); Grove House (grade II); Putney Vale Cemetery (grade II); Springfield Hospital (grade II); Wandsworth Park (grade II); and Wimbledon Park (grade II\* - partly in Merton).

Putney, Cremorne, Battersea, Albert and Chelsea bridges are all listed as buildings of special architectural or historic interest. Putney railway bridge is listed of local architectural interest.

Over 500 buildings are listed as being of special

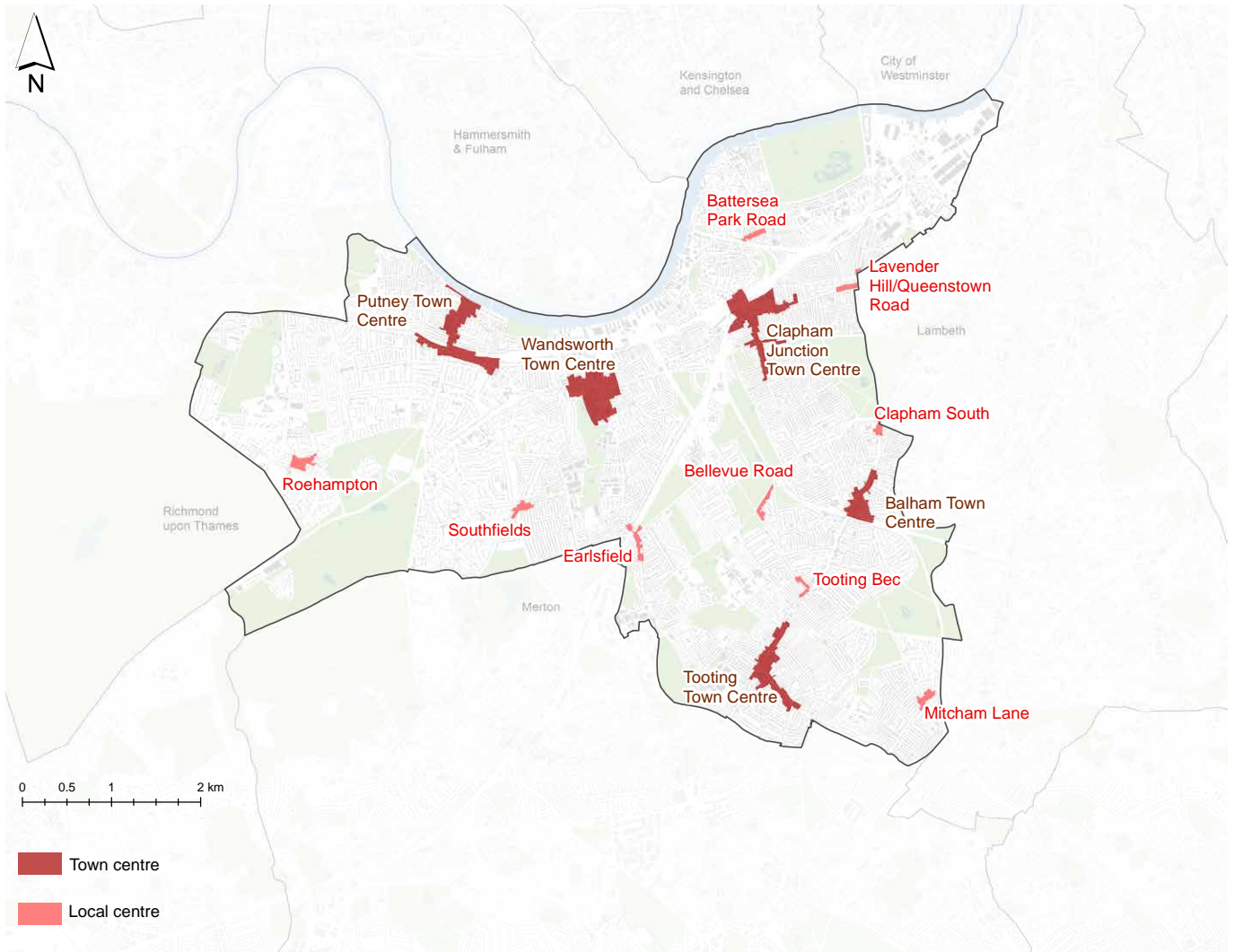
architectural or historic interest. There are five grade I buildings, designated for their exceptional interest. They are: Church of St Mary, Battersea; Mount Clare, Minstead Gardens; Granada Cinema (Gala Bingo), Mitcham Lane; Parkstead (Manresa) House, Roehampton Lane; and Roehampton House, Roehampton Lane.

There are a number of areas designated as Archaeological Priority Areas. These are concentrated along the River Thames and its floodplain, the Wandle Valley and its floodplain, Putney Heath/Wimbledon Common, Putney Riverside and Lower Common, the historic settlement of Roehampton, Balham High Road, and eight cemeteries.

There are around 520 buildings on the local list of historic interest, and 73 parks and gardens of interest, compiled by the London Parks and Gardens Trust.



*Urban centres*



**Fig. 40: Town and local centres plan**  
© Crown copyright and database right 2019.

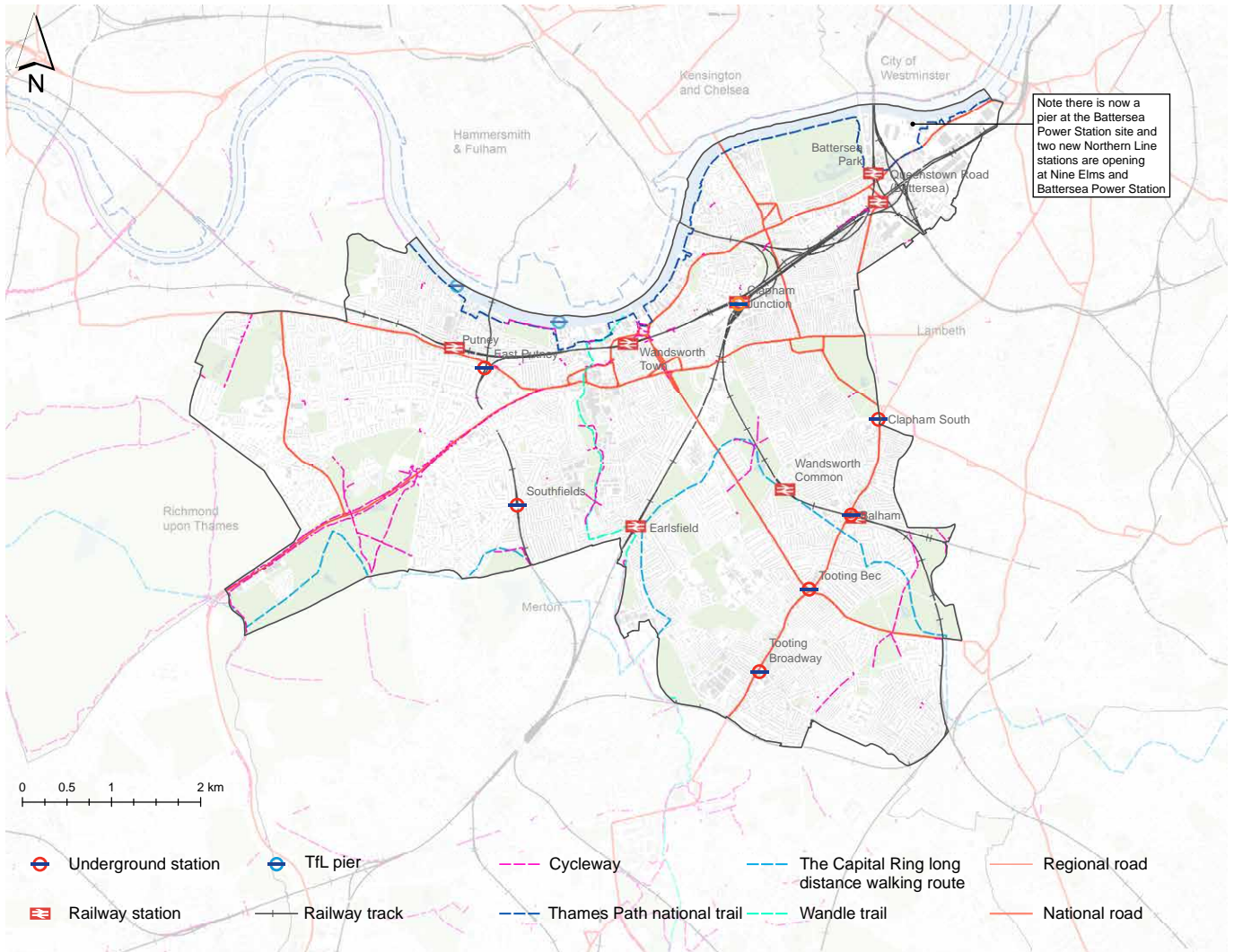
Wandsworth is one of the largest inner London boroughs, stretching from central London at Vauxhall out to the edge of Richmond Park in the west. It includes a diverse range of communities and many distinct districts including Clapham Junction, Battersea and Nine Elms, Balham, Tooting, Wandsworth, Earlsfield, Southfields, Putney and Roehampton.

Wandsworth does not currently have one strategic retail centre. It has five town centres serving distinct areas of the borough, backed by nine local centres. These centres give focal points and identity to the communities that make up the borough and demonstrate that it is a collection of varied neighbourhoods rather than a homogeneous or coherent whole. The town centres provide a range of services including retail, leisure, community facilities, and business floorspace. The borough is made up of 20 Wards.

Wandsworth is bordered across the Thames to the north by LB Hammersmith & Fulham, RB Kensington & Chelsea, and the City of Westminster. The borough therefore shares characteristics with central and west London.

However, in line with the rest of south-east England, demand and development pressure for new housing is a major issue in the borough, exacerbated by the increased popularity of Wandsworth as a place to live. There has been considerable redevelopment over the past 30 years on brownfield sites and opportunities remain particularly on the Thames riverside, in the town centres, particularly Putney, Wandsworth and Clapham Junction, and in Nine Elms with the emerging Central Activities Zone retail centre. Significant redevelopment is taking place in Wandsworth Town, from the southern edge of the town centre boundary.

## Transport network



**Fig. 41: Transport network plan**  
© Crown copyright and database right 2019.

The arrival of the railways in 1838 with the opening of the Nine Elms to Southampton line brought rapid transformation: acting as a catalyst for development of industrial and residential areas. The underground railway first came to Wandsworth in 1890 with the opening of stations at East Putney and Southfields. The Northern Line extended to Clapham South, Balham and Tooting in the 1920s.

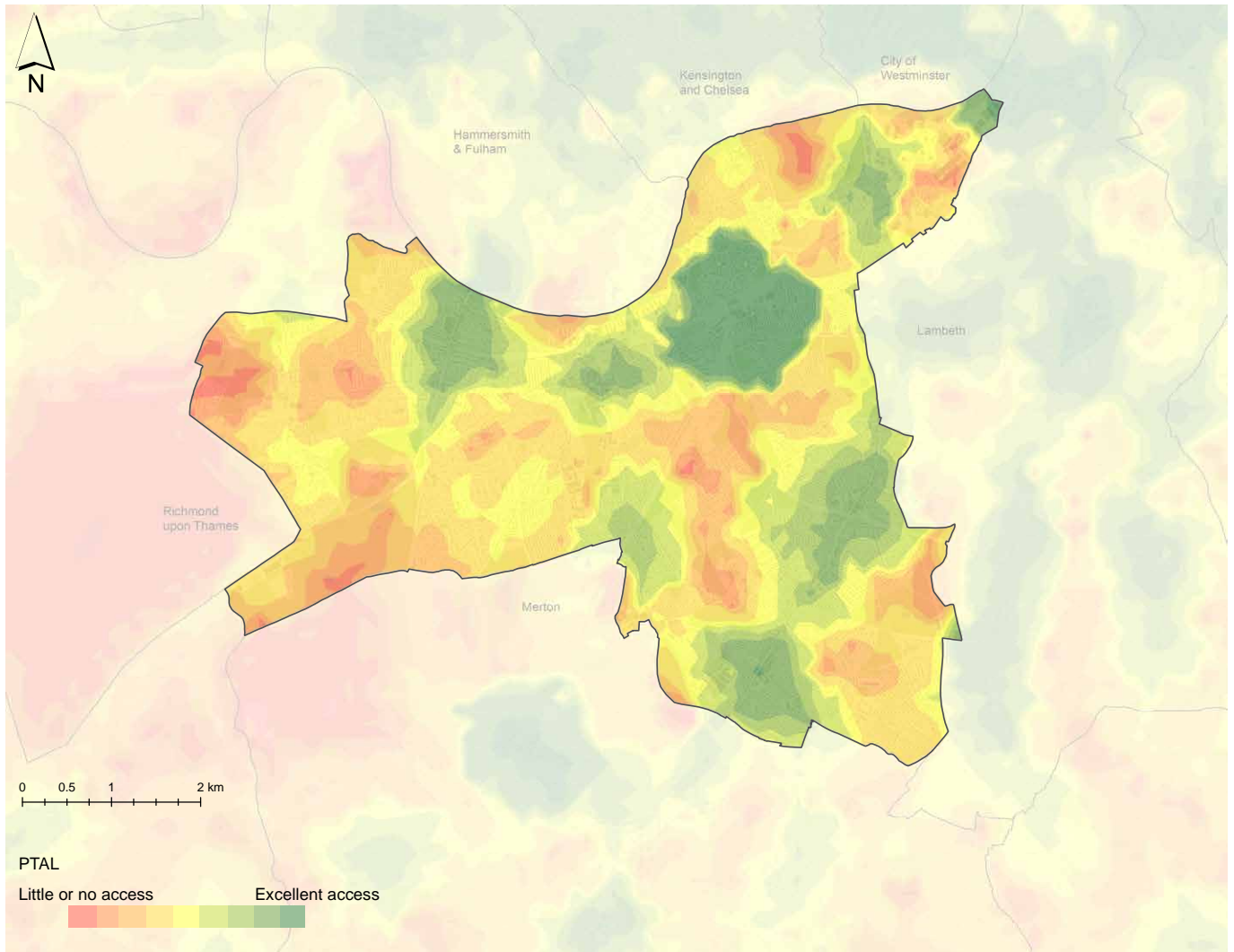
Today, Wandsworth benefits from good rail and tube links, with six London Underground Stations and eight overground stations. The Northern Line extension, with new stations at Nine Elms and Battersea Power Station, is scheduled to open in 2021 and will provide improved London Underground links in the north east of the borough. In the longer term, Crossrail 2 has the potential to ease crowding on some local routes, and improve connectivity both into central and north east London as well as south and east/west.

There are approximately 440 km of national and regional roads in the borough with 33.5 km of highway designated as part of the Transport for London road network including the South Circular Road. Eight Thames bridges link the borough to the north side of the river. The transportation opportunities offer good accessibility, particularly to central London, with orbital movement facilitated by the completion of the 2012 London Overground Orbital route.

The borough also offers an extensive network of public footpaths utilising green corridors. Two of the six London strategic walking routes, the Thames Path and the Capital Ring, pass through the borough. Other traffic-free walking opportunities are afforded by the Wandle Trail and routes passing through the borough's parks and commons.



### Public transport accessibility



**Fig. 42: Public transport accessibility levels**  
© Crown copyright and database right 2019.

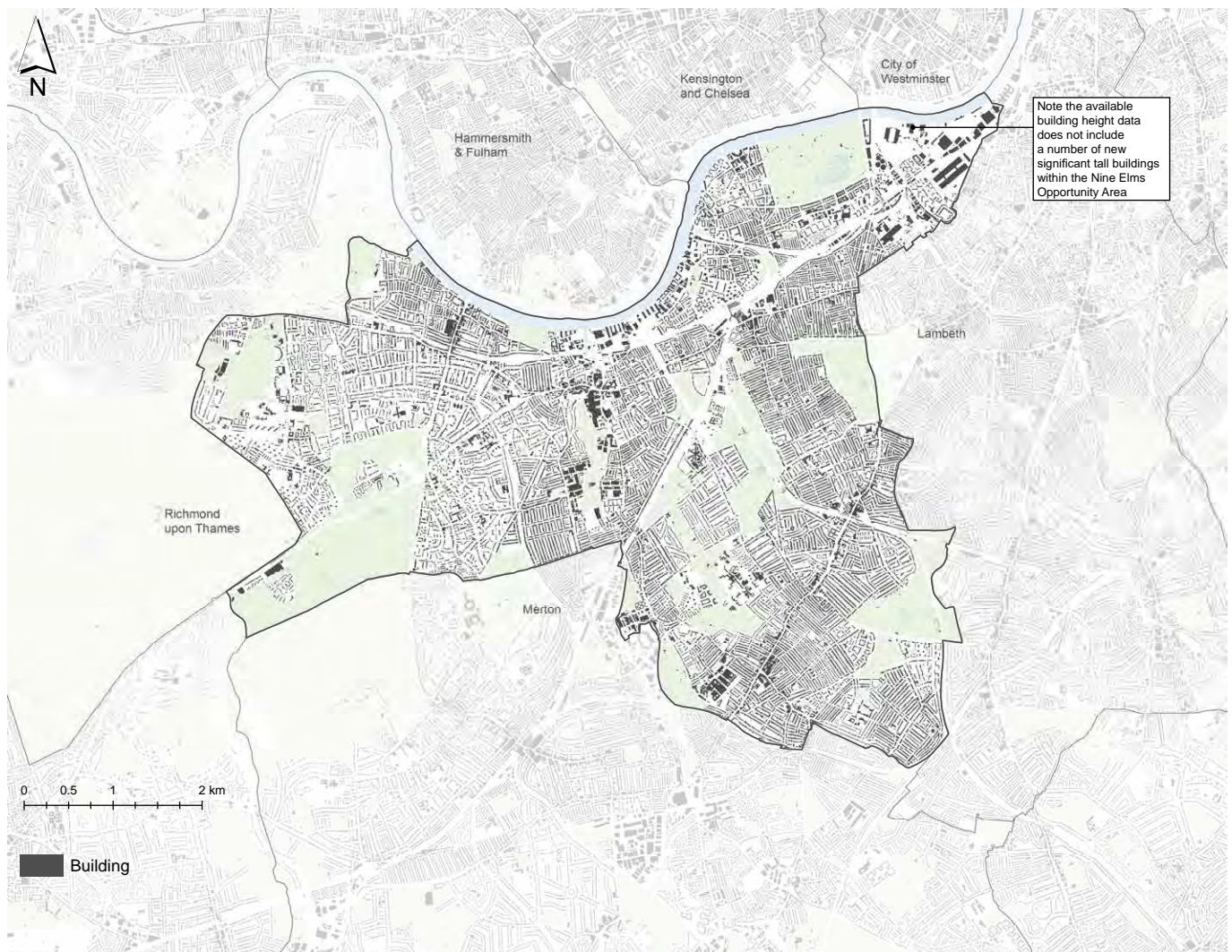
Public transport accessibility levels vary across the borough. Areas around Clapham Junction, Balham, north of Tooting, Putney and Wandsworth Town are well linked with efficient access to public transport. This is created by proximity to the main overground and underground rail lines into central London.

However, areas of Putney Heath and Roehampton suffer from particularly poor public transport, where, in some of the more deprived areas, there is little or no access. Despite this, in total 71% of all trips by Wandsworth residents are already made by walking cycling or public transport. A main aim of the Wandsworth third Local Implementation Plan for transport is for 82% of all journeys to be undertaken by walking, cycling or public transport by 2041. It is recognised that public transport in the borough needs upgrading to be able to achieve this.

Despite the upcoming Northern Line extension and potential Crossrail 2 route, areas of the borough that already have relatively low levels of public transport provision, are not likely to benefit from these upgrades. 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.

In the medium to long-term there are a number of significant, but currently unfunded, investments identified which will be required to ensure the economic and social vitality of the borough. These include improvements to walking and cycling facilities and new stations to encourage modal shift to public transport.

## Urban grain



**Fig. 43: Urban grain plan**  
© Crown copyright and database right 2019.

The predominant form in the borough is terraced houses fronting a grid network of streets. The first municipal housing began to be built pre-war, when the former London County Council (LCC) developed land in Battersea (Latchmere Estate) in 1903, the first municipal housing in England using the Council's own workforce. This was followed by the Roehampton Estate in Dover House Road in the 1920s, both estates based on the principles of the early Garden Cities and suburbs. The Alton Estates (Alton East and Alton West) in Roehampton were developed in the 1950s, their design based on pioneering work on 'slab' and 'point blocks'.

Building density varies across the borough and is at its most dense in the south and the east, in parts of Tooting, Balham, Battersea and Wandsworth Town. Conversely, much of Roehampton and Putney are

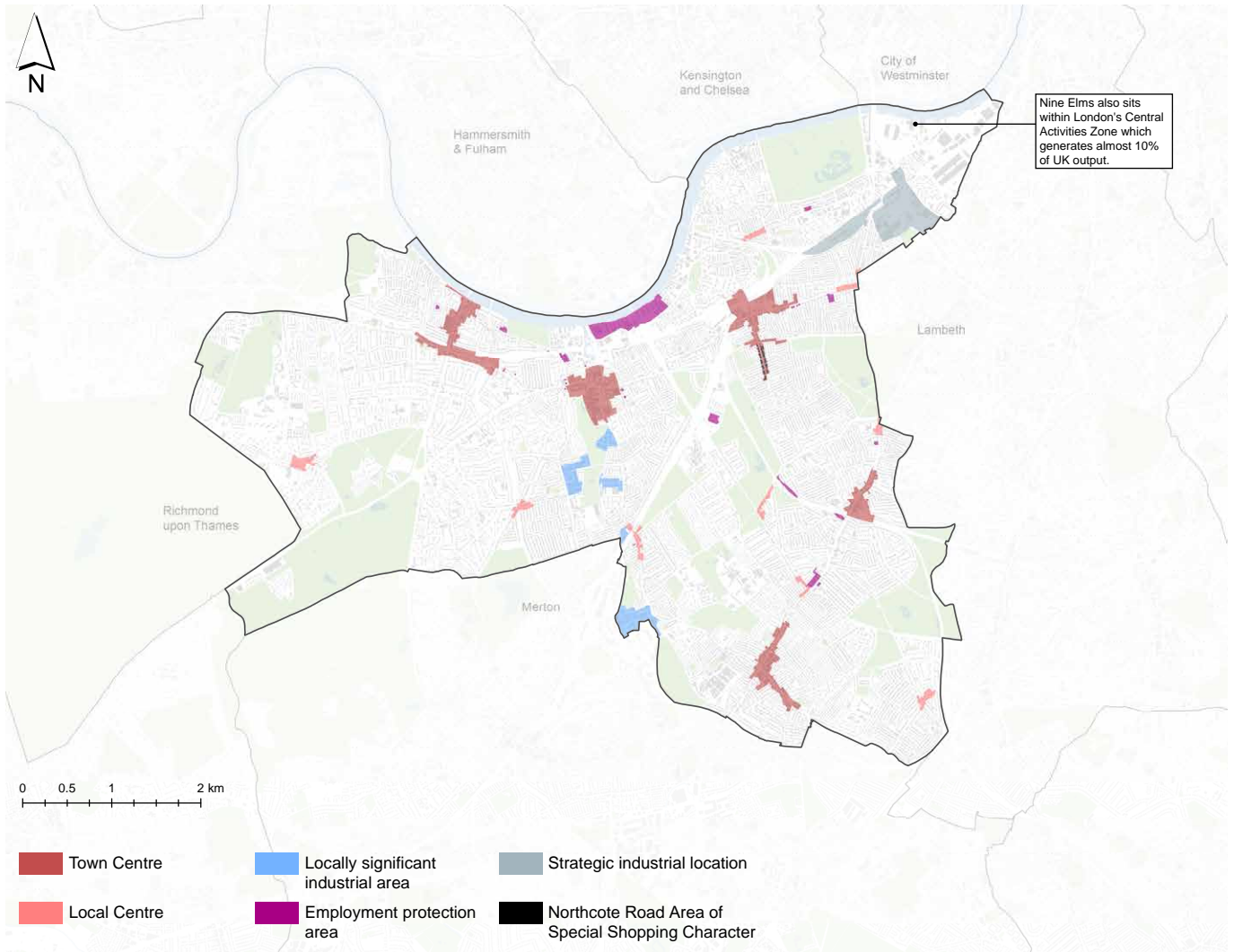
considerably less dense in terms of urban form.

There are important areas of public realm including the triangular space at the centre of Battersea Square which has been a gathering place for centuries and provides a distinctive sense of place. Kersley Mews and Ernshaw Place are unique mews streets, retaining their pedestrian character with granite setts. The spatial character of the streets in the Westmead Conservation Area is formed by the brick and random rubble footways with granite kerbs and channels.

A number of conservation areas across the borough protect the special architectural and historic interest of valued places. These include the remains of small villages such as Battersea Square or even large areas of 20<sup>th</sup> century social housing like the Alton Estate.



Land use



**Fig. 44:** Land use plan (note designations shown are from the adopted Local Plan at the time of writing © Crown copyright and database right 2019).

A third of the borough is occupied by dwellings, many of which are within one of 45 conservation areas. A quarter of the area of the borough is occupied by open space, much of this in the form of heath and commons as well as ornamental parks and playing fields. The rest of the land consists of industrial and commercial uses, hospitals, schools and other public services as well as transport infrastructure.

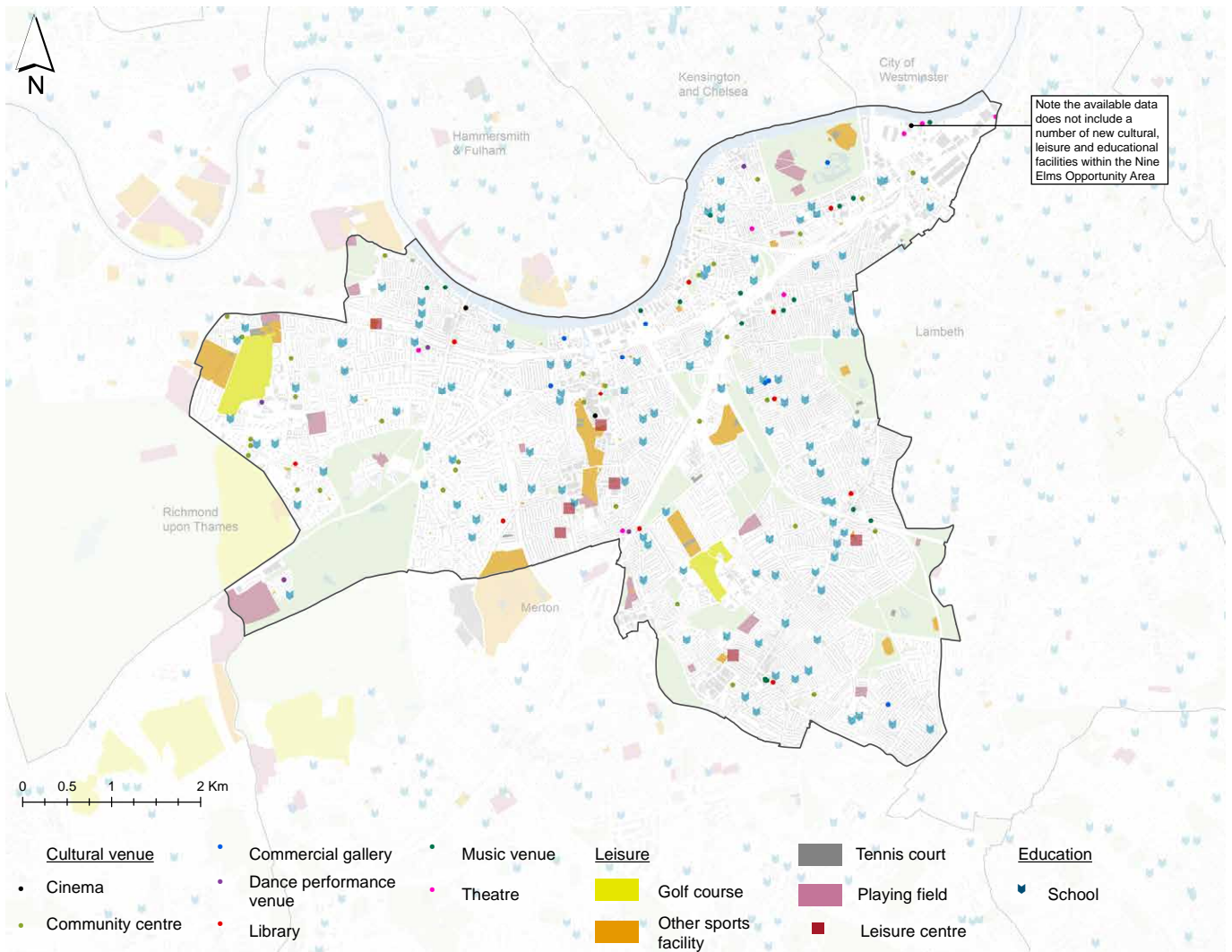
The strategic industrial location at Queenstown Road/Battersea consists of 42.8 ha of land and is home to the majority of industrial uses in the borough. Other industrial and distribution uses are scattered across the borough in locally significant industrial areas. The borough is categorised in the emerging London Plan as a restricted transfer borough. This designation encourages boroughs to adopt a more restrictive approach to the transfer of industrial sites to other uses

in protected industrial areas. This reflects the limited quantity of industrial land in the borough.

There are also a number of employment protection areas across the borough within which offices are situated, particularly serving local markets and providing floorspace for small and medium enterprises, that have good public transport accessibility or are located close to town centres and local centres.

There are five main retail centres in the borough; Clapham Junction, Putney, Tooting, Wandsworth and Balham. In addition to these, Northcote Road is an area in Battersea which is considered to have its own distinctive character, as a specialist retail area.

*Culture, leisure and education*



**Fig. 45:** Cultural, leisure and educational facilities  
© Crown copyright and database right 2019.

Wandsworth benefits from a significant supply of cultural, leisure and education facilities. Access to the huge variety of venues and performances in central London, many of which are amongst the best in the world, is perhaps the most important opportunity for many people living in Wandsworth to engage with the performing and visual arts. Events and venues in Wandsworth complement these, contributing to the rich mix of performing and visual art available in London, but more significantly provide local opportunities to participate in the arts.

Performing and visual arts provision in Wandsworth includes Putney Arts Theatre which is a dedicated amateur theatre venue used by the resident company and others throughout the year and specialist provision for Youth Theatre; the National Opera Studio in Wandsworth which holds regular lunchtime recitals;

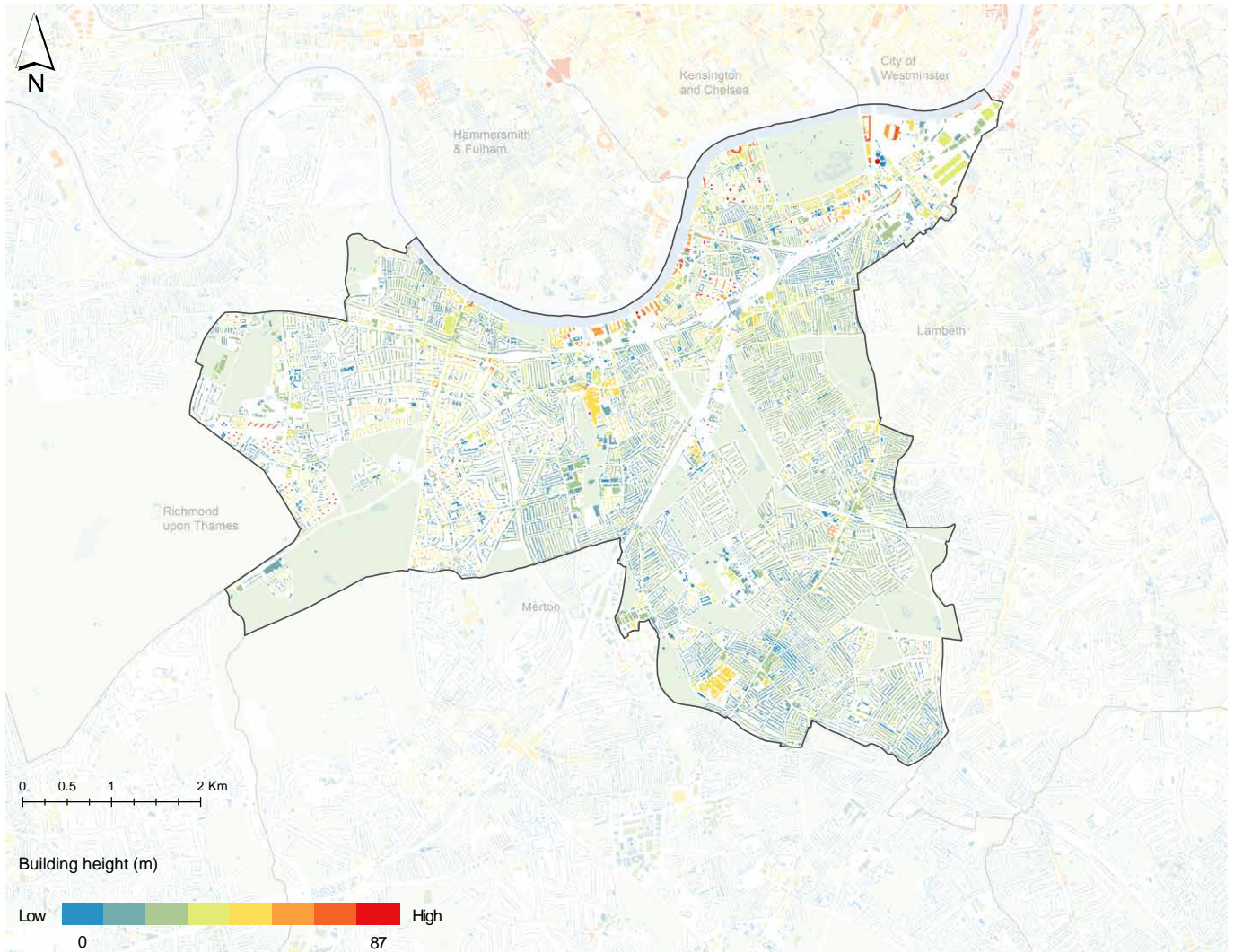
and more than 20 small professional music venues across the borough, such as the County Arms at Wandsworth Common and the Half Moon in Putney.

Additionally, the borough benefits from a number of training institutes including the Academy of Live and Recorded Arts at Wandsworth Common; the Royal College of Arts and the Royal Academy of Dance in Battersea - one of the largest and most influential dance education and training organisations in the world.

In terms of leisure facilities, there is a wide range of accessible and high quality facilities for sport, physical activity and recreation are available across the borough including four leisure centres and five sport and recreation centres, two athletics tracks, a boathouse and the unique Tooting Bec Lido. The borough additionally benefits from eight community centres.



### Building heights



**Fig. 46:** Building heights plan  
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Tall buildings have always played a role in the townscape of Wandsworth. Buildings with community significance, dating back to the earliest times, such as churches, and in the Victorian and Edwardian times, schools, town halls and libraries have always been large and imposing, compared to the form of traditional residential dwellings. Most of these early buildings remain in the borough and many are now listed.

There are a few tall buildings which are significant in the borough and these include the Southside shopping centre in Wandsworth Town, St George's Hospital in Tooting and HMP Wandsworth.

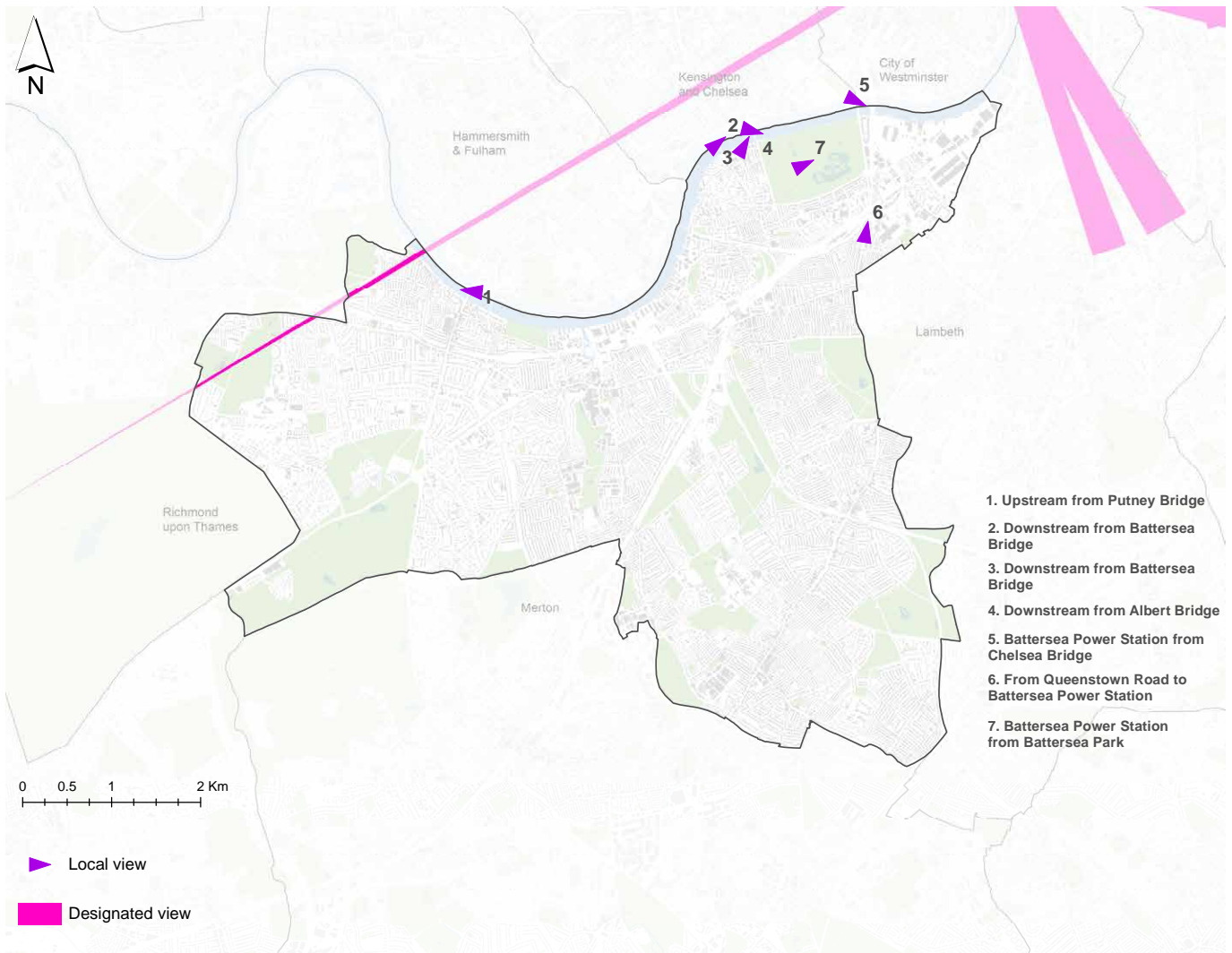
Building heights in the borough generally relate to their type of use. In the less deprived areas of the borough, residential streets are occupied by a predominantly low, 2-3 storey building form where terraced houses occupy

the streets. The town centres are generally around 3-4 storeys. This pattern is interspersed with areas of mixed estates, including towers: largely a legacy of the post-war reconstruction in the 1950s-1970s. These high rise housing blocks are generally located in the more deprived areas of the borough, particularly Battersea, where high rise towers were seen as a solution to social housing provision.

Tall buildings in Wandsworth are considered favourably as a solution to providing investment that is vital to support existing businesses and encourage new ones. Continued development of tall buildings also act to maintain the historic fabric of the borough. Tall buildings can compliment the traditional lower-storey terraced streets in areas where growth is considered sustainable.

### 2.3.3 Perceptual qualities

#### Views and landmarks



**Fig. 47: Views and landmarks plan**  
© Crown copyright and database right 2019.

#### Landmarks

There are a number of significant landmarks in Wandsworth, including Albert Bridge and Chelsea Bridge with their towers and suspension cables which, at height give a distinctive image as gateways into the borough from the north.

A number of the borough's buildings are considered strong landmarks due to their architectural design. These include, the iconic grade II\* listed Battersea Power Station, one of the most recognisable landmarks owing to its striking art deco design; as well as the borough's public houses with significance both for their community value and architectural value, as recognised in the Town Centres SPD.

#### Views

The River Thames provides a key focal point in the borough, which is an iconic feature of London's landscape. The higher land to the south of the borough presents opportunities for views, including the designated view noted in the London View Management Framework (LVMF) from King Henry's Mound in Richmond Park (outside of the borough).

There are six designated local views in the borough's Local Views SPD, relating to views from bridges over the Thames and views of Battersea Power Station. Additional locally valued views are noted in each of the character areas.





**Fig. 48:** LVMF protected view from King Henry VIII's Mound  
© London View Management Framework SPG



**Fig. 49:** St Paul's Cathedral when viewed from King Henry VIII's Mound  
© London View Management Framework SPG



**Fig. 50:** View upstream from Putney Bridge  
© Wandsworth Local Views SPD



**Fig. 52:** View downstream from Battersea Bridge  
© Wandsworth Local Views SPD

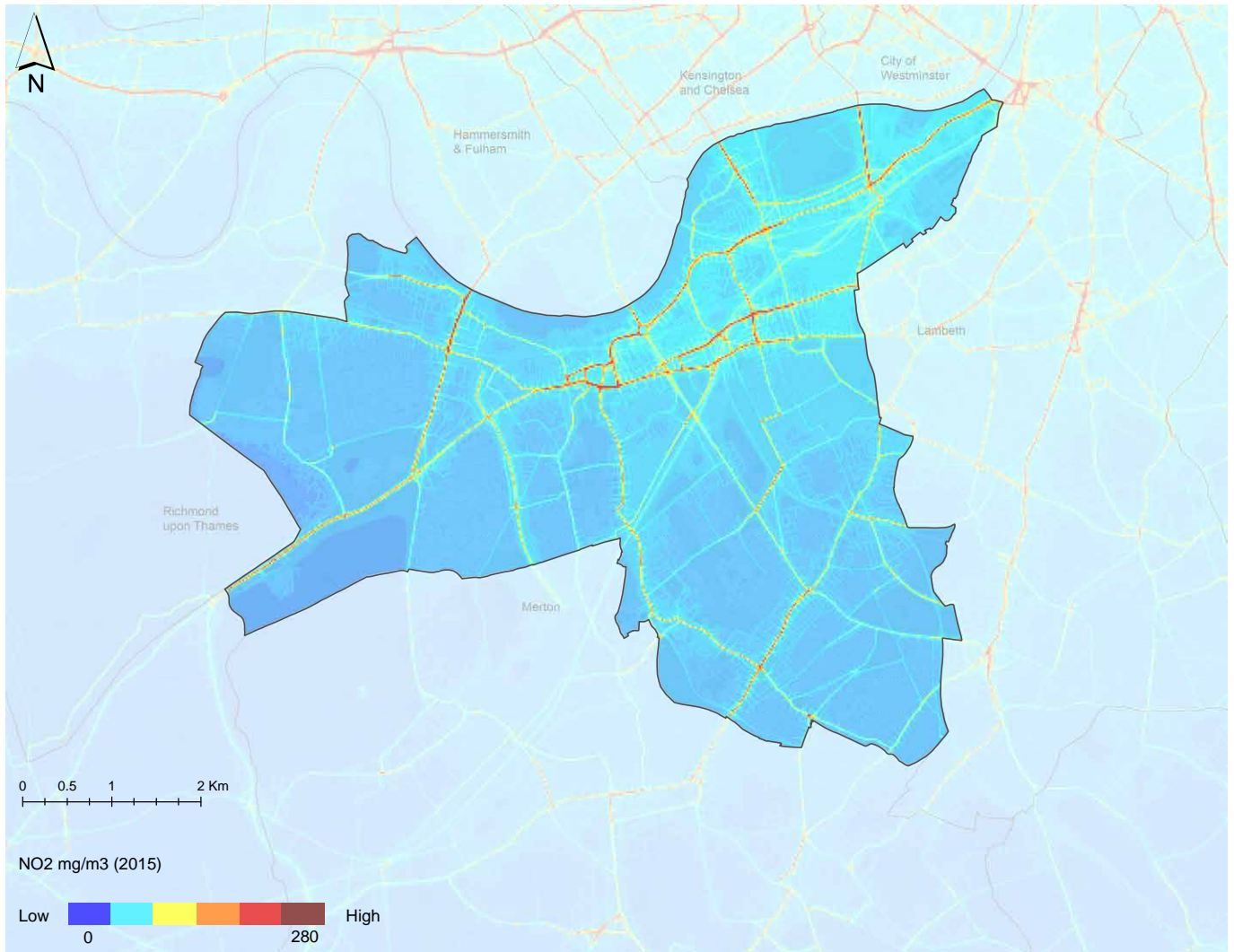


**Fig. 51:** View downstream from Albert Bridge  
© Wandsworth Local Views SPD



**Fig. 53:** Early masterplanning work on Battersea Power Station, viewed from Chelsea Bridge  
© Wandsworth Local Views SPD

### Air quality



**Fig. 54:** Air quality plan  
© Crown copyright and database right 2019.

Wandsworth, as is the case for much of London, has areas of considerably poor air quality; owing predominantly to the volume of traffic on the strategic transport networks and around the areas of high industrial activity. The borough has been within an Air Quality Management Area since 2001 due to concentrations of pollutants exceeding national air quality standards. As a result the Council has produced an Air Quality Action Plan to achieve air quality improvements in the borough by reducing polluting emissions through measures such as reducing the need to travel by car, setting out criteria for sustainable design and construction and promoting sustainable construction in the demolition and construction process.

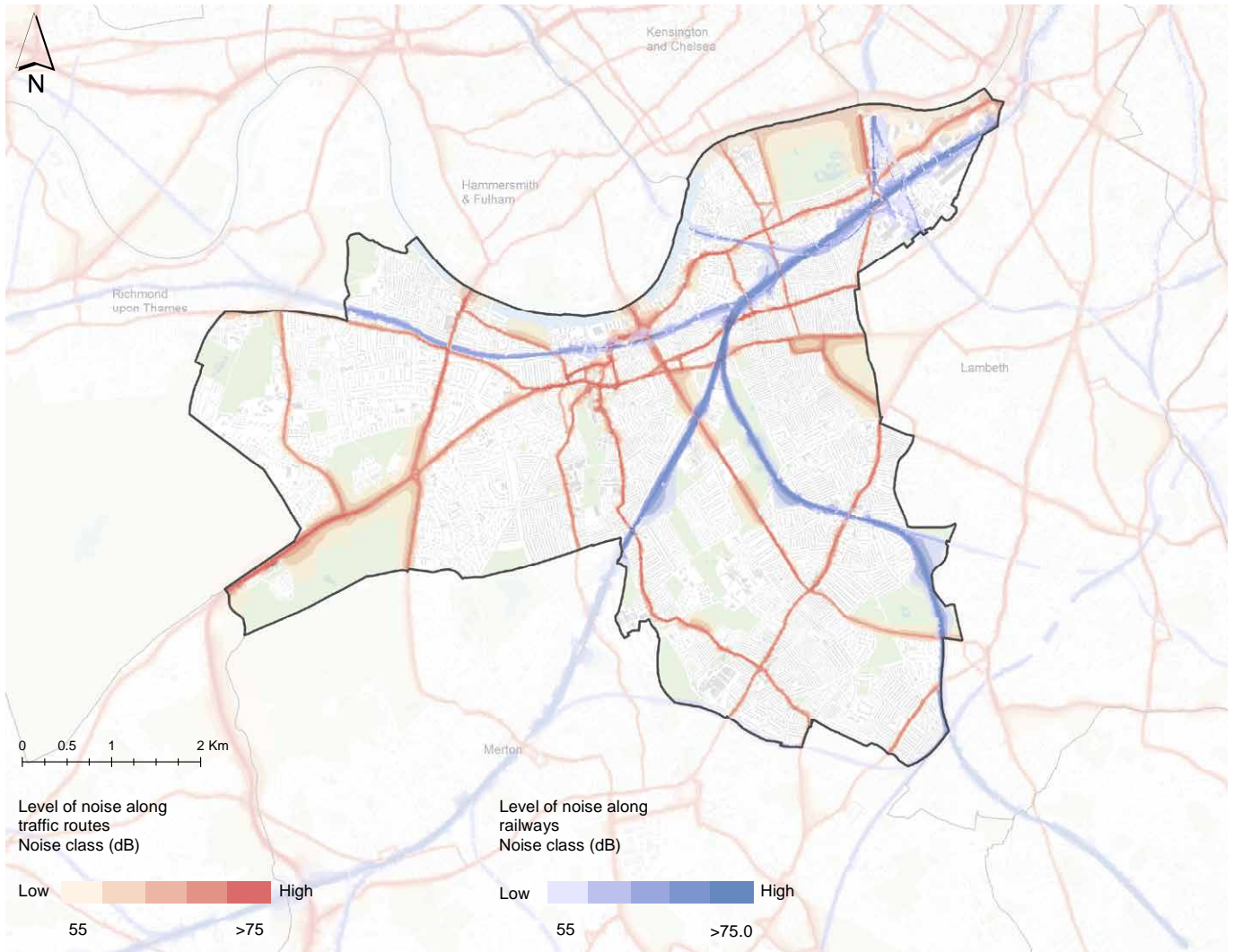
The latest monitoring results for 2019 confirm that air pollution in the borough still exceeds the Government Air Quality objectives, and therefore there is still a

need for Wandsworth to be designated as an AQMA and to pursue improvements in air quality. In 2019 Wandsworth operated seven automatic air quality monitoring sites and a diffusion tube network covering 32 locations around the borough. Despite this, some areas of the borough, such as at Roehampton and Putney have the lowest levels of air pollutants in the borough and this is concentrated particularly around Wimbledon and Putney Commons.

There are a number of measures set out for new developments to tackle the poor air quality conditions in the borough. These include requirement of an Air Quality assessment for major developments and may also be required where the development will have a significant impact on air quality or where the existing air quality environment will expose future occupiers to unacceptable pollutant concentrations.



### Noise levels



**Fig. 55: Noise levels plan**  
© Crown copyright and database right 2019.

Noise pollution throughout the borough is primarily concentrated along main transport links. Due to the structure of the infrastructure network, noise pollution is concentrated to the north of the borough into Battersea and more centrally at Wandsworth Town where the central London road links converge.

Additionally, the north of the borough including Putney, Wandsworth and Battersea currently does experience some aircraft noise from aircraft approaching Heathrow Airport.

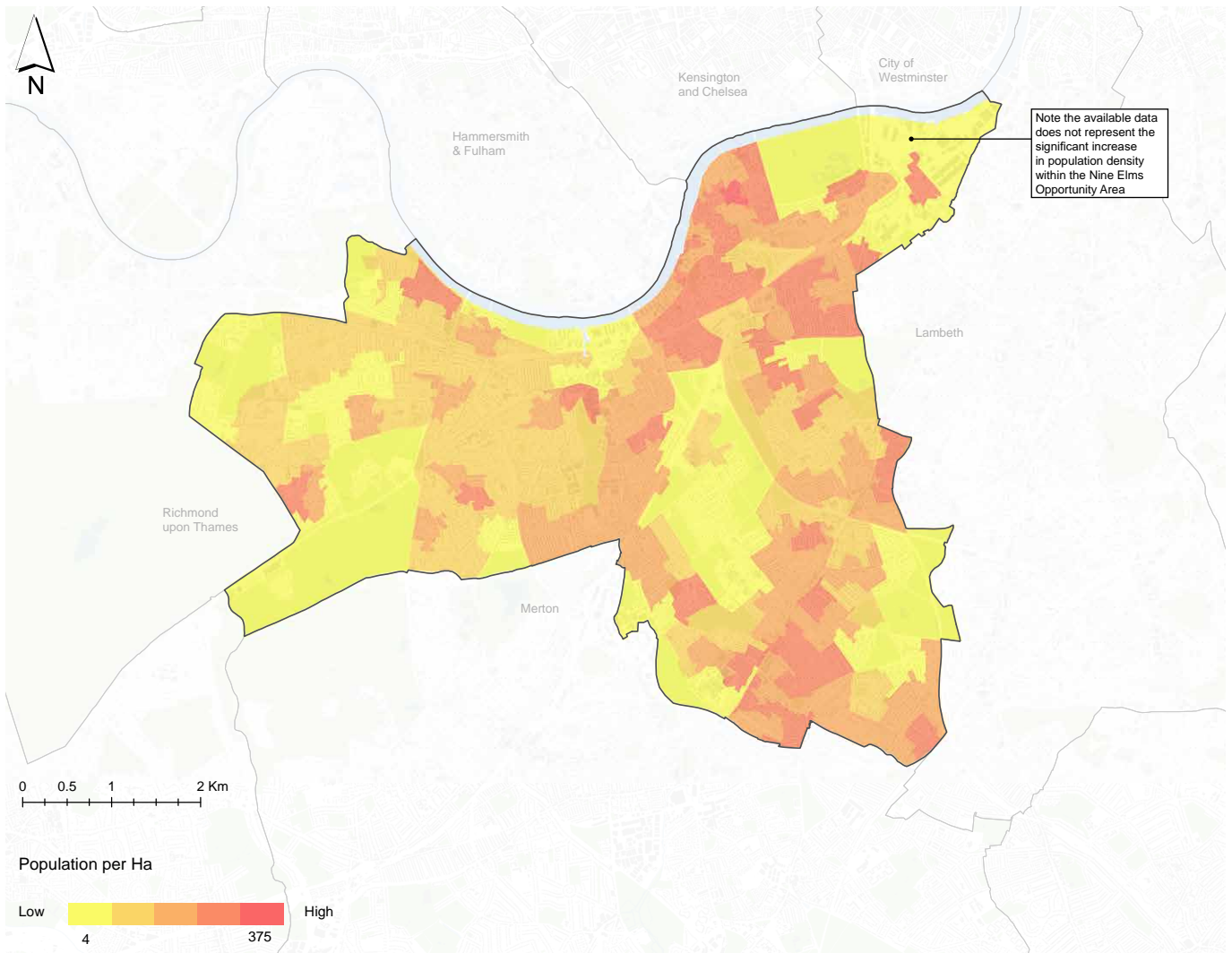
Noise pollution is however, concentrated in corridors along these transport networks and locations within the borough that are not within close proximity to road and rail networks do not suffer any significant noise level other than the ambient noise of town centres and industrial areas.

According to research conducted by Campaign to Protect Rural England, South London parks are quieter than in other London locations. All south London Boroughs except Lambeth, have a figure below the median for percentage of parks severely impacted by noise.

Wandsworth's Framework to mitigate against some of the impact of elevated noise pollution is to manage land uses by identifying areas for business, mixed-use, waste management, industry, and town centres where ambient noise levels tend to be higher and which tend to be located away from family housing.

### 2.3.4 Social qualities

#### Population density



**Fig. 56:** Population density plan

© Crown copyright and database right 2019.

The Borough of Wandsworth has an average population density of 9,600 people per sq. km. Population density across the borough varies significantly with some parts of the borough, particularly the Roehampton and Queenstown wards, having low densities. However, the only areas of Wandsworth that are below the gross London-wide density figure are those which include large parks and commons such as Putney Vale, Battersea Park and Tooting Common.

Conversely, the areas with the highest densities are located in the Battersea, Tooting and Putney neighbourhoods, and other output areas dotted around the wards. Many of these are adjacent to some of the largest open spaces such as Wandsworth Common and Putney Vale. The riverside does not – apart from parts of Battersea - have particularly high population

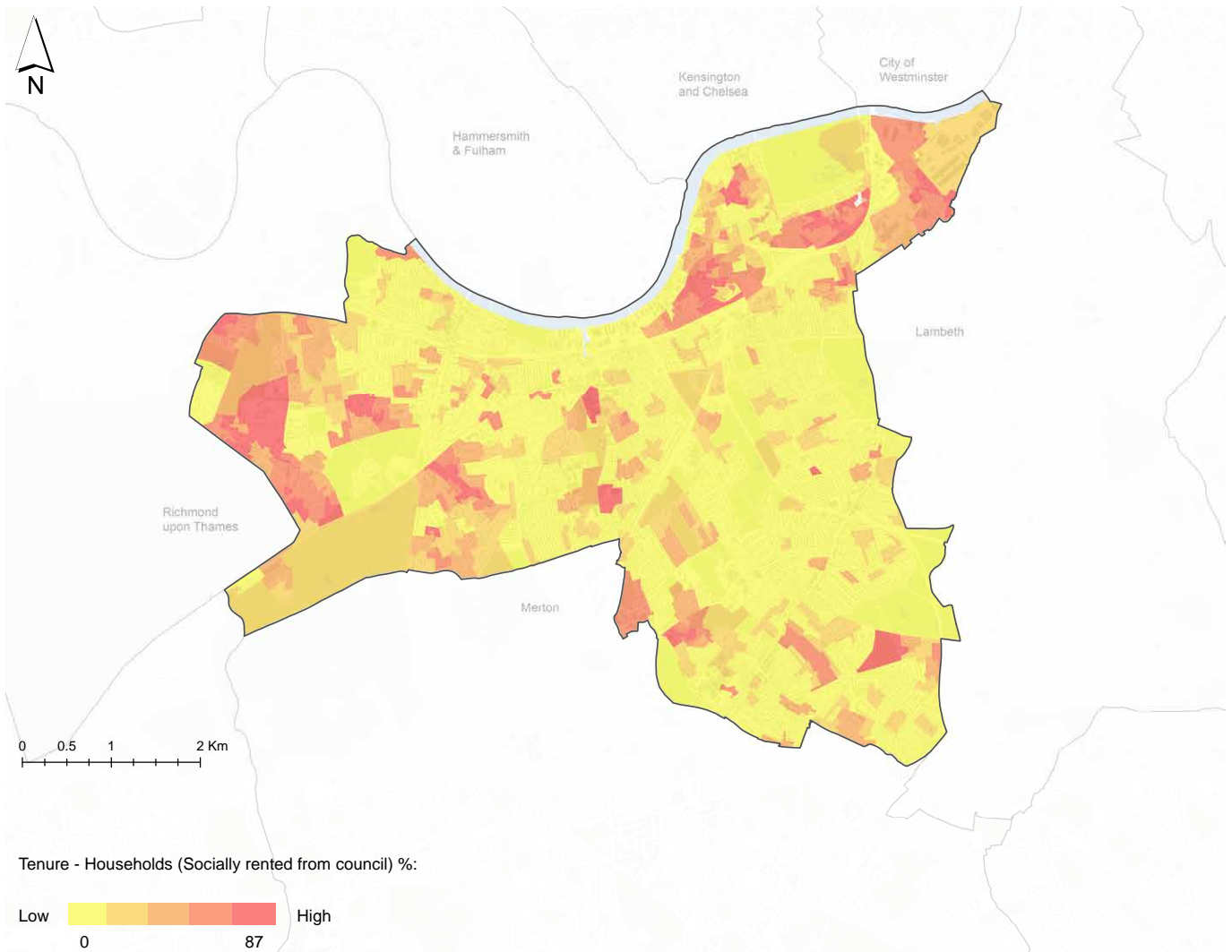
densities compared to the rest of the borough.

The higher population densities are concentrated not only around the Commons but also the more developed areas where transport links into London are good. This distribution of population density brings wider issues, including exacerbation of deprivation and population inequalities as well as access to services as the population continues to grow. In the less densely populated areas of Wandsworth, there are different issues including both isolation of elderly people as well as poor transport links and access to services when compared to the more densely populated areas.

The Queenstown ward is not becoming significantly denser as part of the major redevelopment of the Nine Elms Opportunity Area.



*Housing tenure*



**Fig. 57:** Housing tenure plan  
© Crown copyright and database right 2019.

Almost a third (32%) of residents rent privately, which is higher than the inner London average (29%). The median monthly rent of around £1,650 is similar to other inner London boroughs (average £1,699), but higher than the London average (£1,495) and more than double the England average (£675). This is estimated to be approximately 40% of the median household income, which makes a lot of private sector housing unaffordable to people on lower incomes.

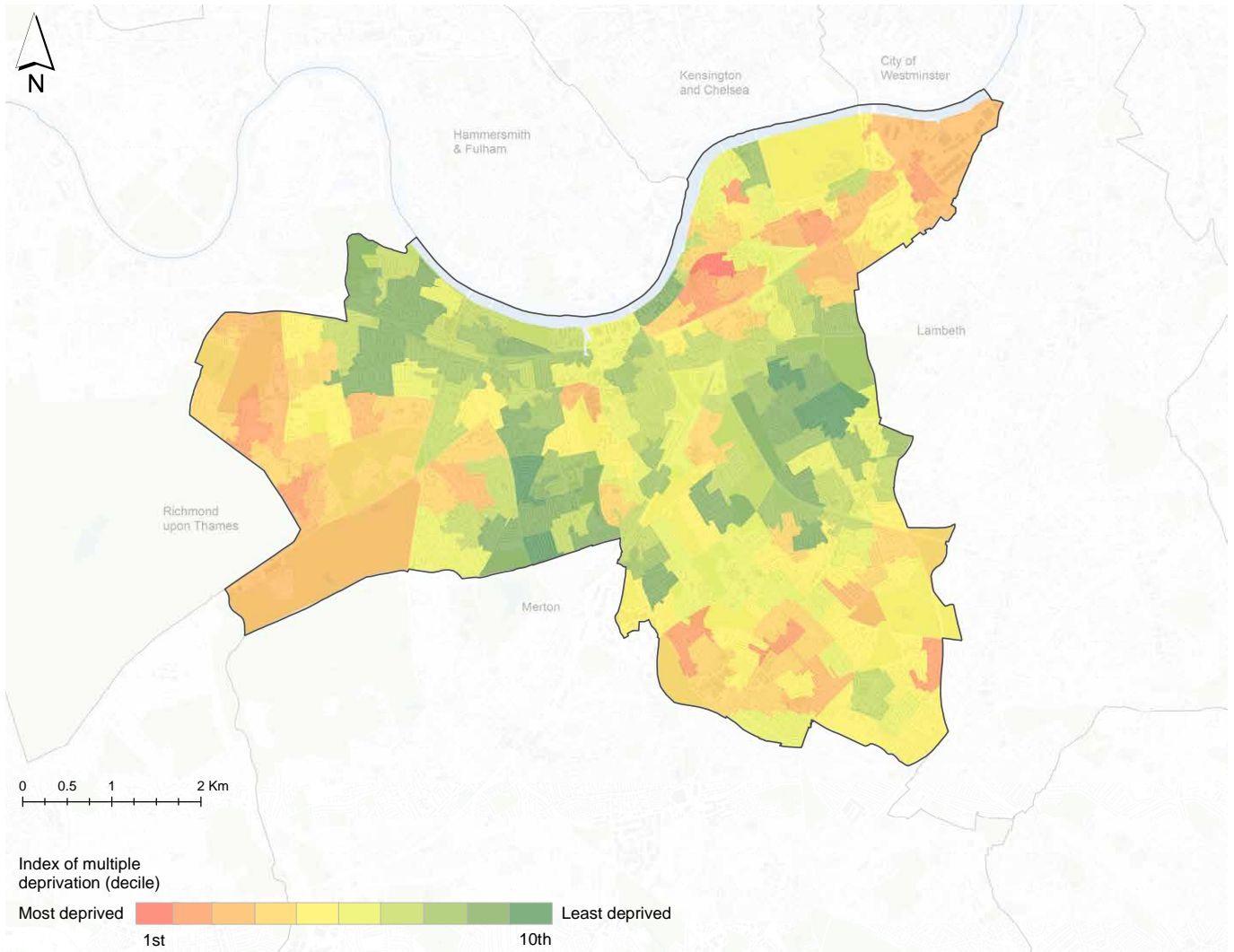
Despite this, there is a strong record of affordable housing provision in the borough with 1,307 new affordable homes delivered between 2014 and 2017. Social housing accounts for 19% of property. However, there remains a need for affordable housing as property to rent or buy in Wandsworth is not only unaffordable but also in high demand.

In some of the more densely populated areas of Battersea as well as in some of the more deprived areas of Roehampton and Queenstown, there is an abundance of both social housing estates and established terraced streets. In Wandsworth there are around 40 associations and between them they own over 9,000 homes in the borough.

In terms of housing type, a large proportion across the borough (around 90%) are terraced, flats, maisonettes or apartments. Housing estates cover only 10% of the area of the borough.

(Source, Office for National Statistics, accessed October 2020).

*Index of multiple deprivation*



**Fig. 58:** Index of multiple deprivation plan  
© Crown copyright and database right 2019.

Wandsworth is now within the 50% least deprived local authorities in England, whereas in 2015, it was amongst the 50% most deprived. The most deprived areas in the borough are located in Putney Vale, Battersea (Winstanley, Doddington, Rollo, Savona and Patmore Estates) and parts of Tooting. However, there are no output areas in Wandsworth that are in the top 10% most deprived in England. A minority of output areas are in the top 10-20% or 20-50% of areas.

Wandsworth ranks amongst the least deprived authorities in England for four of seven deprivation domains (Income; Employment; Education, Skills & Training and Health Deprivation & Disability) - it has a particularly high ranking for Education, Skills & Training and compared to 2015, and its rank and score for Income have improved.

In line with many other London boroughs, Wandsworth ranks amongst the more deprived authorities in England for the Barriers to Housing & Services and Crime domains.

Wandsworth ranks amongst the least deprived in London for five of seven deprivation domains (Income; Employment; Education, Skills & Training; Barriers to Housing & Services and Crime). Between 2015 and 2019, Wandsworth moved from the 50% least deprived to the 50% most deprived London boroughs in the Health Deprivation & Disability domain. Wandsworth’s most deprived measures were the Living Environment and Income Deprivation Affecting Older People (IDAOP) measure both regionally and nationally.



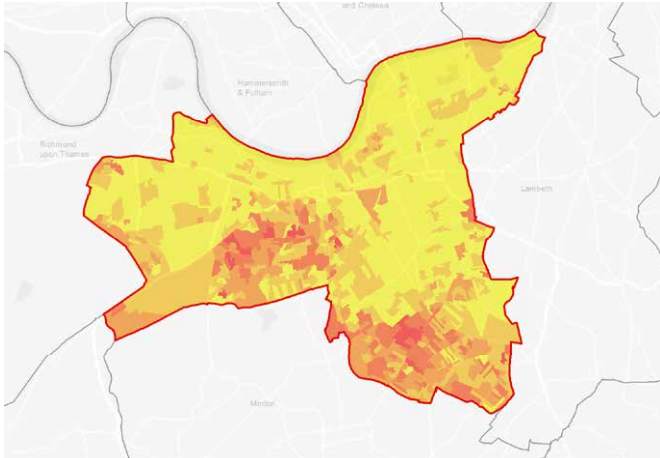


Fig. 59: Ethnicity - % Asian

The Asian communities in Wandsworth are concentrated in Earlsfield and Tooting. 10.9% of the population in Wandsworth is Asian or Asian British.

The percentage of Asian or Asian British people in Wandsworth has increased in the last two decades from 7.8% in the 2001 Census.

Asian communities in Wandsworth tend to live in areas of slightly greater deprivation in the borough although are concentrated in two main clusters and not so readily dispersed within the wider community.

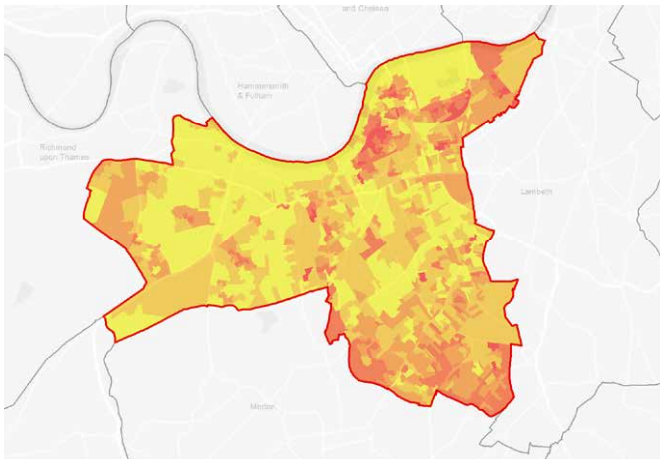


Fig. 60: Ethnicity - % black

The percentage of the population of Wandsworth that are of Black or Black British ethnicity is similar to that of Asian or Asian British at 10.7%.

The population of Black or Black British people has similarly increased since the 2001 Census, when Black or Black British people made up 9.6% of the total population.

The Black or Black British population is slightly more dispersed among the wider community than the Asian community, although there is a particular concentration around Tooting Bec, as with the Asian communities.

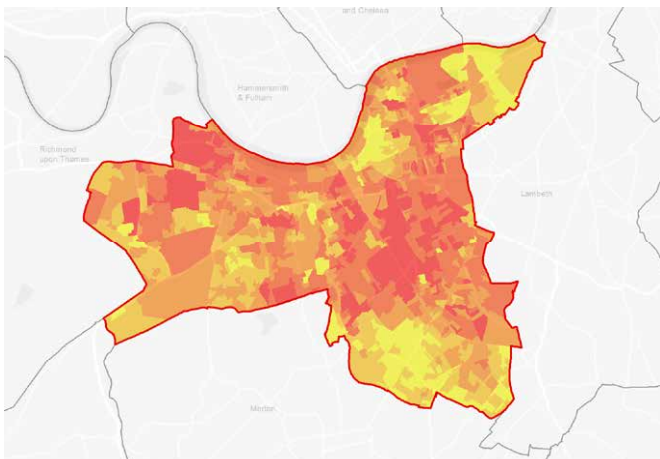


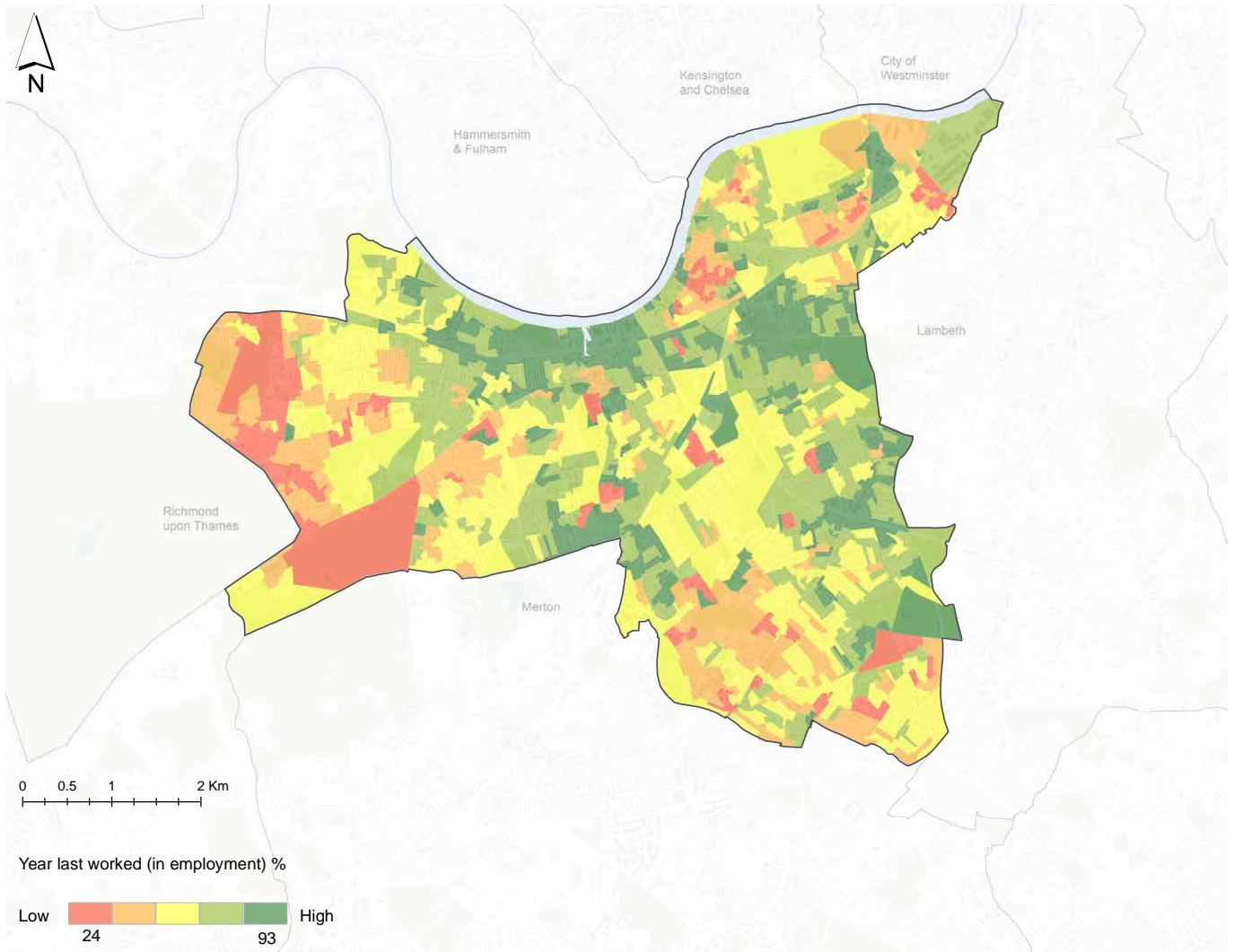
Fig. 61: Ethnicity - % white

70.3% of the population of Wandsworth is of White ethnicity and the distribution of predominantly White communities mirrors the areas of Wandsworth that are less deprived.

Wandsworth remains a predominantly White area, however, the ethnic diversity of the borough has increased in the last couple of decades. In the 2001 Census the proportion of the total population that were White was 78%.

The White community is relatively well dispersed across the whole community, although is low in areas of Tooting Bec and Battersea.

## Employment



**Fig. 62: Employment rate plan**  
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The borough generally benefits from relatively high levels of employment and areas of high employment rate are relatively well spread across the borough. Areas of particularly high employment rate include Wandsworth Town, Balham and areas around Battersea.

Around 85.5% of the population of Wandsworth are economically active (16-64) and the economic activity rate is slightly higher for men than it is for women. Wandsworth's employment rate is 83.1% which is higher than the London average (75.1%) and the England average (76.2%). Wandsworth also has a higher self employment rate (14.4%) than London (13.2%) and England (11.1%).

People employed in Wandsworth predominantly work in either professional occupations; associate, professional and technical occupations; and as

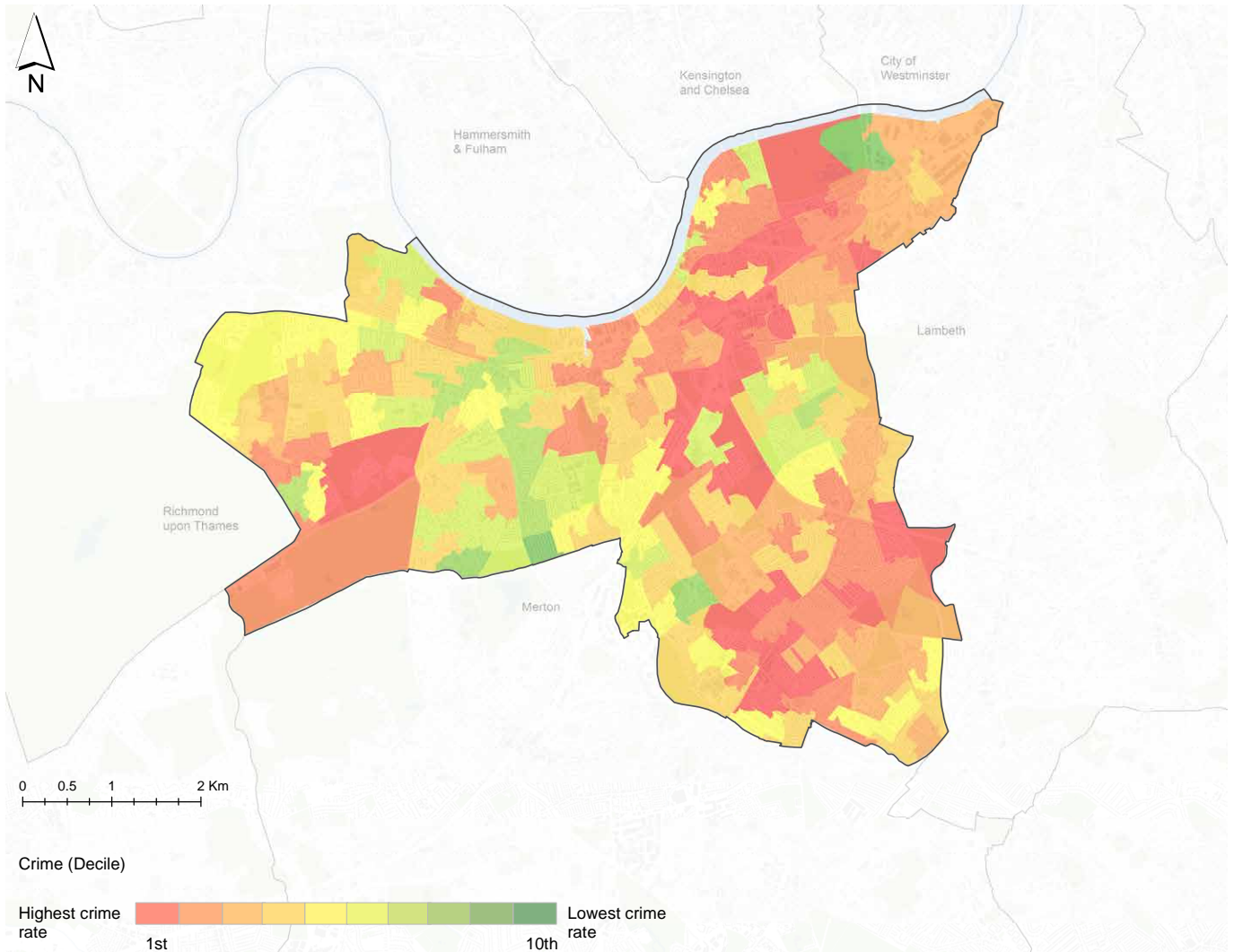
managers, directors and senior officials. The sector for which Wandsworth contributes the highest proportion of GVA is real estate.

The average annual salary in Wandsworth (£39,077) is significantly greater than the London (£31,114) and England (£25,118) averages. The number of economically inactive in the borough (2.8%) is significantly below the London (4.8%) and England (4%) averages.

Despite this, these higher average incomes are not spread consistently throughout the borough. In the more deprived areas of Putney Vale, employment rates are comparatively lower than they are in the more less deprived areas of the borough.



Crime



**Fig. 63: Crime levels plan**  
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Wandsworth is considered the safest inner London borough, in terms of rate of notifiable crimes per head of the population. The borough also has the lowest rate of violence with injury and knife crime of the 12 inner London boroughs.

The average crime rate per 1,000 population in Wandsworth for 2019 (6.5) was significantly lower than that of London (8.4) as well as being below the English average (7.0). Of these crimes, the most common crime was antisocial behaviour, in line with London and England trends, followed by violent offences.

Over half of the crimes reported to Wandsworth Metropolitan Police were related to anti-social behaviour, however, despite being the second most common crime in the borough, incidents of serious violence had a crime rate of just 0.15.

Crime is concentrated in the more deprived areas of Wandsworth and is higher at some of the Common areas. Some wards in Battersea and Tooting Bec are particularly high for crime rate and this reflects areas of the borough which are more urbanised.

Despite this, Metropolitan Police data has shown a fall in crime in the borough with incidents of violent offences, gang-related hostility and gun crime all decreasing.

Among the lowest crime rates include offences such as possession of weapons, personal theft and shoplifting.

## Section 3 Character areas

This section sets out the character of the borough, which has been divided into seven 'places' and 25 character areas.

The character areas are shown on [Fig. 64](#) and listed on the following page.

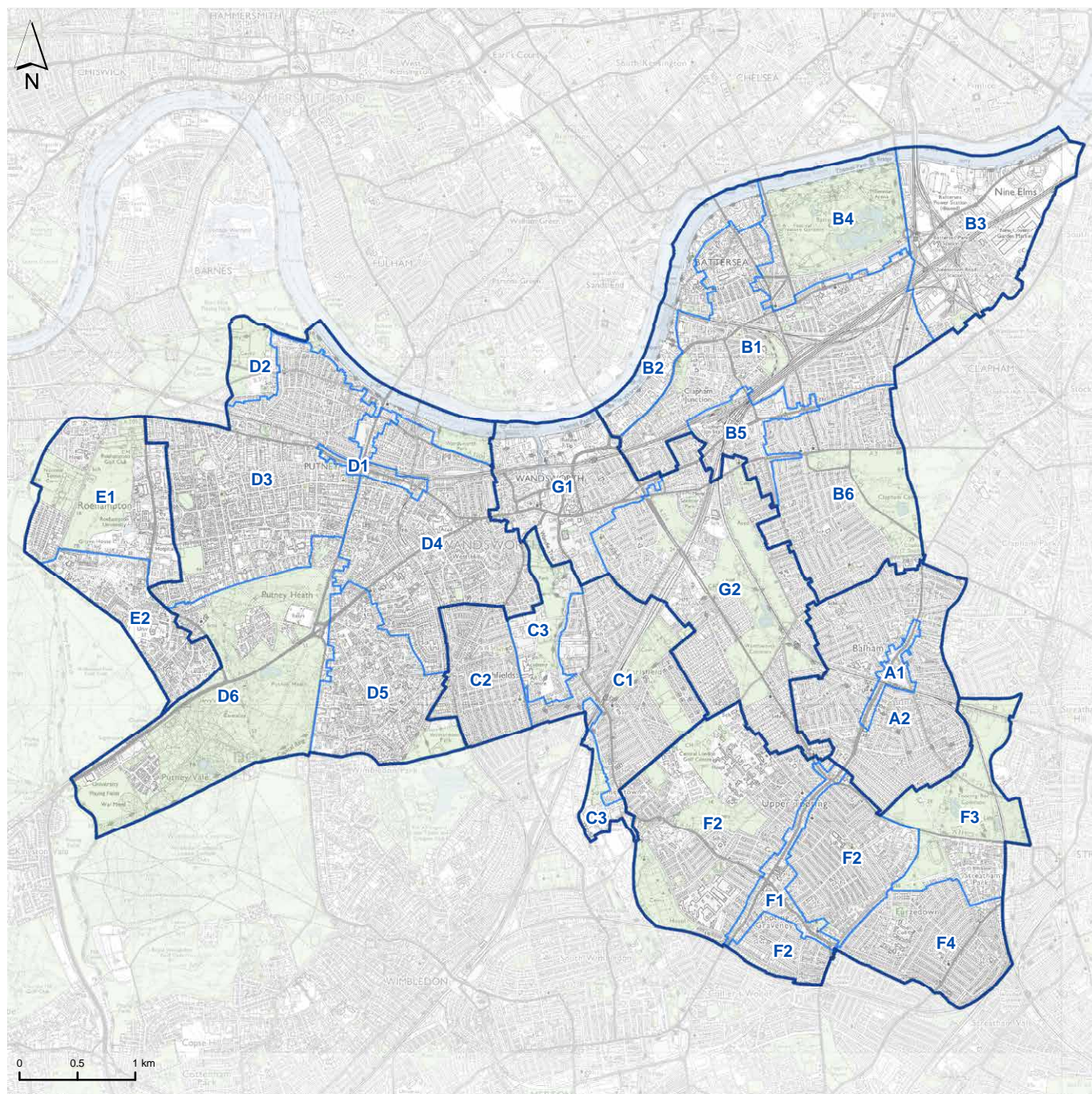


Fig. 64: Overview of character areas



### 3.1 Structure of chapter

This chapter contains the character area profiles for each of the borough's 25 character areas.

Each 'place' is introduced, followed by the character area profiles for the character areas within it. Each profile begins with the key characteristics of the character area, followed by valued features and negative qualities. Please note these aspects aim to capture the key aspects of character, at high level.

The key existing building types are noted. An overview with more detail on these building types is contained in [Appendix E](#).

An overview of the area's sensitivity is provided. Please note these are high level judgements based on overall character. In reality, sensitivity will vary on a site to site basis. 'High' sensitivity does not necessarily mean no development at all can happen, but it highlights areas where extensive change is unlikely to be appropriate and where the design of any new development should be especially sensitive. Likewise 'low' sensitivity does not mean that development can or should happen, but that the character of the area may be enhanced through positive change. Each development site should be assessed on a case by case basis.

An overall strategy for the area is provided, in relation to whether, as a whole, the character of the area should be conserved, restored, improved or transformed.

The profile ends with design guidance for new development or planning and management, taking into account the area's character, valued and negative qualities and overall strategy. The design guidance aims to provide specific notes relevant to the character area rather than repeating general guidance on elements such as sustainable, architecture, open space, SuDS and urban planning provided in documents such as:

- The National Design Guide (<https://www.gov.uk/government/publications/national-design-guide>).
- The Mayor Of London's Good Growth by Design initiative (<https://www.london.gov.uk/what-we-do/regeneration/advice-and-guidance/about-good-growth-design>).
- Transport for London's Streets toolkit (<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>).

	Place and character area	Page number
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# A Balham



Fig. 65: Period 2-3 storey terraces are a key feature across Balham

## Summary

Balham developed as a small town centre following the opening of the railway in 1856, becoming known as the 'gateway to the south'. The station stimulated development of the fields lying behind the early ribbon development along Balham Hill and Balham High Road, creating new residential estates. This development was further accentuated by the introduction of a tram in 1903, and then the underground in 1926. The area is characterised by 3-4 storey Victorian and Edwardian buildings in the main, although extensive damage in WWII means there is frequent evidence of post-war infill development.

The setting of the area is largely defined by its position between the large open spaces of Tooting Common, Clapham Common and Wandsworth Common.

## Key changes and trends

- Balham is an established urban centre with a significant amount of intact period housing, with little change expected.
- The Area Strategy for Balham is set out in the Local Plan. No significant change is planned, although its importance as an urban centre means that individual sites within the Town Centre will likely develop and transform over time, strengthening and restoring the existing character.



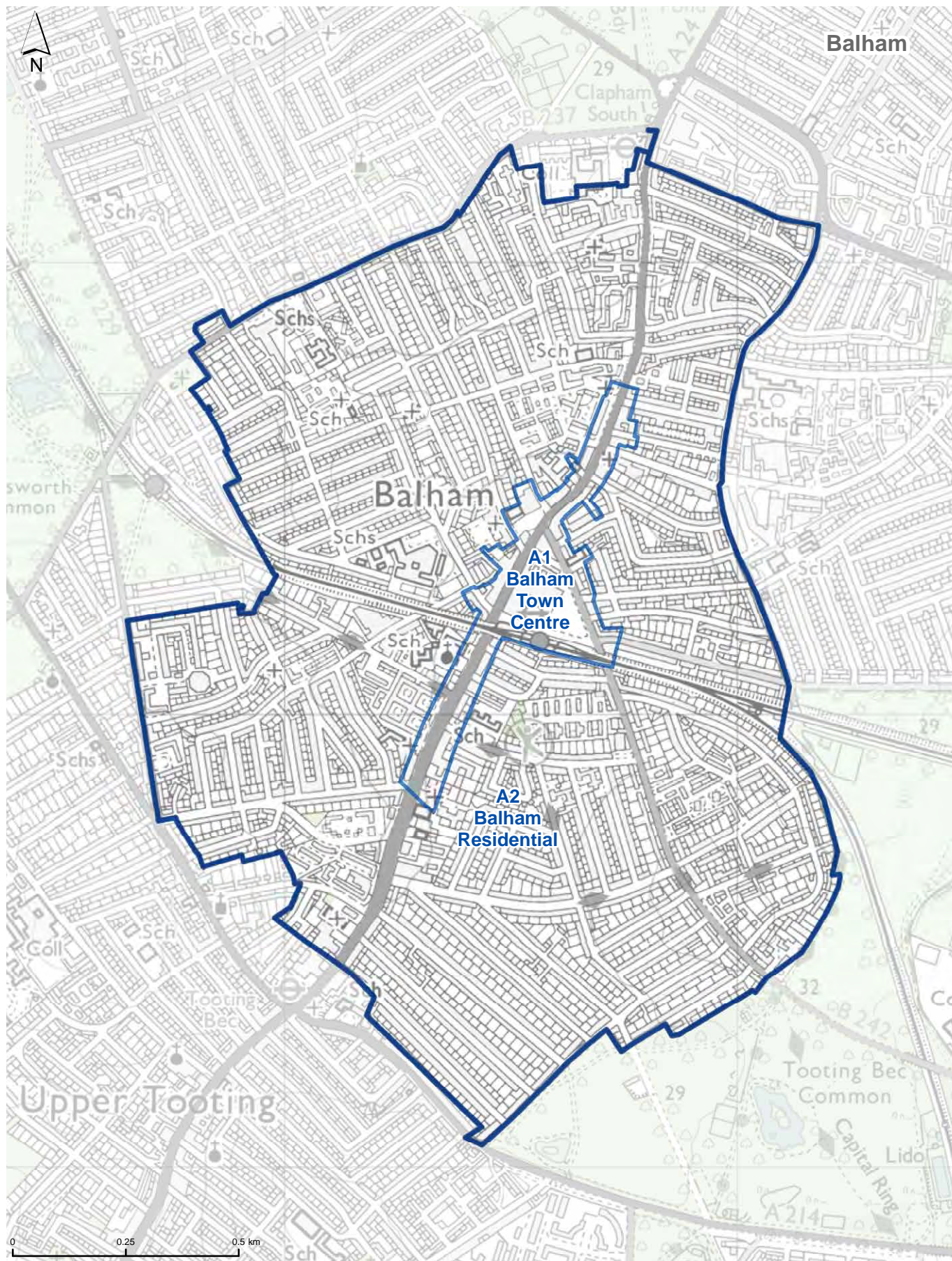


Fig. 66: Place A: Balham character areas plan

© Enter copyright credit here (or delete)



## A1 Balham Town Centre



Fig. 67: Balham Station (grade II), in Portland stone, built in 1926 and designed by Charles Holden. Twin buildings straddle Balham High Road.

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Balham Town Centre is focussed along Balham High Road and includes the railway and underground station, and the northern part of Bedford Hill.

**Evident historic character. The town evolved along Balham High Road**, which is the presumed line of Stane Street, a Roman road linking Chichester to London. Balham developed as a small town centre following the opening of the railway in 1856. Balham High Road began to be redeveloped for commerce, and a tram service was introduced in 1903 along this route. The extension of the underground line in 1926 further encouraged Balham's commercial growth, with the town becoming known as the 'gateway to the south'. The magnificent Duchess Palace theatre (at the corner of Yukon Road/Balham High Road), was emblematic of the grandeur of the area, sadly destroyed in WWII.

**A legacy of Victorian and Edwardian period 3-4 storey terraces with ground floor shops and offices or residential above.** Many of these are sited on narrow plots with red or yellow brick façades and gabled frontages to the streets. Most shop front terraces are in good condition, but deteriorate towards Tooting Bec underground station. Generally frontages are positive, often grand, although infill buildings are often unsympathetic to the period character and proportions.

**Red brick is a characteristic material.** Shop frontages

generally contribute positively to the street scene, with a sense of diversity, variety and colour. There is a sense of individuality to buildings whilst maintaining an overall unity. Occasional use of ceramic tiles such as the area of public realm near the southern end of Hildreth Street, lend a sense of texture and richness.

**Positive landmarks on corner plots**, including the Bedford and Devonshire pubs. Other landmarks include:

- St Mary's Church (grade II) with its brick and stone campanile and clock tower;
- Du Cane Court (locally listed), a memorable and distinctive 8 storey 1930s residential block in red brick. It once included a restaurant, bar and club. The gated entrances and gardens make a strong impact to the street;
- Polish Church of Christ the King

**Balham High Road is the focus of the town centre**, and is a relatively wide road. The prevailing building height along the main road is 4 storeys. Some buildings rise up to around 8 storeys, such as Du Cane Court, which feels in proportion to the scale of the street.

**A local destination for eating, drinking and shopping**, and a sense of vibrancy and activity. The town centre has excellent public transport accessibility. Away from the main road it feels calm. The town centre previously extended up further along the High Road, joining with Clapham South station, with a cinema, hotel and theatre among other commercial and leisure uses. Following bomb damage, many of the leisure buildings were redeveloped for residential use, changing the character of this part of the high road.

**An urban feel** with little green. Where street trees do exist, these are valuable in providing a sense of relief from the heavy traffic and hard streetscape. Balham High Road is busy with traffic and generally difficult to cross. The main road feels noisy and polluted, detracting from the perceptual quality of the space.

**Balham Station:** made up of two interconnected adjacent stations, a rail station and underground station on the Northern Line. There is a memorial plaque in the entrance hall to 65 civilians killed in 1940 when the station was used as a deep shelter. Balham suffered badly from bomb damage, including extensive losses to the Victorian terraces around the High Road, Caistor Street and the area around the station.



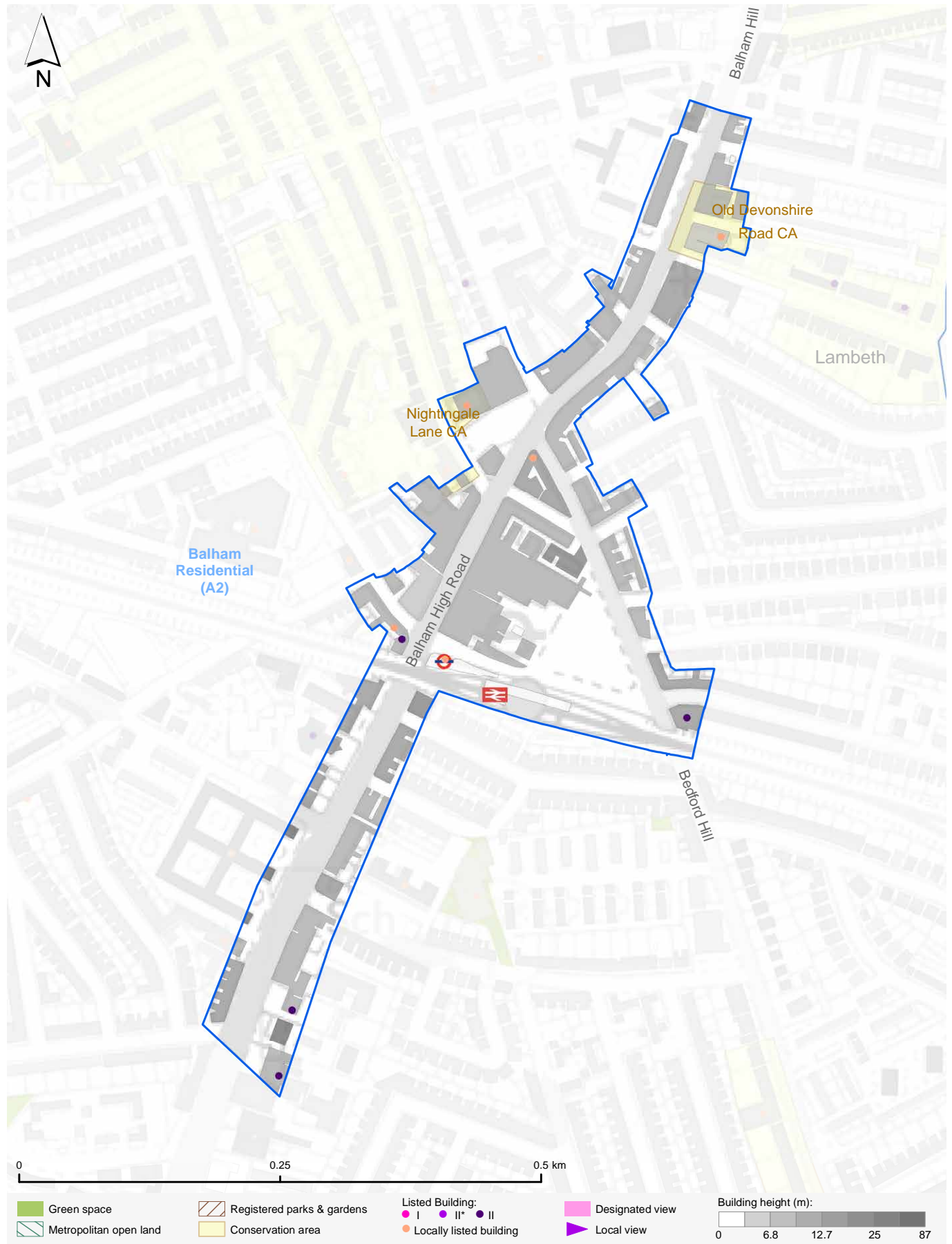


Fig. 68: A1 Balham Town Centre character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Intact Victorian and Edwardian 3-4 storey terraces lining the majority of Balham High Road with well preserved and maintained architectural details. The buildings create a distinct recognisable proportion to the overall street scene.
- Landmark buildings at junctions which positively address both streets (see previous section).
- The historic interest provided by nos. 207 and 211 Balham High Road (Hamilton Hall and Mansbridge House, both grade II), which are rare surviving early 19<sup>th</sup> century villas. Most villas along the High Road have since been demolished and replaced by shops. The condition and setting of these buildings could be enhanced, to improve their presence and their contribution to local character.
- Hildreth Street, a pedestrianised area with vibrant market, seating and outdoor dining, which gives the town centre a community feel.
- The individuality of shop fronts which add to local character whilst maintaining a sense of unity.
- Independent shops which help give the town a sense of local distinctiveness.
- The trees and vegetation on opposite sides of the High Road at Oldridge Road and Hanson Close, which identifies a delineation of the town centre at its northern end.
- Small parts of two conservation areas overlap with Balham Town Centre: Nightingale Lane Conservation Area, including the library (locally listed); and Old Devonshire Road Conservation Area.
- The whole of Balham High Road lies within an Archaeological Priority Area covering the route of the Roman road known as Stane Street.
- The proximity and ease of access to Tooting Common.



**Fig. 69:** Pedestrianised Hildreth Road, usually with a vibrant café culture and active street scene



**Fig. 70:** The Bedford pub is a strong landmark on the corner of Bedford Hill/Balham Station Road



**Fig. 71:** The Art Deco Du Cane Court forms a strong address to the street. Its gardens provide welcome green to Balham High Road

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- The town centre feels dominated by car parks, with parking for both the Waitrose and Sainsbury's occupying prominent locations at the heart of the town centre. These negatively affect the street scene.
- Improved maintenance needed in places - the condition of upper storeys and garish shop fronts becomes more pronounced north of Ormeley Road, with gaps in the building line.
- Some individual negative buildings, particularly residential buildings towards Tooting Bec e.g. the white and blue coloured Lumiere Court, which is a local detractor, providing a poor gateway into the town centre and from the nearby listed buildings; Cherwell House; and the two storey Halifax building which makes a poor contribution to its corner plot.
- The brick wall of the station leading to the Bedford pub lacks interest.
- The busyness and pollution caused by traffic on the main road. The lack of street trees perceptually adds to the feeling of noise and pollution.
- The local parade of shops north of Caistor Road, which has poor quality frontages and plain buildings. However, the mature trees at this location are a positive feature.
- The lack of definition/gateway to the town centre at its southern end.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Mansion blocks;
- Low-rise flats; mid-rise flats;
- Villas;
- Shop front terraces.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

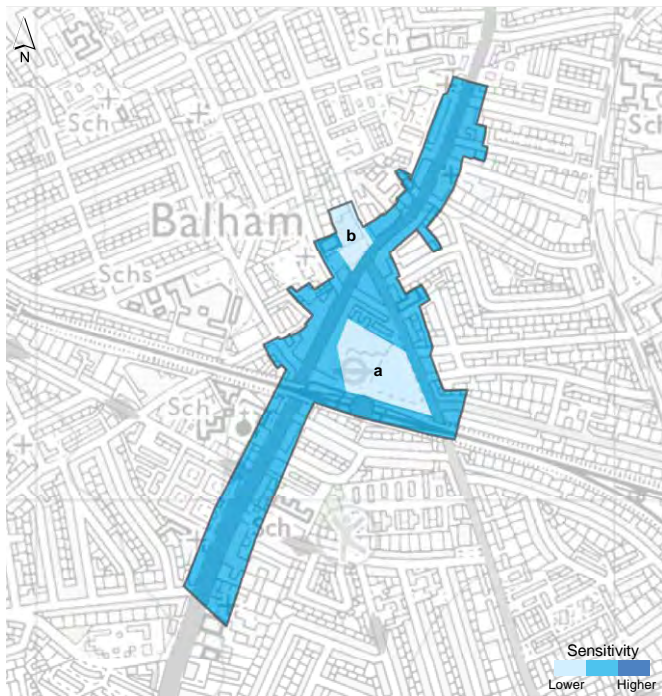


Fig.72: A1 Balham Town Centre sensitivity plan

Overall Balham Town Centre has a medium sensitivity to change with the potential for targeted growth.

The character area has the potential to incorporate change and new development, as long as this respects:

- the proportion, scale and material quality of the remaining period buildings;
- the existing landmark buildings, preserving their setting and contribution to the skyline; and
- the function of the streetscapes as a shopping and leisure destination.

Due to the negative impact of the two supermarkets and car parks, these areas have a lower sensitivity to change, in particular the ground level car park site.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

Conserve	Restore	Improve	Transform
----------	---------	---------	-----------

Overall Balham Town Centre has a good sense of place, though its character is affected by negative elements in key locations - notably the supermarkets and associated car parks.

Therefore the strategy is to **conserve** and **restore** the town centre's character by encouraging town centre uses (including leisure destinations), improving the negative elements to create a better centre.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Review supermarkets and car parking provision to create a better centre, with potential for considered development at the car park site to improve the character of the town centre.
- Establish more green infrastructure, particularly street trees. Increase and improve open spaces.
- Improve and consider temporary pedestrianisation of roads to create café seating or more width to improve pedestrian experience and reduce the perceived dominance of vehicles.
- Create a stronger definition to the southern end of the town centre, distinguishing between the identities of Tooting Bec and Balham.
- Promote active frontages and ensure good maintenance of building façades along Balham High Road, particularly towards the south.
- Establish guidelines for shop frontages to ensure they contribute to the overall quality of the street scene. Encourage reinstatement of shop fronts to achieve consistency in appearance.
- Protect the proportions of period buildings along the High Street, while recognising opportunities for landmark taller elements with a design elegance up to 6 storeys at key junctions.
- Restore the consistent building line along the High Road, increasing the height of 1-2 storey buildings to tie in with adjacent 4 storey terraces.
- Protect the setting and proportion of existing landmark buildings.
- Expand arts and culture, building on Balham's past as a destination for theatre and cinema.

## A2 Balham Residential



**Fig. 73:** Consistent red brick terraced houses in Dinsmore Road Conservation Area. Modern infill developments at the end of the road

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Balham Residential encompasses the mixed residential streets surrounding Balham town centre. There is a gradual transition to the surrounding commons and residential areas of Battersea, Wandsworth and Tooting.

The area developed rapidly in the late 19<sup>th</sup> century after construction of the railways made the area more accessible. It grew as a lively, fashionable high-class suburb, close to the rapidly expanding rail network and within easy reach of the city. Large villas in spacious plots (e.g. Nightingale Lane) reflected the wealth of the area. Smaller terraces were built in more densely packed roads closer to the town centre.

**Residential character, with 2-3 storey buildings of yellow stock and red brick.** The overriding character is of attractive terraced Victorian/Edwardian houses arranged on regular grid patterned streets. Intact boundary walls and green hedges create a safe and well maintained perception. The most coherent are the conservation areas: Nightingale Lane, Dinsmore Rd, Old Devonshire Rd, Culverdon Rd and Heaver Estate Conservation Areas. **Character becomes quiet and residential quite quickly away from the town centre,** although some roads are busy with through traffic.

**Individual buildings of high quality design and materials** add significantly to the street scene. A rich variety of architectural styles combine harmoniously.

The consistent warm red brick of houses in the Heaver Estate add richness. Important groups of houses are locally distinctive, notably grand 4-5 storey villas on Nightingale Lane (Fig. 77), Sarsfield Rd, grand Georgian villas on Cavendish Road and mansions on Upper Tooting Park. Rich details include bay windows, iron gates and cobbles at Dinsmore Rd, the historic sign on Alderbrook Rd and features such cobbles and traditional lamp posts at Western Lane (Fig. 75).

**Balanced proportions:** where buildings are taller they are also grander with broad frontages, and front the wider main roads, such as Balham High Road, Bedford Hill, Ritherdon Road, Cavendish Road, Upper Tooting Park, Balham Park Road and Nightingale Lane.

**War damaged sites were redeveloped with insensitive building designs, resulting in pockets of post-war infill** creating a patchwork of irregular character. There was also loss of features such as cast iron gates and railings, taken down during the war. Many mature street trees have been lost creating a fragile character overall, which, if further deteriorated through unsympathetic development, could result in complete change of character for the area. However, there is an opportunity to enhance the character of the area, with new characteristic developments. Post-war buildings are often low density, with opportunities to intensify residences while improving character.

**Community facilities** including schools, churches, nurseries, bowling green, parade of shops along Nightingale Lane and in the Clapham South local centre, contribute to a lively neighbourhood. There is good transport accessibility, with stations at Balham, Clapham South and Tooting Bec.

Few green open spaces in the character area itself, but the **nearby Clapham, Tooting and Wandsworth Commons** influence the area through mature trees. Nightingale Square represents the only true garden square in the borough. Hilly topography creates tree-lined vistas along some streets, which, along with green front gardens, softens the urban realm. 5 storey Buildings form prominent landmarks when looking up or downhill along streets. Landmarks of note include:

- Grade II\* Church of St Luke on Ramsden Rd, with its distinctive red brick tower and copper spire;
- 69-79 Nightingale Lane (grade II listed);
- Alderbrook Primary School;
- Ramsden Hall;
- The Priory (grade II listed);
- Du Cane Court, 8 storeys.



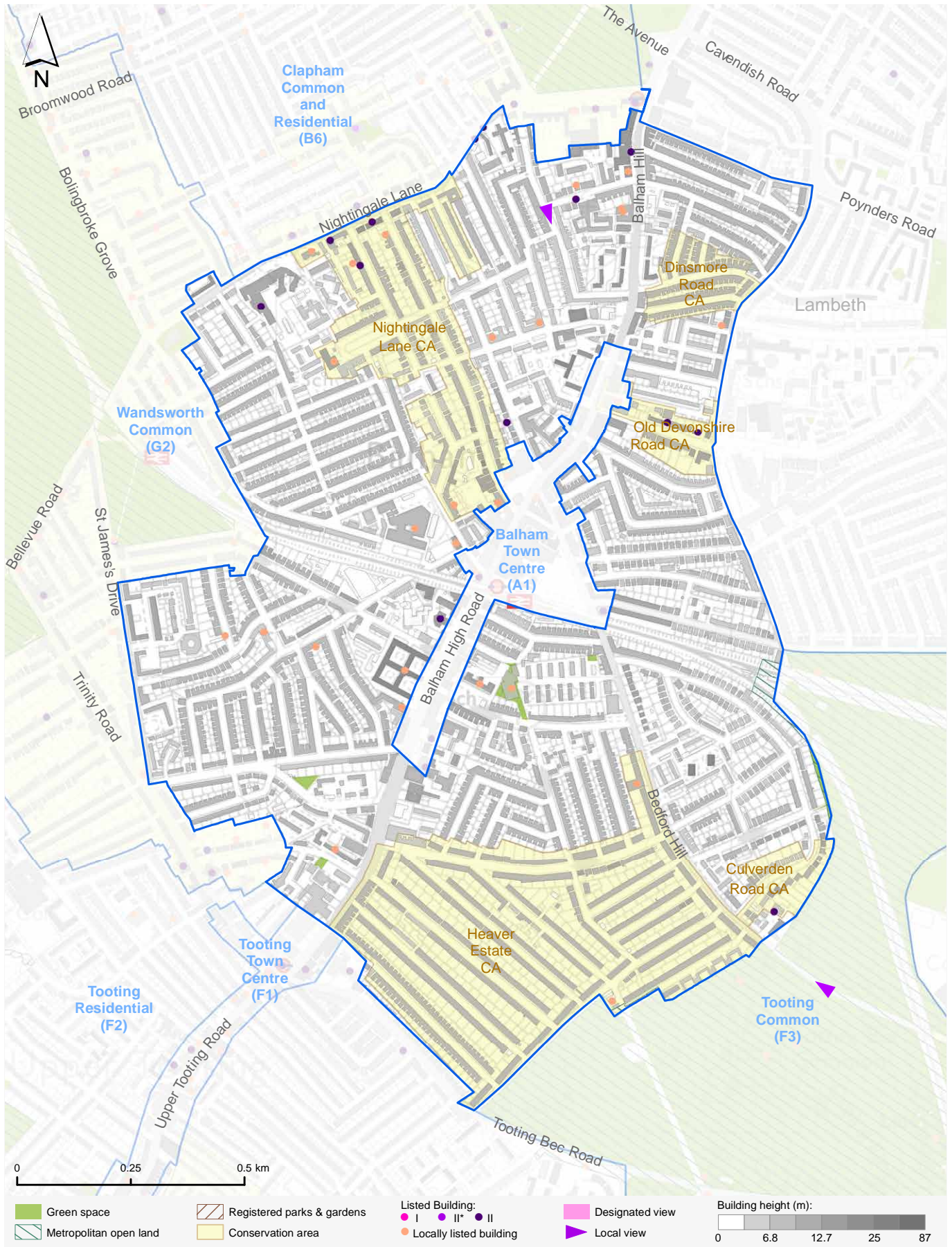


Fig. 74: A2 Balham Residential character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Mature tree-lined streets, well-planted front gardens, intact front boundaries and green space provide a welcome relief from the surrounding urban streets and contribute to a sense of calm and quiet.
- The heritage value and character of the townscape and individual buildings within conservation areas (and outside, where of similar character). Historic details e.g. Dinsmore Rd, Western Lane and the hanging sign on Alderbrook Rd signposting the Hillgate Place Employment area.
- Locally distinctive, high quality buildings, and attractive period houses forming coherent streets. There is a particular concentration of distinctive listed buildings along Nightingale Lane.
- Wandsworth, Tooting and Clapham Commons in close proximity, provide important open space and sense of green. The areas surrounding the open spaces form an important part of their settings. Street

- trees help to extend their character into Balham Residential.
- Playgrounds and small spaces near Northcote Rd and the Commons provide facilities but also a place to gather and contribute to a sense community spirit.
- High quality materials including warm red brick which adds a sense of place and rich texture.
- Views along well-balanced and tree-lined streets punctuated by landmarks e.g. down Alderbrook Rd to Alderbrook Primary School; from Tooting Bec Common to the Priory (grade II house).
- The residential character of the area between Balham Town Centre and Tooting Town Centre which provides an important sense of separation between the two town centres.
- Proximity and access to the high street amenities and Tooting Common with facilities such as the lido.



**Fig. 75:** Quiet, leafy character of Western Lane in Nightingale Lane Conservation Area



**Fig. 76:** The tower of the school forms a local landmark, viewed looking downhill Alderbrook Rd



**Fig. 77:** Landmark villas 69-79 Nightingale Lane (grade II listed)

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Post-war and modern infill developments are often not in keeping with the surrounding character e.g. Harberson Rd, Fontenoy Road, Boundaries Rd, and 1980s houses south of Hillbury Road - the scale (narrow plots), off-street parking and design detracts from the Heaver Estate Conservation Area.
- Removal of front boundaries for parking fragments the consistency of the area.
- Tower blocks and low density 2 storey estate development around Little Dimocks/Many Gates.
- Loss of historic features e.g. cast iron railings
- Alterations to houses, e.g. in the Heaver Estate Conservation Area, have degraded character with

- poor garden and boundary maintenance, additions to frontages such as utility cabinets, replacement of timber sash windows and front doors, and introduction of bin stores.
- Loss of mature street trees.
- Parking over forecourts, especially prevalent at commercial premises.
- Wimbourne House on Bedford Hill, negatively affects the setting of Grade II Priory in Culverdon Road Conservation Area.
- Confused character and land uses at Balham High Road between Balham/Tooting, with poorly defined frontages to Balham High Road.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Semi-detached;
- Villas;
- Mansion blocks;
- Low-rise estates; mid-rise estates;
- Low-rise flats; mid-rise flats.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

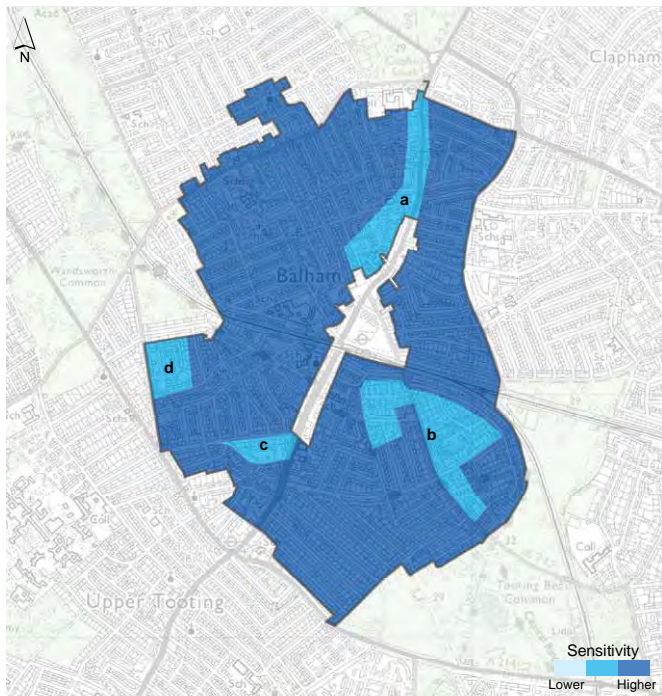


Fig. 78: A2 Balham Residential sensitivity plan

Overall , Balham Residential has a high sensitivity to change owing to its areas of high value and the potential for further change to fragment character. There may be opportunity for growth in targeted areas.

Areas of relatively lower sensitivity include: many of the post-war residential infill areas which are unsympathetic to surrounding context, such as Balham High Road/Clapham South sub area (a); Bedford Hill sub area (b); Marius Road sub area (c); and Sarsfield Road sub area (d). Sub areas (a) and (c) also reflect the opportunity for enhancement of sense of place along Balham High Road and gateways to Clapham South and Tooting respectively.

Any new development should reflect the character of the wider Balham Residential character area.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

Conserve	<b>Restore</b>	Improve	Transform
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Balham Residential has a strong sense of place, although its character is fragmented by pockets of unsympathetic, mainly post-war infill development.

Therefore the strategy is to **restore** the character of the area, retaining, enhancing and reinstating historic character, and ensuring new development respects the prevailing pattern and positive key characteristics.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Encourage upkeep of boundaries, façades and front gardens. Encourage planting in front gardens, including hedges such as traditional privet hedges (in Heaver Estate Conservation Area).
- Restrict parking over forecourts.
- Increase and maintain street tree planting: many of the streets would have had avenues of trees.
- Enhance Balham High Road between Balham and Tooting town centres to improve the sense of separation, by setting buildings back and creating a positive frontage to the main road through trees and gateway features to the town centre e.g. art/sculpture at the new development on Upper Tooting Park.
- Respect the scale and proportions of existing buildings and streets. Most streets would not be able to accommodate buildings exceeding the prevailing height of 2/3 storeys; however, wider streets and key junctions may be able to accommodate taller buildings; mansion blocks work particularly well in this area.
- Conserve, repair or reinstate original period features such as windows, boundary walls, traditional materials and front doors.
- Retain existing local parades and local community facilities.
- Respect the settings, proportions, scale and details of landmark features.
- Encourage use of characteristic materials such as high quality red brick and London stock brick.

## B Battersea



Fig. 79: Battersea's mixed riverside frontage

### Summary

Before the industrial revolution much of the Battersea area was farmland known as 'Battersea Fields'. The flat, fertile soils of the Thames floodplain were cultivated for market gardening including asparagus (sold as 'Battersea Bundles'). The area stretches along the River Thames, with the 83ha listed Battersea Park at its centre. The area is now also home to one of the largest regeneration projects in the country - focused around the grade II\* listed Battersea Power Station. The character, which includes the town centre of Clapham Junction and the area around Clapham Common, is typified by a Victorian and Edwardian townscape with a large number of important listed buildings.

The borough of Battersea was formed in 1900 before it was included in Wandsworth by 1965.

### Key changes and trends

- Extensive regeneration of the area around Battersea Power Station for mixed use development, a new mixed use area and public realm as a Central Activity Zone cluster, and a new Battersea Design and Technology Quarter. Growth and change in the area is underpinned by a two stop extension to the Northern Line, expected to open in late 2021.
- Clapham Junction is a major development area for the borough.
- Regeneration of the York and Winstanley Estates north of Clapham Junction.
- A proposed new foot/cycle bridge across the Thames adjacent to the Cremorne Bridge.
- Crossrail 2, anticipated to begin running, largely through tunnel, from 2030, including a station at nearby Clapham Junction.



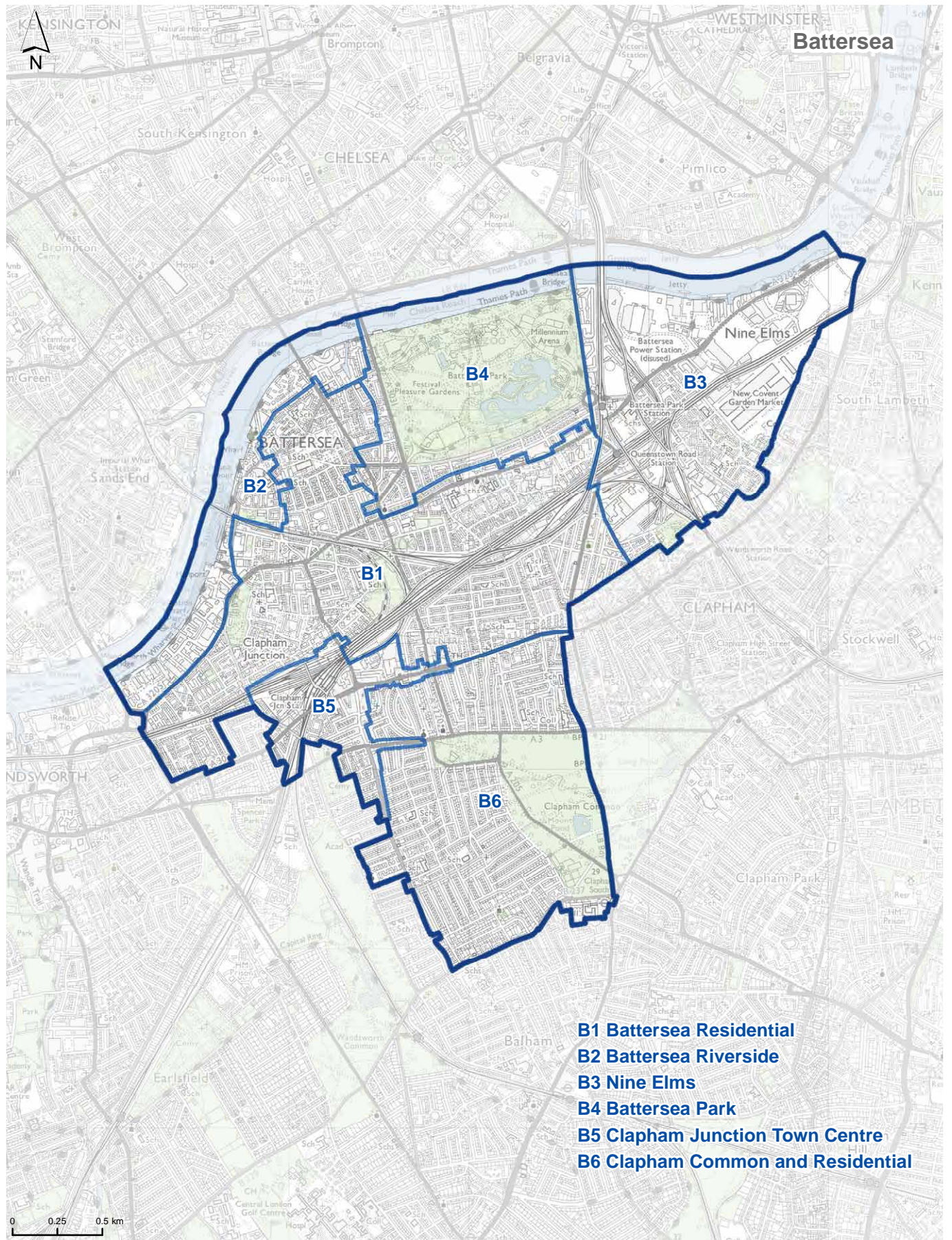


Fig. 80: Place B: Battersea character areas plan

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## B1 Battersea Residential



**Fig. 81:** York Gardens is a valued open space. Trees help to soften the hard appearance of tall buildings

### *Key characteristics*

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

**Battersea Residential** encompasses the area north of the railway, typified by mid-20<sup>th</sup> century public housing estates interspersed with Victorian terraced houses and modern housing blocks.

**A history of building and renewal and of social housing, dating back to 1903.** The current landscape owes much to the extensive damage inflicted during WWII and the subsequent programme of regeneration. In the early 1950s Battersea was a poor, white, working class area, with overcrowding and poor living conditions. The social housing regeneration, focused on improving living standards, began in 1955, rooted in the Modernist ideals of planned and efficient cities. High rise, high density developments built during the 1960s were subsidised by central government. The history of social housing goes back to the Latchmere Estate CA built in 1903, which was the first estate directly built by a council. A new masterplan for the Winstanley and York Road area will create, new linkages, a new park and community buildings.

**Relationship with the river:** historically many people were employed in industries on the riverside. Before the industrial revolution much of the Battersea area was fertile farmland, providing food for the city of London. The railways radically altered the landscape of Battersea first arriving in 1838. There was a major peak in house building with the population rising from 6,000 in 1840 to 168,000 by 1910.

**Housing estates of mixed heights.** Winstanley, Surrey Lane, and Doddington and Rollo form large mixed height estates across the area, with a mixture of 5 and 9 storey blocks, 11-20 storey towers and 2-3 storey houses. The Kambala Estate is a modest scheme of low-rise brick-built houses and flats.

**Community facilities** were an important aspect of the original ambition of the estates. York Gardens was created in 1972. Formerly home to an adventure playground, youth group and carnivals, the open space created a strong sense of community in a diverse and densely populated area. Sporle Court tower had a rooftop dance floor and play areas on the roof and 10<sup>th</sup> floor. Concrete relief murals were commissioned for the buildings, referencing their construction and relationship to industry along the Thames. Battersea market and local shopping facilities reinforced the sense of community, now largely lost.

**A landscape of social problems in recent years.** In later years, the estates became associated with poverty and a reputation for crime. The social issues were epitomised by the London riots in 2011. The character area contains some of the highest levels of deprivation in the borough, with the Kambala Estate in the 10% most deprived in the country.

**The estates are inward-looking and there is a general lack of connectivity to the surrounding areas.** With minimal activities within the estates and few active street frontages, they have a lack of natural surveillance and a reduced sense of community. North of Clapham Junction there are poor linkages between the Winstanley Estate and the town centre, with the railway presenting a major barrier.

**Pockets of remnant traditional 2-3 storey terraced housing** with distinctive yellow stock brick with red band courses, such as the Latchmere Estate, Shaftesbury Park Estate CA, Three Sisters CA, Westbridge Road CA, Park Town Estate CA and around Battersea High Street. Details such as doorway canopies add architectural richness to the street scene. The uniformity of the shape and proportions of the streets and buildings contrast with the open form of the estates. Street trees, green front gardens and front boundaries soften the environment with a relative sense of calm.

**Battersea Park Road local centre** and nearby Battersea High Street provide local shops and services. Period terraced shop fronts are punctuated by landmark buildings, providing a sense of history and texture.





Fig. 82: B1 Battersea Residential character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Battersea High Street, with consistent proportions and character features of terraced shop fronts and historic features such as lamp posts and granite setts.
- The concrete relief murals in the Winstanley, Badric Court Estate and Totteridge House.
- The public open spaces and other incidental green space, including Harroway Road open space, York Gardens and Latchmere Recreation Ground, which provide important focal points of greenery and biodiversity. These public spaces provide living histories for people still living on the estates.
- The Citizens of Battersea War Memorial, Christchurch Gardens (grade II listed).
- Latchmere Estate Conservation Area, with uniform terraces and simple, complementary architecture.
- Three Sisters Conservation Area, its special interest deriving from the locally rare pairs of semi-detached and detached houses of the 1860s-70s.
- The remnant terraces in Westbridge Road CA.
- Valued views in the Local Views SPD including views of the spire of the grade II listed Church of the Sacred Heart, towards and from the Shaftesbury Park Estate CA, to St Philip Church and its square and from Queenstown Road to Battersea Power Station.
- The consistency of the 3-4 storey period shop front terraces punctuated by landmark buildings along Battersea Park Road.
- The setting of Battersea Old Town and Battersea Park character areas, and the proximity of the river.
- Locally listed landmark buildings along the southern side of Battersea Park Road include The Latchmere and Theatre, The Old Imperial Laundry and the grade II listed Byron Villa Shakspeare Villa.
- St Philip Square, with the church as its centrepiece, is an important focal point.
- A overall sense of low rise housing and quiet, tree lined streets.



Fig. 83: A 21 storey tower in the Surrey Lane Estate



Fig. 84: A traditional mid-Victorian terrace on Octavia St in Three Sisters Conservation Area



Fig. 85: Low density 3 storey houses to the south of York Road.

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Poor maintenance of buildings and public realm, with narrow footways and few active frontages.
- Lack of distinctive architecture and landmarks.
- St John's Church has eclectic colour and material styles which detract from the street scene.
- Some areas are low density and do not address the streets - e.g. South of York Road.
- Many areas, particularly the public estates, lack a sense of place with few distinctive architectural features and many of the buildings set back from the street. The estates are inward-looking with a lack of wider connectivity.
- A perceived lack of safety within the estates due to dead ends, vandalism and little natural surveillance.
- Castlemaine House and Park South towers south of Battersea Park Road - are visual detractors due to their height and contrast with the prevailing scale.
- Tesco, car parking and the tall blocks in the Doddington & Rollo Estate south of Battersea Park Road address the street poorly and visually detract from the character of the adjacent Battersea Park CA.
- Infill developments, particularly the plain post-war housing (e.g. Brassey Square in the Shaftesbury Park Estate) create a patchwork effect and detract from the consistency of the area.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Low-rise estates; mid-rise estates
- High-rise estates;
- High-rise flats.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

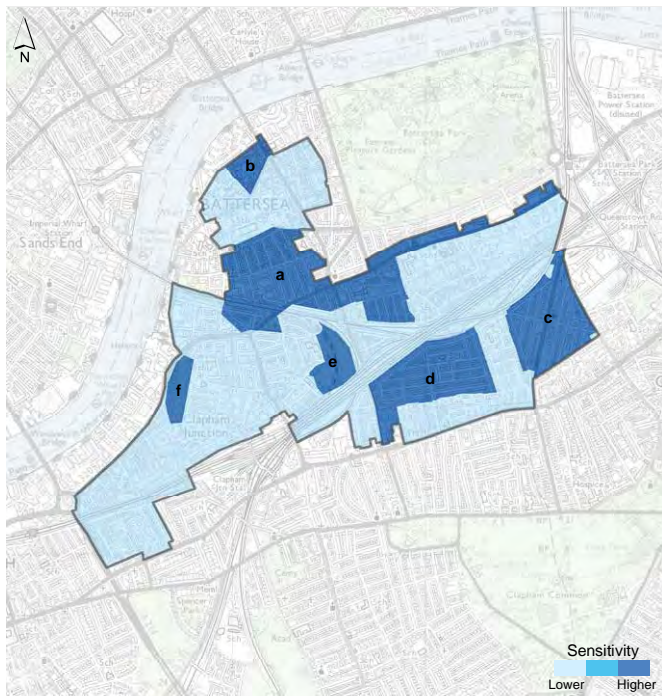


Fig. 86: B1 Battersea Residential sensitivity plan

Overall, Battersea Residential has a low sensitivity to change, with the potential for positive change which enhances the character of the area.

However, the following areas and elements are of high sensitivity and any change should respect their values and susceptible characteristics:

- on and around Battersea Park Road and Battersea High Street, sub area (a) due to the coherence and scale of the 3-4 period shop front terraces;
- the historic value and uniformity of the **conservation areas** and their settings, sub areas (b), (c), and (d);
- **public open spaces**, which are relatively rare in the area, sub areas (e) and (f); and
- the uniformity of the **terraced streets and the shop front terraces**.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.



Overall Battersea Residential has a fragmented character and therefore the strategy is to improve its overall quality and coherence. Ideally a masterplan for the whole of the character area will provide a framework for further development in a holistic way.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Incorporate focal points and a movement strategy across the area, while addressing the poor urban design elements of the existing estates.
- Create new distinctive landmarks with a design integrity which improve legibility, focused along main roads and at key junctions. Surrounding public realm should be proportionately sized so the height does not overwhelm the human scale.
- Improve the legibility, connectivity and sense of place of the public estates. Improve natural surveillance, address to the street, architectural quality and provision of green space in existing and new developments.
- Reduce the dominance of vehicle traffic at the York Road/Falcon Road junction, while revealing vistas to the green space and listed war memorial in Christchurch Gardens.
- Enhance the appearance of Battersea High Street, and increase provision of local services for local communities. Extend the importance of Battersea High Street as a local centre, or upgrade to a town centre linked to Battersea local centre.
- Improve and restore shop terrace frontages on Battersea Park Road and Battersea High Street.
- Enhance safety and quality of Shillington Gardens/Falcon Park, promoting activities, active frontages and use of railway arches.
- Increase street tree planting.
- Respect the settings, proportions, scale and details of existing landmark buildings.

## B2 Battersea Riverside



**Fig. 87:** St Mary's Church nestled among competing landmark buildings on Battersea Riverside including towers in Battersea Residential  
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### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Battersea Riverside follows the River Thames from Wandsworth Bridge to Battersea Park. It includes the Battersea Square Conservation Area: the historic settlement of Battersea. The riverside has been the focus for residential and mixed use redevelopment on former industrial sites.

**The settlement of Battersea has its origins in a Saxon and medieval village, the surviving elements of which are designated as Battersea Square Conservation Area, with the square its focal point.** Once an isolated village, construction of a bridge over the Thames in 1772 opened it up; the subsequent growth of villas as residences for city merchants made Battersea a small but thriving community. Until the late 19th century, much of the rest of Battersea was used for market gardening on former marshy land. Following construction of the railway from the 1860s the area grew rapidly, both industrial and residential.

**Industry along the river was once the dominating force of the area's character,** employing local residents, and creating busy wharves along the riverside and making thick smoke and smells. Former manor houses were demolished to make way for industry such as the medieval York Place at the site of Price's factory. Manufacturing included mills, maltings, Wandsworth Distillery, a sugar factory and Price's Candle Factory - now the locally listed Candlemakers Apartments.

**Mixture of uses** including commercial, office, industry and residential flats. There are few leisure or entertainment destinations, and much of the area feels 'private'. Some historic industrial buildings have been sensitively re-purposed, such as the Royal Academy of Dance (4 storeys) which occupies a former warehouse, other sites have been redeveloped. There is an **absence of activity or vibrancy** along much of the riverside, except for around St Mary's churchyard open space. The area ranks relatively poorly in terms of public transport accessibility.

**Coarse urban grain,** with large scale buildings (except for the Conservation Area), a mixture of modern and older buildings, as well as trading estates and car dealerships on Lombard/York Road, which have little distinctiveness. **A mixture of building heights:** buildings fronting the river rise to 87m high, whilst around Battersea Square they are mainly 2-3 storeys, and provide positive frontage. The differences and diversity of architectural materials and styles result in **incoherent character, with little sense of historic character outside of the Conservation Area.**

**Battersea Square** has a strong sense of place and coherent, distinctive historic character. The pedestrianised area provides valuable space for gathering, eating and drinking. High quality public realm creates a pleasant environment.

**Landmarks** include:

- Church of St Mary (grade I listed) and Church of the Sacred Heart (grade II listed);
- modern buildings (not necessarily all positive);
- Albert Bridge (grade II\*), Battersea Bridge (grade II), and Cremorne Bridge (grade II\* listed);
- the former Sir Walter St John School (now Thomas's Preparatory School), dating from 1700 (grade II);
- the former Raven inn on Battersea Square with its distinctive Dutch gables and quoins.

**An urban feel, with limited tree cover** or open space and often uninviting public realm, with the exception of the Conservation Area including St Mary's churchyard and Vicarage Gardens and nearby street trees on Vicarage Crescent. Brick walls fronting the road here add historic character and help to define the street. The River Thames provides a sense of openness and richness from the houseboats near St Mary's Church.

**Regeneration** (recent, planned and underway), including the areas in the focal points at Lombard Road/York Road and Ransomes Dock.



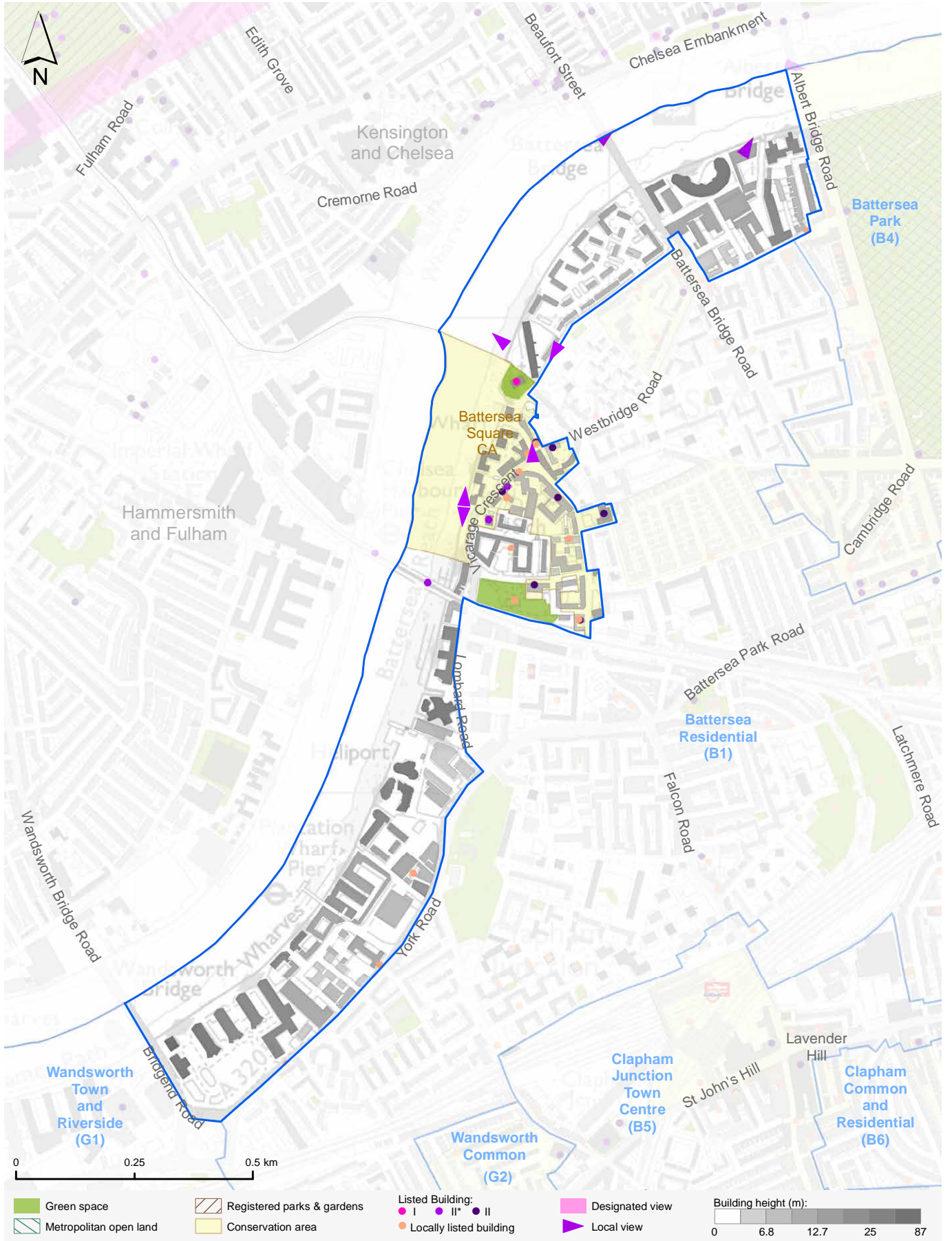


Fig. 88: B2 Battersea Riverside character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Battersea Square Conservation Area, for its historic character including the original street pattern and vestiges of the old village around the square; also for its sense of place and function for gathering.
- Historic buildings including Old Battersea House, the former Raven inn, Devonshire House (II\*) and the former Vicarage.
- Grade I listed St Mary's Church and surrounding green space which provides a valued riverside public space, as well as a landmark which adds rare historic interest and distinctiveness to the character area. It also has cultural value through its association with JMW Turner who sat at the oriel window in the vestry to paint many of his cloud scenes.
- The River Thames, for its sense of openness and access along the Thames Path, a well-used walking and running route; and proximity to Battersea Park.
- The visual interest, colour and richness provided by

the wharves, valued for distinctiveness, particularly where they retain historic elements such as at Ransome's Dock.

- Fred Wells Gardens (locally listed) and tree lined streets such as Battersea Church Road.
- Valued views, including the view from Battersea Bridge and from the riverside promenade, looking east downstream to Albert Bridge (listed grade II\*) (Fig. 91), as described in the Local Views SPD. Other valued views include:
  - views across the Thames into RB Kensington & Chelsea with trees and historic buildings providing a scenic backdrop;
  - views up and down the river, such as the stretch from the quay around the slipway adjacent to St Mary's Church to the houseboats, and from Vicarage Gardens;
  - view of St Mary's Church from Battersea Square and from Battersea Church Road.



Fig. 89: Part of the historic St Mary's Church (grade I listed) and surrounding green space



Fig. 90: Battersea Square, the heart of the historic settlement of Battersea, successfully restored in 1990



Fig. 91: View from the riverside promenade looking downstream to the listed Albert Bridge

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Some imposing landmark buildings which due to their large massing appear monotonous and do not have the local distinctiveness they could have.
- Uninviting public realm with a lack of green.
- Absence of activity along the riverside, except for concentrations of activity around St Mary's churchyard. There are few leisure or entertainment destinations, and much of the area feels 'private', with limited access.
- Maintenance issues on streets and boundaries, particularly in the south of the area.
- Little reference to historic uses or character.
- Incongruous elements e.g. the Monteveto building which dominates the views around St Mary's Church; the 1970s flats on the riverside west of Vicarage Crescent whose layout, form and scale contrast with and detract from the character of the Conservation Area; 1960s development to the east of Battersea High Street which contrasts with the historic pattern of development. The awkward juxtapositions and incoherent elements fragment character.
- Poor legibility, particularly east-west access to the river.
- Highly developed, monotonous frontage to the northern bank of the Thames within LB Hammersmith and Fulham.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Mid-rise flats;
- High-rise flats;
- Shop front terraces.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to the types of changes likely to occur in the area.

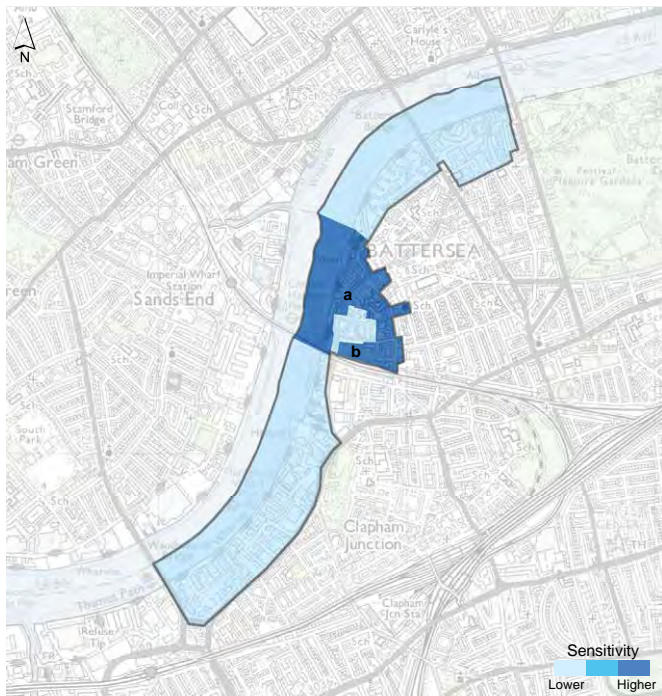


Fig. 92: B2 Battersea Riverside sensitivity plan

Overall, Battersea Riverside has a medium sensitivity to change with potential for targeted growth.

Much of the riverside has been redeveloped, leaving limited opportunity for further growth. However, some of the 1960s-70s residential developments are low-rise and provide poor address to the riverfront. If any of these sites were to be redeveloped, additional height could be accommodated as long as development provides additional public open space around the river and respect the area's valued features, and:

- the area's role as a visual backdrop and setting to the river in views from RB Kensington & Chelsea;
- the setting and views in and around Battersea Park;
- the historic character (both medieval and industrial).

Battersea Square Conservation Area, sub area (a) and its setting has a higher sensitivity change due to its high value and modest scale.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.



Except for the Battersea Square Conservation Area, the character of Battersea Riverside is currently incoherent and lacks distinctiveness. This is partly due to the ongoing regeneration of the area and therefore its sense of place will hopefully improve over the coming years.

Therefore the strategy for the area is to **restore** and **improve** character, with new developments building on existing character of the 'old town' Battersea and industrial richness along the riverside.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Aspire to creating a continuous, connected and legible Thames Path route along the river, linked to an enhanced movement strategy to improve connectivity with the wider area - particularly east, including improved crossings over Lombard and York roads and linking to Clapham Junction.
- Create references to historic pattern, uses and elements where possible to bring coherence, legibility and integrity to the character area.
- Retain, respect and restore the historic elements, particularly St Mary's Church and surrounding green space, also Victorian industrial buildings.
- New development should have distinctive character that creates remarkable landmarks. It should provide excellent and inviting public realm as part of a coherent strategy rather than spaces between buildings. Active frontages to the Thames Path should be provided.
- Preserve linear views along the river.
- Retain the mixed uses including restaurants, cafés and pubs around Battersea Square to maintain a sense of activity and vibrancy.
- Develop and enhance the sense of place and focus at Plantation Wharf to aid legibility and quality of experience at this part of the river.
- Consider a wider public realm or cultural strategy to create a sense of coherence between the many different elements along the riverside.
- Encourage mixture of uses to increase activity and vibrancy along the riverside

## B3 Nine Elms Mixed Use



Fig. 93: The iconic Battersea Power Station during redevelopment

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

B3 Nine Elms Mixed Use is part of the GLA Opportunity Area which extends into Vauxhall in LB Lambeth. Focussed around Battersea Power Station, it includes the riverfront along the Thames and nearby former industrial area.

**An area of change and evolution:** at the time of writing the character of the area is dominated by construction sites, empty spaces and poor legibility. However, this is a temporary state and emerging new development will itself bring about new character. There are numerous planning documents setting out more detailed frameworks; see Wandsworth Council's website for information.

**Low lying, flat land adjacent to the river.** In Anglo-Saxon times the land around Battersea was low lying marshes; once able to be drained, it was largely used for market gardening on the fertile soils and supplied the capital with fruit and vegetables transported downstream by river. In the 18<sup>th</sup> century 'Nine Elms' was just a small hamlet by the River Thames, located in the area where the American Embassy now is.

**Historically a fragmented landscape of infrastructure and industry.** The flat land and proximity to the river for transport of goods, made Nine Elms a suitable location for rail and industry. The railway was opened in 1838, and locomotive works and engine sheds developed amongst the 'Battersea Tangle'

of crossing and interconnecting railway lines. By 1945 dwellings associated with the former hamlet had been demolished and replaced by large industrial buildings along the Thames, interspersed with wharves, including a gas works, water works, colour works, brewery, Battersea Power Station and rail goods depots. A tramway ran along Nine Elms Lane. **The regeneration of the area will see it transformed by new, mixed uses, with residential, commercial, retail, office and cultural uses.**

**Large footprint and tall buildings with coarse urban grain.** Industry and infrastructure has left an imprint of huge-scale features, and whilst their scale is in balance with the surrounding environment, they have left a legacy of incoherent layout, inconsistent pattern and poor connectivity. New Covent Garden Market was relocated to Nine Elms in 1971-74. More recent developments such as Chelsea Bridge Wharf (14 storeys), Riverlight Nine Elms (up to 20 storeys), the US Embassy and Battersea Exchange (18 storeys) continue the trend of large-scale, tall buildings. The overall result is an emerging urban skyscraper/city-type character.

**Isolated pockets of residential estates south of Nine Elms Lane** are poorly related to their surroundings. The area suffered badly from bombings during the war, resulting in large scale redevelopment of new public housing estates including the Patmore Estate (constructed in the 1950s) of red brick 5 storey blocks set in expanses of poorly used open spaces.

**Relatively little remaining historic fabric,** therefore remnant historic/cultural features and references are particularly valued. The western part of the character area is within Battersea Park Conservation Area. Battersea Power Station is a key heritage asset, as are railway stations (Battersea Park and Queenstown Battersea), pubs and occasional Victorian houses. **Typical materials are red, brown and yellow brick.** Large buildings are broken up with architectural details, bays and roof shapes. Substantial and tactile materials e.g. cast iron help to ground elements in the landscape.

Landmarks include:

- **Battersea Power Station** (grade II\* listed), an iconic London landmark (built 1929 to designs by Sir Giles Gilbert Scott; decommissioned 1983). Its chimneys are a prominent feature on the London skyline;
- New Covent Garden Market;
- US Embassy.



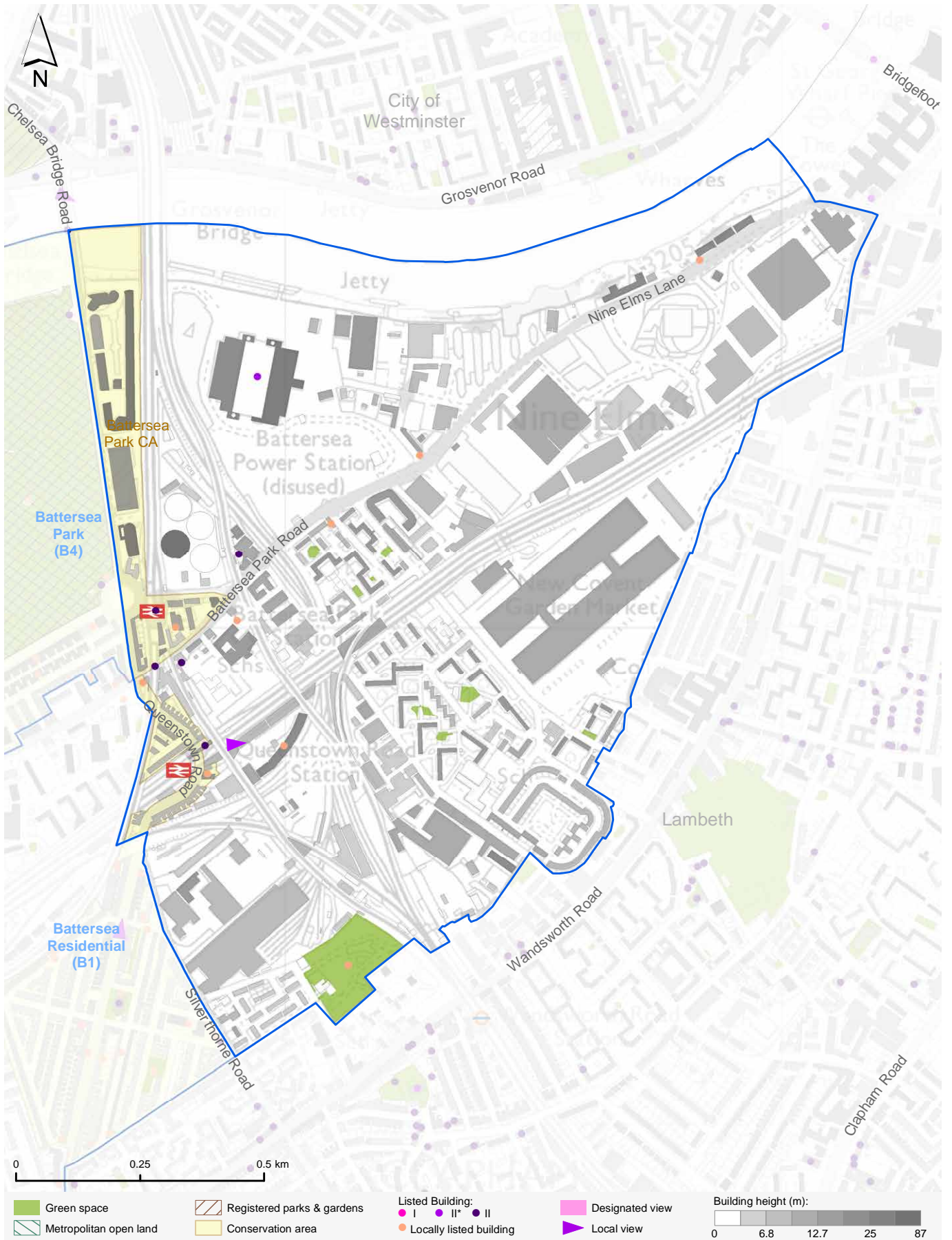


Fig. 94: B3 Nine Elms Mixed Use character area plan (due to significant recent change the available data does not accurately reflect the built form of the area)

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- The iconic Battersea Power Station (grade II\* listed), its memorable and distinctive form of London-wide and international value, and symbol of Britain's industrial heritage.
- Mature trees, relative rarity in the area, for their visual amenity, biodiversity and resilience value.
- Railway features of heritage value, including Battersea Park Rail Station (grade II listed); the railway bridge on Battersea Park Road (grade II); and Queenstown Road Station (grade II listed).
- Individual buildings of heritage interest, including listed buildings such as the Masons Arms pub (grade II), a mid-19th century 3 story corner building.
- Battersea Park Conservation Area, although much changed in this area, it nevertheless provides a setting to the park and listed buildings.
- Heathbrook Park, valued by the local community as a place of tranquillity and as a setting for events such as Wandsworth Arts Fringe Festival.
- Cultural and historic value of the area's past industrial heritage.
- The River Thames and its setting, valued for its scenic qualities, activity and interest as well as the Thames Path. Houseboats and planting by Riverlight provide welcome texture and human scale.
- Valued views, including:
  - from Chelsea Bridge to Battersea Power Station (locally valued and listed in the Council's SPD);
  - of the former Hamptons Depository at Ingate Place, a familiar warehouse landmark for passing train travellers.
- Sense of vibrancy and activity around the new Battersea Power Station development, as a result of rich art and culture, bars and restaurants.
- Battersea Dogs and Cats Home including Whittington Lodge (grade II listed), for its cultural value and historic interest.



**Fig. 95:** Colour and vibrancy created by artistic Grosvenor Arch gateway under Battersea Bridge



**Fig. 96:** Trees and planting go some way to softening hard urban realm of Nine Elms Lane by Riverlight



**Fig. 97:** Grade II listed Battersea Park Station (1865), of pale gaults with detailed stone and red brick details; and the grade II listed railway bridge

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Lack of public green open spaces (although partly due to construction sites). Some new developments have provided green space: e.g. Riverlight Nine Elms planting, although it is small in proportion to the scale of development. Embassy Gardens development is inward looking with a sense of 'privacy' to the spaces, and no public areas of open grass. Patmore Estate's open spaces and Carey Gardens do not fulfil the biodiversity or amenity functions they could do. Plans for a new Linear Park will be important for the area.
- Fragmentation (physical and perceptual) resulting in a lack of legibility; exacerbated by current construction sites. This is likely to be improved following delivery of good new developments (e.g. improved railway arches).
- Poor pedestrian environment along Nine Elms Lane.
- Discontinuity of the Thames Path, as a result of construction sites and the Cringle Dock Waste Transfer Station.
- Blank façades of New Covent Garden Market present an unwelcoming frontage to the street.
- Some awkward juxtapositions of old and new elements - e.g. the tower of the Battersea Exchange in relation to the 3 storey terraces at Queen's Circus in Battersea Park Conservation Area and development along Chelsea Bridge being overbearing on Battersea Park.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Mid-rise estates; high-rise estates;
- Mid-rise flats; high-rise flats;
- Large floorplate commercial/retail/industrial.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

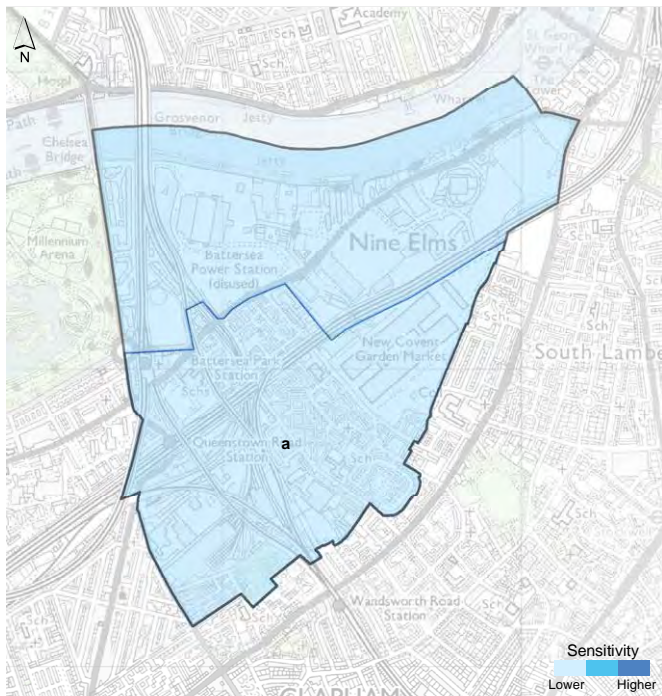


Fig. 98: B3 Nine Elms Mixed Use sensitivity plan

Overall, B3 Nine Elms Mixed Use has a low sensitivity to change, with opportunity for enhancements through development and change, as is already underway.

New development should respect and enhance the area's valued features and qualities. Sub-area B3a also has a low sensitivity to change but has a lower prevailing building height than the major development area north of the railway.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

Conserve	Restore	Improve	<b>Transform</b>
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The existing character of the area is fragmented and incoherent, therefore the strategy is to transform the character of the place, as is already underway.

Any strategy should consider movement across the busy railway corridor that bisects the area.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Ensure a continuous Thames Path along the river.
- Create high quality and generous publicly management public realm at the riverside, achieving a balance of open space and built form. Ensure green infrastructure is physically connected and biodiverse with use of large trees.
- Establish a wayfinding strategy, connecting and promoting active use of new public spaces through integrating facilities and events. Enhance access to: the riverside; across Nine Elms Lane; over railway infrastructure and connectivity around estates. Consider a meanwhile use strategy to mitigate construction effects.
- Ensure new developments resolve existing physical and perceptual fragmentation.
- Preserve views and setting of Battersea Power Station and the River Thames.
- Improve frontages, public realm and signage along Battersea Park Road/Nine Elms Lane. Encourage independent shops and businesses, emphasising local makers and artisans.
- Respect remnant historic features. Promote associations with the area's history and culture e.g. food, rail, bridges, former Nine Elms settlement, industry/creativity. Promote use of natural materials such as high quality brick, metal, cast iron, and architectural detailing.
- Improve integration of New Covent Garden Market with its surroundings - e.g. enhance uses in railway arches.

## B4 Battersea Park



**Fig. 99:** Looking towards the river from Battersea Park to the red brick Queen Anne houses on Chelsea Embankment in RB Kensington & Chelsea

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Battersea Park encompasses almost the entire Battersea Park Conservation Area, as described in more detail in the Conservation Area Appraisal. Its special character derives from the formal relationship between the park, the urban development surrounding it, and the River Thames.

**Battersea was mainly laid out as fields for farming and grazing until 1846;** by the middle of the 19<sup>th</sup> century the marshy area known as the Battersea Fields had become an undesirable pleasure ground. London's population was expanding rapidly and the industrial revolution was causing increasing pollution; at the same time public parks were being recognised as the lungs of the city and part of the solution to slums and epidemics. An Act from Parliament was passed in 1846 to form a public park. The park was opened in 1858, originally designed for promenading and formal and informal recreational activities, including boating on the lake, listening to music in the bandstand, visits to the aviary, annual plant shows, sub-tropical garden and cricket matches.

**Grade II\* Registered Historic Park and Garden of outstanding landscape interest and quality.** Its historic landscape is based on the formal and informal compositions within the park, its tree-lined carriageway drives, embankment promenade, lakeside settings, the views within and from the park and its relationship to

the River Thames. The influence of John Gibson on the planting of the park received acclaim and his original planting list of 1858 survive. More detailed information on the special qualities of the park can be found in Historic England's Register.

**The combination of avenues of mature trees, lakes and open landscape with views over the river** provides high scenic quality and a feeling of serenity and tranquillity, with the promenade along the Thames popular for walking. The area has a coherent and distinctive character.

**Riverside setting** which extends the sense of nature, openness and space. The frontage to the river is dominated by well treed landscape setting with views of the bridges over the river and landmarks such as the iconic four chimneys of the former Battersea Power Station (grade II\*).

**Elements of its original Victorian gardenesque design and some of the 1951 Festival of Britain of Britain remain.** Battersea Park was chosen for the site of the Festival of Britain Pleasure Gardens in 1951; although most of the structures were demolished, although much of the Grand Vista, remained, including fountains, ornamental pools and a pair of Gothic towers.

**Victorian mansion blocks provide a robust backdrop and framing to the park.** On Prince of Wales Drive mansion blocks are late 19th century, and 5 storeys in height, successfully respecting the proportions of the park and framing its southern perimeter. They were designed to front the park and continue the quality and character of similar buildings north of the river in Chelsea. The massing of the mansion flats is broken up by recesses, projecting front entrances and bay window sections as well as formal hedges to their boundaries. Behind these, 2-3 storey terraces have narrow frontages, giving a finer grain of development. West of the park 4-5 storey mansion blocks (e.g. Albert Mansions and Albany Mansions) and detached, semi-detached and terraced houses and the Prince Albert pub provide more variety.

**Unusual buildings,** rare in the context of Wandsworth borough, including Albert Studios (purpose built artists studios) and Kersley Mews (former stabling for horses).

### Important landmarks include:

- Albert Bridge (listed grade II\*), illuminated at night;
- the peace pagoda.





**Fig. 100: B4 Battersea Park character area plan**  
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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Battersea Park, grade II\* Registered Park and Garden and Conservation Area. Valued for its cultural and historic character, sense of openness and as a backdrop to views across the river. Also valued for its relative sense of tranquillity.
- Nationally and locally listed features including Albert and Chelsea Bridges.
- Avenues of mature London plane trees, valued for their visual amenity, natural and structural value.
- Range of activities which attract visitors including a zoo, Battersea Arts Fair, marathons and play.
- Historic street furniture including traditional red pillar boxes and enamelled street signs.
- The cobbled street surface of Kersley Mews, one of the few intact cobbled surfaces in the borough.
- Valued views from within Battersea Park. Three specific views are of borough importance, listed in the Local Views SPD, these are:
  - view 3, from Albert Bridge looking east downstream towards Battersea Park with the chimneys of Battersea Power Station forming an important backdrop to the park;
  - view 4, from Chelsea Bridge to Battersea Power Station, where the striking silhouette of the four chimneys against the skyline gives significance to the setting of the building;
  - view 6, from east of the bowling green towards Battersea Power Station;
- Other valued views include: views of Chelsea Bridge from the riverside promenade; views of the four chimneys of Battersea Power Station from many other parts of the park; views across the river (to RB Kensington and Chelsea) to Chelsea Embankment and the open space of the Ranalagh Gardens and Chelsea Royal Hospital; the vista south from Albert Bridge Road towards the Lighthouse pub.



**Fig. 101:** The 5 storey Prince of Wales Mansions (locally listed) provide a robust frontage to the park



**Fig. 102:** Locally listed Peace Pagoda in Battersea Park, built in 1985



**Fig. 103:** The River Thames from Battersea Park, with grade II\* listed Albert Bridge in the background

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Some incongruous infill buildings detract from the strong character and quality of the area (e.g. at the junction of Albert Bridge Road and Prince of Wales Drive).



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Mansion blocks;
- Mid-rise flats.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

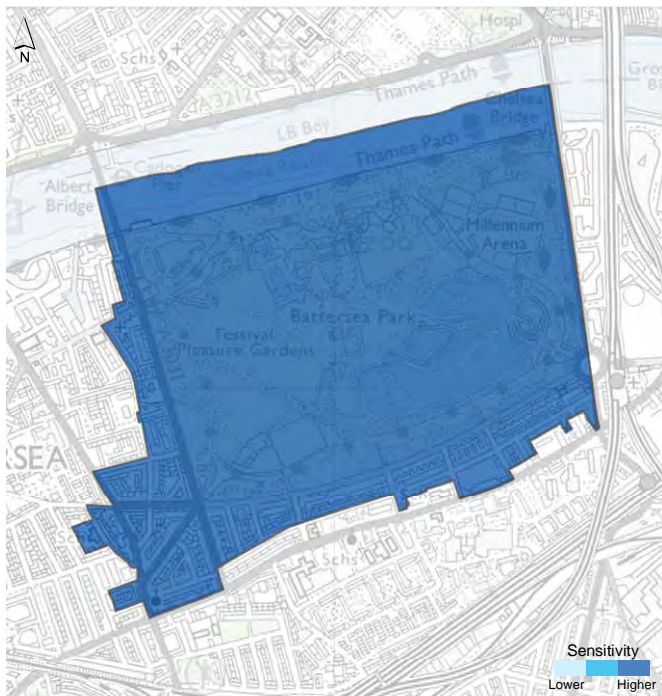


Fig. 104: B4 Battersea Park sensitivity plan

Overall, Battersea Park has a high sensitivity to change. The high value and high susceptibility of the area mean that any significant change is unlikely to be appropriate.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

<i>Conserve</i>	<i>Restore</i>	<i>Improve</i>	<i>Transform</i>
-----------------	----------------	----------------	------------------

The existing character of Battersea Park is strong and the strategy is therefore to **conserve**, and enhance existing character.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Refer to the Conservation Area Appraisal & Management Strategy.
- Conserve and enhance valued features including the listed and non-listed elements.
- Retain and manage existing trees, particularly mature trees.
- Preserve and reinstate original features in the public realm such as paving slabs, granite kerbs and setts.
- Reinstate historic features of buildings such as timber sash windows, front doors, front boundaries and pathways.
- Resist external additions to buildings such as satellite dishes, security grilles.
- Preserve the openness of the park and the riverside by resisting development which would affect this perception.
- Protect the openness and framing of vistas towards the river, across Battersea Park and towards Battersea Power Station.
- Continue the programme of facilities and events in the park to maintain its vibrancy and importance as a destination.
- Respect the scale and proportions of existing period buildings and streetscape which is fundamental to the character of the area.

## B5 Clapham Junction Town Centre



**Fig. 105:** The landmark Arding & Hobbs department store and its distinctive clock tower lends gravitas to the primary focal point of the town centre

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Clapham Junction Town Centre encompasses the station and the main shopping parade of St John's Road, flanked by the crossroads with St John's Hill/Lavender Hill to the north and Battersea Rise to the south. South of Battersea Rise, is Northcote Road which has a distinct and interesting character.

### Prior to the construction of the first railway line in 1838, much of the area was laid out as fields:

Lavender Hill takes its name from the lavender which was cultivated to produce perfume. John Roque's 1746 map shows a river, the Falcon Brook, flowing down St John's Road, and then north along Falcon Road to the Thames. The river was culverted in the late 19<sup>th</sup> century.

**Clapham Junction station** opened in 1863 and was the catalyst for development of the town to the south of the railway. The station a new cluster of civic buildings including the town hall, library, police station, court and post office to be developed along Lavender Hill in the 1880s and 1890s. The area became a thriving cultural destination, with the Pavilion cinema (where Asda now is), Shakespeare Theatre, (both lost in the war), the Grand Palace of Varieties music hall (now Clapham Grand) and the former Granada cinema (grade II\*). Today Clapham Junction station is a major transport interchange and noted as the busiest station in the UK. However, construction of the railway line resulted in a **major barrier to movement north and south.**

**Ridge and valley topography results in sweeping views.** St John's Hill and Lavender Hill mark the edge of higher ground, north of which the land falls away. St John's Road marks the former river valley of the Falcon Brook, with land rising up to either side. There are sweeping views down St John's Hill, looking across the valley to terraces stepping up to Lavender Hill.

**The junction of Lavender Hill/ St John's Rd/St John's Hill/ Falcon Rd is the focal point of Clapham Junction Town Centre.** Here the landmark tower of the Arding & Hobbs department store building provides a strong sense of place (see [Fig. 105](#)). There was previously a triangular open space at this point.

**Northcote Road**, a high quality shopping parade with frontages in good condition. Its distinctive character derives from the independent shops, the well-maintained and often quirky frontages (see [Fig. 107](#)).

**Terraced streets with historic shop fronts at ground floor and richness in individual buildings, both new and old.** The streetscape is diverse, interesting and textured. Red brick is a particularly characteristic material. **Building proportions are modest, 3-4 storeys**, rising up gradually at junctions for grand landmark buildings, and towards the railway. Streets are built in tightly knit terraces with many units retaining their **original Victorian and Edwardian shop frontages** on narrow fronted plots. The traditional features of timber, narrow fascia boards with painted lettering, carved stone or moulded plaster corbels, add great interest and richness, although many have been lost over time and lack the consistency they once had.

**Landmark buildings at junctions and main roads** contribute to scenic street scenes and aid legibility. They include: the Arding & Hobbs store (grade II), the Falcon pub (grade II), Clapham Grand (grade II), the library (grade II), Battersea Arts Centre (II\*, formerly the town hall), and the Northcote pub.

**Bustling and active streetscape**, with a mix of uses and populated with shoppers, people using the station, cafés, workers and a vibrant nightlife. The town centre is a popular destination for bars, restaurants and nightclubs. There are also some negative effects of noise from trains and road traffic.

**Little green space in the area**, although Clapham Common and Wandsworth Common are close by. Existing mature trees are therefore distinctive and important in softening the urban character of the streets.



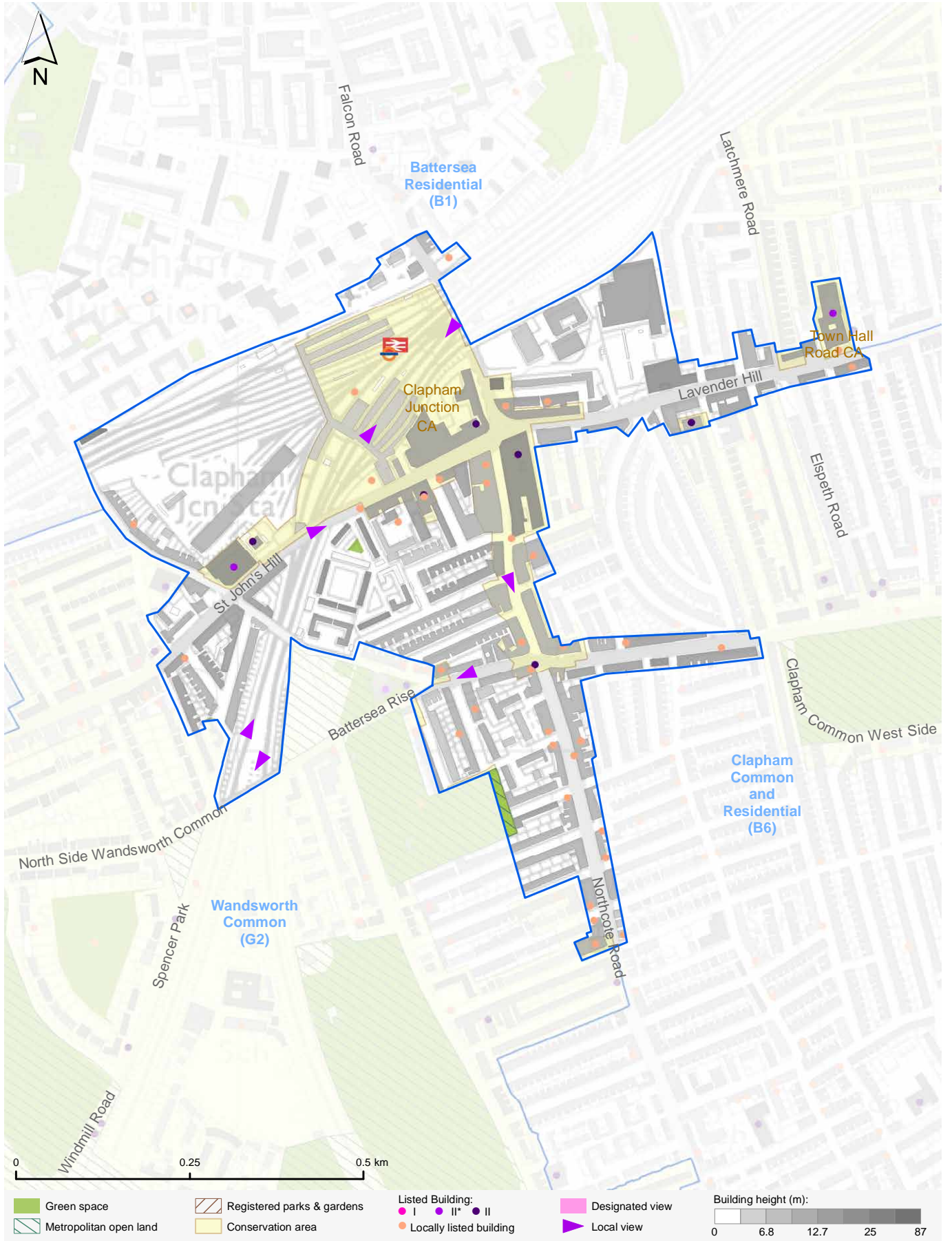


Fig. 106: B5 Clapham Junction Town Centre character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Northcote Road's distinctive, high quality shopping parade with frontages in good condition.
- A high quality townscape in the town centre. In particular the architectural, heritage value and historic character in and around Clapham Junction Conservation Area, of special interest for its surviving Victorian and Edwardian townscape exemplified by the terraces of shops in St John's Road, St John's Hill and Lavender Hill.
- Landmark buildings, many of which are listed, which contribute to scenic street scenes, including the distinctive Arding & Hobbs building and Battersea Arts Centre.
- Existing mature trees and public open spaces which help soften the urban character of the streets, including the London plane trees in St John's Hill on the approach to Clapham Junction from the west.
- Valued views and vistas, including:
  - vistas across mature open green spaces, the unfolding view of Clapham Junction from the railway from Waterloo, with the view of the towers in the Clapham Grand signalling arrival at the station;
  - south along Northcote Rd to the Northcote Road Baptist Church;
  - from the railway bridge in St John's Hill to the buildings stepping up Lavender Hill indicating the valley of Falcon Brook;
  - to the landmark St Mark's Church (within Wandsworth Common character area) from Battersea Rise looking west, and from the railway;
  - from the overbridge at Clapham Junction station towards central London landmarks including Battersea Power Station, the London Eye and the Palace of Westminster World Heritage Site.



**Fig. 107:** Northcote Road - the well-maintained and often quirky frontages give a distinctive character



**Fig. 108:** View north along Northcote Road to the landmark Northcote Road Baptist Church



**Fig. 109:** Typical 4 storey red brick shop terrace on Lavender Hill

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Many of the upper levels of buildings suffer from neglect, with some inappropriate shop front alterations at ground floor.
- Roads and the railway fragment the area, are barriers to movement, and reduce legibility. Noisy and busy roads detract from enjoyment of the street scene.
- Incongruous modern development with inappropriate scale/materials/details detract from the coherence of the street scene e.g. Asda on Lavender Hill, Mysore Road, which sits uncomfortably with the adjacent terraces on Lavender Hill, and modern developments at the junction of Plough Lane/St John's Hill which detract from the prominence of the listed landmark.
- The 'tunnel-like' pedestrian environment under the railway along Falcon Road, with accompanying air quality issues.
- Falcon Lane, with the lack of building frontage and its lack of connection with the town centre, its poor quality layout and appearance adversely affects the setting of the town centre and conservation area.
- Station entrances and the station building could have a grander sense of arrival. The Grant Road station entrance has an unwelcoming appearance and its public realm and the frontage to the businesses in the railway arches lacks sense of place.
- Clutter in places and a lack of green sometimes create a harsh pedestrian environment.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Shop front terraces;
- Town centre retail;
- Large floor plate retail/industrial;
- Civic/transport.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

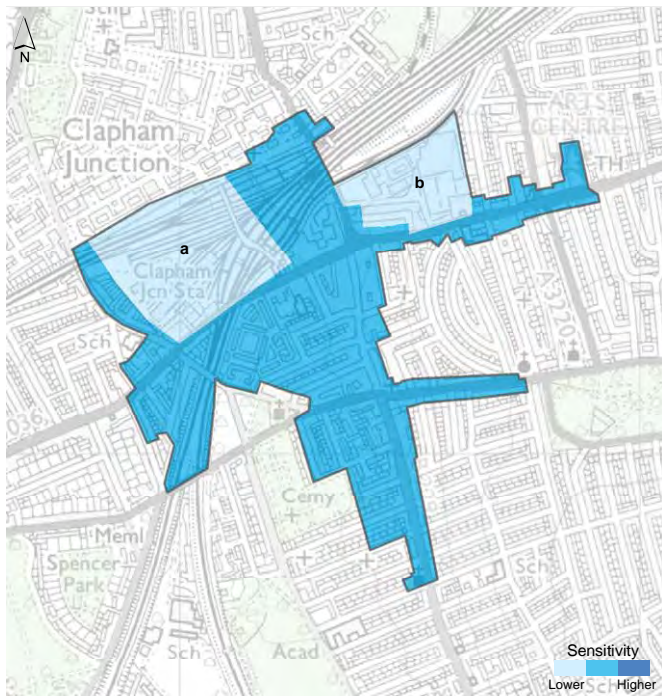


Fig. 110: B5B5 Clapham Junction Town Centre sensitivity plan

Overall, Clapham Junction Town Centre has a medium sensitivity to change with the potential for targeted growth in key locations.

The following elements/qualities are more sensitive to change:

- Clapham Junction Conservation Area;
- the modest scale and overall coherence of the 3-4 storey terraced buildings and Victorian/Edwardian shop houses and their settings;
- the existing landmark buildings, their settings and their importance to legibility and views, as buildings similar or taller in height may detract from their cultural and visual prominence.

The areas around Clapham Junction Station, sub area (a) and Falcon Lane, sub area (b) area are key locations in which targeted change may enhance character, legibility and the sense of arrival due to the presence of more detracting features.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

<i>Conserve</i>	<i>Restore</i>	<i>Improve</i>	<i>Transform</i>
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Overall Clapham Junction Town Centre has a strong sense of place, and the strategy is to conserve the key characteristics which contribute to this, notably the historic and modest scale shop terraces and landmark buildings.

There are elements which detract from the sense of place, and there is opportunity to restore a coherent distinctiveness and strengthen existing character by providing new developments of high quality which respect its positive key details, materials and scale.

#### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Refer to the Conservation Area appraisal for relevant areas.
- Respect the proportions, scale and coherence of terraced streets, shop frontages and their settings. Reinststate shop fronts to their original design to achieve greater consistency. Encourage active frontages at night, avoiding opaque shutters.
- Any new taller elements should respect existing character, have design elegance and quality that marks them as landmarks rather than just an attempt to create increased density.
- Respect the settings, proportions, scale and details of existing landmark buildings.
- Protect the quality of valued views and vistas.
- Ensure good maintenance of building façades and public realm.
- Introduce further traffic management to reduce the dominance of cars and promote active travel.
- Enhance the sense of arrival and quality of the public realm at the station, identifying opportunities for art, wayfinding and high quality architecture. Consider opportunities to enhance the arches on the Grant Rd station exit.
- Create new destinations to enhance the visitor experience inspired by its past e.g. theatre/music venue/concept stores/design shops/galleries.
- Reintegrate the Falcon Lane area to the town.
- Enhance experience and quality of the public realm including seating, trees and planting.
- Maintain and increase quantity of street trees.

## B6 Clapham Common and Residential



**Fig. 111:** Landmark Church of St Barnabas (grade II listed) seen across the Common, and the unusual modern spire of St Andrews

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

**Clapham Common and Residential** encompasses the part of the Common that lies within Wandsworth (the eastern part within LB Lambeth), and the surrounding residential streets of consistent, period terraced housing.

**Lavender Hill and Clapham Common North Side (A3)** provide a framework to the area, and were early coaching routes into London, following the high ground. In Saxon times Clapham Common was wild and marshy, and used as common land by the local community for collecting food, fuel, grazing animals, and milling grain. By the late 19th century houses of wealthy city-workers lined the Common on all sides. The Common was converted to parkland and formally designated for public use by the Metropolitan Commons Act 1878. It became a popular leisure attraction, with cricket, golf and sailing of model boats. During the World Wars, it was used for growing food. An underground deep level shelter at Clapham South station remains (grade II listed).

**Sense of openness and green**, provided by the Common, a well-maintained public open space and designated Metropolitan Open Land and Conservation Area. Avenues of mature plane trees give structure and sense of enclosure. The green character permeates through to the residential streets with street trees and vegetated front gardens.

**The Common is a destination for sport, leisure, socialising and relaxing** with facilities including playground, football pitches, car parks, tennis courts, open areas of grass and fishing in Mount Pond. **It also has some historic and natural character:** retaining the integrity of its historic layout, and historic features such as the bandstand (Fig. 113). A Site of Importance for Nature Conservation (SINC), supporting grassland, and ponds, and wilder area of woodland and glades.

**Residential streets of consistent, terraced houses in good condition.** There is a sense of formality and uniformity, with a regular grid layout and repetition in building frontages. Houses are 2-3 storeys, mainly terraced, but also semi-detached/detached. Materials are red or yellow stock brick with decorative features. Front boundaries are a mixture of railings and walls, generally intact, creating a positive streetscape.

**Local shopping parades**, Battersea Business Centre Employment Protection Area and Lavender Hill/ Battersea Rise local centre provide diversity to the character, creating activity and interest to the area.

**High quality and distinctive townscape**, reflected by many of the houses being listed for their architectural merit. Houses fronting the Common are included within Clapham Common Conservation Area; including substantial and distinctive grand Georgian detached villas. They provide a positive frontage to the green space. There is also a small part of Clapham Junction Conservation Area in the north west corner which contains 2-3 storey terraced houses on Beauchamp Road.

**Long, open vistas** across the Common to tree-lined horizons, due to the area's relative elevation. There are also long vistas along tree-lined streets e.g. looking west along Mallinson Road, and the attractive curved roads of Sisters Avenue/Thirsk Road. Long views to towers on the South Bank such as Vauxhall Tower, appearing above the wooded horizon.

**A formal character**, both in the Common and surrounding streets. Although there are moments of tranquillity (such as around the ponds), overall there is little sense of wildlife. The Common has a sense of vibrancy and activity, with various activities (football, fitness, picnics, gatherings), and of vastness, with few intimate spaces. There is a more urban feel than some of the other commons due to the views of tall development and the influence of busy roads which pass around and through the Common, affecting its tranquillity.



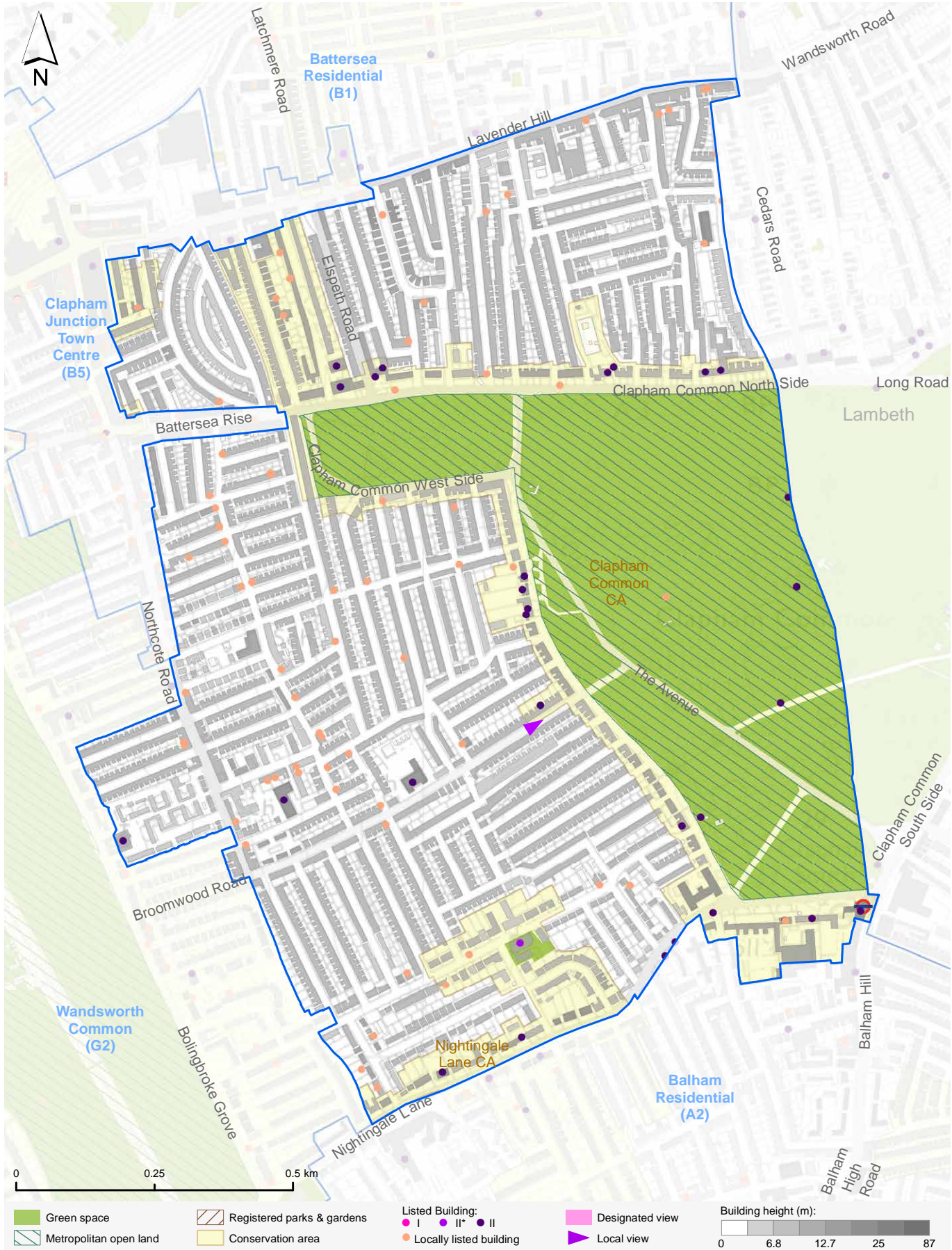


Fig. 112: B6B6 Clapham Common and Residential character area plan  
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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Nightingale Square (locally listed), the only true garden square represented in the borough.
- Clapham Common, (MOL, Conservation Area and locally listed garden), highly valued for recreation, leisure and play, as a space for gathering and socialising and as a setting for sports and events such as music festivals, and for its sense of openness, important in the context of the urban setting.
- Avenues of mature trees on the Common which are valued for their climate change resilience, structure, enclosure and biodiversity.
- The special relationship between the Common and the houses fronting it: the buildings create visual and historic interest and help define the open space.
- A large number of listed buildings and features: individual buildings of architectural and historic value, which provide variety and interest, including listed buildings, such as the Church of the Ascension (grade II\*), Clapham South tube station and the bandstand on the Common (grade II listed).
- The consistency, charm and architectural value of the period houses and their front gardens, including those which provide a strong setting to the Common. Rich details such as sash windows, moulded lintels, add a sense of local distinctiveness.
- Street trees, which soften the continuous residential street layouts.
- Local parades of shops, which add interest, vitality and provide local and independent services.
- Long open vistas and wooded skylines and proximity to Wandsworth Common and Battersea Park.
- Landmarks include:
  - the church tower of St Barnabas' ([Fig. 111](#));
  - Clapham South tube station;
  - Walsingham School (grade II listed); and Wix Primary School;
  - the bandstand on Clapham Common.



**Fig. 113:** The bandstand: erected in 1890 and now the largest Victorian example still extant



**Fig. 114:** New successful infill building in an art deco style at a junction along near Clapham Common



**Fig. 115:** Springwell House (grade II listed), a Georgian house fronting Clapham Common

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- The busy roads passing through and around the Common affect the sense of tranquillity.
- Front gardens which are paved over or are missing boundary walls detract from the generally coherent streetscape.
- Biodiversity of the Common could be enhanced e.g. historically it supported acid grassland (some was lost following the vegetable production during the World Wars which led to increased fertility of the soils).
- St Andrews Church is out of character with its surroundings and not sympathetic to the nearby listed church.
- Fairground site on the Common is visually unattractive when not in use.
- Some maintenance and litter clearance issued perceived in parts of the Common.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Semi-detached; detached;
- Villas;
- Mansion blocks;
- Mid-rise flats.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

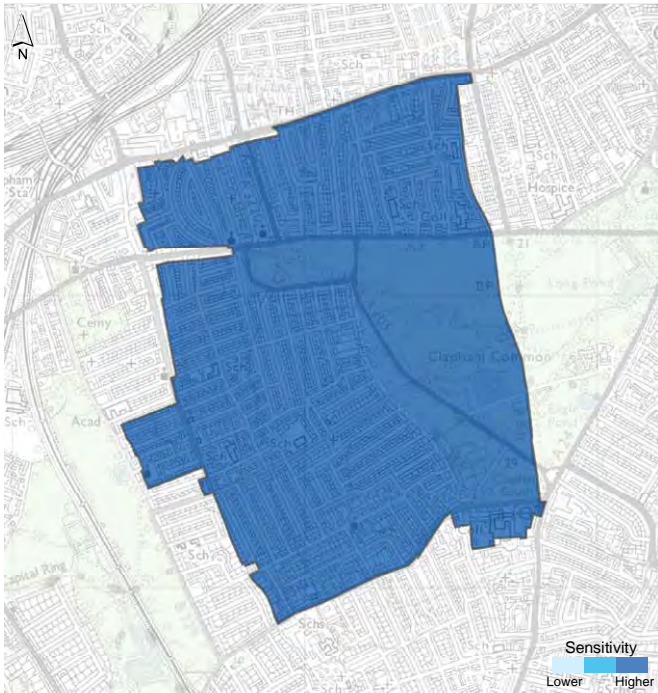


Fig. 116: B6B6 Clapham Common and Residential sensitivity plan

Overall, Clapham Common and Residential has a high sensitivity to change, and extensive change is not appropriate.

There may, however, be small areas of lower sensitivity where the townscape is less intact and does not reflect the character described in the key characteristics.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

<i>Conserve</i>	<i>Restore</i>	<i>Improve</i>	<i>Transform</i>
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The existing character of the area is strong, with a distinctive sense of place and many highly valued features. Therefore the strategy is to **conserve** the character, elements and features, whilst enhancing existing features where appropriate.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Ensure any new development uses high quality materials and respects the scale and historic character of the existing architecture.
- Respect the scale and proportions of existing buildings and streets. Some taller buildings (up to 4 storeys) exist on main roads and fronting the common (up to 6 storeys in the south west and near Clapham South local centre) but otherwise the scale of built form is very consistent. Wider streets and corner plots might be able to accommodate buildings over 2-3 storeys but should not exceed 4 storeys.
- Maintain and enhance street trees, front gardens and boundary walls.
- Preserve and maintain mature trees, particularly the avenues on Clapham Common.
- Maintain and encourage the use of traditional materials - primarily brick. Ensure special attention to choice of materials and architectural details to reflect the rich townscape of the area, avoiding the use of timber or plain façades.
- Maintain the historic skyline by ensuring any roof extensions are highly sympathetic to the architectural building and street character.
- Enhance the biodiversity of Clapham Common.
- Maintain and enhance existing wooded skylines and open vistas.
- Maintain the openness of the Common and streetscape by resisting permanent development that would affect this overall perception.

## C Earlsfield and Southfields



Fig. 117: Tree lined streets with post-war development abutting period terraces

### Summary

Earlsfield came into existence as a place name around 1870 following construction of the railway and later station, overtaking the former hamlet of Garratt further south. Southfields, originally part of Earl Spencer's Estate sold off in the 1870s developed with uniform 2 storey terraces with some commercial / industrial premises since converted into residential flats.

In 1916 a new bridge across the River Wandle was built, connecting Earlsfield and Southfields. New development continued in the area before WWI, including a number of low height estates including Magdalen Park, Fieldview and Openview estates. While the River Wandle has in part been built upon, it is still marked by the large open space of King George's Park, flanked by industrial sheds.

### Key changes and trends

- The local centre around Earlsfield National Rail station is a focus for new development where appropriate, including increased housing.
- The northern end of the area abuts the Wandsworth Town area of change with significant development planned including a number of tall buildings completed and planned.
- Parts of the Wandle Valley are a protected employment zone which are likely to undergo redevelopment over time but maintain an industrial/commercial focus.
- The area also borders a major new dense development at the former greyhound racing track, which is in the adjacent LB of Merton.



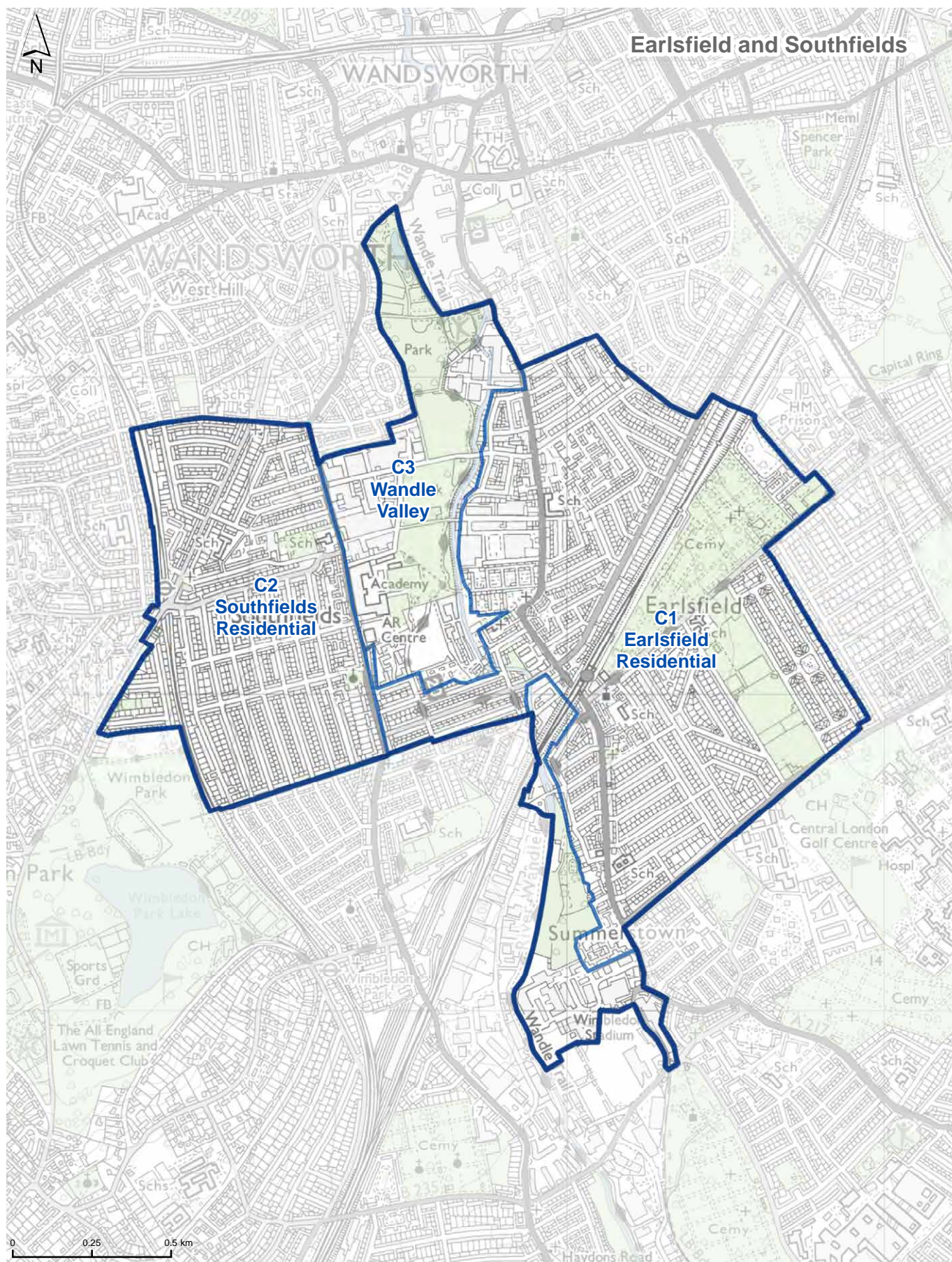


Fig. 118: Place C: Earlsfield and Southfields character areas plan

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## C1 Earlsfield Residential



Fig. 119: Period terraced housing on St Anne's Hill

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Earlsfield Residential sits between Wandsworth Town, Wandsworth Common and the Wandle Valley, with a gradual transition in character to Tooting, to the south. Its focus is Earlsfield centre and rail station on Garratt lane.

Earlsfield's origins lie along Garratt Lane, the historic route along the Wandle Valley, with villas and houses growing in close proximity to the industries, mills and factories which had developed next to the River Wandle. The rest of the area was still open fields. Terraced houses and shops grew around the station in the late 19<sup>th</sup> century, with growth booming in the 1920s and 30s, following the building of the Magdalen Park Estate.

**The western side of the character area lies on flatter land in the former floodplain of the River Wandle** (some of which is in flood zone 2), with topography rising up in the east towards Wandsworth Common: Magdalen Park Conservation Area lies on south west facing slopes, allowing extensive open views.

**Green and spacious feeling, from tree-lined streets, low-rise houses, and open spaces.** Although there is a mixture of building types, the sense of greenness and openness helps to knit the character of the area together. Particularly distinctive parts of the area include the broad tree-lined Magdalen Road which is complemented by the green frontage to Wandsworth

Cemetery (Fig. 122). In the terraced streets, green front gardens and open skies creates a quiet, family feeling and some sense of wildlife, while in estates there is a sense of community. Important to the sense of openness are the network of green open spaces, many of which are MOL, including Wandsworth Cemetery and the Openview open space.

**The overriding character of the area is the Victorian terraced streets, although there is a mixture of other housing types** including the planned estates of semi-detached houses in the Magdalen Park Conservation Area and pockets of infill post-war and modern estates. Terraces are typically red brick or yellow London stock. Infill estates occupy areas damaged by WWII bombing (in the north of the area), former industrial areas (by Wandle Way), and at the former workhouse (Watertown Road Estate). Houses are generally 2 storeys rising to 3 along main roads such as Earlsfield Road. Garratt Lane and in the modern estates south of Burntwood Lane, they rise up to 4 storey blocks. In the estates in the south of the area tower blocks rise up to 5 storeys with two 15 storey towers off Blackshaw Road.

**Magdalen Park Conservation Area** covers a significant area in the centre of the area. Its special character derives from the coherence of the two formally laid-out, low-rise council estates separated by an open space with playing fields, allotments and a primary school. Houses are 2 storey terraces, semi-detached and maisonettes.

**A number of individual buildings add interest and texture to the street scene**, including landmarks of grander scale and high quality architecture. These include:

- St Andrews (grade II listed); St Mary, Wimbledon Road; and Earlsfield Baptist Church;
- Earlsfield House (grade II listed);
- Earlsfield Primary; Smallwood Junior (grade II listed); and Swaffield Primary School, St Anne's Hill;
- Earlsfield Public Library;
- Earlsfield police station (locally listed);
- Station Master House, Earlsfield Road;
- Wandle pub, forming a prominent feature at the junction with Garratt Lane/Earlsfield Road;
- Springfield Hospital (grade II listed).

Earlsfield local centre and the train station provide local amenities and relatively good accessibility.





Fig. 120: C1 C1 Earlsfield Residential character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- The network of green infrastructure formed by the Metropolitan Open Land comprising the cemetery, the Openview open space and Garratt Park which link in to the wider strategic green infrastructure of the Wandle Valley and Wandsworth Common.
- Historic features and buildings including the period terraces and landmark buildings.
- The high quality, well-proportioned, excellently detailed and distinctive well-preserved character of Magdalen Road and the strong character of houses on Burntwood Lane in the Magdalen Park Conservation Area.
- The historic value of the St Clement Danes Almshouses, chapel and lodge (grade II listed), dated 1848, a group of 2 storey cottages in gothic revival style arranged around a garden.
- The facilities of Garratt Lane including independent shops and restaurants, the Tara Theatre, and the library on Magdalen Road.
- The quiet nature of the majority of the residential streets, promoting active travel but also in close proximity of fast travel to central London.
- The sense of openness, as well as specific views, including:
  - to the spire of the Church of St Andrew (grade II listed) from Garratt Lane;
  - trees frame the vista downhill along Magdalen Road, complemented by the high quality period terraces;
  - open views to the south west from the Magdalen Park Conservation Area;
  - from the main roads to Wandsworth Cemetery and Lambeth Cemetery (in Tooting Residential character area), with well-vegetated boundaries, attractive railings and landmark churches.



**Fig. 121:** Landmark Earlsfield House on Swaffield Road, grade II listed; built in 1902 as a workhouse



**Fig. 122:** Tree-lined Magdalen Road and the attractive brick/ iron railings demarcate Wandsworth cemetery



**Fig. 123:** View south along Garratt Lane, to the spire of the grade II listed Church of St Andrew

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Some deterioration of built fabric and poor maintenance of buildings e.g. windows, doors, front boundaries, although there are signs of refurbishment of properties. Loss of period features.
- Dropped kerbs and removal of boundary walls.
- Inconsistent use of materials detracts from character, including replacement and loss of period features;
- In the Openview estate; plainness to the housing façades and a lack of detailing.
- Fragmented urban grain of the estates, including south of Burntwood Lane, Watertown Road Estate
- Frequent pockets of infill development have been occupied by estates of varying ages: from post-war through to 90s. These are generally inward looking, inactive frontages, poorly connected, illegible, lack character and have few footways e.g. Swanmore Court. The cumulative effect of the various estate developments creates a fragmented character.
- The traffic-dominated, busy Garratt Lane with associated issues of air quality.
- Discordant mixture of elements, some conflicting, which combined with busy traffic can feel chaotic.
- Loss of green (front and back gardens) and street trees which risks losing a key part of the character.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Low-rise estates; mid-rise estates;
- Low-rise flats;
- Mid-rise flats.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

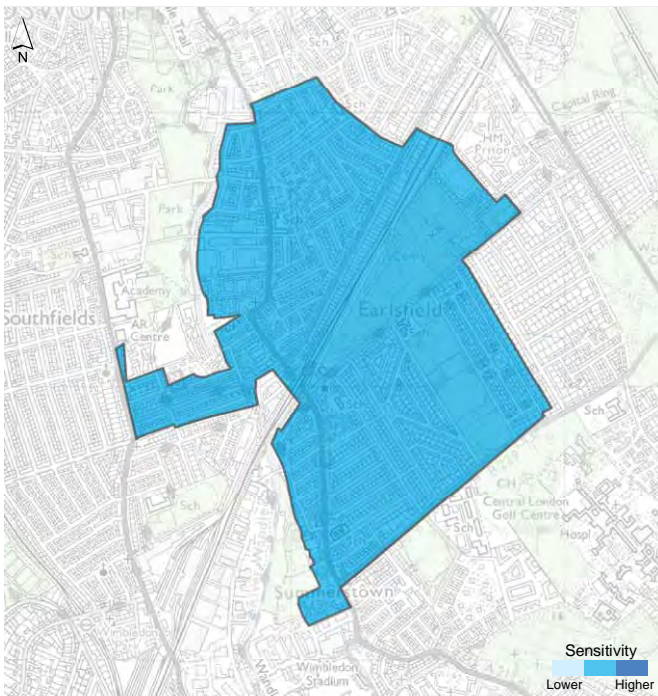


Fig. 124: C1 Earlsfield Residential sensitivity plan

Overall, Earlsfield Residential has a medium sensitivity to change. The area can accommodate targeted growth, as long as this respects:

- the scale and proportion of the period terraces;
- the setting and prominence of existing landmark buildings;
- the sense of openness and key views;
- the existing green spaces.

The **terraced streets** and the **Magdalen Park Conservation Area** are higher sensitivity due to their historic and cultural value, coherence and quality of architecture.

The estates could potentially accommodate intensification within lower density garages and smaller blocks.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.



Earlsfield Residential has a less coherent character than other areas in Wandsworth, as a result of the pockets of infill estates and the deterioration in condition of buildings in some areas. Therefore the strategy is to **improve** the character of the area, with future new development using historic references as well as taking opportunities to add new character and sense of place.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Maintain and encourage the use of traditional materials, and materials of period properties: red, yellow and grey brick are characteristic.
- Respect the scale and proportions of existing buildings and streets. Most streets would not be able to accommodate buildings over 3 storeys. Wider streets, corner plots and the areas towards the river/parks might be able to accommodate buildings exceeding the prevailing height. There are also opportunities for tall buildings which are discussed in section 4.7.
- Enhance legibility through adding high quality landmarks along main roads and junctions, while respecting the prevailing building heights and street proportions. Ensure different developments are integrated together in terms of legibility and continuity of streetscape. Promote the ‘essential Earlsfield’ character which is family-orientated streets with modest proportions.
- Maintain boundaries, façades and front gardens.
- Increase street tree planting.
- Increase legibility, access and movement within estates and connectivity with their surroundings.
- Improve the streetscape along busy Garrett Lane
- Promote active frontages on key routes.
- Conserve, repair or reinstate original period features such as windows and boundary walls.
- Respect the settings, proportions, scale and details of landmark features.

## C2 Southfields Residential



Fig. 125: Consistent Victorian terraces on Clonmore St

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Southfields is characterised by the coherent streets of Victorian and Edwardian terraces of similar design.

**A high degree of consistency of architectural style and street pattern** (urban grain), which creates a sense of local distinctiveness, cohesion and strong townscape character. There is strong historic character from the modest Victorian and Edwardian terrace houses of similar high quality design,

**Richly detailed townscape of high quality natural materials dominate**, including prominent gable frontages and intact front boundary walls. Original tiled patterned garden paths add interesting textures. Materials are predominantly red brick and painted render in pastel shades. Boundary walls are low red brick with occasional original timber gates. The continuity of and high quality architectural design are recognised through designation of the Wimbledon Park Conservation Area. The townscape is attractive and memorable both inside and outside the Conservation Area.

**A harmonious streetscape with balanced proportions:** consistency of scale, materials and the balance of proportions of building height to street width. Streets have a strong pattern and result in a consistent urban grain. Building heights are 2-3 storeys and taller buildings are usually landmarks - such as

schools or associated with the local centre. Streets are narrow and laid out with formal regularity.

**A well-managed streetscape with characteristic elements in good condition:** intact front boundaries, well-managed properties and maintained front gardens, public realm and houses of high quality materials - particularly brick - give a rich texture.

**Traditional, residential and suburban character with a relative sense of quiet, calm and lack of intrusion.** The area has a suburban gentility, and a feeling of safety and formality. Land use is predominantly residential, with a local centre around Southfields station but with few 'urban' influences. Socially, the area is within the 20% least deprived.

**A green streetscape, as a result of consistent street trees, planted front gardens and well-maintained public realm.** Trees include pollarded limes. Wimbledon Park (Metropolitan Open Land) nearby is important for retaining the sense of greenness and openness as there is a relative lack of public open space in the area itself.

**The Southfields area developed in the late 19th and early 20th century, giving rise to an overall consistency of architecture and formal street pattern.** The area was formerly part of the wider Wimbledon Park estate, including Wimbledon Park and wider surrounding area. Parts of the estate around Southfields were sold for development in the 1870s and the railway and Southfields Station (locally listed) opened in 1889. Developed west of the floodplain of the River Wandle.

**The modest scale of the built form and the gradual rise in topography to the west, allows views across the area and to landmarks in adjacent character areas.** Landmarks include:

- the two red brick Churches - Church of St Michael and All Angels (listed grade II), built in 1897 in a gothic style; and the spire of St Barnabas Church, the current building of which dates from 1906;
- the factory of Frame Foods at 59 Standen Rd (grade II listed), now converted into flats which is a distinctive Art Nouveau style with green ceramic tiles ([Fig.128](#));
- Riversdale School (grade II listed), dating from 1890, of red and yellow stock brick. A striking and dramatic roof-scape of cupolas, gables and tall chimneys form a visible landmark from some distance away (e.g. from King George's Park).





Fig. 126: C2 C2 Southfields Residential character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- High scenic quality and unified streetscene of the period houses, mature trees and front gardens.
- Green infrastructure, biodiversity and climate change resilience value provided by the street trees and well-planted front gardens.
- The heritage value and historic character of the terraced streets including the listed buildings and Wimbledon Park Rd Conservation Area.
- Coronation Gardens public open space which is valued for its openness in the context of few public open spaces in the area and its historic character. It dates from 1902 to commemorate the coronation of King Edward VII, at which time it was cited as the borough's first park and "Wandsworth's new lungs".
- The local centre near Southfields underground station, where distinctive buildings at the junction contribute to a strong sense of place.
- Valued views include:
  - A sweeping view along Replingham Road on higher ground, to the sweeping Southfields terraced streets including Wimbledon Park Road Conservation Area;
  - Individual views along the gridded streets, by virtue of the consistent architectural style.
- Easy access to King George's Park, Wandsworth and Wimbledon Parks and the river.
- Independent shops including those along Replingham Road and the nearby Southfields Library.
- Local planting initiatives including front gardens and community planting around tree bases.
- An overall village atmosphere within the local area, with a calm atmosphere.



Fig. 127: Distinct tree lined, grid pattern street at Elborough St



Fig. 128: The distinctive ceramic tiled factory of Frame Foods (grade II listed), now converted into flats



Fig. 129: Shops in the ground floor of terraces form a local shopping parade at Replingham Rd

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Front gardens which are paved over or are missing boundary walls detract from the coherent streetscape.
- Where buildings have been unsympathetically altered, or occasional infill plots this detracts locally from the area's overall coherence, such as boundaries, front elevations and roofs.
- Side elevations of corner plot buildings and their public realm are visually prominent, and where they have been unsympathetically altered this detracts from the overall character - e.g. the tarmac in front 130 Wimbledon Park Rd in the Wimbledon Park Rd Conservation Area.
- On-street parking detracts from the streetscene (but is preferable to parking in front gardens).
- Traffic affects the village character in some parts of the area, with accompanying issues of air quality.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to types of changes likely to occur in the area.

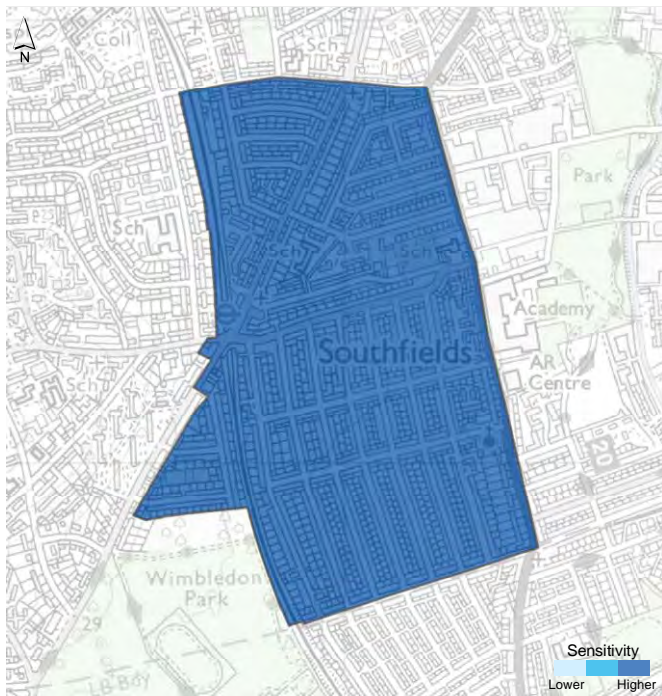


Fig. 130: C2 Southfields Residential sensitivity plan

Overall, Southfields Residential has a high sensitivity to change, and extensive change is not appropriate.

There may, however, be small areas of lower sensitivity where the townscape is less intact and does not reflect the character described in the key characteristics.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

<b>Conserve</b>	Restore	Improve	Transform
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The existing character of the area is strong and cohesive; therefore the strategy is to **conserve** and enhance the key characteristics.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Conserve, repair or reinstate original period features such as windows, boundary walls, traditional materials - primarily brick, front doors (e.g. remove porch infills) and tiled paths to maintain the character.
- Conserve and enhance street trees and planted front gardens with shrubs, small trees and hedges with a focus on biodiversity improvements.
- Respect and enhance the interesting buildings at Southfields local centre; ensure any new development is of sympathetic scale, design and proportions.
- Conserve the consistency and suburban quality of the area, which is sensitive to new development and may be difficult to integrate. If new development is proposed in this area, ensure special attention to the choice of materials, scale, style and massing to reflect the rich townscape of the area.
- Respect the modest scale and proportions of existing buildings and streets. Most streets would not be able to accommodate buildings over 2-3 storeys unless on a primary route or in the local centre.
- Conserve the skyline, which is sensitive to tall elements including in other character areas due to the modest scale of the built form in the area.
- Enhance the functionality and biodiversity of Coronation Gardens.
- Preserve and reinstate green front gardens.

## C3 Wandle Valley



**Fig. 131:** Sports fields in the southern part of King George's Park, with the Academy behind

### *Key characteristics*

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Wandle Valley consists of two adjacent areas, separated by the London Borough of Merton, into which the character area extends further west and south. The character area is defined by the course of the River Wandle and its valley, comprising open space and industrial uses.

**The flat, shallow valley of the River Wandle and its former floodplain.** Much of the land either side of the river is within Environment Agency flood zones 2 and 3 and almost the whole of the character area is within a flood alert zone.

**Industry and manufacturing are a historic feature** of the character area, with the river an important source of water and power. In the post medieval period the main channel in this area was effectively a succession of level pools between mills. From the 17<sup>th</sup> century the area was a focus of industry and manufacturing, with mills and factories developing along the river. Industries included production and processing of iron, gunpowder, leather, linen and copper. Paper and parchment making was also prominent: historic maps show the Royal Paper Mills (which produced high quality playing cards), a chemical manure factory, a card and pasteboard factory and fireworks. From the 19<sup>th</sup> century settlement developed around the edges, with terraced streets of worker's dwellings around Bendon Valley, as well as a public house and school.

After WWII the middle of King George's Park was used as a site for prefabricated houses, providing homes for about 400 people.

**King George's Park has a municipal character.** It is a large public park, and a valued space for leisure and recreation. Facilities include tennis courts, a skatepark and playing fields to the south of Kimber Road. There is also a lake, cherry orchard and playground. The park is quite manicured with often little sense of the river being there, although it runs along the park's edge. The park was designed by Stephen Percival Cane and opened in 1923 by King George V. The park included a 'leisure' lake, an open air pool was built in 1938 (closed in 1993), a bandstand, menagerie and playground. The lake, water fountain, tennis courts and formal park design in the north of the park are all remnants of the original 1920s design.

**Garratt Park** was laid out as 'a recreation ground for children' in 1906 on the former garden of Garratt Mill.

**The Wandle Trail** runs alongside the river, but diverts away from it around the southern end of King George's Park, where it follows residential roads within the Southfields and Earlsfield Residential character areas. The parks and open spaces in the character area form part of the Wandle Valley Regional Park.

**Built form on the periphery of the green spaces** is prominent, and where trees are lacking at the perimeters, becomes dominant. It consists primarily of large scale industrial units, education and retail units, transitioning to residential towers in Wandsworth Town Centre. These are noticeable, but mature trees help to integrate them into the landscape. Average building heights are around 1-4 storeys, increasing to 6-10m at the Academy. Few historic features of the former mills remain (e.g. Flock Mill), which have been converted to residential or offices. Bendon Valley is designated in the Local Plan as an Economic Use Intensification Area.

**The river does not have a strong presence.** This is largely due to the municipal character of the park including ornamental planting, and a lack of indication of the watercourse by typical riverside trees such as willow, alder or poplar. Extensive areas of grass, mowed up to the river's channelised banks also contributes.

**Views are open and expansive** rather than interesting. Mature trees help to soften views of adjacent industrial units.



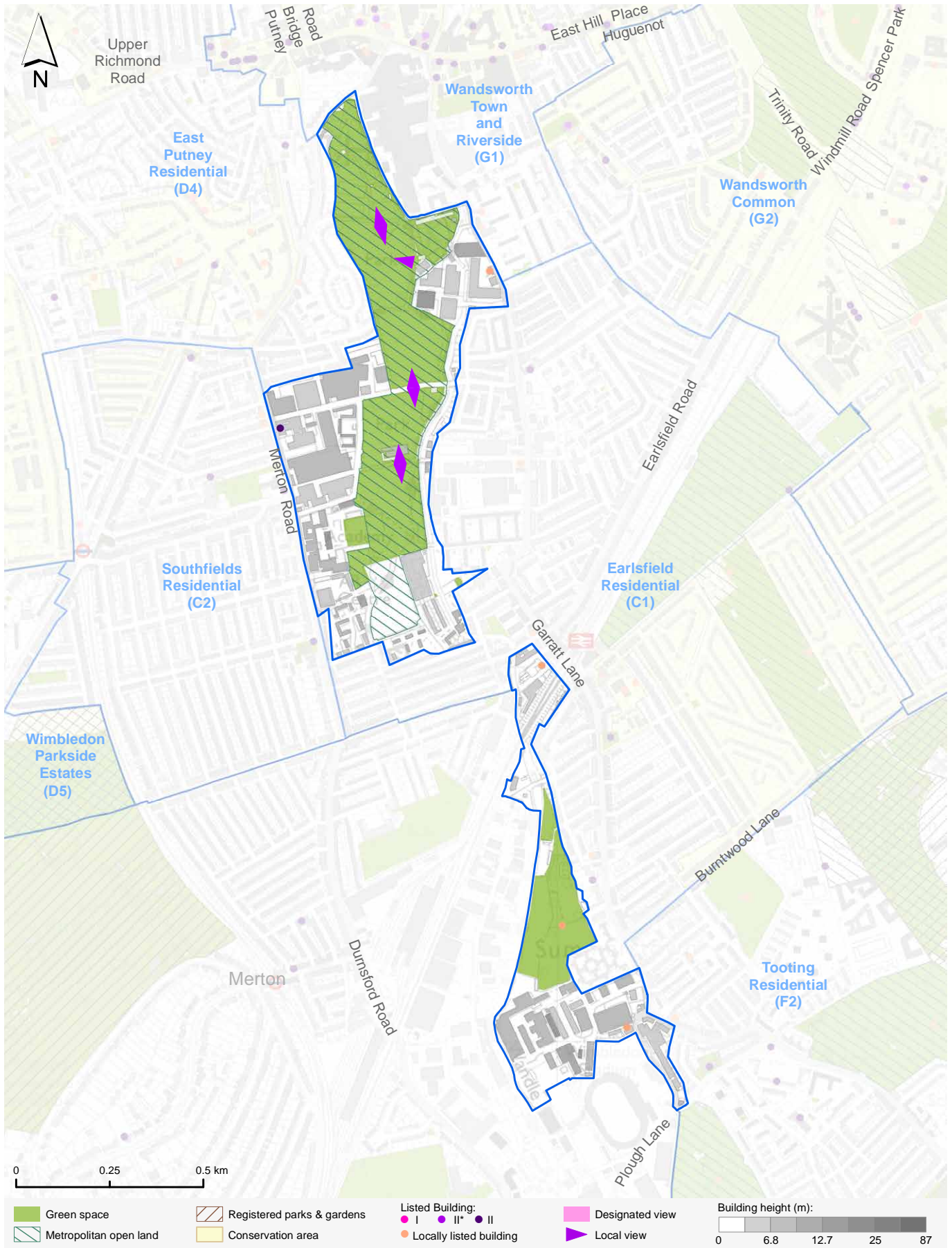


Fig. 132: C3 C3 Wandle Valley character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- The recreation and community value provided by King George's Park, well-used and loved by the local community for formal and informal sports, leisure and relaxation. Flexible and accessible paths and spaces in the park allow for a range of uses, and as an off-road route to the town centre.
- The value of the area as part of the wider Wandle Valley Regional Park.
- The sense of openness provided by the parks (designated Metropolitan Open Land), providing relief from surrounding development. Garratt Park is a locally protected open space.
- Features of historic and aesthetic interest in King George's Park including Art Deco style gate piers and railings, the rose garden, the lake, memorial trees and the ornamental bridge.
- The biodiversity value of King George's Park, designated a Site of Importance for Nature

- Conservation (SINC) of borough grade II importance; the neutral grassland, woodland and standing water priority habitats; and the ecological value of the River Wandle, a SINC of borough grade I importance.
- The biodiversity, heritage and visual amenity value provided by the mature trees, including veteran trees. Mature trees provide an important screening of large buildings on the park's periphery.
- The River Wandle and the Wandle Valley Trail, valued for leisure and recreation, providing green links within the borough.
- Potential archaeological value indicated by its inclusion in an Archaeological priority Area.
- Views, including wide open views across the park and to features of interest within the park; of the river from the bridges on Kimber, Duntshill and Penwith Roads; and west towards the church spire of Holy Trinity Church in East Putney.



Fig. 133: The spire of the Holy Trinity Church in East Putney is visible over the industrial unit in the park



Fig. 134: View along the River Wandle from the bridge on Kimber Road.



Fig. 135: Mature trees in King George's Park help to soften tall buildings in Wandsworth Town Centre into the landscape

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- There is little sense of the river through much of the character area, particularly where it is culverted.
- The urbanised part of the Wandle near Wandsworth Town, where it has high hard edges and is faced by backs of buildings.
- The open spaces west of the Henry Prince estate are separated from the river with high walls with little relationship to the river.
- In industrial areas, units or parking back onto the river (e.g. Bendon Valley and Lydden Road, Penwith Road area) with limited space on the riverbanks for wildlife, and no public access.
- Wildlife value and historic character of the river could be enhanced.
- The hard, grey character of the industrial areas which are generic, and blank façades have little visual interest. They detract from the scenic qualities of the park.
- Some of the ad-hoc utilitarian buildings and roads have created visual intrusion and fragmentation, particularly within King George's Park.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Large floor plate retail/industrial.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to types of changes likely to occur in the area.

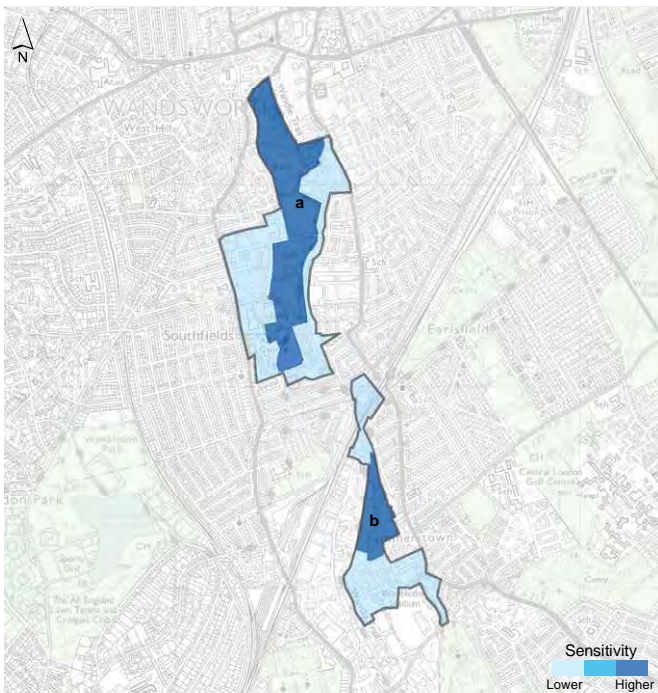


Fig. 136: C3 Wandle Valley sensitivity plan

Overall, Wandle Valley has a low sensitivity, with potential for positive change which enhances the character of the area.

The character area has the potential to incorporate change and new development as long as this:

- does not reduce the quantity or quality of open space;
- respects the setting of the parks;
- respects the recreation and leisure function of the character area.

The parks themselves, sub areas (a) and (b) have a high sensitivity to new development as it may affect their valued qualities.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

Conserve	Restore	<b>Improve</b>	Transform
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Wandle Valley at present has indistinct character which could be improved through management and future planning. This includes developing a relationship with the river through access, building design and landscape interventions.

The valued features of the existing parks, river and Wandle Valley Trail should be protected and enhanced.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Refer to King George's Park Management and Maintenance Plan, which sets out actions to conserve and enhance the park.
- In King George's Park: enhance local distinctiveness using its relationship with the river and historic industry; enhance biodiversity through less intensive management, allowing more natural river banks with off-line wetlands; re-engage with the river by lowering barriers and paths to make the water accessible.
- Plant appropriate riverside tree species along the river to make it more prominent in the landscape.
- Ensure developments offer public access and provide positive frontage to the riverside.
- Respect the small scale of the river corridor in the siting of any taller buildings.
- Enforce the river valley character in adjoining urban spaces by planting species such as poplar, willow, flag iris and marsh marigold.
- Improve integration of footpaths and green spaces. Ensure that any redevelopment of the industrial units provide riverside access.
- Conserve mature trees that soften views of industrial units.
- Better design industrial units to provide a stronger sense of place for the park and reduce the dominance of their massing through careful attention to façades and roof lines, incorporation of trees, and create active frontages and appropriate proportions along streets.

## D Putney



Fig. 137: Putney riverside

### *Summary*

Putney is characterised by its river-front location, including Putney Bridge and the Putney Embankment Conservation Area, reflecting its historic importance as a river crossing. It is also characterised by its residential tree-lined streets, many of which are recognised for their special character through designation as conservation areas. The land rises gradually away from the Thames up Putney High Street towards Putney Heath.

Putney is one of the oldest settlements in Wandsworth, with the bridge one of the earliest crossing points over the Thames and a number of villas built along main roads out of London, such as West Hill, from the early 18<sup>th</sup> century. The south of the area is dominated by the 160 hectare Putney Heath wooded open space.

### *Key changes and trends*

- Planned change in Putney Town Centre is set out in the Area Strategy in the Local Plan.
- Putney Town Centre and parts of Upper Richmond Road are earmarked for sensitive redevelopment where possible to enhance the overall character of the centre.
- The Thames Tideway Tunnel site at Putney Embankment is creating a new area of riverside public realm close to the listed Putney Bridge;
- Much of the wider Putney residential areas are likely to remain largely unchanged with just some ad hoc development of small sites when they become available.



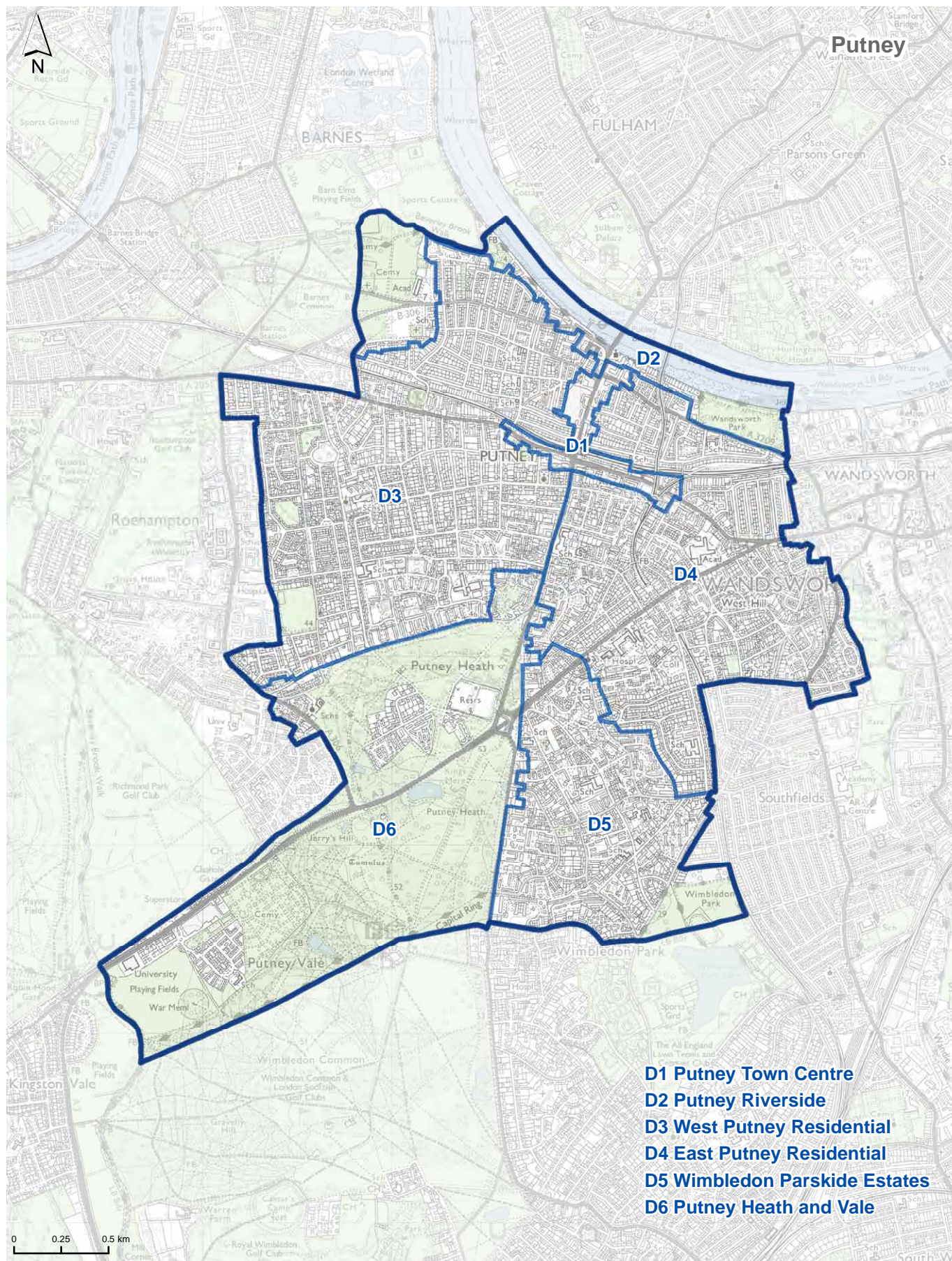


Fig. 138: Place D: Putney character areas plan

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## D1 Putney Town Centre



**Fig. 139:** Busy traffic, varied shop fronts and remaining architectural details at upper levels along Putney High Street

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Putney Town Centre is focussed along historic Putney High Street and Upper Richmond Road, offering a range of business, retail and leisure uses. Some of the Victorian and Georgian built fabric remains in upper storeys.

Putney developed in the early 1300s as a strategically important river crossing, reinforced in 1729 with the completion of the first permanent bridge. The town centre was densely developed by the late 19<sup>th</sup> century and over time this Victorian and Georgian fabric has been eroded with new developments. Regeneration in the town centre is planned, including the area in the Putney Wharf focal point (some of which is located within the Putney Riverside character area).

The town centre encompasses some small sections of conservation areas, including:

- **West Putney Conservation Area:** the section fronting onto Upper Richmond Road characterised by variety of building height, mass and density with a diversity of uses.
- **Charlwood Road / Lifford Street Conservation Area:** a small area of hardstanding at the rear of the shopping centre.
- **Oxford Road Conservation Area:** period residential properties along Burstock, Montserrat, Disraeli and Upper Richmond Roads.

Consistently modest proportions along Putney High Street, which is framed by 3-4 storey period terraces with shops at ground floor and generally well-maintained upper storeys. The retention of architectural details illustrates that the underlying historic fabric remains in place and indicates good potential for the restoration of a quality streetscape.

**Landmark buildings** including at the junction between Putney High Street and Upper Richmond Road with the 5 storey Zeeta House.

**The character of Upper Richmond Road changes at the junction with the High Street.** To the east, the town centre is dominated by 8-9 storey 20<sup>th</sup> century blocks with large floorplates and little address to the street, particularly on the south side. This is coupled with the retention of a stretch of period 2-3 storey terraces which creates an unbalanced streetscape. The western section of the road is more compatible with the prevailing urban grain of the surrounding residential area, with commercial uses occupying the lower floors of 4 storey period buildings interspersed among taller landmark elements including church spires.

**Frequent views along side streets to the adjacent residential character areas** of period 2-3 storey properties in East and West Putney Residential. There is a gentle transition in character with a gradual stepping down in scale of built form. The exception to this is the Putney Exchange Shopping Centre which is a large area west of the High Street, formerly occupied by industrial premises. The shopping centre is a notable distraction from the otherwise consistent historic frontages along the length of the road.

The railways, so important in the later growth of Putney, are not a strong influence on the character of the town centre, with the entrance to Putney station not very legible along the High Street, and East Putney station sitting at the edge of the character area. However, their presence gives the area **excellent public transport accessibility**.

**An urban environment dominated by heavy traffic.** Shop fronts often present a garish, poorly maintained and inconsistent frontage. A lack of planting and narrow pavements create a transient space. As a historic centre of small town it is lacking in a distinctiveness and feels quite separate from the scenic and natural riverside environment.



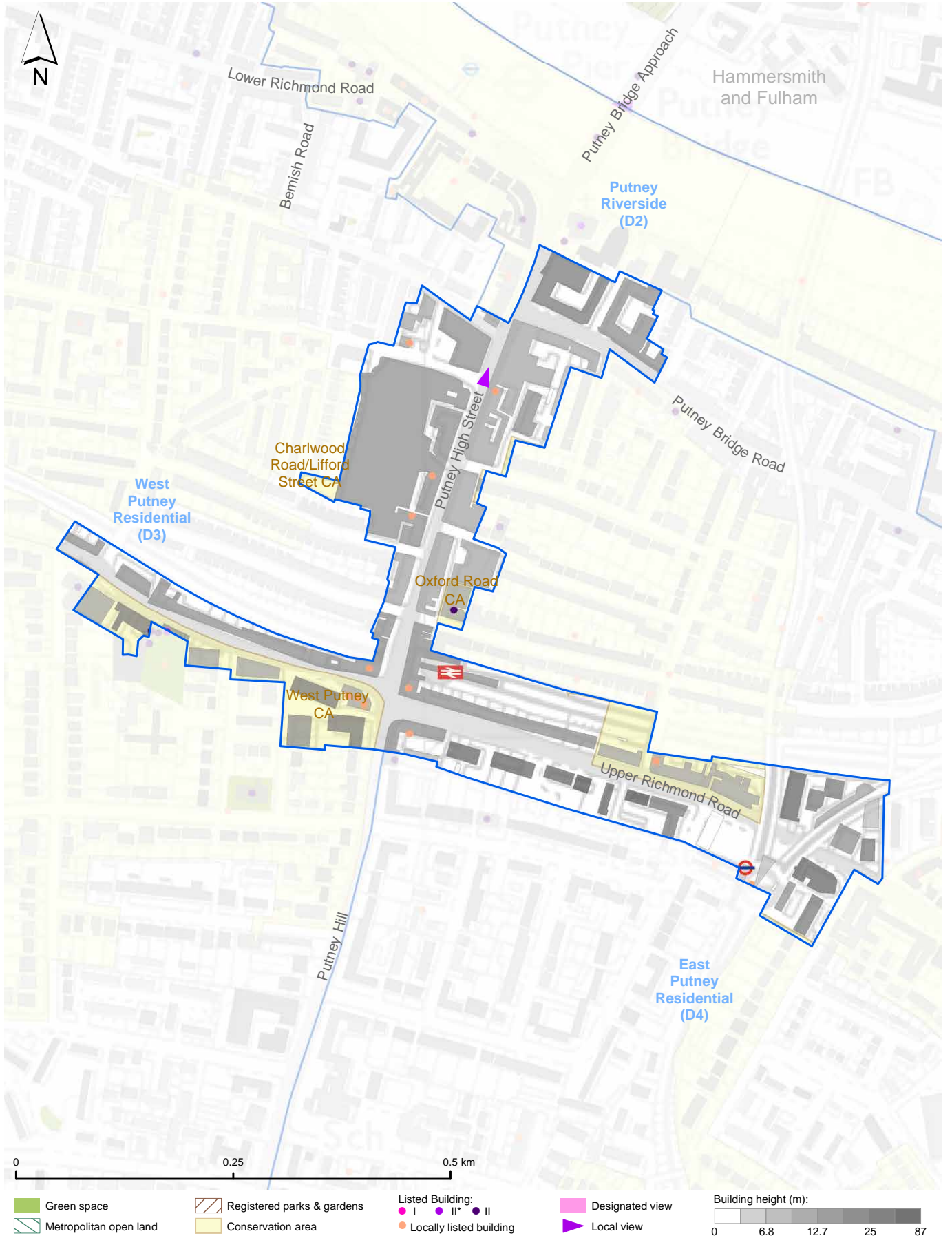


Fig. 140: D1 Putney Town Centre character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Intact Victorian 4 storey terraces lining the majority of Putney High Street with well preserved and maintained architectural details. The buildings create a distinct recognisable proportion to the overall street scene.
- Landmark buildings including the 5 storey Zeeta House on the north-east corner of the junction between Putney High Street and Upper Richmond Road; and church buildings immediately outside the character area such as Putney Methodist Church.
- Together with other buildings at the southern junction of Putney High Street, Zeeta House creates a distinct gateway to the town centre.
- Views north along Putney High Street towards the river, listed bridge and St Mary's Church.
- Proximity to the historic riverside frontage and Thames Path, with wider pavements where provided.



**Fig. 141:** Commercial buildings with large floor plates along Upper Richmond Road



**Fig. 142:** New successful infill building in an art deco style at a junction along Putney High Street



**Fig. 143:** Landmark Zeeta House at the junction of Putney High Street and Upper Richmond Road

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Mixed management and maintenance of shop frontages along Putney High Street.
- Absence of planting along Putney High street and much of Upper Richmond Road, except for some rows of mature trees, mostly to the west of the High Street junction.
- Putney Exchange shopping centre detracts from the activity and proportions of the High Street, which is otherwise mostly framed by 4 storey period terraces with smaller scale shop units in the ground floor.
- Heavy traffic, combined with narrow pavements creates a busy and noisy environment along the

High Street. The heavy traffic continues along Upper Richmond Road which makes it a car-dominant environment with few pedestrian crossings.

- Taller post-war commercial development along Upper Richmond Road is out of proportion with the surrounding period residential properties, including those that remain along the road itself. They also present largely inactive frontages at ground floor, detracting from the quality of the street environment.
- Putney train station is not very legible along the High Street, with minimal positive address to the street.
- Poor air quality and high noise levels diminish the quality of the townscape for pedestrians.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces; shop front terraces;
- Mid-rise flats;
- High-rise flats;
- Town centre retail;
- Large floor plate retail/industrial;
- Mid and high-rise mixed use.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

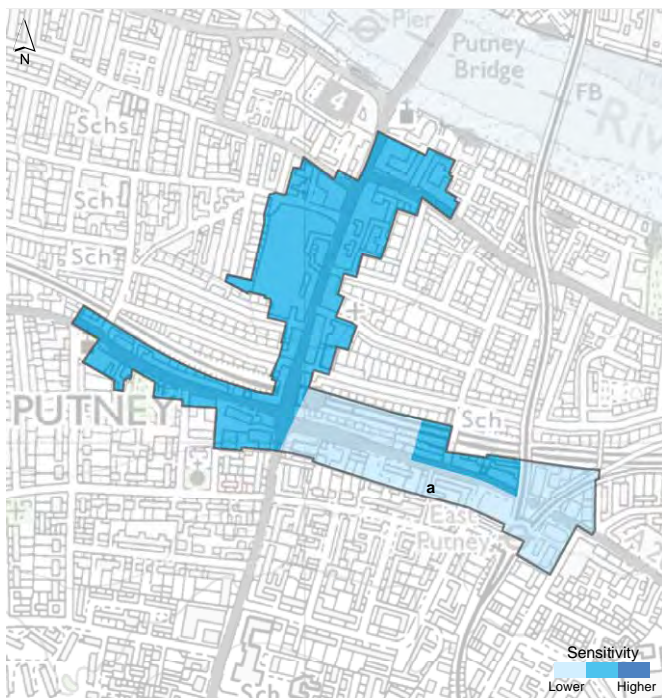


Fig. 144: D1 Putney Town Centre sensitivity plan

Overall, Putney Town Centre has a medium sensitivity to change with the potential for targeted growth.

The character area has the potential to incorporate change and new development, as long as this respects:

- the proportion, scale and material quality of the remaining period buildings. This includes opportunities for taller elements at junctions and as part of a legibility strategy for the centre;
- the existing landmark buildings, preserving their setting and contribution to the skyline; and
- the function of the streetscapes as a shopping and leisure destination.

Due to the presence of more inappropriate out of proportion modern developments, Upper Richmond Road, sub area (a) has a lower sensitivity to change than Putney High Street.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

Conserve	<b>Restore</b>	Improve	Transform
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The underlying historic built fabric, the human-scale proportions and proximity to the river give Putney Town Centre a sense of place, although its character has been negatively affected by traffic and unsympathetic development.

Therefore, the strategy is to **restore** the existing character by improving public realm, the maintenance of remaining characteristic features and ensure future growth reinforces existing character.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Establish guidelines and standards for ground floor shop frontages to ensure they contribute to the overall quality of the street scene.
- Ensure good maintenance of building façades and public realm.
- Seek to widen pavements and introduce further traffic management to reduce the dominance of cars.
- Establish more green infrastructure, particularly street trees, within the public realm.
- Identify opportunities to create landmarks across the town centre that respect existing proportions but improve the legibility of the area, particularly in relation to the two stations.
- Creation of public areas for dwelling rather than just narrow transient spaces.
- Protecting the proportions of period buildings along the majority of the High Street, while recognising opportunities for taller elements at key junctions. Taller elements should have a design elegance and quality that marked them as landmarks rather than just an attempt to create increased density.
- Protect vistas, where available, north towards the river.
- Protect the setting and proportion of existing landmark buildings.

## D2 Putney Riverside



**Fig. 145:** View downstream from Putney Embankment framed by the distinctive avenue of mature London plane trees

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Putney Riverside is defined by the distinct sweeping bend of the River Thames. The area is punctuated by Barn Elms and Wandsworth Park, which, together with mature trees on the opposite bank, create a green setting. The public spaces are busy with leisure users on the river, in the parks and along the Thames Path.

Famous home to the University Boat Race, (first staged in 1829), Putney developed as the shortest route from central London to the south-west of England. The riverside developed further upon construction of the first Putney Bridge in 1729, representing the only crossing over the Thames between Kingston and London Bridge.

Much of the area sits within Putney Embankment Conservation Area, recognised for the importance of its 19<sup>th</sup> century boathouses. The Conservation Area contains some of the oldest surviving buildings in Putney, including. The Victorian, Edwardian and Georgian properties are set back from the generous Putney Embankment characterised by mature London plane trees and numerous slipways giving access to the river.

Downstream of Putney Bridge, the Deodar Road Conservation Area creates a green frontage formed by private gardens to Victorian houses backing onto the Thames. This creates a distinct suburban feel

immediately behind the busy Putney High Street, with the special interest created by the houses' relationship to the river. Heavy bombing during the war created distinct gaps in these houses still visible today.

Views upstream follow the **sweeping avenue of mature London plane trees**, with the green frontage continuing into Leader's Gardens and beyond to Barn Elms playing fields and the London Wetland Centre in the neighbouring borough of Richmond. The character area extends inland to encompass the edge of Putney Common. The Beverley Brook creates a dense belt of vegetation along the borough boundary.

The river is relatively narrow on this stretch, with the mature trees and open spaces of the opposite bank **creating a green and consistent skyline**. Looking towards central London, Wandsworth Park marks a distinct change to the more urban and denser frontage of Wandsworth Town and Battersea.

Overall, the large number of pedestrians and cyclists lend a **promenade feel to the riverside, reinforced by consistent use of natural materials and well-considered street furniture**. Although busy, the river and mature vegetation lends a feeling of calm and tranquillity creating a strong perception of nature.

Despite a number of private properties fronting onto the Embankment, the **active frontages of the boathouses** and the use of open railings to the river and the parks creates a **feeling of openness** and engagement with the Thames.

The townscape, buildings (including some grade I listed properties) and open spaces are all well maintained, with **key characteristic historic elements present and in good condition**. Although some elements along Putney Embankment are in need of repair, they do not detract from the overall consistent quality of the riverside experience.

Buildings along the frontage vary in height from 2-4 storeys across the majority of the area and up to 5-6 storey mansion blocks close to Putney Bridge. **Church spires create distinctive skyline landmarks**, including the 15<sup>th</sup> century St Mary's Church which forms one of a landmark pair of distinctive towers either end of the grade II listed Putney Bridge; and Putney Lower Common Cemetery Chapel and All Saints' Putney close to the boundary with Richmond. The Putney Wharf Tower 21<sup>st</sup> century residential re-development (18 storeys) is highly visible on the skyline and in the backdrop of St Mary's Church, negatively affecting its setting.



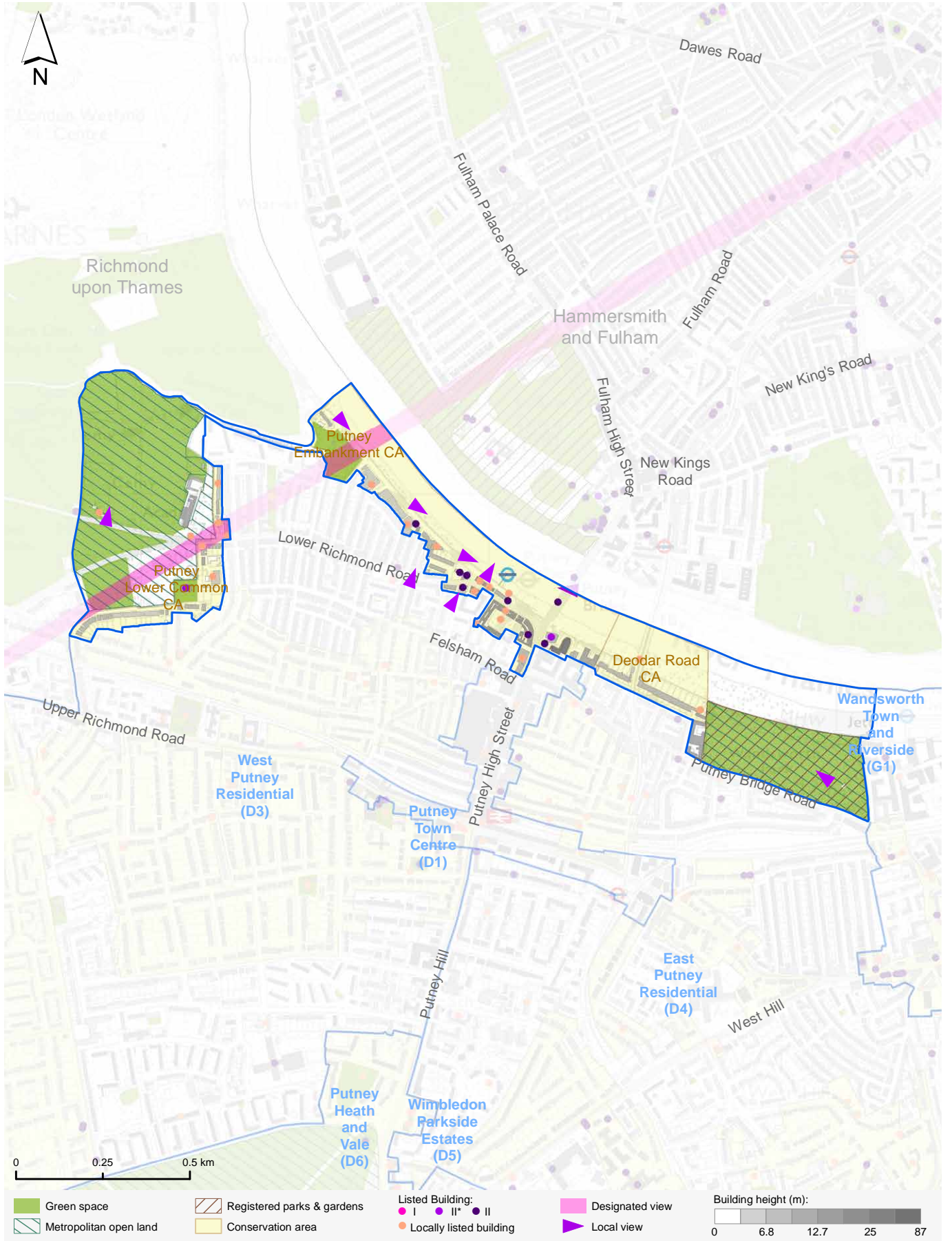


Fig. 146: D2D2 Putney Riverside character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- High scenic quality of the river, Putney Embankment and the riverside open spaces and mature avenue of London plane trees. The green skyline of the opposite bank adds to the value of this stretch of the river on the setting of this character area.
- The Thames Path and adjacent historic boat houses with slipways are highly valued leisure facilities.
- Memorable historic buildings including listed mansion blocks at Kenilworth Court and University Mansions, the Georgian Winchester House, and St Mary's Church (c. 1450) close to Putney Bridge.
- The grade II listed Putney Bridge, one of the oldest crossings of the Thames, and the locally listed Putney railway bridge, which frame views up and down the river.
- The proximity of amenities including bars, cafés, live music and open spaces
- Alongside the general feeling of openness, specific

valued views include:

- upstream from Putney Bridge along the sweeping mature tree avenue of Putney Embankment, specifically noted in the Local Views SPD for its significance as marking the start of the University Boat Race;
- the protected viewing corridor from King Henry VIII's Mound in Richmond towards St Paul's Cathedral, which crosses the north-west of the character area;
- sequential views downstream and across the river from Putney Embankment;
- glimpses towards the river and Embankment from perpendicular streets such as Thames Place, Waterman Street and Rotherwood Road; and
- views within and across the large open spaces including Putney Lower Common and Wandsworth Park.



**Fig. 147:** Kenilworth Court mansion blocks with views across Putney Bridge and the river



**Fig. 148:** The open expanses of Putney Lower Common



**Fig. 149:** Putney Wharf Tower dominating the skyline behind St Mary's Church

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Some of the elements within the public realm are in need of maintenance to preserve the distinct and consistent character of Putney Embankment (e.g. riverside railings and other street furniture).
- The setting of the most significant heritage assets (St Mary's Church and Putney Bridge) are adversely affected by the busy junction with Putney High Street and the modern Putney Wharf residential tower.
- The connection of the riverside with the High Street could be enhanced as the current change is quite abrupt and disconnected.
- Fulham FC stadium affects the riverside setting of the character area, detracting from the public green frontage of the rest of the northern bank.
- While important to the historic character of the area, the private houses and gardens of Deodar Road Conservation Area mean there is no public access along the riverside from the former Putney Wharf to Wandsworth Park meaning leisure walkers and cyclists need to negotiate the busy junction at Putney High Street and use local roads to continue their journey.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Mansion blocks;
- High-rise flats;
- Community/leisure.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

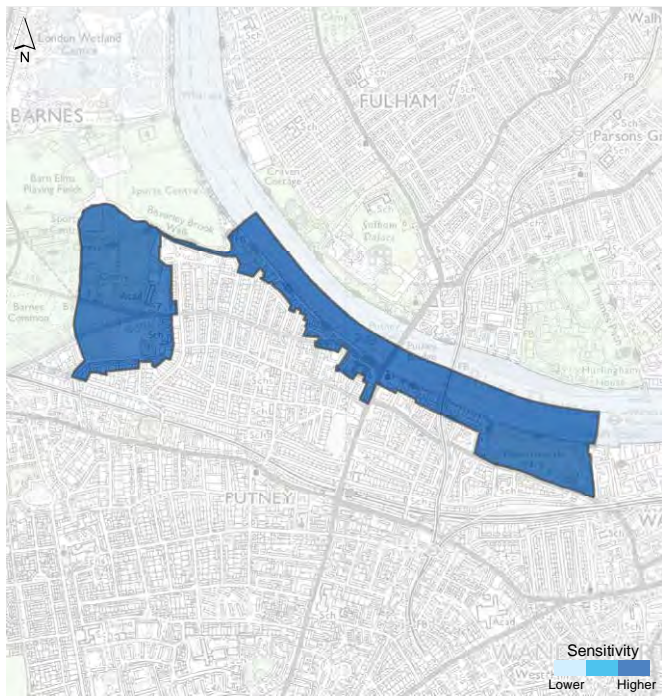


Fig. 150: D2 Putney Riverside sensitivity plan

Overall, Putney Riverside has a high sensitivity to change, and extensive change is not appropriate.

There may, however, be small areas of lower sensitivity where the townscape is less intact and does not reflect the positive character described in the key characteristics.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

<i>Conserve</i>	<i>Restore</i>	<i>Improve</i>	<i>Transform</i>
-----------------	----------------	----------------	------------------

The existing character of Putney Riverside is strong, with a distinctive sense of place and high quality townscape. Therefore the strategy is to **conserve** the character, elements and features whilst enhancing existing features where appropriate.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Preserve the openness of the riverside and public green spaces by maintaining existing railing treatments and resisting development which would affect this overall perception.
- Respect the scale and proportions of the existing period buildings and streetscape which is fundamental to the character of the area.
- Protect the openness and framing of vistas towards the river, along Putney Embankment and across to the opposite bank.
- Maximise use of natural materials to integrate with the quality and natural feel of the existing townscape - including stone, timber, period brickwork and planting.
- Ensure good maintenance of building façades, particularly where they present an active frontage to the Thames Path; and the public realm particularly including street furniture which is distinctive to the area.
- Ensure new development along the river contributes to the valued leisure functions, including water uses, walking and cycling. Protect the public and pedestrian nature of the riverside by ensuring controls remain in place for vehicles and restaurant / café seating.

## D3 West Putney Residential



**Fig. 151:** A detached Edwardian house on Woodthorpe Street in typical red brick with intact front boundary. Street trees add a sense of greenness.

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

West Putney Residential is characterised by its tree-lined streets, mature gardens and consistent pattern of period houses. There are 7 conservation areas, reflecting its high quality townscape.

There is an overall sense of natural greenness from mature front and back gardens and street trees which contribute significantly to the area's green infrastructure. In the south of the area green cover increases, reflecting the transition away from the town centre. High quality green spaces are primarily associated with conservation areas: particularly Dover House Estate Conservation Area. **The large areas of Metropolitan Open Land nearby are important for retaining the sense of openness** - Putney Heath, Roehampton and Putney Lower Common - as there is a relative lack of public open space in the area itself.

**The north-east of the area contains some of the oldest houses.** The area grew following the opening of Putney Bridge in 1729, expanding west from the town centre. The 1896 map shows development around Lower Richmond Rd, Charlwood Rd and Felsham Rd; Upper Richmond Rd and the railway; and large detached houses opposite Putney Heath and extending north down Putney Hill. Meanwhile the north-west of the area was still occupied by fields and farms.

**A well-managed streetscape with characteristic elements in good condition:** intact boundaries, well-

maintained front gardens, public realm and high quality materials - particularly brick - give a rich texture.

**High degree of consistency of architectural style, balanced proportions and street pattern** (urban grain), which creates a sense of local distinctiveness and strong townscape character. There is strong historic character from the large Victorian and Edwardian houses in terraced, semi-detached and detached streets, and individually attractive houses e.g. at junctions. Their rich detailing, consistency of scale, materials and the balance of proportions of building height to street width (both inside and outside of Conservation Areas), creates an attractive townscape. Building heights are generally 2-3 storeys. Even where buildings are not of the characteristic style, the consistency of proportion, mature street trees and green settings behind brick walls integrates more modern buildings (e.g. Cheval Court).

**Taller buildings, including some institutional uses are concentrated along major roads** and pockets of commercial use along the railway. Buildings along major roads are 4 storeys. There are 5-6 storey estates in the south of the area which are relatively well-integrated by the green open spaces and mature trees surrounding them.

**Landmarks include churches, and some larger mansion blocks/detached houses.** Landmarks include:

- Putney Park House (grade II listed);
- Putney Methodist Church;
- Our Lady of Pity & St Simon Stock RC Church;
- Hotham Primary School and Dryburgh Mansions;
- house at 115 Howards Lane ([Fig. 153](#));
- Polish Church of St John the Evangelist within the Putney Hill Park Estate in West Putney Conservation Area.

**The area has a traditional, semi-suburban character** characterised by residential land use and although relatively urban - i.e. its proximity to the town centre, ease of public transport accessibility, and busy main roads, there is a feeling of safety and surprising abundance of birdsong from mature trees and hedges. Local parades of shops provide an important function and destination for local communities.

**In the south-east the urban grain becomes looser,** reflecting the transition away from the town centre to a more suburban character. Socially, large swathes of the central and northern area are within the 20% least deprived, however, the estates around Tildesley Rd are within the 30% most deprived.



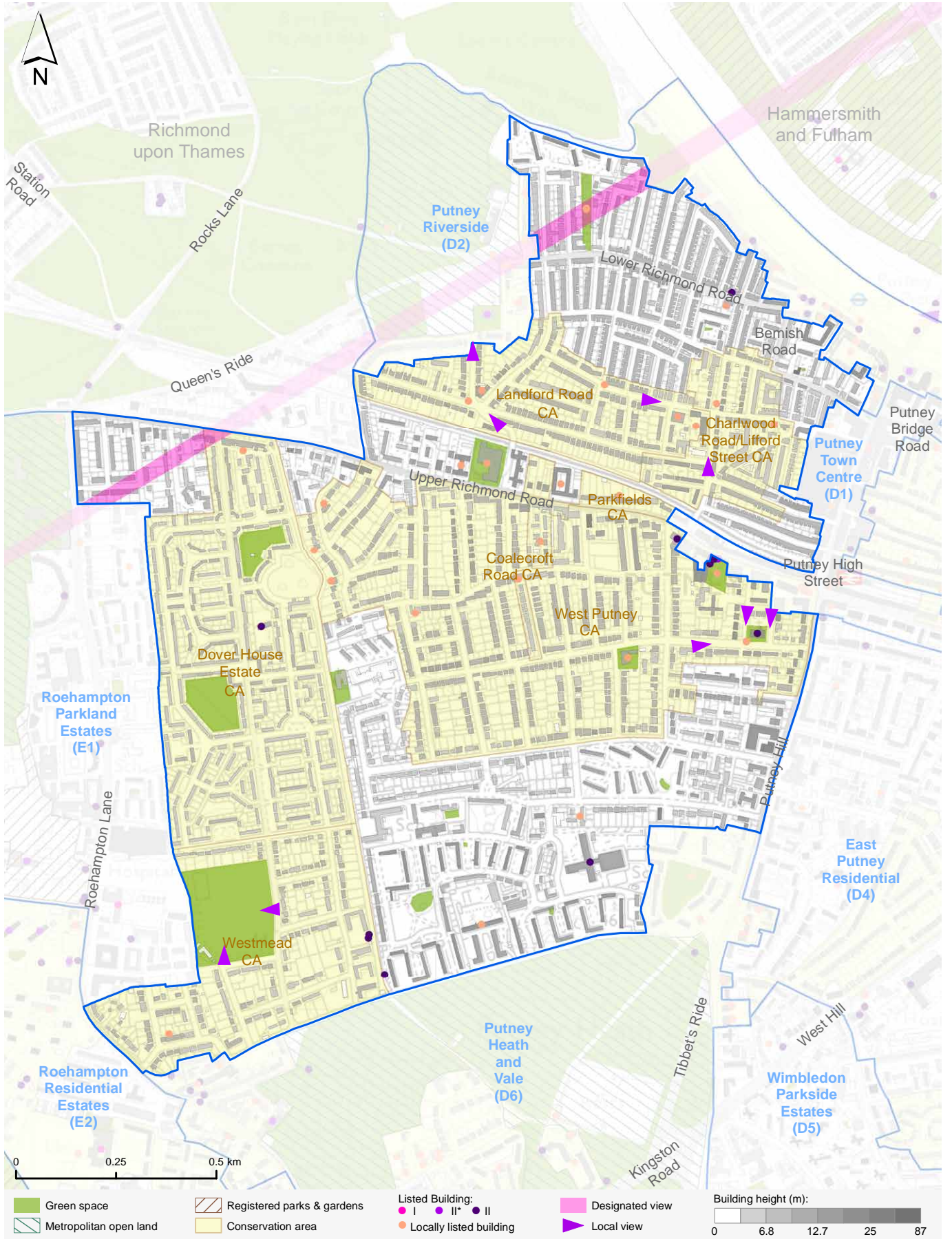


Fig. 152: D3D3 West Putney Residential character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- High scenic quality and unified streetscene of the period houses, mature trees and front gardens.
- Locally distinctive picturesque cottages and open spaces in Dover House Estate Conservation Area.
- Green infrastructure, biodiversity and climate change resilience value provided by the mature street trees and private gardens which gives the area a natural feel rather than manicured.
- The small public open spaces where well-managed, such as the playground at Tildesley Road and The Pleasance in the Dover House Estate Conservation Area, which perform an important function for the local community for gathering, sitting outdoors and playing as well as for biodiversity; they are particularly valued because of a relative scarcity of public open space across the area.
- The heritage value and historic character of the townscape and individual buildings within CAs, but

- also the areas outside the CAs of similar character, as well as the nationally and locally listed buildings e.g. Grade I Roehampton House, Church of St John, Putney Park House, Exeter House.
- Quiet residential streets with a strong community spirit and independent businesses
- Valued views, including the designated LVMF view from **King Henry VIII's Mound in Richmond**, crossing the north-west of the character area; and locally valued views noted in Conservation Area appraisals and from site survey, including:
  - towards Hotham Primary School, Hotham Hall and Dryburgh Mansions;
  - over Roehampton Playing Fields;
  - of St John's Church from Burston, Ravenna and Ulva roads and St. John's Avenue;
  - north to Putney Lower Common from Egliston Rd
  - local views across Roehampton playing fields within Westmead Conservation Area.



**Fig. 153:** A distinctive house at Howards Lane forms a local landmark (locally listed), in West Putney Conservation Area



**Fig. 154:** Tree lined Gwendolen Avenue



**Fig. 155:** The distinctive roofline of Hotham Primary School is a local landmark

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Front gardens which are paved over or are missing boundary walls (replaced by parking or fences) detract from the generally coherent streetscape.
- Some more modern developments and estates lack biodiversity interest due to overly managed amenity areas and planting species less attractive to wildlife.
- On-street parking detracts from the streetscene (but is preferable to parking in front gardens).
- Use of inappropriate materials - e.g. timber, which is not complementary to character.
- Busy roads in some locations with air quality issues.
- Occasional examples of poor infill development e.g.

- post-war, low-rise infill along Genoa and Gwendolen Avenues; modern infill along Ravenna Road; petrol station on Lower Richmond Road; Pettiward Close; post-war housing on Upper Richmond Road; redevelopment of original villas along Upper Richmond Road within West Putney CA; Putney Animal Hospital on Clarendon Drive.
- Some examples of poor/generic taller developments e.g. high-rise developments along Upper Richmond Road; 6 storey modern development on Putney Hill/Chartfield Avenue.
- Lack of connectivity between the Dover House Estate Conservation Area and the wider townscape.
- Lack of public and particularly family facilities.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Semi-detached;
- Detached;
- Mansion blocks;
- Low-rise estates;
- Mid-rise estates.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

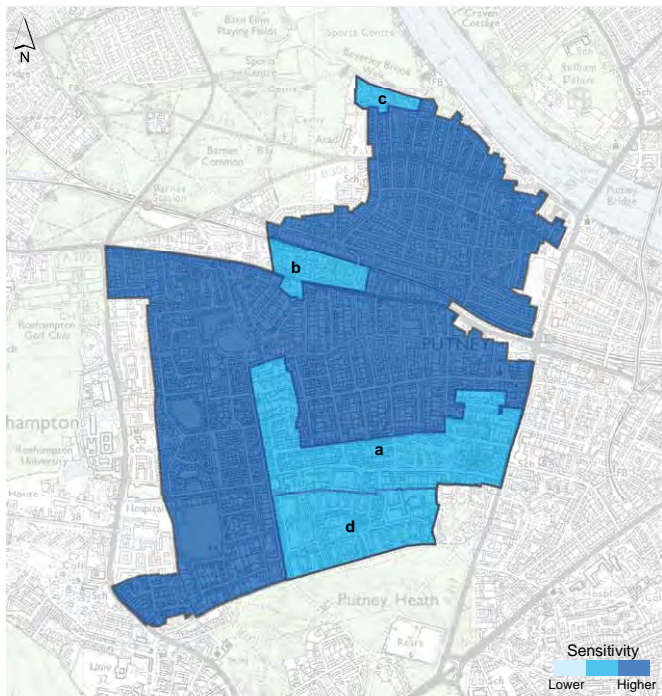


Fig. 156: D3 West Putney Residential sensitivity plan

Overall, West Putney Residential has a high sensitivity to change, and extensive change is not appropriate.

However, areas of lower sensitivity and which may be able to accommodate new development are: Chartfield Avenue, sub area (a); Upper Richmond Rd, sub area (b); Ranelagh Estate, sub area (c); Whitnell Way Estates, sub area (d) and **along the major roads**.

The estates (5-7 storeys) could potentially accommodate intensification within lower density garages and smaller blocks. There may be opportunity to rationalise space but a significant proportion of open space should be retained to set new buildings into their sites including mature trees and green boundaries. Busy traffic and wider streets reduce the sensitivity of Upper Richmond Rd and other major routes. Development should be set back and integrated behind tree planting.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

<i>Conserve</i>	<i>Restore</i>	<i>Improve</i>	<i>Transform</i>
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The existing character of the area is strong, with a distinctive sense of place and characteristic elements in good condition. Therefore the strategy is to **conserve** the character, elements and features, whilst enhancing existing features where appropriate.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Maintain and enhance street trees, front gardens and boundary walls (in preference to frontage parking).
- Maintain and encourage the use of traditional materials - primarily brick. Ensure special attention to choice of materials and architectural details to reflect the rich townscape of the area, avoiding the use of timber or plain façades.
- Respect the scale and proportions of existing buildings and streets. Most streets would not be able to accommodate buildings over 3 storeys. Wider streets, corner plots and the areas towards the river/parks might be able to accommodate buildings exceeding the prevailing height.
- Maintain the historic skyline by ensuring any roof extensions are highly sympathetic to the architectural building and street character.
- Enhance the quality, functionality and biodiversity of green spaces e.g. in the council estates, by incorporating play equipment, seating and management regimes which encourage wildlife.
- Maintain the sense of quiet and calm by containing taller buildings/more urban elements close to main roads and the town centre.
- Retain mature trees and protect access to the nearby open spaces.

## D4 East Putney Residential



Fig. 157: Grade II listed house on Oakhill Rd, East Putney Conservation Area.

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

East Putney residential area has a mixture of housing styles, ages and materials. The essence of its character can be found in the spacious streetscape, villas and historic landmarks.

East Putney developed along West Hill, one of the early roads out of central London. During the 1800s the area was mostly fields and farmland with the exception of villas along West Hill occupying the high ground of the Putney ridge, with extensive views across the Wandle Valley to the east and River Thames to the north. A number of the 2-3 storey villas survive on West Hill/Keswick Road forming the nucleus of the East Putney Conservation Area. The railway and underground station at East Putney (1889) provided a catalyst for further growth in the north of the area.

**Relatively wide roads with generously spaced houses, vegetated front gardens and good sized rear gardens create a green spacious feeling.** West Hill is lined with an avenue of plane trees marking an attractive approach to Wandsworth; the properties along it are large and set back. **Topography rises to a high point at West Hill, providing long views along the wide sweeping roads.** The triangular greens (West Hill Rd Conservation Area and Rusholme Rd Conservation Area) create local focal points with their mature trees. Glimpses through gaps in buildings to large trees in rear gardens gives an impression of greenness. Surviving grass verges add to the verdant character.

A mixture of housing styles, ages and materials creates a **visually rich appearance, whilst coherence is maintained through consistency** of scale, proportions and quality of materials. **Distinctive architectural elements provide interest to streets** e.g. windows and details such as elaborate brickwork and decorative balconies. Architectural styles and motifs include Arts and Crafts, and Old English cottage style (e.g. [Fig. 159](#)). Materials include good quality brickwork (yellow stock, red brick), render and hanging tiles, given coherence by their quality. Front boundaries are typically brick or timber and low level. Houses of different styles and ages lend a rich texture but also opportunity for fitting in new development. Areas of distinctive and high quality townscape are designated as conservation areas, including: Oxford Road, East Putney, Rusholme Road, Sutherland Grove and West Hill Road conservation areas.

**Taller building heights towards Putney town centre and on main roads** such as the mansion blocks Atlantic House and Oakhill Court on Upper Richmond Rd (both 5 storeys). This hierarchy of both building size and street width help legibility. Houses are typically 2-3 storeys and up to 8 storeys at West Hill.

**A relative sense of quiet, calm and lack of intrusion,** a domestic, residential character. Although the area is relatively urban (its proximity to Putney town centre, transport at Putney station and East Putney underground station, and busy main roads), there is a feeling of safety and greenness from mature trees and hedges. In the south-east the urban grain becomes looser, reflecting the transition away from the town centre to a more suburban character.

**Landmarks punctuate the residential streetscape,** popping moments of interest and historic character into many streets. They include:

- 18<sup>th</sup> and 19<sup>th</sup> century 2-3 storey villas in West Hill and Keswick Road;
- tall spire of Holy Trinity church (grade II listed) can be seen from across the Wandle Valley;
- Whitelands College (now converted to flats), grade II listed 4 storey brown brick building built by Sir Giles Gilbert Scott (architect of Battersea Power station);
- The Royal Hospital (grade II listed), previously a grand 18th century villa;
- the railway bridge, Oxford Road Conservation Area ([Fig. 161](#));
- Putney High School;
- Rosslyn Tower (grade II listed).



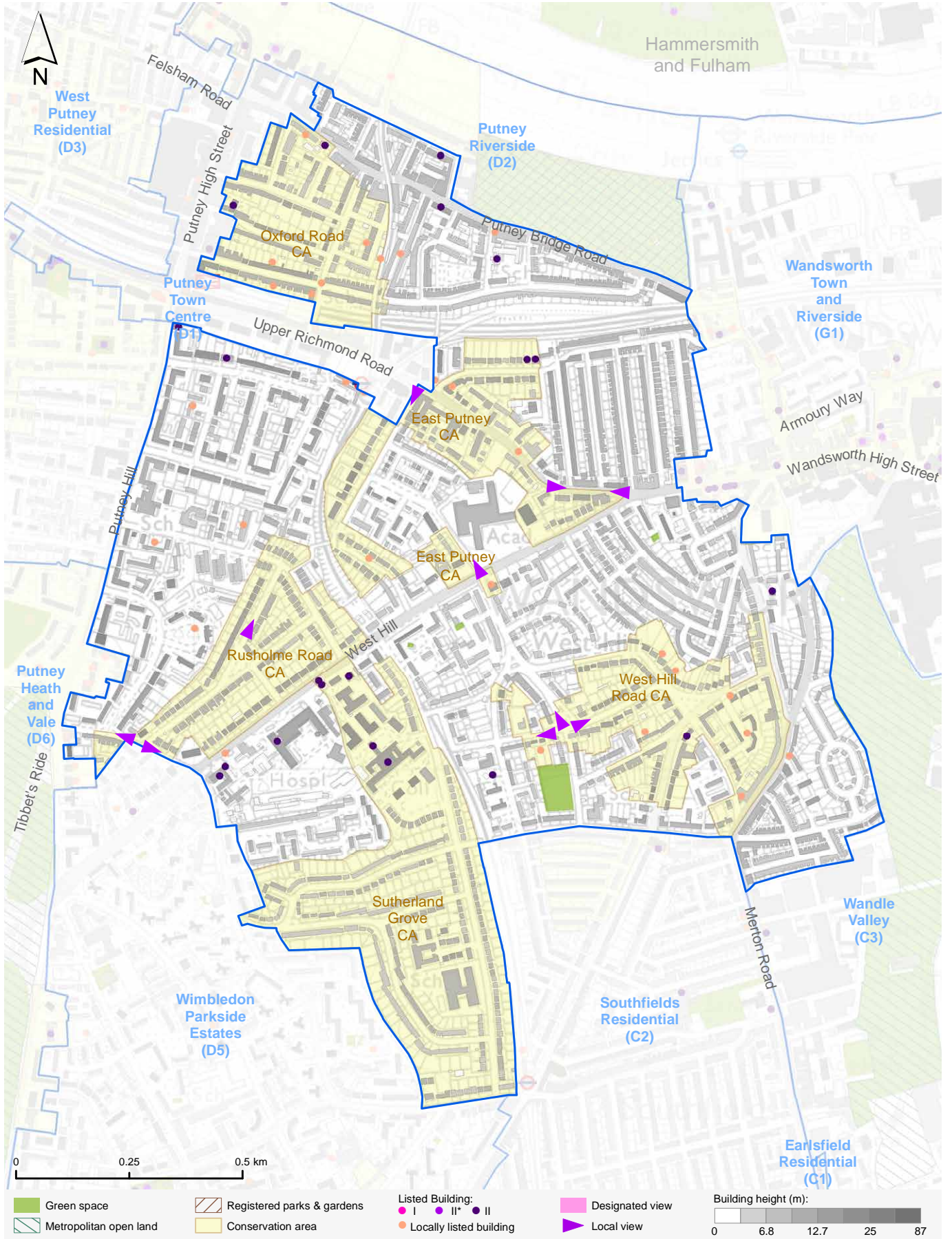


Fig. 158: D4 D4 East Putney Residential character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- The junction of West Hill and Upper Richmond Road is within an archaeological priority area.
- Five local green spaces protected by the 1931 London Squares Preservation Act: Rusholme Rd; the triangular greens at Viewfield Rd, junctions with West Hill Rd and Melrose Rd; the junction of West Hill Rd/Wimbledon Park Rd; and junction of West Hill/Upper Richmond Rd. Other open spaces including St Michael's Church Field.
- Listed buildings and conservation areas noted for their architectural quality and interest.
- Street trees and green front gardens with their original boundary treatments (e.g. Rusholme Rd), and the separation between houses which allows glimpses through to mature gardens.
- Consistent building frontage to Wandsworth park which provides a open green setting with views to and walks along the river.
- Valued views, including locally valued views noted in Conservation Area appraisals and from site survey, including:
  - view along Putney Heath Lane - both west towards Putney Heath and east to the spire of the Holy Trinity church;
  - the view corridor towards the Holy Trinity Church from the Wandle Valley character area;
  - long views into the East Putney Conservation Area e.g. from Upper Richmond Road to Keswick Road; from West Hill Road to Portinscale Road, from West Hill to Upper Richmond Road;
  - looking east along Upper Richmond Rd from within the East Putney Conservation Area;
  - view along the steep slope of Holmbush Rd gives a picturesque quality to the street vista;
  - sweeping views from the high point of the character area at the triangular greens at Viewfield Road/Melrose Roads.



**Fig. 159:** 1930s Old English cottage style house in Portinscale Rd, East Putney Conservation Area



**Fig. 160:** View of the spire of the Holy Trinity Church from Putney Heath Lane



**Fig. 161:** Railway bridge at Fawe Park Road

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- The mixed urban grain is quite irregular and inconsistent in paces. Regular terraced streets are interrupted by large blocks of flats from a later period. Insensitive infill developments, typically built following extensive World War II bomb damage are a mixture of styles and materials and reduce the coherence of the character area.
- Front gardens which are paved over or are missing boundary walls.
- Loss of traditional details, unsympathetic alterations including overly extensive roof extensions, loss of traditional street surfaces, street trees and gardens in favour of parking, insensitive advertisement signs and alterations to shopfronts.
- The Academy in East Putney Conservation Area lacks activation to the street
- Busy roads e.g. West Hill and which are often wide, with large areas of hard standing and serve to disconnect different parts of East Putney
- Newer development towards the eastern end of Putney Bridge Road fronting Wandsworth Park has some unsympathetic materials and detailing and not a positive frontage to Wandsworth Park.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Semi-detached; detached;
- Villas;
- Low-rise flats; mid-rise flats;
- Mansion blocks;
- Low-rise estates; mid-rise estates.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

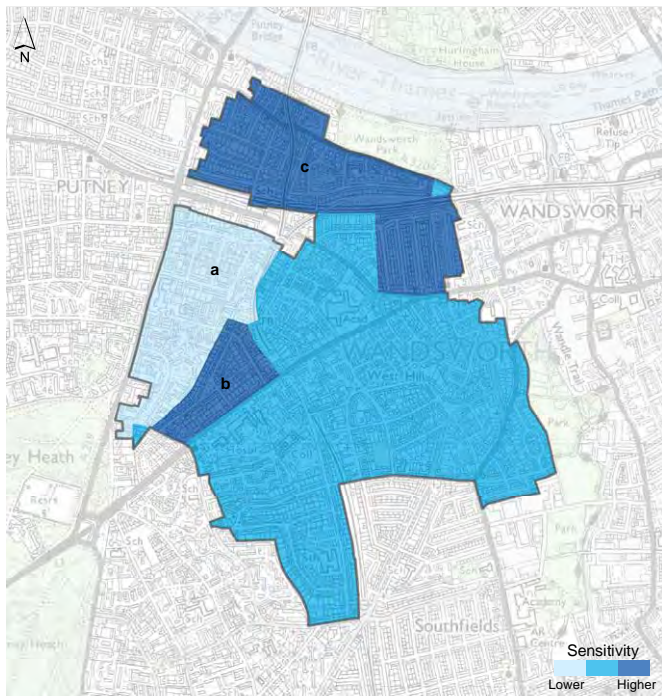


Fig. 162: D4 East Putney Residential sensitivity plan

Overall, East Putney Residential has a medium sensitivity to change.

A relatively high proportion of the area is conservation areas, reflecting high value townscapes. In addition to these, areas of higher sensitivity include: regular terraced streets which have an even grain and more formal layout, susceptible to buildings that would disrupt the coherence of pattern e.g. sub areas (b) and (c); and the consistent frontages opposite Wandsworth Park which provide a setting to the park - sub area (c).

Taller buildings are more likely to be able to be accommodated towards the town centre and main roads, (e.g. up to 5 storeys). Other areas of relatively lower sensitivity include: the 'East Putney Estates' sub area (a) owing to the less consistent pattern and mixture of building types which indicate that new development may be able to be accommodated. The sub area also has a higher proportion of existing mature landscape and trees which may help to integrate taller development.

Conserve	<b>Restore</b>	Improve	Transform
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The green infrastructure, sense of spaciousness, the historic fabric and consistency of townscape, give East Putney Residential a sense of place, although its character has been negatively affected by insensitive infill developments. Therefore the strategy is to **restore** the existing character, by improving areas of irregular urban grain and pattern, ensuring any new development is well-planned and enhances the overall character of East Putney Residential by incorporating characteristic elements, protecting valued qualities and improving negative qualities.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- The area's mixed character presents the opportunity for adding new development without adversely affect character, if well-planned.
- New development should use historic references where appropriate.
- Consider the potential visual impact of development on long views along roads.
- Retain the sense of space between buildings which affords glimpses to mature gardens.
- Improve front boundaries, allowing views to the building behind, creating active frontages.
- Maintain and promote use of traditional materials and architectural details.
- Maintain the historic skyline by ensuring roof extensions are highly sympathetic to the architectural building and street character.
- Existing taller buildings are often sunken, reducing their impact of height: this approach should be considered for proposed taller buildings where possible.
- Retain existing mature landscaping and green settings if any tall development is proposed, to ensure it is integrated into the landscape.
- Consider how to 'green' wide roads, either through planting or giving road space over to cycle lanes etc. Reinforce green street verges.
- Respect existing individual buildings of interest including landmark and listed buildings.
- Respect the scale and pattern of historic streets.
- Consider side and rear elevations of buildings.

## D5 Wimbledon Parkside Estates



**Fig. 163:** Eleven storey point block on Princes Way is well-integrated into the landscape with mature trees

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Wimbledon Parkside Estates is characterised by estates, both council built and private, set in spacious grounds. Its origins lie in being part of the former Wimbledon Park Estate

**Historically part of the former Wimbledon Park Estate**, formed around 1588. In 1765 Capability Brown designed the landscape and large lake (now in Wimbledon Park within LB Merton). Some of the historic character of large villas set in substantial richly landscaped gardens can still be perceived in the area's current character, particularly the spacious plots and mature trees. Only a few of the former villas survive, notably Fairlawns (in Putney Heath character area), the former ornamental garden of which is now a locally listed garden. Much of the estate was sold and developed on substantial plots in the 20<sup>th</sup> century by private builders and the local authority; the Victorian street layout survives along with many mature trees.

**Estates, consisting of houses of varying styles and heights but all set in spacious grounds.** Residential land use predominates, except for one local parade at Montford Place designated as important in the Local Plan, and five local schools. Modern estates and mansion blocks began to be developed in the inter-war period, many in the grounds of former 18<sup>th</sup> and 19<sup>th</sup> century villas. The area was sold as a place of the rural peace and quiet of the countryside with the facilities of the town. Estates are primarily relatively low density.

House forms and types include:

- 2 storey flats e.g. Colebrook Close (grade II listed) in landscaped surroundings;
- 2 storey terraces and semi-detached houses e.g. Tibbets Close (1950s) and Stourhead Close;
- 3-4 storey post-war estates e.g. Montfort Place;
- 4½ storey mansion flats at Ross Court (inter-war);
- 6 storey post-war apartment blocks e.g. Limpsfield Avenue and 6 storey blocks set into the landform at Whitlock Drive;
- 8-11 storey point block towers (1950s) e.g. between Beaumont Rd and Princes Way, including Ackroyden Estate built by the LCC (see [Fig. 167](#));
- taller tower blocks of around 15 storeys such as at Keevil Drive;
- large 2 storey detached houses e.g. Victoria Drive Conservation Area, where houses are set back on wide plots, with tall boundary walls and green gardens. Quiet roads, and well detailed and well constructed inter-war houses of a traditional 'English vernacular' style. The houses share a similar form and materials;
- the row of quintessential high quality 2 storey detached 1920s houses with green settings, form part of the Bathgate Rd Conservation Area which continues outside of the borough into LB Merton.

**A green setting, increasingly so towards the south - near Putney Heath and Wimbledon Park which gives a suburban, spacious feeling.** Streets lined with grass verges and mature trees, some of which are the remnants of grand avenues associated with the former parkland of the Wimbledon Park estate in the south of the area. Mature trees, hedges and vegetation in front and back gardens creates a suburban street scene.

**Built form is set back from roads and taller buildings are generally well-integrated by dense vegetated boundaries** or sunken into the local topography. Buildings are relatively large, alongside large plots, creating a sense of proportion. There is a coarse urban grain with an organic feel to the layout of the roads. The dense boundaries give a feeling of privacy to the estates.

**Few landmarks**, but including:

- large mature trees, some of which are remnants of the former Wimbledon Park estate (see [Fig. 166](#));
- grade II\* listed Church of St Paul and the adjacent Grade II listed Wimbledon Park War Memorial;
- Linden Lodge School by Sir Edwin Lutyens (1933).



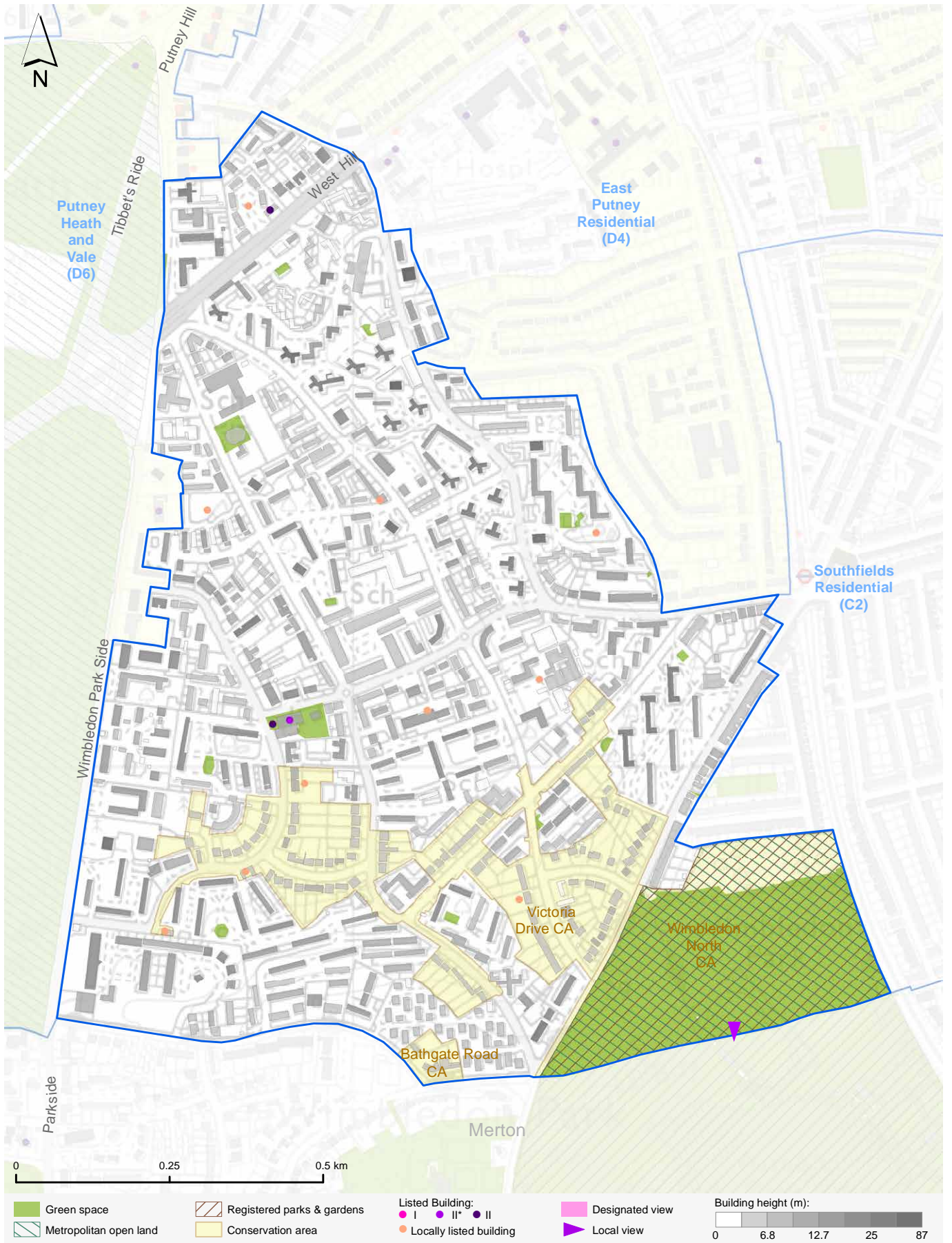


Fig. 164: D5 D5 Wimbledon Parkside Estates character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Wimbledon Park (the southern part of which lies within the London Borough of Merton), registered grade II\* park and garden as a surviving part of an 18<sup>th</sup> century park and lake by Capability Brown; also designated MOL and includes a section of the Capital Ring national trail. It is valued for:
  - biodiversity value (BAP priority habitat woodpasture and parkland);
  - leisure and recreation use by the local community;
  - mature trees including Horse Close Wood, which appears on maps from 1740 and may contain remnants of ancient woodland;
  - sense of green and openness, including the lake to the south in LB Merton;
  - the park's history as an ornamental park.
- Valued views, include the view from Wimbledon Park south to the rising ground in LB Merton, to St Mary's church and the site of the 18<sup>th</sup> century Wimbledon Park House mansion (now demolished).
- The green setting created by large, mature street trees and grass verges which help to give the area a sense of spaciousness and attractiveness, some of which are remnants of the former parkland of Wimbledon Park.
- The high quality buildings including the listed buildings and those in conservation areas such as the Grade II\* listed Church of St Paul.
- The historic Southfields pond and gardens (locally listed), the remains of a garden of Edgecombe Hall Estate, valued for sense of relaxation and wildlife and sense of history.
- The former garden to Fairlawns (locally listed).



**Fig. 167:** The entrance to Wimbledon Park and distant view to a wooded horizon in LB Merton



**Fig. 165:** House on Windlesham Grove provides a historic reminder of the former Victorian lodge



**Fig. 166:** Landmark trees, grass verges and green front boundaries in Victoria Drive Conservation Area

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- The visual impact of the larger tower blocks where they rise to around 15 storeys, mainly in relation to views from other character areas, e.g. Andrew Reed House, which can be seen looming above more modest scale houses in the Sutherland Grove Conservation Area in the East Putney Residential character area.
- The fence and conifer screening around the athletics compound in Wimbledon Park, which is a visual detractor to the designated park and obscures the original Capability Brown designed vistas.
- Replacement of soft boundaries of houses with inappropriate boundaries and paving of front gardens to hard standing.
- Some areas of poor management in estates and streets.
- Poor connectivity around many of the estates, with boundaries providing obstacles or footpaths which do not connect.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Detached houses;
- Low-rise estates; mid-rise estates;
- Low-rise flats;
- Mansion blocks;
- Mid-rise flats;
- High-rise estates.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to types of changes likely to occur in the area.

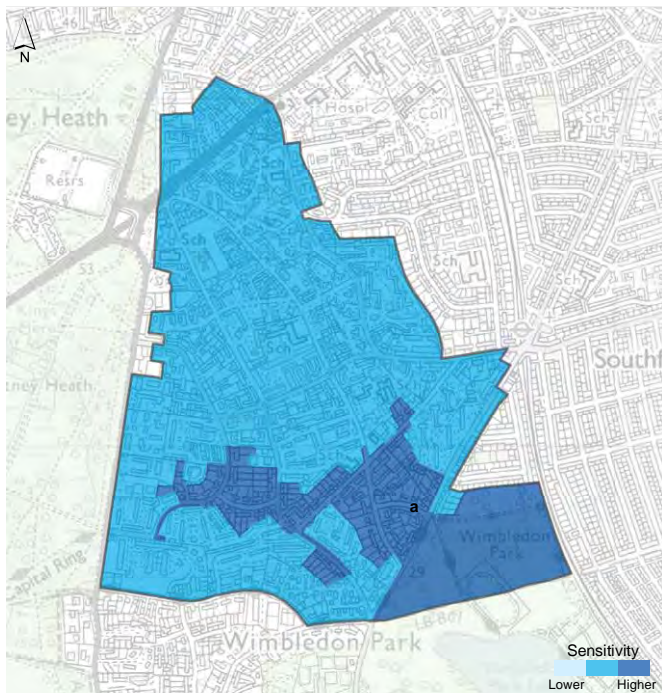


Fig. 168: D5 Wimbledon Parkside Estates sensitivity plan

Overall, Wimbledon Parkside Estates has a medium sensitivity to change.

The character area has the potential to incorporate change and new development, as long as this respects:

- the green, settings and sense of spaciousness, a historic reminder of the former Wimbledon Park Estate;
- remnant historic buildings, gardens, features, landmarks, and their settings.

Due to their high value, Wimbledon Park and Victoria Drive Conservation Area have a higher sensitivity to change.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

Conserve	Restore	<b>Improve</b>	Transform
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The existing character of the area contains some detracting elements, therefore the strategy is to improve the character of the place. The key characteristics should be protected whilst new development should address the relevant design guidance below.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- At Wimbledon Park, improve the boundary of the athletics track to reduce the impact on the registered park and garden and conservation area. Enhance the quality and biodiversity of the park through further tree planting to provide shade and structure and improve legibility of its historic designed parkland character.
- Retain existing mature trees and vegetation and boundaries wherever possible.
- Integrate new development through planting large tree species.
- Improve the usability and biodiversity of the green spaces through enhanced management.
- Increase provision of accessible public open spaces.
- Consider any new development at the edges of the character area carefully to ensure the scale fits well with the context of adjacent character areas. Minimise visual impacts in other character areas through awkward juxtapositions of scale and proportion.
- Consider increasing density in places (e.g. where there are existing two storey buildings) but ensure the maturity of green spaces and trees are retained to soften buildings into the landscape.
- Enhance connectivity through the estates.
- Create new landmarks to add interest and aid legibility.

## D6 Putney Heath and Vale



**Fig. 169:** People relaxing and playing in the open space on the high point of the tumulus at Putney Heath, beyond which is characteristic wooded skyline

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Putney Heath and Vale encompasses the full extent of the Heath, which continues south as Wimbledon Common in Merton borough. It also includes the Putney Heath Conservation Area and Roehampton Village Conservation Area, with its strong relationship to the Heath.

**Putney Heath forms a high plateau in the borough.** Its highest point is at Jerry's Hill. The gradient falls steeply to the west towards Putney Vale and Beverley Brook. The underlying soils are mostly sands, gravels and silty clays which give rise to poorly-drained, nutrient-poor and acid conditions, and therefore heathland.

**Natural heritage of Putney Heath:** Wimbledon Common, Putney Heath and Putney Lower Common provide the largest extent of heathland in London. Localised areas of dry heath support heather, bell heather and dwarf gorse; and small but important areas of 'humid' heath which is very rare in the London area. **Semi-natural broadleaved woodland** covers the deeper, clay soils of the western slope. The large number of old trees and fallen decaying timber support scarce invertebrate species including the stag beetle. Open spaces and lakes are enclosed by dense woodland giving a sense of **seclusion, calm and wildness**, partly affected by traffic noise.

**A wooded skyline** in most places, with little

development visible. Wimbledon and Putney Commons are protected by the Wimbledon and Putney Commons Act of 1871 from being enclosed or built upon.

**Development in the character area is primarily residential, and houses are set back** behind boundary walls and well integrated into the landscape by mature tree planting.

**Leisure and recreation use of the Heath:** numerous public rights of way including the Capital Ring long distance trail. The majority of the character area is designated as MOL (excluding the residential areas of Putney Village and Roehampton Village and university development in Putney Vale).

**Putney Heath Conservation Area** whose special character derives from the rural setting of the Heath, its openness and sense of space. It also includes the more formal villas such as Fairlawns (grade II listed) to the east, and the mansion flats of Manor Fields. Houses are generally set back in their own grounds, mimicking the Victorian houses they replace, giving a sense of spaciousness. Even at Manor Fields, closer to the urban centre of Putney, the gardens contribute to a sense of seclusion despite the adjacent major road junction.

**Roehampton Village Conservation Area**, which, despite the changes of hundreds of years, is still recognisable as a village that had its origins in the 17<sup>th</sup> century. The village retains much of its old rural character, with a small cluster of mostly small-scale domestic buildings, around a short commercial high street bounded on two sides by Putney Heath. The parade of village shops help convey a flavour of rustic Georgian charm and provide local amenities. Its rural character is enforced by soft edgings to the Common, red brick paving and granite setts help.

**Historic character:** until 1848 the Telegraph pub, was the location of a former Admiralty telegraph station, part of a system of visual telegraphy using large wooded boards, which enabled communication between London and Portsmouth. Landmarks include:

- Manor Fields Estate;
- 81 Wimbledon Park Side (Elmley House);
- Holy Trinity Church (grade II\*);
- Elevated focal points in Roehampton village including the parish church, the clock in Ponsonby Road, the Roman Catholic Church, the Village Hall, the Convent and the Kings Head and large venerable oak tree;
- Drinking fountain in Roehampton village Conservation Area;
- Roehampton War Memorial.



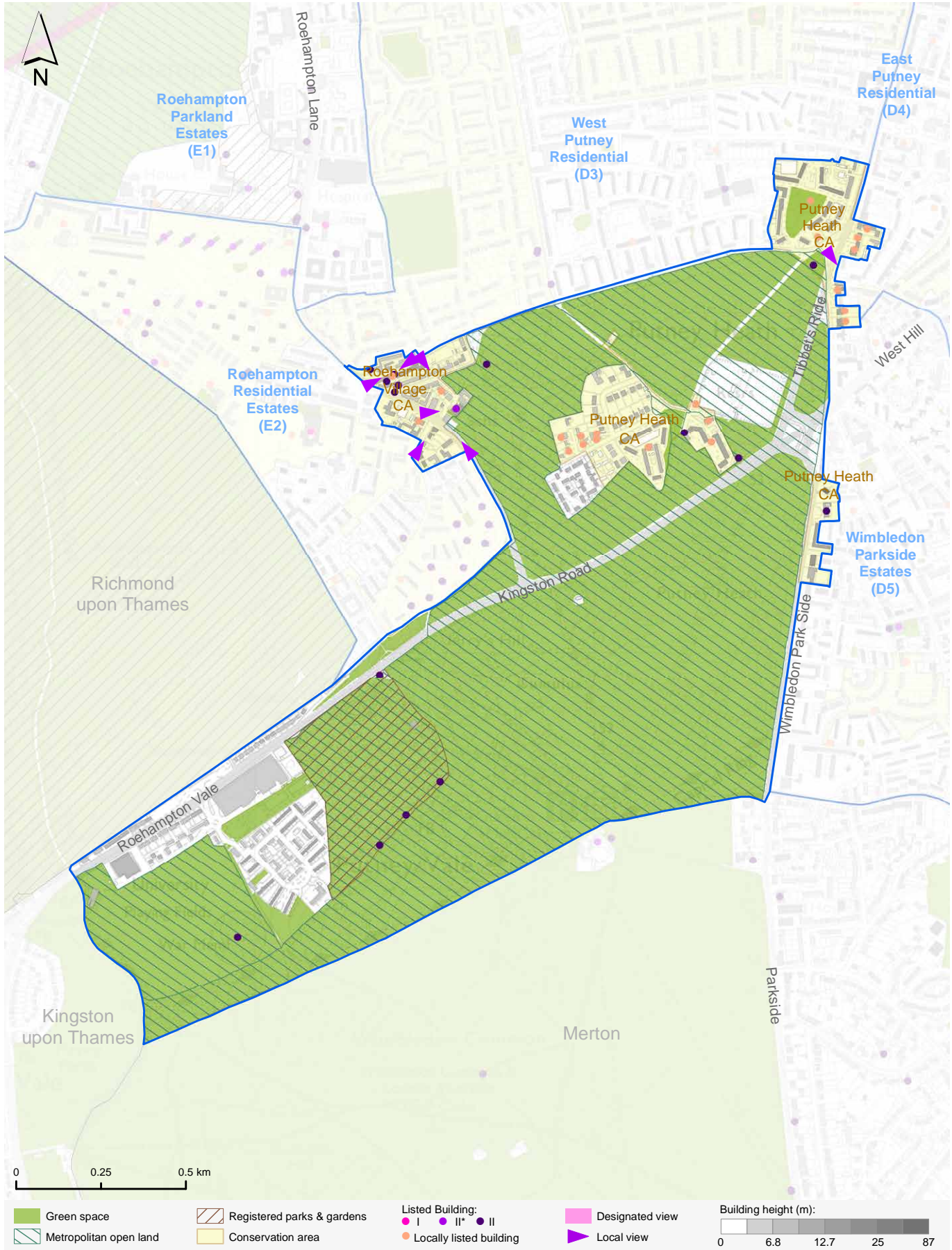


Fig. 170: D6 D6 Putney Heath and Vale character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- The natural heritage importance of Putney Heath/Wimbledon Common, which supports the most extensive area of heath on acidic soil in London and a complex mosaic of habitats including broadleaved woodland, acid grassland, scrub, as well as locally rare species such as stag beetle. The area is designated as a SAC and SSSI.
- The recreation value and openness of the Heath, designated as MOL, including the Capital Ring national trail and national cycle network route.
- High scenic quality, rural character and sense of spaciousness. Trees and vegetation are valued for biodiversity and also screening, helping to integrate development into its surroundings so it is hardly visible.
- The high quality and good condition of Roehampton Village Conservation Area and Putney Heath Conservation Area.
- Cultural heritage, including the former Admiralty Telegraphy Station and remnants of the former Georgian estate landscape e.g. houses on Alton Rd/ Bessborough Rd in Roehampton Conservation Area.
- Putney Vale Cemetery Registered Park and Garden.
- Valued views, including:
  - across the green space in front of the Green Man public house at the top of Putney Hill;
  - of Holy Trinity Church spire from Roehampton High St/Rodway Rd;
  - approaches to Roehampton village along Roehampton Lane from both the north west and south east, afford a dramatic sense of arrival and views of the Holy Trinity church and king's head public house;
  - view up the High Street from the junction of Roehampton Lane and Danebury Avenue, to the King's Head pub and oak tree, along the steeply rising street;
  - View of Holy Trinity Church from Alton Estate along Alton Road.



Fig. 171: Cottage style houses on Medfield Street in Roehampton Village Conservation Area



Fig. 172: Public footpath through the heathland



Fig. 173: Highlands Heath, Putney Village

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- The busy Kingston Road and large roundabout affect the tranquillity of Putney Heath, and provide a major barrier to pedestrian movement.
- The huge scale towers in the Alton Estate to the west dominate many views in and around the area, detracting from the setting of small scale of Roehampton Village Conservation Area, e.g. along the approaches to the village along Roehampton Lane from the north and south.
- Inappropriate roofing materials and oversized dormers on two buildings on the north side of Medfield Street in Roehampton Village Conservation Area are intrusive and detract from the character.
- Some developments such as Asda in Putney Vale, have localised impacts on scenic quality.
- Reservoirs and their boundary fencing on Putney Heath detracts locally.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Semi-detached; detached;
- Villas;
- Mansion blocks;
- Shop front terraces;
- Large floor plate retail/industrial.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

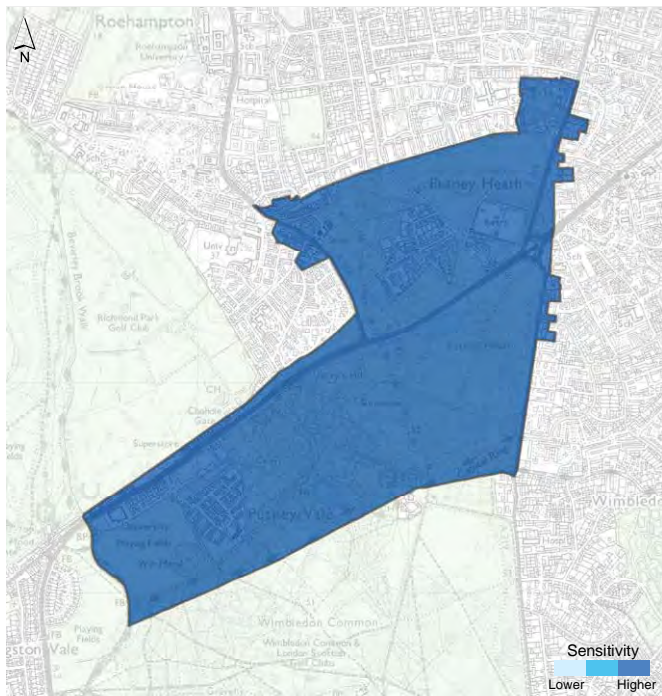


Fig. 174: D6 Putney Heath and Vale sensitivity plan

Overall, Putney Heath and Vale has a high sensitivity to change, and extensive change is not appropriate.

There may, however, be small areas of lower sensitivity where the townscape is less intact and does not reflect the positive character described in the key characteristics.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

<i>Conserve</i>	<i>Restore</i>	<i>Improve</i>	<i>Transform</i>
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The existing character of the area is strong, with the open spaces and built areas in excellent condition. Therefore the strategy is to **conserve** the character.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Enhance the condition of Wimbledon Common SSSI, currently predominantly in 'unfavourable - recovering' condition.
- At Putney Heath, undertake management outlined by the Wimbledon SAC 'Site conservation objectives' (Natural England, 2016), Site Improvement Plan, and the Views about Management of the SSSI (Natural England, 2005), including restoring the total extent of heathland to 48.6ha.
- Retaining and continue supply of decaying trees wherever possible.
- Retain mature trees, particularly ancient, standing dead trees, fallen trees, stumps and roots in a state of decay. This includes urban areas such as local gardens, parks and roadside trees.
- Maintain or restore the open character of the heathland.
- Retain local centre functions in Roehampton Village, including shops, food stores, pubs and restaurants.
- Repair or reinstate original features such as timber windows and doors.
- Respect the existing proportions of historic buildings.
- Protect and enhance valued views and landmarks.
- Ensure any new development is well integrated with appropriate trees and vegetation. Resist elements which would result in an urban character.

## E Roehampton



**Fig. 175:** The listed concrete estates of the post war era are a key characteristic of Roehampton

### *Summary*

Roehampton is a mixed area, with some remnant large Georgian and Victorian mansions, 20th century housing estates, many of which were pioneering at the time, and the university campus. The 17th century village around Roehampton High Street is within Putney 'place' due to its relationship with Putney Heath.

The character of the area changed significantly in the mid to late 1950s with the introduction of the Alton Estate, said to be the finest examples in London of the post WWII idealism of buildings within a cherished landscape setting.

Much of the older parts of Roehampton are set around the large open spaces of the university and adjacent golf course.

### *Key changes and trends*

- Alton East is part of a masterplan being developed under the Area Spatial Strategy to redevelop the post-war estates of the 1950s.



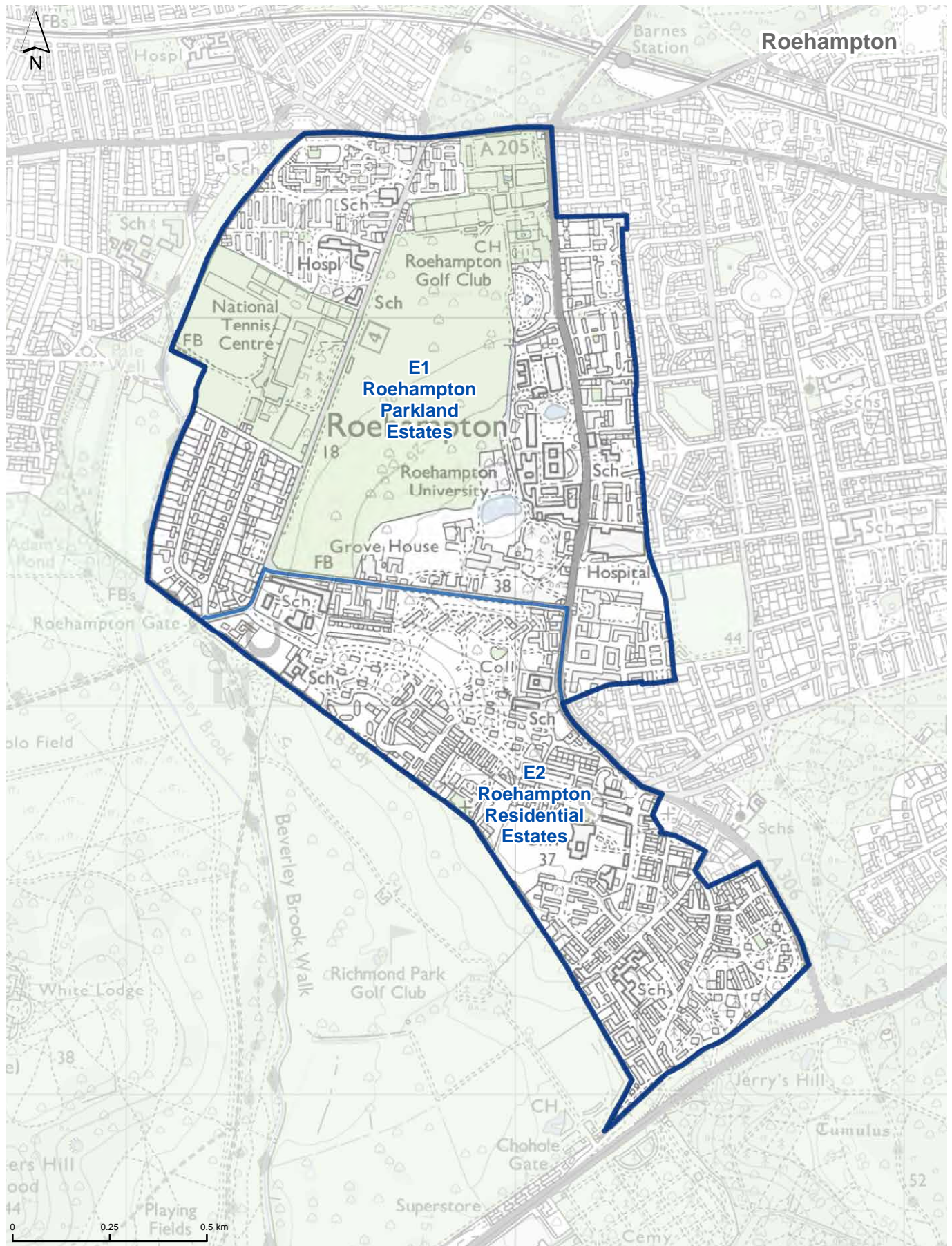


Fig. 176: Place E: Roehampton character areas plan

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## E1 Roehampton Parkland Estates



Fig. 177: Red brick imposing 5 storey building of the Bank of England Sports Centre

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Roehampton Parkland Estates encompasses the large scale buildings, institutions and houses set in and amongst open spaces including Roehampton Golf Course. There is a historic legacy of villas in landscaped grounds, many of which have now been re-purposed.

Roehampton has an interesting legacy of grand villas from the Georgian era, when it was popular as a destination for aristocratic summer residences close to Richmond Park. Some of the Georgian villas still survive, notably Grove House (grade II\* listed) and the Priory Hospital (grade II listed). The Grade I listed Roehampton House (Queen Mary's Hospital) is even older, from 1710, and at one time formed part of an extensive estate and 17<sup>th</sup> century deer park (now the golf course). With the gradual demolition of many of the large houses starting from the 19<sup>th</sup> century, a number of infill residential areas were developed including the 4 storey crescent-shaped block of flats Fairacres (grade II), in 1936, and the large detached houses of Roehampton Gate and the symmetrically planned estate of Roehampton Close around the same time.

**A relatively large scale grain with a sense of order, balance, symmetry and proportion:** the Georgian estate legacy has imparted a sense of grandeur, space and proportion. This is reflected in the general balance

of building proportions to open spaces, with buildings set sensitively in their plots, usually set back from roads. In addition to the Georgian buildings, this also includes Fairacres and Roehampton Close (1930s) as well as the substantial detached houses at Roehampton Gate and along Roehampton Lane. Some of the more recent developments are less successful at achieving this. Taller blocks fit well into the landscape where their mass is in proportion to their height, such as the 5 storey Bank of England Sports Centre (Fig. 188). In the north of the area the mixture of buildings heights between 2-5 storey brick terraces and blocks and the 13 storey towers disrupt the predominant pattern.

**Extensive green open spaces,** including Roehampton Golf Course, the National Tennis Centre, Rosslyn Park FC the grounds at Grove House and the garden at Roehampton House. A significant proportion of the area is designated Metropolitan Open Land. The Beverley Brook runs along the western boundary, (also the borough boundary with LB Richmond) although there is little sense of the river on the ground.

Few street trees, although mature trees in front gardens and grounds are important to creating a green character.

Predominant materials are brick (red brick and London stock brick).

**Mixture of land uses** including a school, golf club, hospitals, a local shopping parade (Rockingham Close), Rosslyn Park FC, Roehampton University buildings and the national tennis centre as well as 20<sup>th</sup> century residential properties, both houses and flats. University buildings and hospitals occupy the former Georgian villas.

**Perception of privacy created by barriers and curtailed access.** The area feels fragmented by busy major roads, including Roehampton Lane and Priory Lane, and Upper Richmond Road to the north. Fast moving traffic creates a vehicle-dominated environment.

**Landmark buildings,** including Fairacres and Roehampton House which are large scale, imposing and important focal features.

**Roehampton Gate of Richmond Park** is a particularly distinctive feature, providing a connection to the grade I registered park and garden.





Fig. 178: E1 E1 Roehampton Parkland Estates character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- The historic landscape character (also extending to the south to Roehampton Residential Estates), of Georgian villas set in landscaped grounds, highly valued for their cultural and historic interest as well-preserved examples of the area's former grandeur.
- Grade I listed Roehampton House, dating from 1710 but containing early 20<sup>th</sup> century extensions by Sir Edwin Lutyens.
- Other nationally and locally listed buildings, including Grove House (grade II\*), Old Lodge and Chapel of the Sacred Heart, Digby Stuart College (grade II), Society of the Sacred Heart war memorial, Fairacres (grade II), Templeton House (grade II), The Priory (grade II).
- Grove House grade II registered park and garden, mid 18th century gardens and pleasure grounds of Grove House villa, including other listed features within the garden such as the dummy bridge, mausoleum, lodges and gates.
- The sense of openness provided by the area designated as Metropolitan Open Land including the golf course, national tennis centre, football club and the university grounds.
- The view corridor of the designated London View Management Framework view from King Henry VIII's Mound in Richmond.
- The relationship with and the role the area has in providing a setting to Richmond Park (grade I registered park and garden), including views from the park to the character area (noting the design vision of the Alton Estate blocks to form distinctive landmark elements on the skyline).
- The landmark buildings including Fairacres, the university and Roehampton House which are large scale, imposing and important focal points.
- Mature trees in front gardens and grounds are important to creating a green character.



**Fig. 179:** Large detached house on Roedean Crescent



**Fig. 180:** Low-rise and high-rise estates at Arabella Drive



**Fig. 181:** Looking into Richmond Park from Roehampton Gate, on the border with LB Richmond

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- The sense of privacy, disconnection and fragmentation caused by high fencing around private land and lack of visibility. This results in roads being a dominant characteristic. Fences around Rosslyn Park FC, the A205 and Roehampton Lane (timber fence/palisade fence and netting) contribute little to sense of place.
- Busy traffic along Roehampton Lane.
- Some newer development lacks the balance and sense of proportion, with disparate building heights and orientation disrupting the sense of coherence of the area.
- Some of the newer developments such as Bader Way lack mature trees and vegetation, with few front gardens, although there is an attractive public space within it.
- Some areas feel disconnected from easy to access green open spaces.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Detached;
- Villas;
- Low-rise estates;
- Mid-rise estates; high-rise estates;
- Mid-rise flats;
- Community/leisure.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

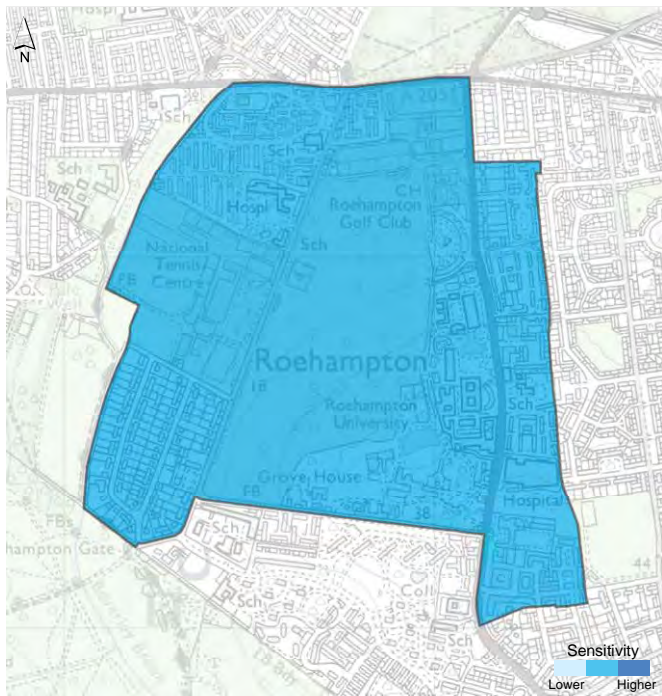


Fig. 182: E1 Roehampton Parkland Estates sensitivity plan

Overall Roehampton Parkland Estates has a medium sensitivity to change: there are some features of high value and others where change could result in enhancing the overall character.

Any change should:

- conserve and respect the historic character and the heritage assets and their settings including the nationally and locally listed buildings and landscapes;
- maintain the openness provided by the areas of MOL;
- preserve the LVMF view corridor.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.



Although there is an underlying historic character to the area, this has become lost under layers of disparate change and development. Therefore the strategy is to **improve** and **conserve** character, aiming to establish a new coherent character which incorporates and protects the valued assets and addresses the negative qualities.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Maintain and enhance street trees and front gardens, including keeping pavements clear of overhanging planting. Retain mature trees wherever possible.
- Increase green infrastructure through street tree planting and front gardens as part of any new development. Ensure planting has native and wildlife friendly species.
- Maintain and encourage the use of traditional materials - primarily brick. Ensure special attention to choice of materials and architectural details to reflect the rich townscape of the area, avoiding the use of timber or plain façades. Larger buildings should incorporate architectural details to avoid a 'monolithic' effect.
- Conserve the historic character and the heritage assets and their settings including the nationally and locally listed buildings and landscapes.
- Conserve and enhance the character and appearance of the Registered Park and Garden including restoration of the rock cascades and grotto and the mausoleum.
- Opportunities exist for development of generally up to 6 storeys as long as it is balanced with a commensurate proportion of planted open space around the building, and the wider major roads.
- Enhance the quality, functionality and biodiversity of green spaces e.g. around Beverley Brook and the public estates by incorporating wildlife-friendly planting and management.

## E2 Roehampton Residential Estates



**Fig. 183:** Grade II\* listed Denmead House in Alton Conservation Area, surrounded by Scots Pine trees part of the parkland setting

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Roehampton Residential Estates encompasses the buildings and parkland occupied by the Alton East and Alton West Estates, a pioneering 20<sup>th</sup> century social housing scheme set in a historic landscape and interwoven with historic buildings.

**A palimpsest landscape, made up of different layers of historic developments from the Georgian, Victorian and post-war eras. Historically the area was occupied by Georgian country estates** reflecting Roehampton's popularity as a destination for aristocratic summer residences close to Richmond Park. Several of the country estates in their landscaped parkland settings still survive (notably Mount Clare, grade I listed, Parkstead House, also grade I and Downshire House, grade II\*), although many have been altered, extended or part demolished. The Victorian era saw development of villas, in subdivided estate plots.

In the late 1940s the London County Council acquired the land for a major flagship housing scheme. The Alton Estate is one of the largest council estates in the UK, built to rehouse people as part of slum clearance schemes in Hammersmith, Fulham and Shepherds Bush. The scheme was interwoven with the existing historic landscape. Alton East was constructed between 1952-1955 and Alton West between 1955-1959.

**Parkland setting within which buildings have been carefully sited and harmoniously arranged.** The

design vision for the Alton Estate was for elegant and harmonious clusters of residential accommodation set within generous parkland; retaining the maximum amount of parkland possible was a key principle of the masterplan, to give residents the impression of 'living in the park'. Land rises to the north east towards the plateau of Putney Heath. The tallest buildings were designed to form distinctive landmark elements on the skyline in views from Richmond Park. Mature trees and undulating landform create a distinctive parkland landscape, although much of the areas have become overgrown, with sections of impermeable wilderness, and spaces which are dark, unsafe and unusable.

**A deteriorating sense of place:** the vision for the masterplan of distinct neighbourhoods, was not completely realised, and has suffered from additions and demolitions over the years, obstructing views, and infilling 'spare' bits of land with poor quality developments. The incremental change and redevelopment has eroded the overall vision and sense of place, compromised the openness, harmony and connectivity of the estate, and resulted in a confused place. This has led to much of the area being identified in the Local Plan as an area for regeneration.

**Residential land use,** with a mix of heights and styles. The residential use is mixed with community, education and retail uses, with a local shopping parade, community facilities and Roehampton University colleges occupying the former Georgian villas. However, the area lacks a distinct centre or focus such as entertainment facilities or restaurants. **Materials are primarily light and grey coloured concrete.** The buildings of the Alton Estate comprise five basic types:

- slab blocks (11 storeys), now listed grade II\* and described by Pevsner as the most important innovation of the estate;
- point blocks (12 storeys);
- maisonettes (4 storeys);
- terraced houses (2-3 storeys); and
- bungalows (1 storey).

**A landscape of socio-economic challenges:** the area has a low level of public transport accessibility, particularly for rail transport. Demographics show the area has a high proportion of young adults. It also has a higher proportion of 'deprived' households reported in the IMD: around 36% of households are deprived in 2 or more dimensions, compared with a borough average of 19%. There are also high levels of economic inactivity and unemployment, and higher than average crime levels.



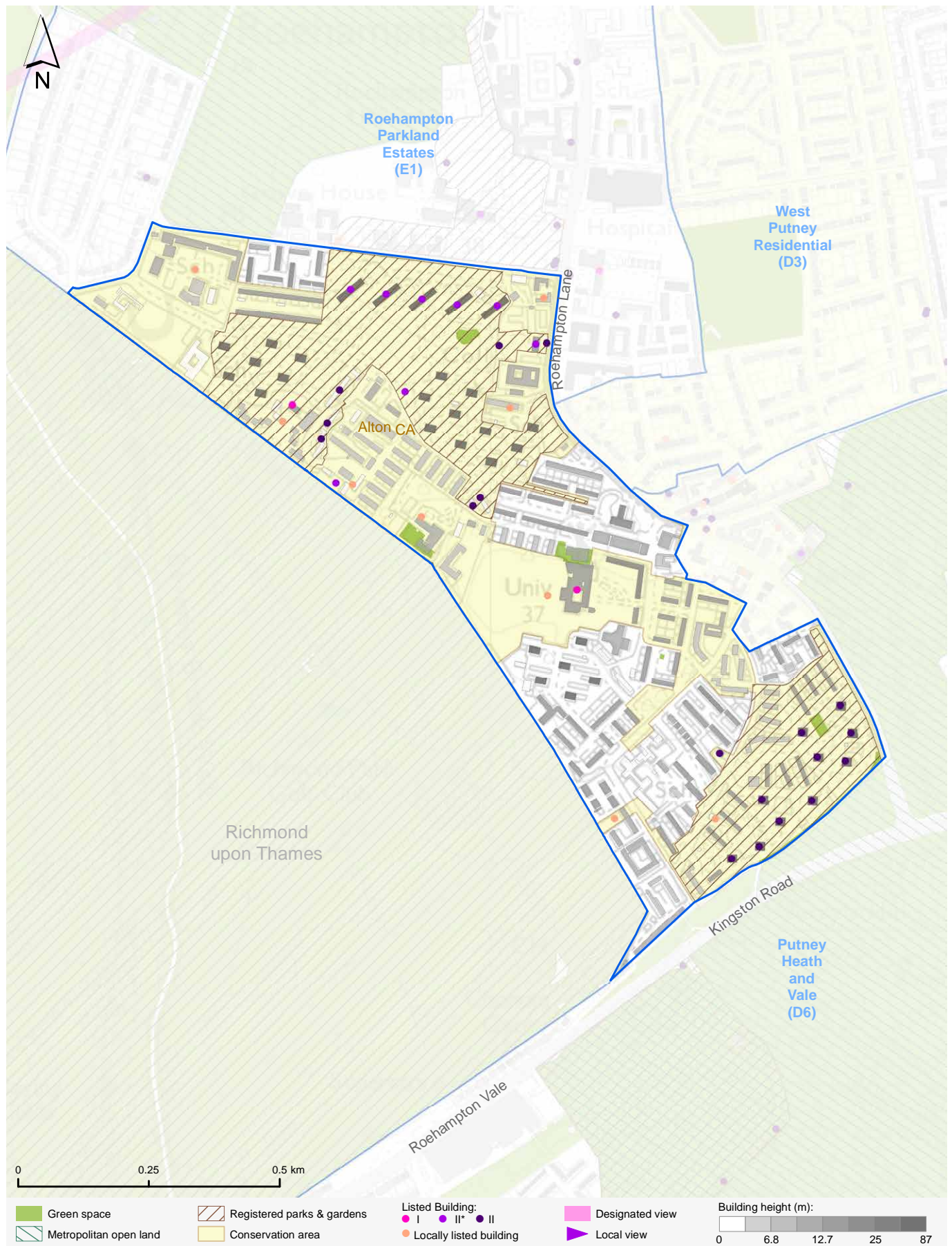


Fig. 184: E2 E2 Roehampton Residential Estates character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- The unique historic and cultural interest of the Alton Conservation Area and its setting, comprising the surviving layers of development from successive eras (Georgian, Victorian and post-war) in a parkland setting. The special sense of place resulting from the atmospheric landscaping, historic layout and architectural quality of the buildings.
- Mount Clare and Parkstead House, both grade I listed Georgian villas, and Downshire House, grade II\* listed, valued for their historic interest.
- The scenic, cultural and historic value of the locally listed gardens at Parkstead House and Minstead Gardens at Mount Clare, designed by Capability Brown, bringing a feeling of tranquillity.
- The parkland landscape and mature trees which provides a strong setting to the large tower blocks, important for maintaining a sense of openness.
- Cultural value of the Alton Estate, a highly influential post-war conception of towers in a parkland setting and important reference in the history of housing development in the UK, particularly the landmark slab and point blocks (grade II listed), and the grade II listed historic parks and gardens designed in June 2020.
- The relationship with and the role the area has in providing a setting to Richmond Park (grade I registered park and garden), including views from the park to the character area (noting the design vision of the Alton Estate blocks to form distinctive landmark elements on the skyline).
- The relationship with Roehampton High Street including setting of the conservation area and the view to the spire of the Church of the Holy Trinity.
- Recreational and access value provided by the strategic cycle network routes along Danebury Avenue and Clarence Lane; and proximity to open spaces like Richmond Park.



**Fig. 185:** Bland amenity grass in front of the 4 storey block creates a poor frontage to Danebury Avenue



**Fig. 186:** Visual connectivity to Roehampton High Street from Danebury Avenue



**Fig. 187:** Danebury Avenue local centre-public spaces lacks function

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Poor maintenance and condition of buildings and public realm, including the 'square' at Danebury Avenue.
- Lack of legibility and focal points, with incremental additions over the years having eroded the area's coherence. Some buildings, such as along Danebury Avenue, do not address the street positively.
- Dominated by cars and parking which detracts from sense of place.
- Perception of a lack of safety due to dead ends, walls retaining level changes, and lack of natural surveillance.
- Absence of interest and vibrancy along the main 'centres' such as the shopping and community amenities at Danebury Avenue and Portswood Place.
- The estate is cut off from its surroundings, by the A3 and Roehampton Lane and continuous fences along Richmond Park/golf course which prevent access for residents.
- Lack of efficient transport infrastructure.
- Poor circulation and connectivity: the road barrier by Alton Primary School limits access from the estate to Richmond Park via bus and creates a cul-de-sac effect which is confusing for visitors.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Low-rise estates;
- Mid-rise estates;
- High-rise estates;
- Villas.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

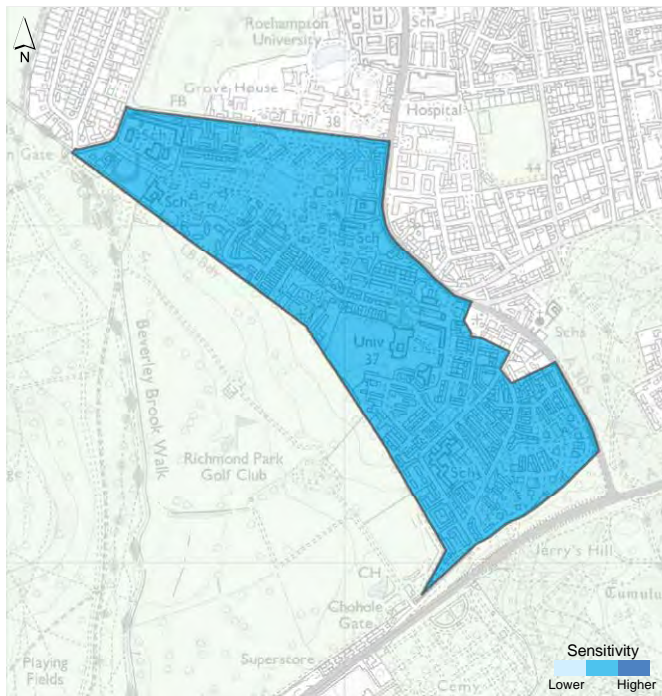


Fig. 188: E2 Roehampton Residential Estates sensitivity plan

Overall, Roehampton Residential Estates has a medium sensitivity to change, with the potential for positive change which is sympathetic to the area's valued features.

The existing extensive areas of open space and the existing built features in the area indicate the area may be able to accommodate growth. However, there are also numerous valued features including the heritage assets, historic landscape character and sense of openness. Therefore any change should respect the area's valued assets and susceptible characteristics, including:

- the parkland setting and the role it provides in providing a spacious setting to the taller buildings on the site;
- the special qualities of the conservation area and listed buildings;
- the setting to Richmond Park.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.



Although containing many features of cultural and historic interest, the character of the area has become degraded over time and unrecognisable from its former state. Therefore the strategy is to **transform** the character of the area, into a landscape with a strong, new character. At the same time, the strategy should **conserve** and enhance the many positive assets of the area, namely the parkland setting, historic character and heritage assets.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Refer to the Alton Masterplan documents.
- Respect the heritage assets and their settings, including the listed buildings, gardens and conservation area.
- Maintain and enhance the parkland character of the landscape, ensuring that any new development in the area does not diminish the openness and harmonious balance of buildings and open spaces.
- Enhance focal points, local centres and amenities, including community facilities.
- Enhance the biodiversity, scenic and recreational amenity function of the green and public open spaces.
- Improve building maintenance and condition.
- Improve provision of public realm and spaces for sitting and socialising.
- Improve connectivity with the surroundings, particularly Richmond Park. Incorporate a movement strategy across the area.
- Ensure buildings have positive active frontages to surrounding buildings, streets and open spaces.
- Improve use and function of public realm and public spaces, reducing dominance of the car.
- Ensure any new tall buildings respects the pattern of existing built development and valued views.

## F Tooting



Fig. 189: Tooting has a mix of property styles but many are quite large and have a suburban feel

### Summary

Tooting has pre-Saxon origins and was a focus for trade with its position on the Roman Road Stane Street. Historically it developed as Lower Tooting and Upper Tooting which centred on the Broadway, where Tooting Bec and Broadway stations now sit. Furzedown, to the south of Tooting Common was developed by local builders in 1900 within the extensive grounds of Furzedown House with a grid pattern of streets.

The 89 hectare Tooting Bec and Tooting Graveney Commons represent the remaining open space that once stretched to Mitcham.

Today, the demographics of Tooting are shifting towards young professionals with a vibrant town centre.

### Key changes and trends

- Tooting Broadway station is being considered by TfL as a station on the Crossrail 2 development. This could potentially relieve congestion on the Northern Line, and provide Tooting with a rapid and direct connection to major London station such as Clapham Junction, Victoria, Tottenham Court Road and Euston. However, it also brings the town centre under threat as the new station would require the demolition of a significant central space on the high street.
- As an important town centre in Wandsworth, Tooting will be a focus for redevelopment and increased housing provision where appropriate to do so. The plan for future change in this area is set out in the Area Strategy in the Local Plan.



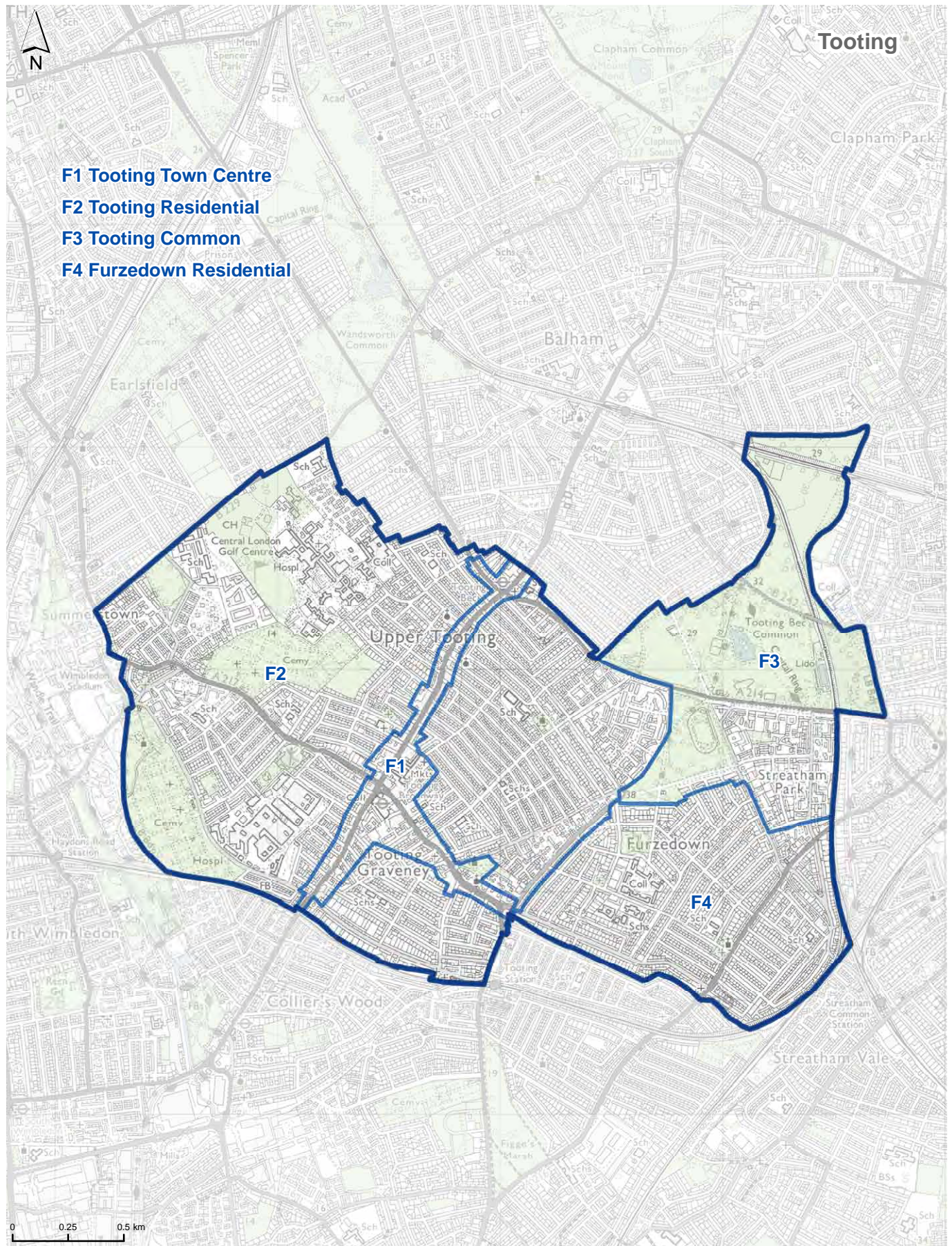


Fig. 190: Place F: Tooting character areas plan

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## F1 Tooting Town Centre



**Fig. 191:** Tooting Market (locally listed) - vibrant colours and a diverse range of food cultures

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Tooting Town Centre stretches along two main roads: the long Tooting High Street, and Mitcham Road. Its focus is around Tooting Broadway, although there is also a local centre at Tooting Bec.

**The character of the town centre can be divided into four zones:** the focus around Tooting Broadway underground and the high street; Tooting Bec local centre (small scale shops); Tooting Graveney at the southern end of Tooting High Street (small scale shops); and Mitcham Road (entertainment, pubs and restaurants).

**The town evolved along Tooting High Street,** a Roman road (Stane Street) which linked Chichester to London. Tooting Bec takes its name from the abbey of Bec in France, which once owned the land in the area, and was a separate place from Tooting Broadway. In 1926 transport links were improved with the extension of the Northern Line, followed by the opening of the Tooting Granada in 1930, which gave cultural life in Tooting a major boost. Much of the high street is within an Archaeological Priority Area.

**Distinctive architecture and landmark buildings.** Upper storeys of buildings are particularly distinctive, with a high proportion of listed and locally listed buildings, particularly in Tooting Broadway. Across the town centre key buildings include:

- underground stations (both grade II listed);
- former Granada Cinema (grade I listed);
- locally listed Tooting Market ([Fig. 191](#));
- memorable iron gas lamp standard outside Tooting Broadway ([Fig. 193](#));
- Kings Head pub (grade II listed), the Castle pub (locally listed) and the Wheatsheaf pub a positive frontage to the junction at Tooting Bec;
- Tooting Library (locally listed, [Fig. 194](#));
- RACS Building (locally listed);
- Churches of St Boniface and St Nicholas (both grade II) and their green churchyard settings;
- the curved form of Amen Corner parade at the end of Mitcham Road (locally listed).

**Balanced proportions, with building heights of between 2-4 storeys.** This provides a human scale and ensures the landmark buildings remain landmarks.

**A vibrant destination for food and nightlife,** and town centre functions such as shops, restaurants, pubs and public services. It has excellent public transport accessibility, with Northern Line stations at Tooting Bec and Tooting Broadway, and a National Rail line at nearby Tooting train station (outside of the borough). Tooting's entertainment was once prolific, with dancing at the RACS building, famous music concerts at the Granada theatre and numerous cinemas. A few of these iconic buildings survive in different guises but commercial entertainment has a low profile.

**An urban feel, exacerbated by a busy, congested high street, lack of green and public space.** The town centre is vehicle dominated, with poor air quality at Tooting Broadway crossroads. There is also a predominance of garish shop fronts. The busyness and clutter detracts from the historic interest of the built fabric. However, the open space around the Church of St Nicholas on Mitcham Road, provides a welcome respite to the hard urban realm.

**Diversity, colour and interest.** The proportion of residents of mixed/multiple ethnic group is relatively high for the borough, close to the London average. A high percentage of Asian residents has brought about many much-loved curry houses. Tooting Market, as well as food stalls and independent shops along the high street create a vibrant and exciting place. Diverse faiths and cultures are a defining and cherished feature of Tooting. Churches and other faith buildings (including those converted from previous uses) are prominent and positive features of the high street.



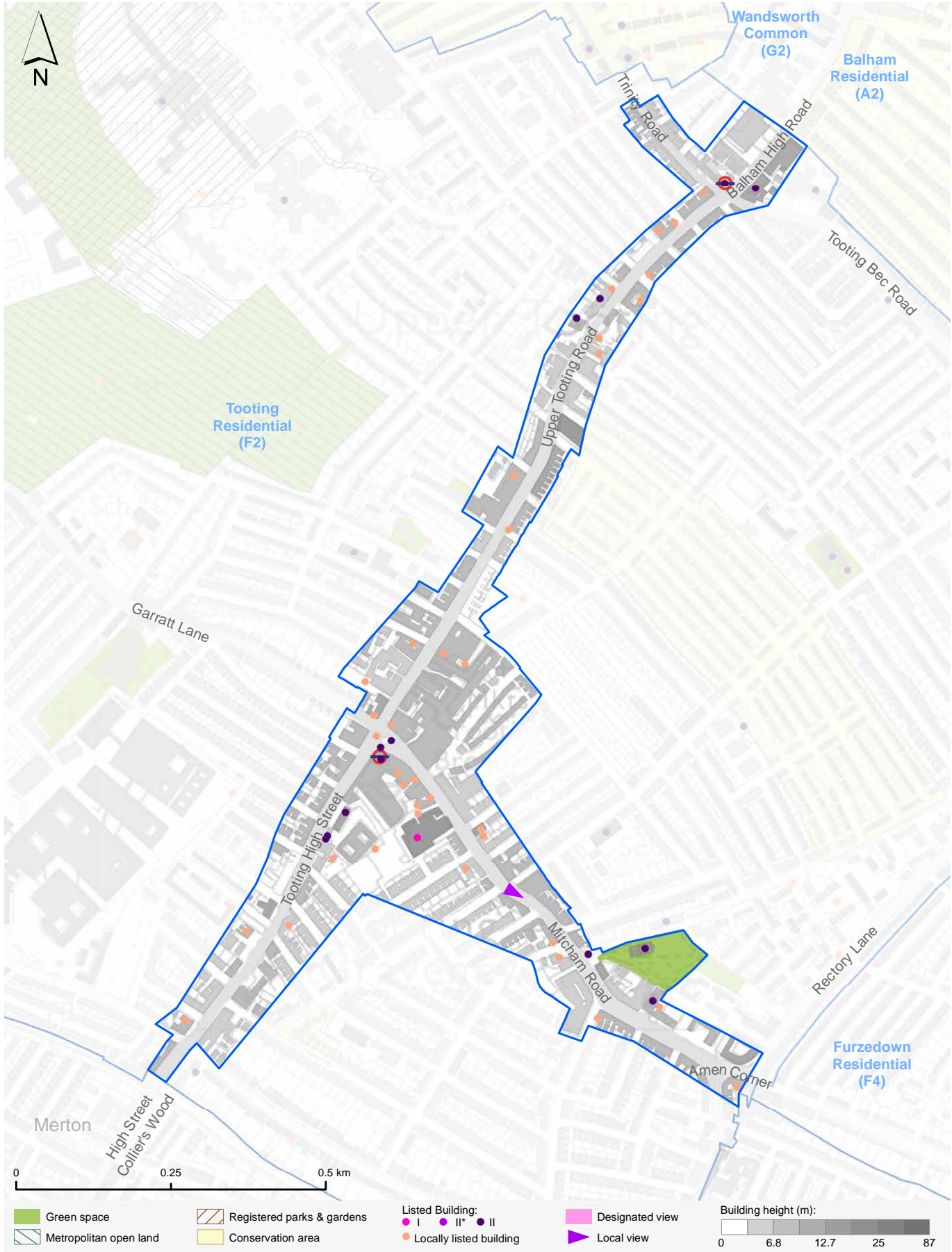


Fig. 192: F1 Tooting Town Centre character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Landmark buildings, particularly those at junctions for creating structure, legibility and sense of place.
- Buildings of high architectural quality, particularly historic buildings, including pubs (listed and non-listed).
- The balanced proportions along the two high streets, which creates a human scale to the street scene.
- Tooting market, a rich and exciting destination, although a bit hidden behind street clutter. The market epitomises the cultural diversity and food culture that Tooting has become renowned for.
- The town centre functions including community facilities, shops and local independent services as well as restaurants/food, entertainment and places of worship, which helps create a sense of vibrancy.
- The distinctive character, green, trees and openness of the churchyard of St Nicholas Church.
- Valued views, including the view south along Mitcham Road towards the trees and spire of the Church of St Boniface.
- Proximity to the nearby Commons, the Wandle Trail and other open green spaces.
- Diversity of people and cultures creating a vibrant, bustling and friendly area.
- Strong transport links including the London Underground and bus routes.



**Fig. 193:** The landmark grade II listed cast iron candelabrum at Tooting Broadway station



**Fig. 194:** The handsome terracotta Tooting Library on Mitcham Road (locally listed), opened in 1902



**Fig. 195:** Street trees enhance the view south along Mitcham Road with the spire of St Boniface Church

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Buildings are in a mixed state of repair, which overall, results in a fragmented feel to the streetscape. There is mixed management and maintenance of shop frontages along the high street, with some blank façades, which are detrimental to the experience of the town centre. In many cases historic features of upper storeys have become degraded. The built fabric deteriorates towards Tooting Bec.
- Some large retail units dominate due to their mass and footprint (rather than height).
- Heavy traffic, combined with narrow pavements creates a busy, and noisy environment along the High Street.
- Absence of a distinct identity to Tooting Bec, with some examples of poor frontages to the street (e.g. industrial units on Balham High Road).
- South Thames College and Sainsbury's detract from the activity and proportions of the High Street in their key location.
- Absence of public open space including benches, poor air quality, street clutter, garish shop fronts and high traffic noise diminishes the quality of the townscape for pedestrians.
- Presence of a large ground level car park behind the Granada building on Mitcham Road.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Shop front terraces;
- Town centre retail;
- Mid and high-rise mixed use.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

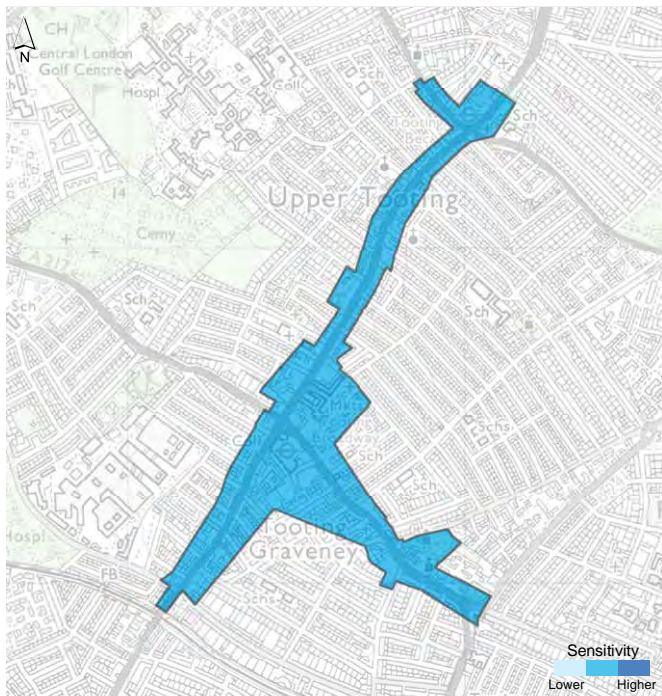


Fig. 196: F1 Tooting Town Centre sensitivity plan

Overall, Tooting Town Centre has a medium sensitivity to change, with the potential for targeted growth.

The character area has the potential to incorporate change and new development, as long as this respects:

- the proportion, scale and material quality of the remaining period buildings;
- the existing landmark buildings, preserving their setting and contribution to the skyline; and
- the function of the streetscape as a shopping and leisure destination.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

Conserve	<b>Restore</b>	Improve	Transform
----------	----------------	---------	-----------

Tooting has a strong character in terms of community and culture, although its streetscape could be improved to enhance the condition and setting of the high quality landmark buildings.

Therefore the strategy is to **restore** the character to enhance the quality of public realm, the maintenance of remaining characteristic features and ensure future growth reinforces existing character.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Refer to the Tooting Bec and Broadway Neighbourhood Characterisation Study.
- Establish guidelines and standards for ground floor shop frontages to ensure they contribute to the overall quality of the street scene.
- Ensure good maintenance of building façades and public realm, de-cluttering and litter.
- Widen pavements and introduce further traffic management including changes to Tooting Broadway junction to reduce the dominance of cars and improve pedestrian / cyclist safety.
- Highlight pubs and civic building landmarks through public realm improvements and protecting their setting and proportion.
- Establish more green infrastructure, particularly street trees, within the public realm. Improve provision and quality of public green space to counteract the dominance of traffic.
- Support independent retailers to provide a diversity of commercial offerings.
- Re-introduce and retain historic features, enhancing their prominence in the street scene.
- Create new destinations to enhance the cultural experience inspired by its past e.g. theatre/music.
- Enhance sense of place around Tooting Bec, accentuating the sense of arrival from Balham.

## F2 Tooting Residential



Fig. 197: Two storey period terraces on Totterdown Street

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Tooting Residential is characterised by period terraced streets surrounding Tooting Town Centre. The large footprint of St George's Hospital in the south west of the area is complemented by large green cemeteries nearby. There is a gradual transition in character to Furzedown to the east, Earlsfield to the west and Balham to the north.

The area grew rapidly in the Victorian period, with rows of terraced housing laid out in proximity to the main road junctions of the High Street with Mitcham Road ('Tooting Graveney') and Trinity Road ('Tooting Bec'). Between 1901-11 London County Council built a pioneering new cottage estate for working families: the Totterdown Fields Estate. Its development grew further following the extension of the Northern Line to Tooting Bec and Tooting Broadway in 1926.

**Residential character, of 2-3 storey period terraced and semi-detached houses in fair condition.** The area is characterised by densely packed, tight-knit streets of houses, many of which have been converted to flats. House sizes and quality increase around Tooting Bec in the north, and east of the town centre, where street trees create more of a green feeling. West of the town centre houses are modest in scale; standard Victorian terraces, generally lacking in details and utilitarian in style. Materials are sometimes poor quality and have become degraded. Various modifications (such as removal or rebuilding boundary walls, façade repairs, pebbledash

and paint) over time have led to a lack of cohesiveness. Typical materials are London stock and red brick.

**Balanced proportions**, where narrow streets have modest scale houses. Around the hospital in the south west of the area, large green spaces and larger footprint mansion blocks make a coarser urban grain. The 3-4 storey mansion blocks such as Bellamy House help to define the wider Garratt Lane; here architectural details such as stone work above main entrances and the high quality red brick, add real texture and distinctiveness to this part of Garratt lane. Similarly, the 2 storey Anderson House on Fountain Road provides strong presence; its mass broken up by courtyards and green space, and the 4 storey Moira Court on Trinity Crescent.

### The 'cottage feel' in the Totterdown Fields

**Conservation Area** - which is particularly distinctive, attractive, rich and special. The streetscape is relatively green, with mature street trees and green front gardens. There are a mix of building styles but a sense of cohesiveness from the high quality and historic character. Totterdown Fields has historic significance, being the first 'cottage estate' in London.

**Local parades of shops are important in providing community function and sense of place in the dense terraced streets.** For example, local shops at the western end of Garratt Lane (near Khartoum Road).

**Open spaces are located towards the periphery of the character area**, including Lambeth Cemetery and Streatham Cemetery, as well as Tooting and Wandsworth Commons (adjacent to, but outside of, the character area). There are few public open spaces within the residential areas themselves. Although there are some private back gardens, these are being lost to residential extensions and conversion into flats.

**A strong sense of community**, but a population that is changing fast, with the influx of young professionals priced out of more central London locations, and signs of gentrification. Tooting's population has a diversity of faiths, cultures and backgrounds, and is known for its British Asian community.

Landmarks include:

- Tooting Primary School (grade II listed), a well-preserved example of a London board school c1900
- Grade II listed St Nicholas Parochial Hall;
- Church of All Saints (grade II listed);
- The red brick mosque on Gatton Road.



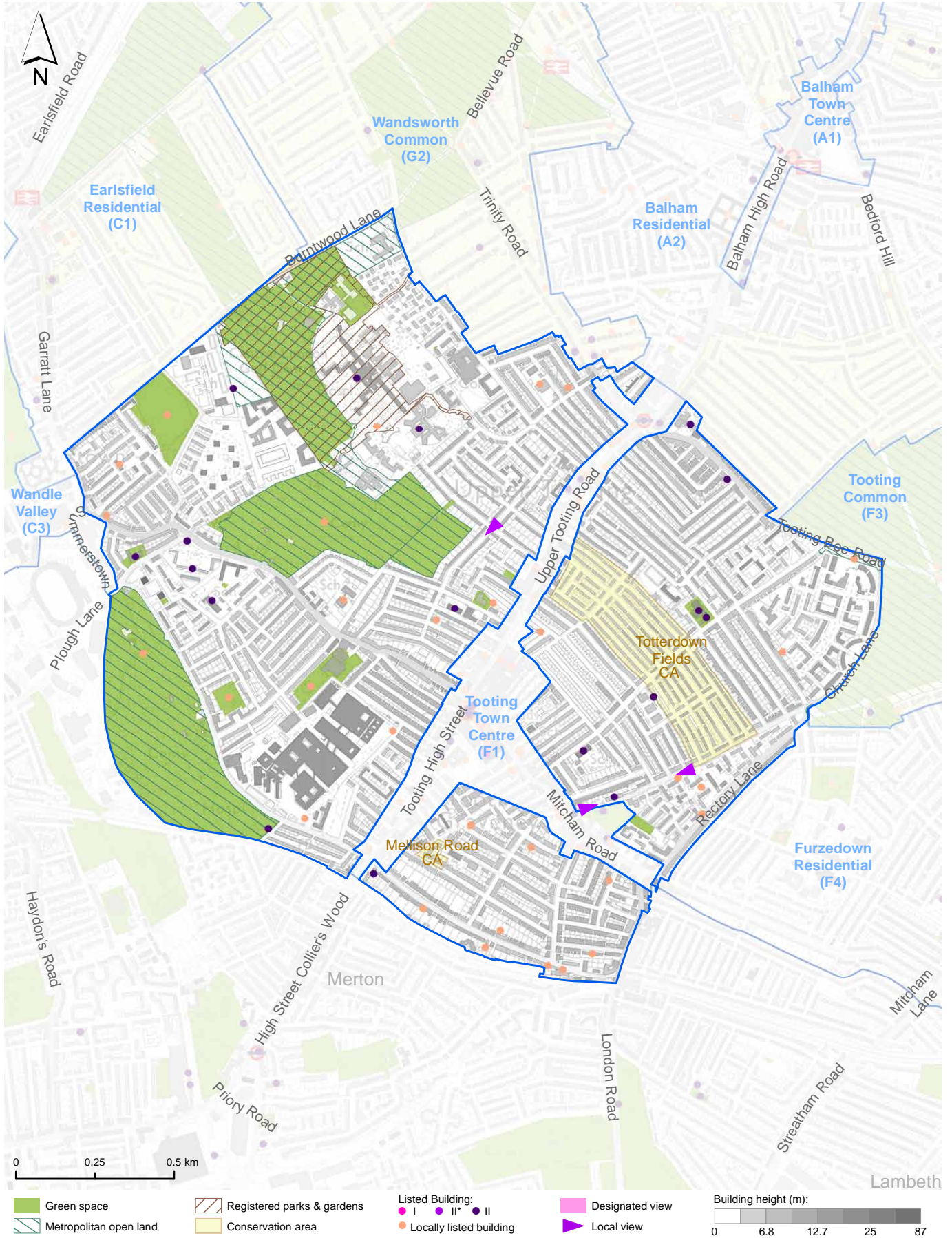


Fig. 198: F2 Tooting Residential character area plan

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## Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Remnant historic details, such as the 'Heating Plumbing Merchants' painted sign on the corner of a building at Rostella Road/Garratt Lane.
- Totterdown Fields Conservation Area, valued for its distinctive cottage-style character and as a fine example of properties influenced by the Garden City and Arts & Crafts movement.
- The unusual and attractive use of knapped flint in the Mellison Road Conservation Area, on the façades of houses and for boundary walls.
- Church Lane: views of the Church of St Nicholas and adjacent churchyard (although within Tooting Town Centre character area), grade II listed St Nicholas Parochial Hall (Fig. 200), and the red brick walls, piers, gates and postbox features marking the former location of the former St Benedict's Hospital (locally listed). The combination of mature trees and historic features give Church Lane a sense of richness, local distinctiveness and tranquillity.
- Street trees enhance views, soften the dense urban realm, and provide environmental resilience. Groups of trees which add special value include those in front of St Anselms Convent School.
- The green character of the cemeteries and green spaces, and their value for relaxation and recreation including Hebdon Road playing fields, Garrett Green, Figges Marsh and Springfield Hospital.
- High quality materials including red brick which add a sense of place and rich texture.
- Landmarks and individually distinctive and high quality buildings, many of which are locally or nationally listed for their historic value.
- Views:
  - downhill towards the hospital from the northern end of Fishponds Road, along tree-lined street;
  - to St Nicholas Church.



Fig. 199: View into Lambeth cemetery from Blackshaw Road



Fig. 200: Grade II listed St Nicholas Parochial Hall on Church Lane



Fig. 201: Red brick cottage-style house on Derrington Road in the Totterdown Fields Conservation Area

## Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Some maintenance issues, degraded front boundaries and gardens, including degradation of period features over time which has resulted in a mixture of different coloured painted frontages and walls which fragment the character of the street scenes (predominantly to the west of the High Street). Issues with fly tipping in some locations.
- Simple, plain and uninteresting frontages e.g. along Fountain Road, the 2 storey houses lack interest, whereas the wide road could benefit from more imposing frontages (3-4 storeys) such as Anderson House.
- Modern infill estates e.g. south and east of Church Lane, lack sense of place, are dominated by hard standing and car parking and lack connectivity with the surrounding area, with poor pedestrian environments and little green. Beville Allen Close housing estate lacks active frontage to the main road.
- Hard and urban feel with a lack of green and public open space.
- Ernst Bevin College which detracts from the residential character of Beechcroft Road.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Semi-detached;
- Low-rise estates;
- Mid-rise estates;
- Low-rise flats;
- Mid-rise flats.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

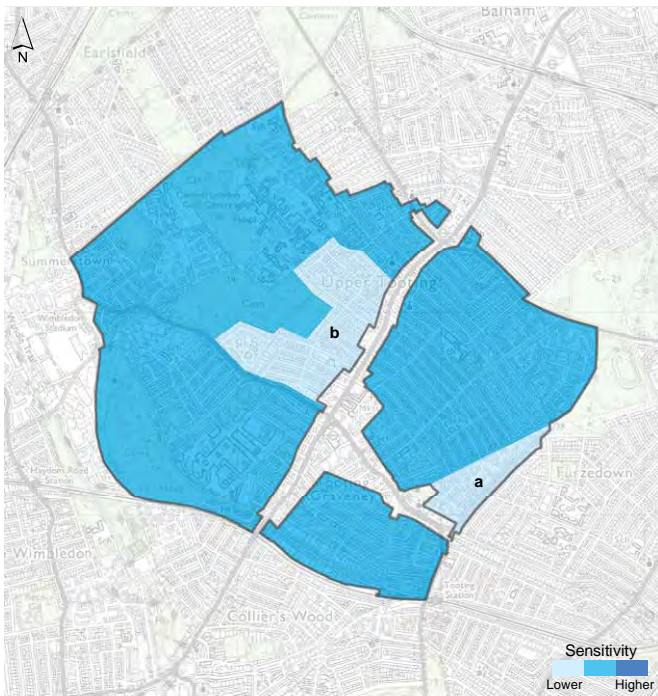


Fig.202: F2 Tooting Residential sensitivity plan

Overall, Tooting Residential has a medium sensitivity to change.

Highly valued and cohesive areas have higher sensitivity; these include:

- the conservation areas;
- the terraced streets east of the town centre which are in good condition;
- the open spaces.

Positive change should be encouraged where this can enhance character, including:

- along main roads;
- the modern estates around Church Lane, sub area (a);
- the terraced streets west of the town centre which are in poorer condition, around sub area (b).

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.



Overall the character of Tooting Residential is fragmented, with poor condition of built fabric in some places and some areas lacking sense of place. Therefore, the strategy is to **improve** character, particularly along the main roads, where character could be enhanced through street tree planting and buildings with improved frontage to the street.

Any new development should use historic references from the Tooting Residential area wherever possible to ensure they build upon existing character.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Refer to the Tooting Bec and Broadway Neighbourhood Characterisation Study.
- Encourage upkeep of boundaries, façades and planted front gardens.
- Increase street tree planting.
- Respect the scale and proportions of existing buildings and streets. Most streets would not be able to accommodate buildings over 3 storeys.
- Enhance legibility of the area through adding landmark buildings along main roads and key junctions. New landmark buildings should be high quality design and respect the prevailing building heights of the area and be in proportion to the width of the streets (e.g. 3-5 storeys may be appropriate fronting wider roads).
- Enhance the quality, functionality and biodiversity of green spaces in estates e.g. by incorporating play equipment, seating and management regimes which encourage wildlife.
- Conserve, repair or reinstate original period features such as windows, boundary walls, traditional materials and front doors.
- Retain existing local parades and local community facilities.
- Respect the settings, proportions, scale and details of landmark features.
- Encourage use of characteristic materials such as high quality red brick and London stock brick.
- Improve definition of the edge of Tooting Bec town centre.

### F3 Tooting Common



Fig. 203: Tooting Common

#### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

**Tooting Common character area encompasses the large public open space of the Common, and the adjacent residential area within its setting, dominated by the Streatham Park Conservation Area.**

**Tooting Common is historically two commons:** Tooting Bec Common and the smaller Tooting Graveney Common, which were once part of much larger medieval manors. The commons were protected through an Act of Parliament in 1875 in response to local petitions against its enclosure by a wealthy landowner, and managed for recreation and sport. Over time the common land became more formalised, with laying of paths, development of amenities and formation of the artificial lake following gravel digging. During the World Wars the common was an essential resource for the local and metropolitan population as a site of recruitment, training, bomb shelters, temporary prefab homes and food production.

**Sense of openness** provided by the Common, a well-maintained public open space and designated Metropolitan Open Land with mature trees. The sense of space is continued through into the Streatham Park residential area (inside and outside the Conservation Area), with detached houses and estate blocks up to 6 storeys well-integrated into the landscape, surrounded by green spaces and mature trees. There is a **leafy,**

**green feel** over the whole area, and although roads pass in proximity they are not very apparent.

**A wildlife haven** with a mosaic of habitats including acid grassland, woodland, tree avenues, and open standing water. Tooting Common is designated as a Site of Metropolitan Importance for Nature Conservation. It also contains a number of veteran trees and historic pollards which can be associated with its historic management as wood pasture. The lake on Tooting Common supports a range of invertebrates and aquatic plants, waterfowl and bats.

**Historic character**, including the tree avenues: one planted in 1600 along Dr Johnson Avenue. There are remnants of the 19<sup>th</sup> century estates including Furzedown Lodge (Fig. 206), one of the last remaining gate-lodges in the Streatham and Tooting area. Other non-listed features in the common include an art deco style drinking fountain and fossilised tree stump.

**A destination for sport, leisure, socialising and relaxing** with facilities including playground, Tooting Bec Lido, football pitches, car parks, tennis courts, open areas of grass and fishing in the lake. **Tooting Bec Lido**, dating from 1906, the largest open-air freshwater swimming pool in England at just over 90m.

**Sense of calm, relative tranquillity and peacefulness** as a result of mature trees screening traffic and reducing perception of noise and pollution. Areas of dense planting, such as around the lake, add richness, sense of wildlife and enclosure to parts.

**Streatham Park Conservation Area**, its special character a result of the relationship between the groups of detached and semi-detached late 19th century and early 20th century houses, particularly the frontage to Tooting Bec Common, as well as the historic landscape and vestiges of woodland surviving from large estates that were sold for development around the end of the 19th century. This gives the area a very green suburban character of low density and pleasantness. The margins of Tooting Bec Common in Clairview Road and North Drive and the grass verges with trees to Ullathorne and Abbotsleigh Roads give the impression of the common flowing into the area reinforcing its landscape character. Houses are generally 2 storey and materials predominantly red brick.

#### Relatively few landmarks, including:

- Furzedown Lodge, grade II listed;
- Tooting Bec Lido (locally listed).





Fig. 204: F3 Tooting Common character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Tooting Common, designated Metropolitan Open Land and a locally listed garden. It is valued for recreation, leisure and its role in providing space for socialising and relaxation.
- Mosaic of habitats on the common including acid grassland, woodland and standing water habitats (priority biodiversity action plan habitats) in an otherwise densely developed area. Open standing water represents one of the most diverse of all ecological habitats in London.
- Sense of openness provided by the Common, a well-maintained public open space with mature trees. The sense of space is continued through into the Streatham Park residential area, with buildings in spacious plots, allowing views through, and their surrounding green spaces, gardens, grass verges and mature trees.
- Tooting Bec Lido.
- Veteran trees, particularly on the common, and street trees which make an important visual contribution in the residential areas and along main roads such as Furzedown Road, providing a perceptual link to the common.
- Streatham Park Conservation Area including the listed and non-listed buildings and features and landmarks contributing to its special character.
- Historic character including Furzedown Lodge, the former gatehouse to Furzedown House (within Furzedown Residential character area).
- Valued views including those looking out from the roads that approach the common and from the common towards the buildings in Streatham Park Conservation Area.
- Local shops and diverse selection of restaurants in the local area.



**Fig. 205:** Tooting Bec Lido with the coloured doors of the changing cubicles



**Fig. 206:** Listed Furzedown Lodge in Streatham Park Conservation Area, formerly the lodge to Furzedown House



**Fig. 207:** Busby House on the Streatham Park Estate set in green open grounds

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Some maintenance issues on houses edging the Common in the conservation area.
- Traffic noise in some places.
- Palisade fencing around Tooting Bec Lido provides a harsh visual edge from some views.
- The railway bridge underpass in the northern part of Tooting Common suffers from poor maintenance and feels unsafe.
- Width of the roads in some places, which find it difficult to accommodate multiple different user types.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Semi-detached;
- Detached;
- Mid-rise estates.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

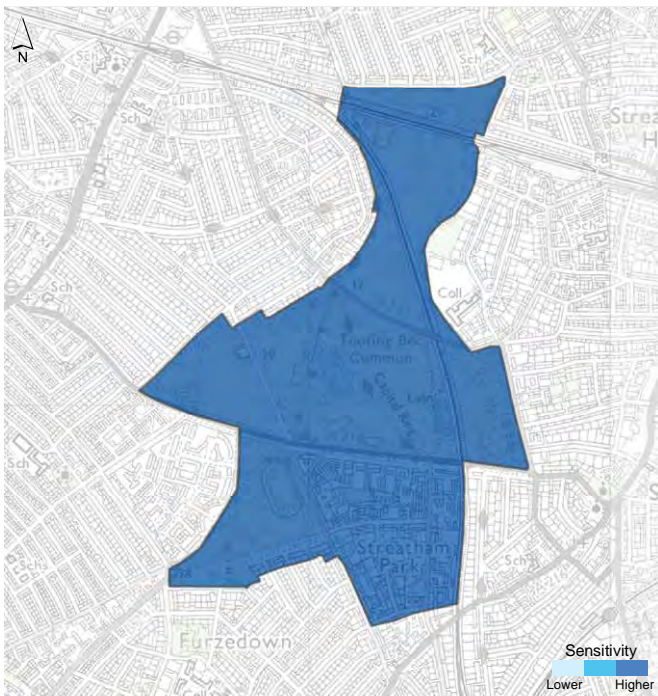


Fig. 208: F3 Tooting Common sensitivity plan

Overall, Tooting Common has a high sensitivity to change with no potential for extensive growth.

The estates may be able to accommodate some intensification including infill of undercroft spaces and increase in height of low-rise elements but their sense of openness should be retained.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

<i>Conserve</i>	<i>Restore</i>	<i>Improve</i>	<i>Transform</i>
-----------------	----------------	----------------	------------------

The existing character of the area is strong, with many valued features and distinctive sense of place. Therefore the strategy is to **conserve** the character, elements and features, whilst enhancing existing features where appropriate.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Refer to the Tooting Common Management and Maintenance Plan and Tooting Common Conservation Plan; and the Streatham Park Conservation Area Appraisal and Management Strategy.
- Protect the area's green character and sense of openness. Green buffers to the roads are particularly important in reducing the perception of noise, pollution and traffic.
- Maintain the green skyline, paying particular attention to new development in other character areas which may affect this.
- Preserve and maintain street trees and green front gardens. Preserve historic tree avenues on the common, planning for replacement of trees as they reach the end of their life.
- Enhance biodiversity on the Common e.g. grassland management regimes, improving connectivity between habitats, tree management.
- Ensure any future house extensions retain the sense of spaciousness between houses.
- Protect and reinstate historic features including listed buildings, and their settings.

## F4 Furzedown Residential



Fig. 209: Two storey terraced houses with cross-gabled roofs on Mitcham Lane

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Furzedown Residential encompasses the residential streets south east of Tooting, towards London Boroughs Merton and Lambeth. It includes Mitcham Lane local centre.

**The name 'Furzedown' dates from the 17th century, and refers to the gorse that grew there.**

**The origins of Furzedown lie with Furzedown House** (grade II listed, now a school), which was one of the only buildings in the character area until around 1900, aside from a couple of farms and a focus of settlement around Mitcham local centre associated with the railway to the east. The existing residential roads were laid out on the former estate's grounds - on land that had been parkland and a golf course - between 1900 and 1930, after it was sold.

**Topography in the area slopes down towards the River Graveney, a tributary of the Wandle, to the south west.** Furzedown House occupies a local high point. The regular pattern of north east/south west orientated roads gives rise to distant views to the south towards Mitcham, with the gas holder a recognisable feature (Fig. 212). The long views with wooded horizons emphasises the more spacious, suburban character compared with Tooting to the west.

**Residential, semi-suburban character, with period terraces of consistent heights** of 2 storeys and

detached/semi-detached houses laid out in a regular, consistent grid pattern. Façades are a mixture of render, pebbledash and brick with a consistent roofline giving a sense of openness. Architectural details on Victorian terraced houses above windows and doors add visual interest. Original features such as sash windows and cross-gabled roof give a richness to the streetscape.

Small inter-war and post-war estates include taller buildings such as the 11 storey tower next to Furzedown House. Although the tower detracts from the setting of the historic building, it does not detract from wider character as it is well integrated into its surroundings with trees and open space.

**Relatively frequent street trees and back gardens contribute to a reasonable proportion of green cover in the area.** There are few public green spaces with the exception of Furzedown Recreation ground. The green space was created in 1924 by the Council as part of the new housing scheme having previously been attached to the historic Furzedown House. It still contains some remnants of 19<sup>th</sup> century planting.

**Mitcham Lane local centre**, provides shopping and community facilities. Streets are fronted by 3 storey consistent shop front terraces in red brick and the Furzedown pub occupies a prominent corner location. Local parade of shops on Moyser Road provide shopping and community services.

**Relatively poor public transport accessibility**, although Tooting Station (in LB Merton) and Streatham Common Station (in LB Lambeth) provide rail access.

Landmarks include:

- Penwortham School (grade II listed), a 3 storey building of yellow stock brick with red brick dressings, built in the Queen Anne style for the London County Council in 1907-8. It occupies a prominent position on a hill overlooking the valley of the river Graveney which the verticality of its design emphasises;
- Furzedown House (grade II listed);
- the pair of churches on Mitcham Lane (Mitcham Lane Baptist Church, grade II listed and St James Church, locally listed);
- Goldfinch Primary School;
- The Furzedown pub on Mitcham Lane.





**Fig.210:** F4 Furzedown Residential character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Listed buildings including Furzedown House (grade II), dating from 1794, now a teacher training college.
- Architectural details on Victorian terraced houses which give a richness and visual interest to the streetscape.
- Intact front boundaries, street trees and green front gardens which soften the public realm.
- Furzedown recreation ground, a locally listed garden with remnants of 19<sup>th</sup> century planting.
- Furzedown Christmas Market on Moyser Road, a locally valued community event.
- Open views along streets and downhill, as a result of the topography in combination with the regular street pattern. Views to wooded horizons creates a feeling of space and a semi-suburban, peaceful character.
- Local amenities including schools, nurseries and churches creating a family centred community spirit.
- Proximity to Tooting Common with its extensive

facilities including the lido.



Fig. 211: Locally listed St James Church on Mitcham Lane



Fig. 212: Distant view downhill from Nimrod Road to a wooded horizon and gas holder in Mitcham



Fig. 213: Typical period terraces on Welham Road, with intact front boundary walls and hedges

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Some areas could benefit from better maintenance, including pavements and boundary walls, which have been replaced by timber fences, although overall the condition is fair.
- Modifications to houses such as doors, porches and u-pvc windows detract from the character of the streets.
- Poor condition of some of the shop fronts in Mitcham Lane which has been raised by representatives of the local community.
- The 11 storey tower on Spalding Road which detracts from the setting of the listed historic

Furzedown House.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Semi-detached ;
- Detached.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

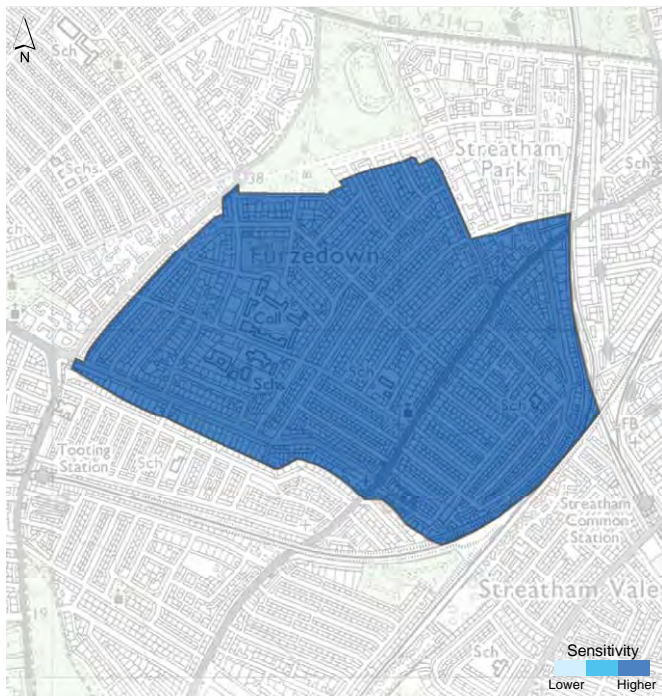


Fig.214: F4 Furzedown Residential sensitivity plan

Overall, Furzedown Residential has a high sensitivity to change. This is owing to the high susceptibility of consistent building heights and sense of spaciousness in the borough which may be negatively affected.

Therefore, any new change should carefully consider its design to fit into its surroundings.

Wider, busier roads such as Mitcham Lane can more easily accommodate taller and denser development.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.



The existing character of Furzedown Residential lacks distinctive sense of place, therefore the strategy is to improve character by retaining positive features, restoring historic elements and adding new positive features to enhance local distinctiveness.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Encourage upkeep of boundaries, façades and planted front gardens.
- Increase street tree planting.
- Respect the scale and proportions of existing buildings and streets. Most streets would not be able to accommodate buildings exceeding the prevailing height.
- Enhance legibility of the area through adding landmark buildings along main roads and key junctions. New landmark buildings should be high quality design and respect the prevailing building heights of the area and be in proportion to the width of the streets (e.g. 3-5 storeys may be appropriate fronting wider roads).
- Enhance the quality, functionality and biodiversity of green spaces in estates e.g. by incorporating play equipment, seating and management regimes which encourage wildlife.
- Conserve, repair or reinstate original period features such as windows, boundary walls, traditional materials and front doors.
- Retain existing local parades and local community facilities.
- Respect the settings, proportions, scale and details of landmark features.
- Encourage use of characteristic materials such as high quality red brick and London stock brick.

## G Wandsworth Town and Common



Fig. 215: Wandsworth Common has long been at the heart of the area, but feels quite detached from the busy town centre

### *Summary*

The Manor of Wandsworth appears in the Domesday book. The town's original centre was at All Saints Church on the High Street, and industry at the confluence of the River Thames and Wandle. Houses and industry developed together in a tight knit format. Wandsworth Common has been recorded as such since 1741, although eroded over time by development and the construction of the railways.

Significant redevelopment of Wandsworth occurred in the 1970s and 80s, including the Arndale shopping centre and Swandon Way. This was the first introduction of towers in the centre of the area. The housing around the common remains highly intact period Victorian and Edwardian properties.

### *Key changes and trends*

- Wandsworth town centre is a major redevelopment zone within the borough, with potential development areas along the High Street, along the Thames frontage and through the Wandle Valley.
- There is also a large economic use intensification area around the A3 and railway lines, where commercial premises will continue to be encouraged and increased density explored.



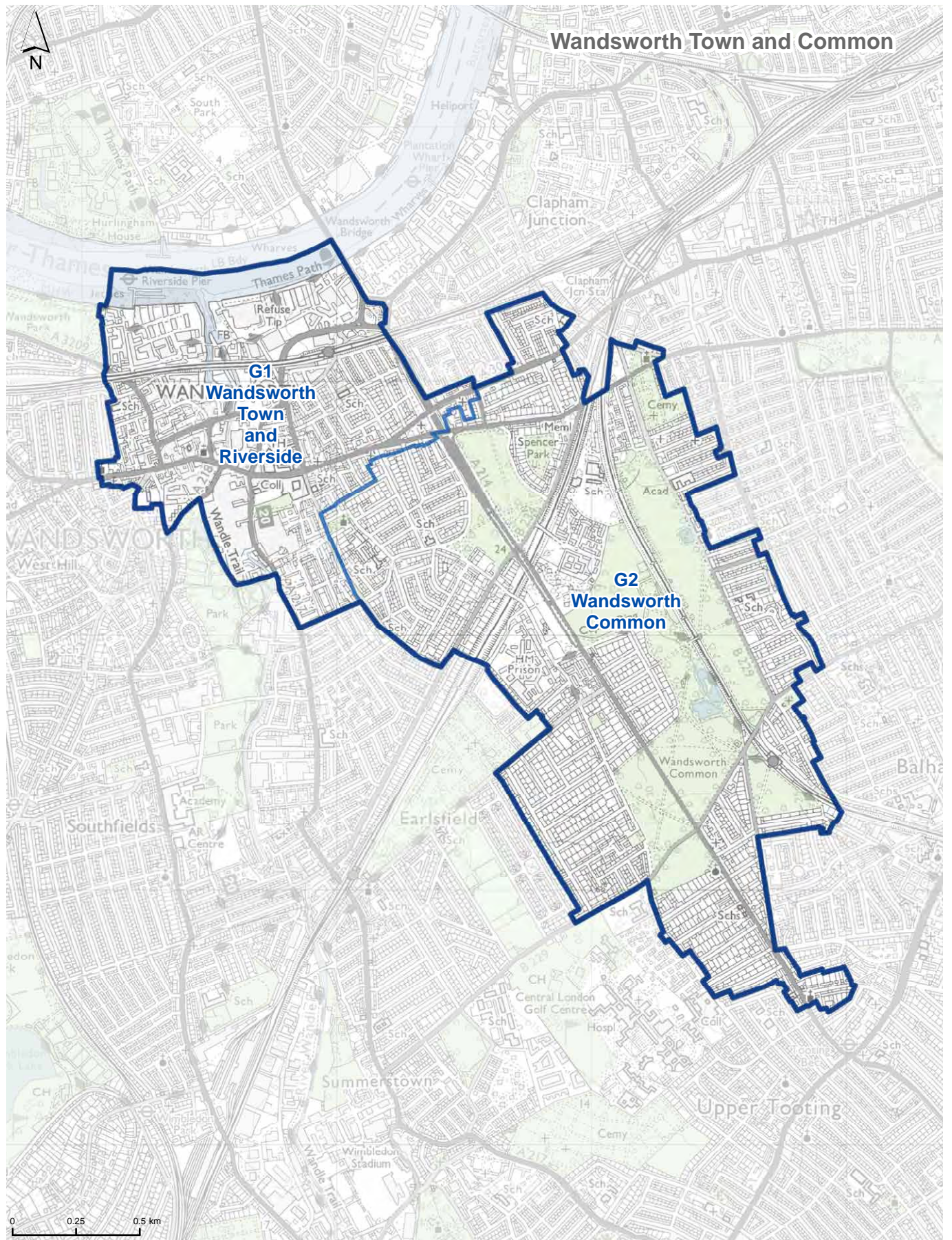


Fig.216: Place G: Wandsworth Town and Common character areas plan

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## G1 Wandsworth Town and Riverside



**Fig. 217:** Town Hall (grade II listed) forms a grand civic landmark at the junction of Wandsworth High Street/East Hill/Fairfield Street/St Ann's Hill

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

Wandsworth Town and Riverside encompasses the town centre, the River Thames and Wandle frontages, Wandsworth Town station and adjacent Old York Road, and period terraced streets.

**Historically Wandsworth was a centre of industry, using the power generating capacity of the River Wandle.** Industry has been a prominent part of Wandsworth's history since the Middle Ages, including brewing, and flour and snuff milling. Craft industries were fashioned by the Huguenots in the 17<sup>th</sup>-18<sup>th</sup> centuries. The Ram Brewery complex is a prominent feature of the town centre. The Wandle and Thames are a fundamental part of the area's historic evolution, but have little connection to the town centre today.

**A town centre dominated by roads, primarily the ancient main road (the current A3), rising up the valley sides.** The loop of roads comprising the A3 (West Hill/Wandsworth High Street/East Hill), Wandsworth Plain, Frogmore and Putney Bridge Road, mark the historic road layout. These, alongside other main roads including Armoury Way and Swandon Way, result in a busy vehicle-dominated town centre.

**Valley topography gives rise to high levels of intervisibility across the character area.** Wandsworth lies in a valley, with the pronounced topography giving rise to interesting, sweeping and long-ranging views rare in a built-up area, including from East Hill and the

residential areas towards the town centre and riverside.

**All Saint's Church (grade II\*) forms the centre of the town's historic core, at the heart of Wandsworth Town Conservation Area.** Early Metropolitan houses (1723) in Church Row (grade II\*) are of special architectural and historic importance, although its prominence has been diminished by new development.

**Historic buildings, of civic, industrial and residential use, create a rich townscape and distinctive character.** Buildings of interest include the barber shop, churches and town hall. Characteristic materials include yellow stock brick, red brick details and occasional use of ceramic tiles. Historic buildings are grouped together, with houses and industry cheek-by-jowl. The juxtaposition of land uses is sometimes awkward, such as the tyre shop on the high street and the storage unit on Putney Bridge Road.

**Building heights range between 2-4 storeys and towers up to 27 storeys.** Towers have recently become a feature of the skyline, sometimes uncomfortably relating to adjacent residential areas.

**Old York Road forms a 'mini high street'** with a distinctive character and sense of place, with consistent 2-3 storey London stock terraces creating a human scale pedestrianised streetscape.

**The area is undergoing substantial regeneration** which includes new development along the River Thames and the River Wandle.

**Landmarks at key junctions are important to the legibility and framework of the town.** The presence of grand civic buildings is important to the sense of place as the borough's civic centre. **Book House/Mount Nod triangle** on East Hill and **St Thomas's Church** (grade II listed) on West Hill form gateway markers to the town and Conservation Area. The Town Hall and South Thames College mark the transition from East Hill to the High Street. Other landmarks include:

- All Saints Church and Church Row;
- East Hill United Reformed Church (grade II);
- Ram Brewery and its distinctive chimney;
- Brewer's Inn, including its distinctive turret;
- Spread Eagle pub.

**Residential terraced streets east of the town centre** in regular grids to the north of East Hill. The streets are in good condition and well maintained. Houses are 2-3 storey; materials include Gault brick with Gothic Revival detailing.





Fig.218: G1 Wandsworth Town & Riverside character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- High quality historic buildings, including surviving parts of the old town, particularly those within Wandsworth Town Conservation Area such as Church Row (grade II\*), Ram Brewery (grade II\*), those in the Putney Bridge Road area including Prospect Cottages and the Arts and Crafts group in Oakhill Road, and other moments such as Wandsworth Bus Garage.
- River Thames - the sense of openness, views along the river, vibrancy of local boat traffic and the interest of the piers and moorings.
- The Thames Path, which is highly valued for leisure.
- Residential terraced streets in East Hill which are in good condition and well-maintained. The consistent front boundaries and retained details are important to the character of these streets.
- Old York Road's distinctive, high quality parade of shops and restaurants including the consistent terraces and the vibrant street scene.
- Green open spaces, including the nearby King George's Park, Garratt Lane burial ground and Huguenot burial ground.
- Landmark buildings, as described above.
- Valued views and vistas, including rare long-ranging views. Valued views include:
  - views from East Hill towards the town centre;
  - views from the terraced residential streets towards the town centre and towards industry by the river;
  - views west along the Thames Path towards the green edge of Wandsworth Park (the park is within Putney Riverside character area).
  - northern bank of the River Thames including Hurlingham Park.
- The ecological value of the River Wandle in Wandsworth, designated as a Site of Importance for Nature Conservation (SINC).



**Fig. 219:** Green ceramic tiles on the Alma pub lend richness and texture to Old York Road streetscape



**Fig. 220:** Towers in the town centre appear above the rooftops of terraced houses on Tonsley Road



**Fig. 221:** Buildings in Wandsworth Riverside Quarter dominate the view of the River Wandle and Thames

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- The busyness, noise, clutter and pollution caused by traffic, significantly detracts from character and are obstacles to safe movement. It visually detracts from the character of historic assets such as the grouping of All Saint's Church and Church Row, the Ram Brewery and the River Wandle.
- There is a lack of clear, legible routes connecting the town centre to the River Thames and Wandle.
- Southside shopping centre has a negative effect on the town centre at a key junction.
- Dominance of large industrial buildings is unwelcome, including palisade fencing, blank façades and the presence of heavy good vehicles/waste trucks with smell, noise and pollution. These combine to make a harsh pedestrian environment and poor legibility. Industrial buildings dominate views.
- Signs of degradation with poor maintenance.
- New development is often poorly integrated, creating discordant juxtapositions between old and new development. Tall buildings dominate views.
- The Riverside Quarter lacks design quality. The character of the River Thames and path lacks interest, with inappropriate landscape treatments, including areas that feel private.
- Tall buildings by the narrow River Wandle make it feel dark and unpleasant, with cleanliness issues.
- Incongruous land uses in the town centre.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Low-rise flats; mid-rise flats; high-rise flats;
- Shop front terraces; town centre retail;
- Mid and high-rise mixed use;
- Small scale light industrial;
- Large floor plate retail/industrial.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

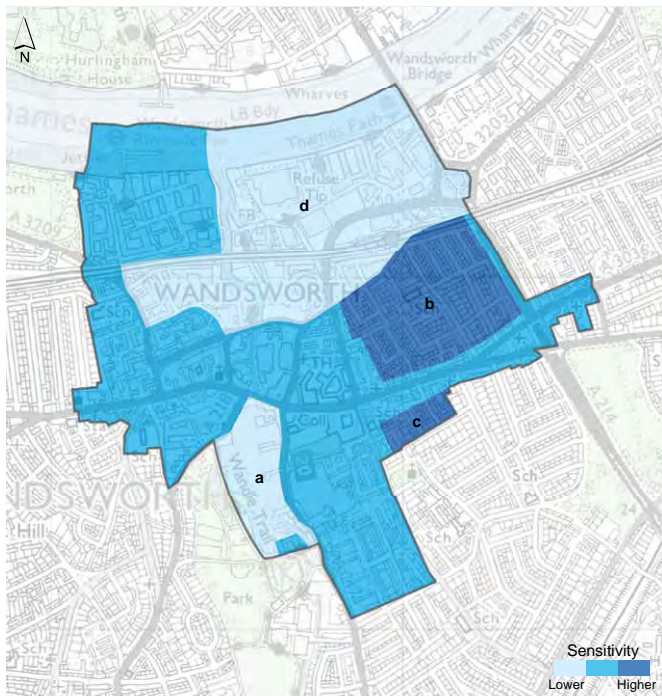


Fig.222: G1 Wandsworth Town and Riverside sensitivity plan

Overall, Wandsworth Town and Riverside has a medium sensitivity to change, as the capacity for further growth - particularly towers and tall buildings - is nearing its limit.

The cumulative effect of existing and recent development has affected the character to a significant extent. Therefore there may be limited change for very tall buildings although growth in the right locations could enhance character.

- Southside, sub area (a) has a low sensitivity and potential for taller buildings around King George's Park, as long as they positively address the park and softened with trees. Tall buildings should be considered as part of a masterplan for the area.
- East Hill, sub areas (b) and (c) have high sensitivity due to their condition, consistency and character.
- Sub area (d), is a planned area of change with a low sensitivity to change. New development should positively enhance character.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

Conserve	<b>Restore</b>	Improve	Transform
----------	----------------	---------	-----------

Wandsworth Town and Riverside has many elements of strong character and distinctiveness, however, there are significant detractors which affect its sense of place, notably the busy roads.

Therefore the strategy is to restore the existing character by improving maintenance of remaining characteristic features, restoring historic characteristic features that have been lost over time, and ensure the future growth of the area reinforces existing character.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Enhance the pedestrian quality around both riversides. Prepare a movement strategy that enables clear public routes from the town centre, including along Swandon Way.
- Improve walking and cycling, including delivering the Wandle Trail and enhancing the Thames Path. Reduce the dominance of traffic, especially in the core of the town centre.
- Improve public open spaces and play provision.
- Retain and enhance the prominence of existing landmark buildings at key junctions. Enhance Fairfield Street as a core town centre street.
- Restore historic character by preserving and enhancing historic buildings and their settings.
- Ensure development respects the small scale of the Wandle river corridor.
- Ensure active ground floor uses.
- Respect the prevailing building height within the old town area (3-4 storeys), ensuring taller buildings behind them do not adversely impact on views, character or heritage value.
- Enhance the public realm around the Southside shopping centre including access to the Ram Quarter and river.
- Create distinct characters for the 'old town' and 'new town'.
- New development should consider views from residential areas and historic buildings.

## G2 Wandsworth Common and Residential



**Fig. 223:** Wandsworth Common is a well-used open space for running, socialising and activities

### Key characteristics

The combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.

**Wandsworth Common and Residential** encompasses the Common and surrounding residential streets of consistent period houses. Almost all of the area is designated as conservation area, reflecting its high quality townscape.

**Wandsworth Common** creates a unifying feature and visual backdrop to the character area, with mature trees around the perimeter, tree avenues, open grassland and lakes. It provides an excellent wayfinding landmark, and an important resource for leisure, recreation, relaxation and gathering. It is designated MOL, and its openness is of particular value in the urban context.

**The Common was once a gorse-covered heathland and twice the size it is today.** Like the other commons, it has a history of providing for the local community: during the 19<sup>th</sup> century it was dug to provide sand and gravel, and during the World Wars for food production.

**Semi-natural value of the Common:** whilst much of it has the character of a formal public park, some areas feel semi-wild. Wandsworth Common is a Grade I Site of Borough Importance for Nature Conservation for the mosaic of habitats including woodland, acid and neutral grassland, scattered gorse scrub and wetlands.

**A distinctive, intact and well-managed townscape** with historic properties, trees and open spaces in good condition. The **relationship between the fine-grained**

**pattern of development surrounding the common and the open space of the common** gives the area a 'village green' setting, most apparent in Bellevue Road and around St Mark's Church. Its high value is reflected in much of the area being within Wandsworth Common Conservation Area, and the smaller St John's Hill Grove Conservation Area in the north.

**Sense of coherence despite different architectural styles**, as a result of high quality buildings and consistent use of architecturally detailed **red and yellow London stock brick**, and occasional gault brick. Characteristic front boundaries include brick piers, low walls and railings. Surviving historic details lend character at a local scale, including original Victorian railings, granite setts, cast iron bollards and retained setts to the highway edges in St John's Hill Grove Conservation Area. Streets in regular grid patterns create a **formal character**, lined with Victorian/Edwardian 2-3 storey properties, punctuated by landmark buildings. Substantial detached villas e.g. Spencer Park, set back in large plots have a spacious and grand feel. **Taller 3-3.5 storey buildings front the wider main roads** including St John's Hill and Earlsfield Road.

**Scenic, green quality** of the Common which permeates down the surrounding streets, with trees, front gardens, and views to green skylines. Mature trees help define the boundary of the common and screening from the road. Alongside green space, they also screen and integrate the small number of taller buildings (e.g. 11 storey point blocks on Trinity Road) into the landscape.

**Local parades of shops** bring activity to the area, including Bellevue Road, Earlsfield Road and Burntwood Lane. However, there is also a **sense of tranquillity, openness and enclosure** in parts. Although there are some busy roads, they don't adversely affect the character. Landmarks include:

- Highview Primary School (grade II listed);
- St Paul's Church, St John's Hill (now residential); St Mark's (grade II\*), Holy Trinity (grade II), Trinity Road Chapel, St Mary Magdalene Church (grade II) and St Ann's Church (grade II\* listed);
- Royal Victoria Patriotic building;
- Emmanuel School;
- Wandsworth Prison (grade II listed), a dominating building although screened behind dense vegetation.
- Individual mature trees act as landmarks e.g. at the corner of Battersea Rise/ Boutflower Road.





Fig. 224: G2 Wandsworth Common and Residential character area plan

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### Valued features

An overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.

- Wandsworth Common (MOL, Conservation Area and locally listed garden), highly valued for recreation, leisure and play, as a space for gathering, tranquillity and sense of openness, particularly important in the urban London context.
- The special relationship between the Common and the houses fronting it which lend a 'village green' character.
- Landmarks, listed and individually attractive buildings, valued for aesthetic and historic quality. Architectural details on buildings including tiles, front doors, windows etc. give a rich and textured character which is particularly distinctive.
- Scenic, green quality including along streets, and green skylines. Street trees and front gardens provide biodiversity value, whilst gaps between houses allow views to greenery in back gardens. Trees in the central reservation of Trinity Road are important for minimising its impact, whilst trees around the prison are important for screening.
- Natural heritage value of the Common, supporting a mosaic of habitats and important connection with nature for local communities. Historic interest of tree avenues on the Common.
- Local parades of shops including Bellevue Road for their visual interest and vibrancy.
- Valued views, including:
  - of St Mark's Church from Battersea Rise (Clapham Junction Town Centre character area);
  - views across the Common and across Spencer Park;
  - views into the Common from surrounding streets, including views of the Common from Bellevue Road and Trinity Road;
  - long green vistas down Earlsfield Road and Burntwood Lane.



Fig. 225: Landmark Grade II\* listed St Ann's Church



Fig. 226: Red brick terraced houses on Wandsworth Common West Side, viewed from the Common



Fig. 227: Grand terraced houses on Oberstein Road and the landmark Highview Primary School (grade II listed)

### Negative qualities

Qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.

- Front gardens which are paved over or are missing boundary walls detract from the generally coherent streetscape.
- On-street parking diminishes the quality of some streets.
- Roads and railways that cut through and fragment the Common. The presence of busy roads affects the character of the Common to a small extent but only in isolated areas.
- Unsympathetic alterations to historic buildings e.g. u-pvc windows instead of traditional timber sash, changes to the size of original window openings, and satellite dishes.
- Some poor quality shop fronts e.g. at Bellevue Road.
- Properties with ground floor garages e.g. Westover Road contribute little to the streetscape.
- Some signs of poor maintenance e.g. Earlsfield Road and opposite Wandsworth prison.
- Unsympathetic use of materials such as timber façades.
- The modern church next to St Mark's obscures the latter from some views.



### Building types

These are the general predominant residential building types. Other uses are noted only where they are a dominant feature of the character e.g. town centres

- Period terraces;
- Semi-detached;
- Villas;
- High-rise estates;
- Shopfront terraces.

### Sensitivity

An overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area.

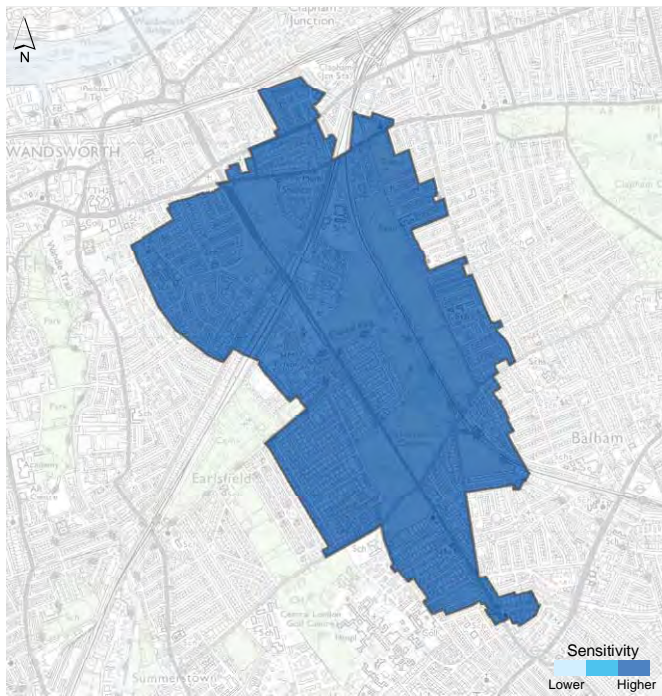


Fig. 228: G2 Wandsworth Common and Residential sensitivity plan

Overall Wandsworth Common and Residential has a high sensitivity to change, and extensive change is not appropriate.

There may, however, be small areas of lower sensitivity where the townscape is less intact and does not reflect the character described in the key characteristics.

### Strategy

Based on the current state of the townscape character, this is the broad strategy for forward planning and management.

<i>Conserve</i>	<i>Restore</i>	<i>Improve</i>	<i>Transform</i>
-----------------	----------------	----------------	------------------

The existing character of the area is strong, with many valued features and distinctive sense of place. Therefore the strategy is to **conserve** the character, elements and features, whilst enhancing existing features where appropriate.

### Character area design guidance

An overview of design principles to help achieve the strategy above. See Appendices A and B for guidance on tall buildings and small sites.

- Refer to the relevant conservation area appraisals and Conservation Management Plan for Wandsworth Common.
- Ensure any new development uses high quality materials. Utilise interesting façades and key elements of detail such as windows and doors.
- Respect the scale and proportions of existing buildings and streets (e.g. some taller buildings (up to 4 storeys) exist on main roads and fronting the Common);
- Preserve or reinstate historic architectural details and avoid unsympathetic alterations to buildings.
- Preserve and maintain street trees, green front gardens and boundary walls.
- Actively manage the trees on the Common to ensure replacement of trees nearing the end of their life. Selective thinning and tree removal of naturally regenerating woodland.
- Enhance biodiversity on the Common e.g. grassland management regimes, improving connectivity between habitats, tree management.
- Protect the openness of the Common and wooded skylines and vistas.
- Restore the Smock Mill on Wandsworth Common, including its setting.
- Install further cycleways and other measures to manage traffic and improve air quality.

## Section 4

# Capacity for growth

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### 4.1 Introduction

This section of the report considers the capacity for growth (specifically in relation to tall buildings) in the borough using the findings of the characterisation study.

This study has been prepared to provide evidence for the Local Plan update and associated site allocations. One of the main issues the Local Plan is having to address is how many new homes are needed to meet the demands to those seeking accommodation in the borough and where they are to be built. Therefore, the assessment of land and development capacity is an important component of enabling future growth as described in the introduction (Section 1).

The capacity for growth has been established through a process of comparing sensitivity to change alongside the probability of change in line with the methodology described in [Appendix C](#).

Section [4.2](#) summarises and maps the sensitivity of the different character areas and sub-areas to change, with reference to the findings of the characterisation study.

Section [4.3](#) describes and maps the probability of change analysis, overlaid by the character areas.

Section [4.4](#) brings these two sets of analysis together to map out development capacity.

The development capacity of different areas has then been tested using a series of tall building development scenarios. These scenarios are summarised in section [4.5](#) with a more detailed description, alongside a townscape and visual analysis provided in [Appendix A](#).

This work is brought together in section [4.7](#) as a conclusion and overall Opportunity Map identifying where different tall building types may be most appropriate.



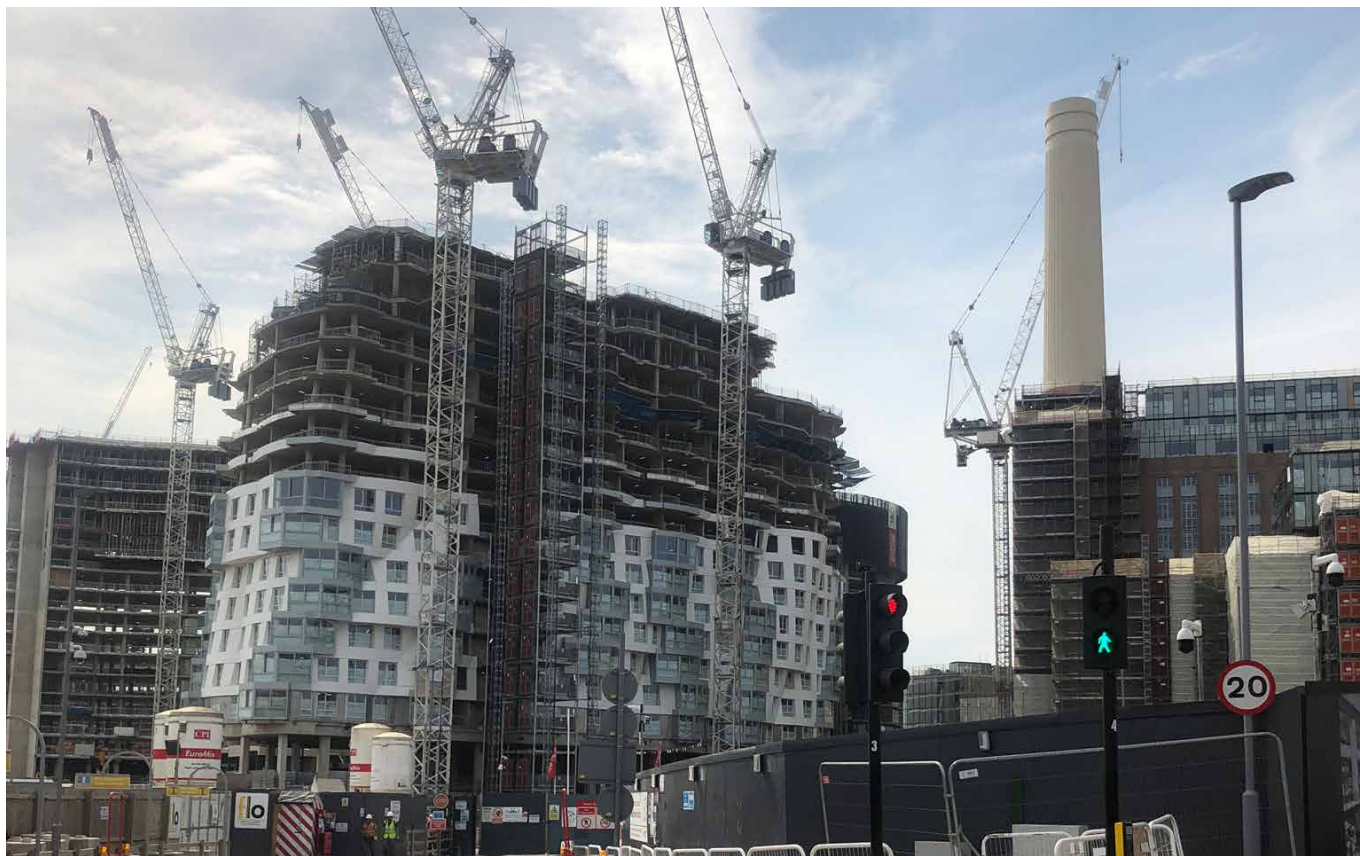


Fig. 229: The area around Battersea Power Station is a major development site for the borough, with a high concentration of tall buildings



Fig. 230: Other parts of the borough are characterised by period modest scale terrace properties with little capacity for change, illustrated here to the north of Clapham Common

## 4.2 Sensitivity

**Fig. 231** opposite illustrates the sensitivity of different parts of the borough.

The sensitivity of each character area (or parts thereof) has been assessed through the characterisation process reported in [Section 3](#), using the method described in [Appendix C](#) section [C.5](#). The sensitivity is assessed in relation to each character area's (or sub-area's) relative sensitivity to tall buildings.

Some of the most sensitive parts of the borough (shown in the darker shade of blue) include its large open spaces, such as (from west to east):

- Wimbledon Common and Putney Heath;
- Wimbledon Park;
- Wandsworth Park;
- King George's Park;
- Wandsworth Common;
- Battersea Park;
- Clapham Common; and
- Tooting Common.

Other notably high sensitivity areas include (from west to east):

- conservation areas across much of West Putney Residential with extensive intact period properties;
- Putney Riverside area with strong cultural associations with river uses and an interesting historic fabric;
- Southfields Residential area with its highly consistent period terraces;
- period residential properties around Wandsworth Common, with the Wandsworth Common Conservation Area;
- residential streets around much of the Battersea and Balham Residential character areas; and
- Furzedown Residential with its rich and consistent streetscape.

Areas with a lower sensitivity to change (shown in the paler shade of blue) include (from west to east):

- estates within East Putney Residential;
- a section of Upper Richmond Road within Putney Town Centre;
- parts of Wandsworth Riverside and the Wandle Valley;
- industrial areas along King George's Park and further to the south along the River Wandle and borough boundary;

- estates in the Battersea Residential character area;
- areas around St George's Hospital near Tooting;
- modern estates around Church Lane in Tooting Residential;
- the supermarkets and car parking within Balham Town Centre; and
- the Nine Elms Opportunity Area.

It should be noted that the sensitivity assessment has been undertaken at a borough-wide scale and is therefore necessarily broad-brush in its application. Within each of the areas identified there may be specific sites with a higher or lower sensitivity than illustrated. Additionally, sensitivity has been assessed to a generic principle of a building that is approximately 50% higher than the existing average building height. Specific sites would need to consider sensitivity to specific development types including their land use and design quality.



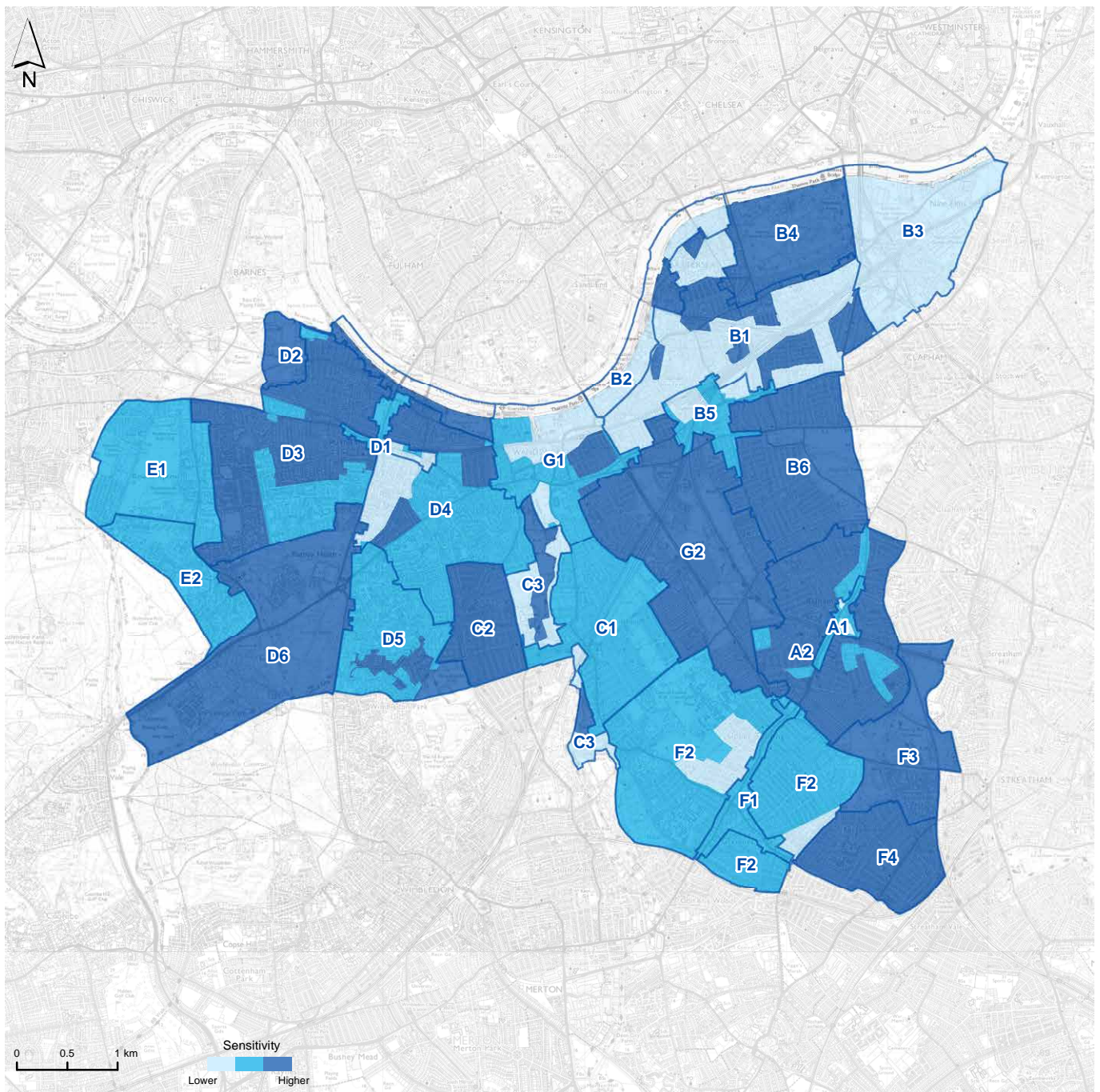


Fig.231: Sensitivity plan

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### 4.3 Probability of change

Across the borough, some sites and locations are more likely to come forward for development or redevelopment than others.

The findings of the probability of change assessment are shown in [Fig. 232](#). The methodology for undertaking this assessment - including the definition of low, medium and high probability - is set out in [Appendix C](#) section [C.6](#).

A borough-wide assessment considers the likelihood of areas coming forward for development. Factors which give rise to a **higher probability of change** include:

- areas which are already designated for development (through an existing allocation or opportunity area status), including areas with likely forthcoming masterplans and major planning applications at:
  - part of Balham town centre;
  - the Clapham Junction and the York Road/Winstanley Regeneration area;
  - Nine Elms (including Battersea Design Quarter);
  - parts of Putney town centre;
  - parts of Roehampton, focused around the Alton Estate;
  - parts of Tooting Town Centre;
  - parts of Wandsworth Town, riverside and the Wandle Valley.
- areas which have a high Public Transport Accessibility Level (PTAL) score, or are in proximity to a town centre or station, including:
  - areas along the suburban National Rail line including Putney Town Centre, Wandsworth Town and Queenstown Road
  - areas around East Putney and Southfields London Underground District line;
  - areas around National Rail mainline stations including Earlsfield and the major interchange at Clapham Junction;
  - areas around other suburban National Rail lines, including stations at Battersea Park, Wandsworth Common, Balham and Tooting;
  - areas along the London Underground Northern Line including Tooting Broadway, Tooting Bec, Balham, Clapham South;
  - the Nine Elms and Battersea areas where close to the Northern Line extension; and
  - areas around Wandsworth Road London Overground station.

Generally, this covers much of the northern and south eastern extents of the borough.

This is not to suggest that all sites within this areas are acceptable for development; rather, that as a whole the likelihood of change is higher.

Factors which give rise to a **lower probability of change** include:

- Areas which are designated in their existing use (such as Strategic Industrial Location), including:
  - strategic industrial units within Battersea and Nine Elms; and
  - industrial units along the Wandle Valley.
- areas of open space, such as:
  - Wimbledon Common and Putney Heath;
  - Wimbledon Park;
  - Wandsworth Park;
  - King George's Park;
  - Streatham Cemetery;
  - Wandsworth Common;
  - Battersea Park;
  - Clapham Common; and
  - Tooting Common.
- areas with a low PTAL score, including:
  - Roehampton;
  - Putney Heath;
  - areas to the west of Wandsworth Common; and
  - Furzedown Residential.

Again, this is not to suggest that no change will occur in these areas; however, as a whole the likelihood of change is lower.

On a site-by-site basis, there will be a number of factors that influence probability of change, including: existing use; quality, fitness-for-purpose and vacancy; site size and configuration; and ownership.



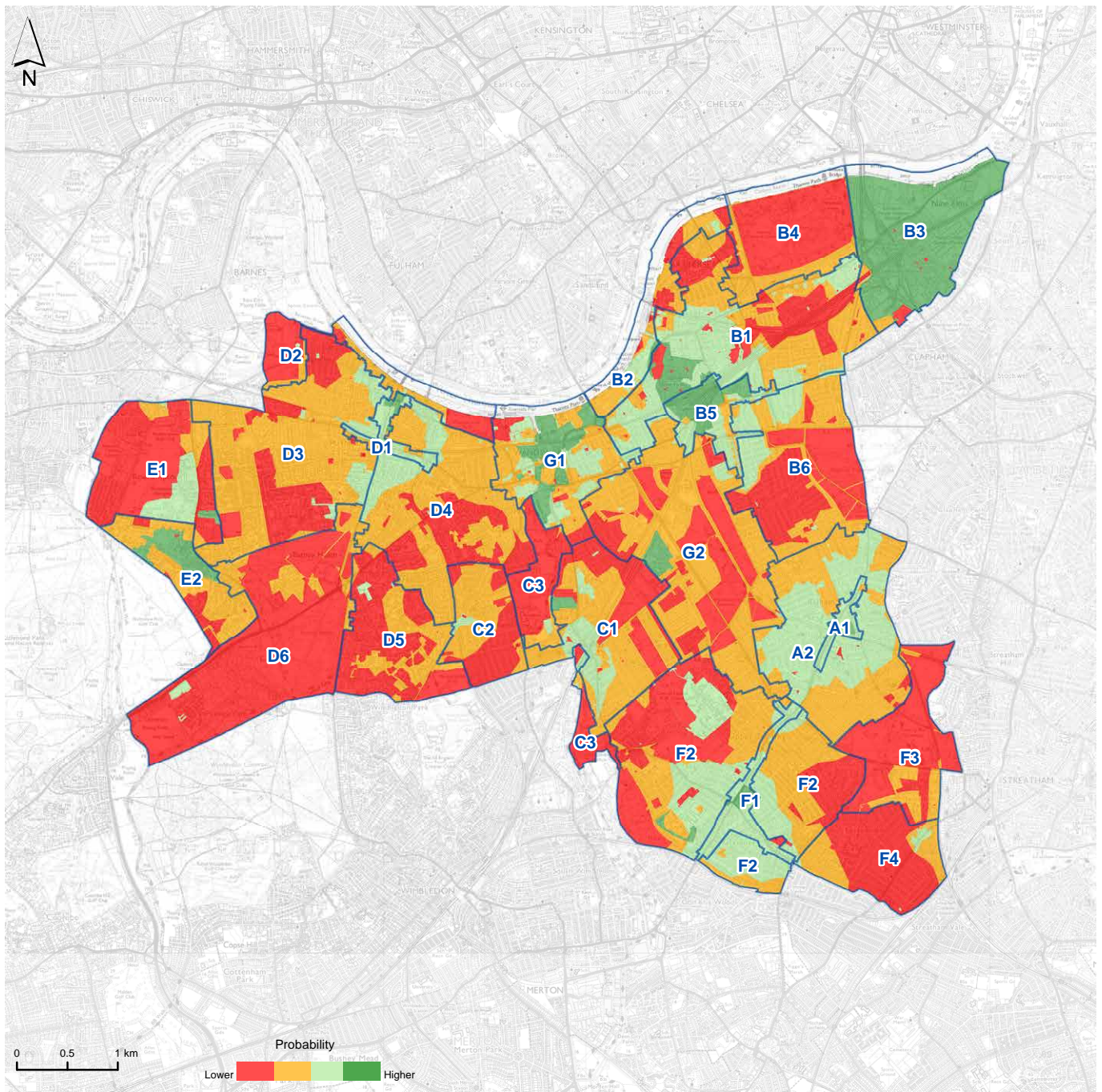


Fig. 232: Probability of change plan

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### 4.4 Development capacity

The development capacity of different parts of the borough to tall buildings has been assessed by combining the analysis of sensitivity and probability of change.

The matrix in [Table 1](#) illustrates how sensitivity and probability of change are combined to indicate development capacity. These are mapped in [Fig. 233](#).

		Probability			
		Very high	High	Medium	Low
Sensitivity	High				
	Medium				
	Low				

**Table 1 Development capacity matrix**

The red areas represent the parts of the borough with a high sensitivity to tall buildings alongside a low probability of change (e.g. existing large public green spaces). Areas with the least likely development capacity include:

- Wimbledon Common and Putney Heath;
- the westernmost parts of West Putney Residential;
- Barnes Common;
- Wimbledon, Wandsworth and King George's parks;
- the open spaces of Wandsworth Common;
- Battersea Park; and
- Clapham and Tooting Commons.

Orange areas have either a lower sensitivity but still a low probability of change (e.g. development areas with a low PTAL score), or a high sensitivity but only a medium probability of change.

Green and pale yellow areas generally have a high probability of change or a lower sensitivity to change. Dark green areas are the most likely to have the greatest development capacity, with a high probability of change compared against a low sensitivity, including areas such as:

- estates in East Putney Residential;
- Wandsworth Town Centre including the Wandle Delta;

- some industrial plots within the Wandle Valley;
- estates in Battersea Residential;
- parts of Clapham Junction Town Centre;
- some parts of Tooting Residential closest to the town centre and estates around Church Lane;
- the supermarket and car parking plots in Balham Town Centre; and
- Nine Elms Opportunity Area.

This analysis has been used to inform the location of tall building scenarios in the following section, designed to test and verify the development capacity of different areas. The tall building scenarios are summarised in section 4.5 with a more detailed description, alongside a townscape and visual analysis provided in [Appendix A](#). This analysis then goes on to inform the study conclusion and overall Opportunity Map set out in section 4.7.



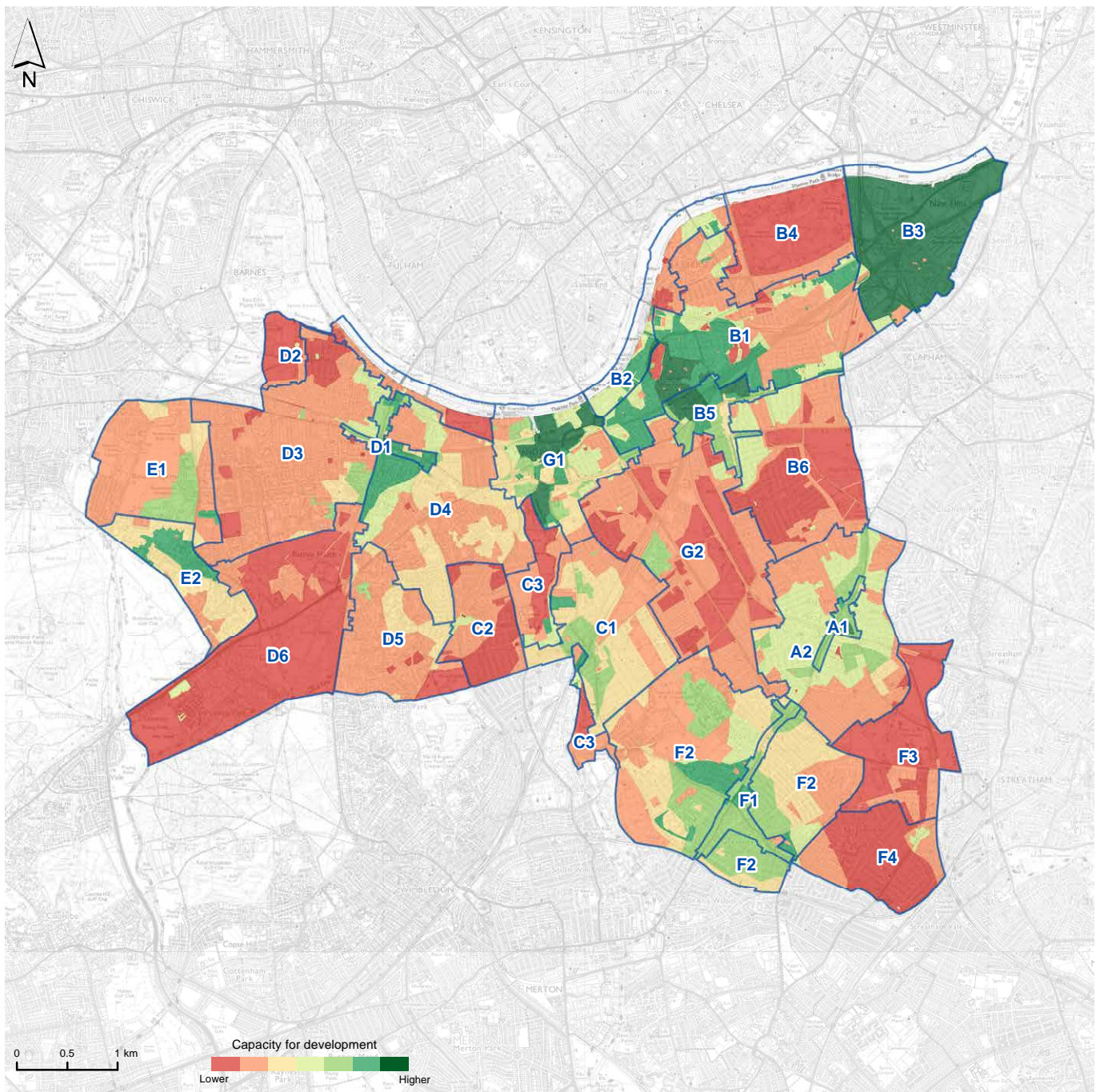


Fig. 233: Development capacity plan

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### 4.5 Tall building scenarios

This section provides a summary of the tall building scenarios developed to test the development capacity of the borough (set out in section 4.4 above).

The purpose of the tall building scenarios is to identify and test appropriate locations for taller buildings within different sites across the borough. The sites were selected in consultation with Wandsworth Council and are intended to give a good representation and coverage of the different types and locations of likely development areas.

The scenarios developed are prepared solely for the purpose of testing additional height and density at a site and are not intended to be viable site specific masterplan proposals. The development of the scenarios follows the methodology set out in [Appendix C](#), but can be summarised as:

- identification of the relevant density for each site based on the SRQ matrix and PTAL rating;
- prepare the massing and test within the Vu.City software; and
- update the massing where necessary following the analysis.

An overview of the nine different tall building scenario locations is provided on the opposite page.

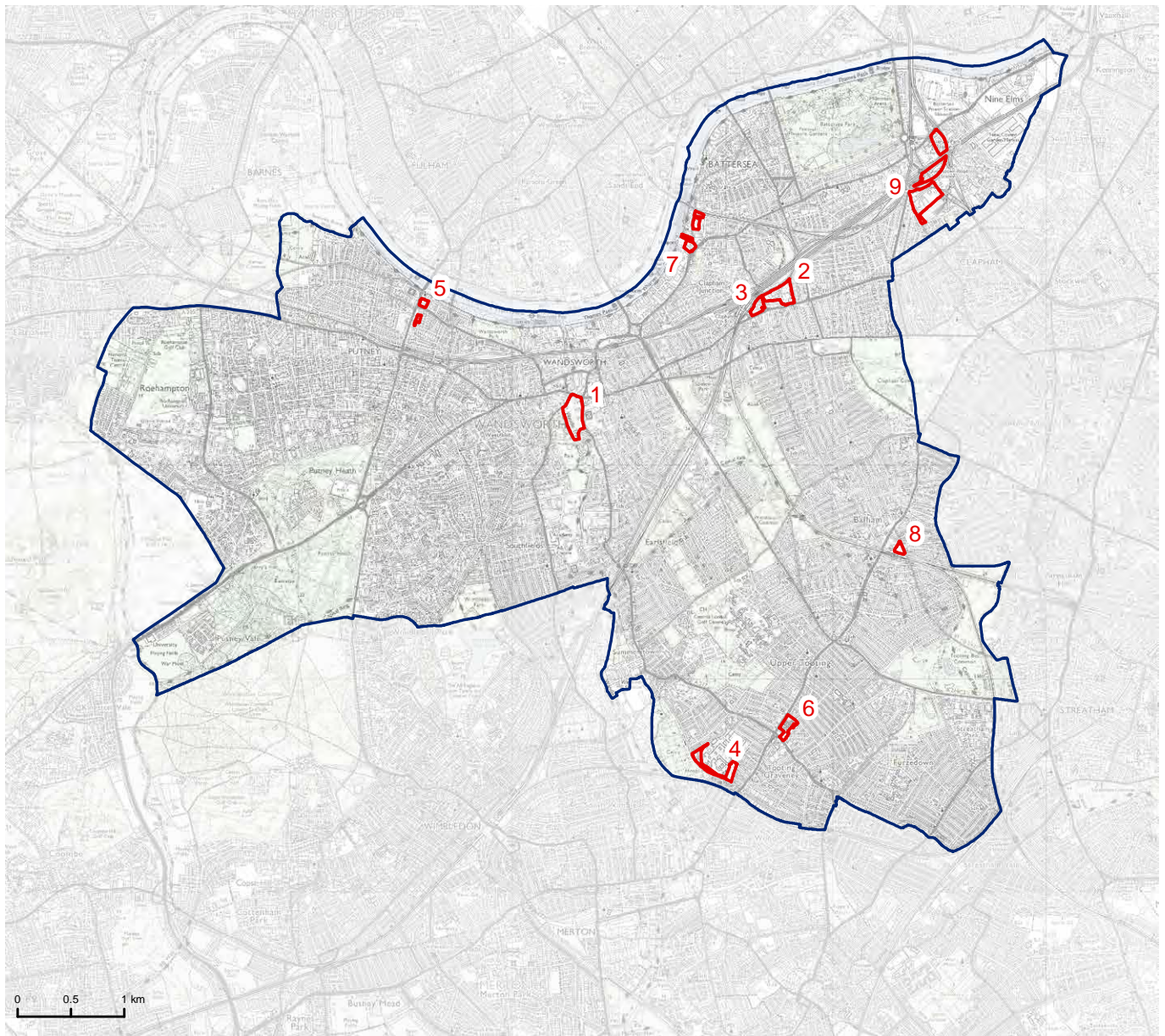


Fig. 234: Tall building scenario locations plan

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Fig. 235: Southside Shopping Centre

### 1. Southside Shopping Centre

A 5.4ha site within Wandsworth Town Centre adjacent to King George's Park with retail/commercial premises included at ground floor.



Fig. 237: Asda, Lidl and Boots sites, Falcon Lane

### 2. Asda, Lidl and Boots sites, Falcon Lane

A 3.6ha site occupying the site of current large floorplate retail units, east of Falcon Lane and south of the railway line.



Fig. 236: Clapham Junction Station Approach

### 3. Clapham Junction Station Approach

A 1.3ha site to the south of Clapham Junction, around the main entrance to the station. The site is adjacent to the following scenario at Falcon Lane.



Fig. 238: St George's Hospital car park

### 4. St George's Hospital car park

A 2.5ha site within an existing car park of St George's Hospital in Tooting, adjacent to Lambeth Cemetery.



Fig. 239: Putney High Street cluster

### 5. Putney High Street cluster

Two small sites within Putney Town Centre at the Jubilee House and Cinema (0.5ha), and the telephone exchange (0.3ha).



Fig. 240: Markets area, Tooting High Street

### 6. Markets area, Tooting High Street

1.8ha plot around the existing Tooting Market, designed to preserve the market uses and ground level.



Fig. 241: Riverside cluster

### 7. Riverside cluster

A cluster of two 0.3ha sites and one 0.6ha plot along the River Thames in Battersea, close to Battersea Railway Bridge.

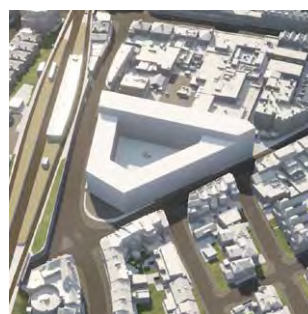


Fig. 242: Sainsbury's car park, Bedford Hill

### 8. Sainsbury's car park, Bedford Hill

0.7ha site in central Balham on a current large surface level car park for the Sainsbury's supermarket.



Fig. 243: Battersea Design and Tech Quarter

### 9. Battersea Design and Tech Quarter

Large masterplan site with a proposed scheme developed by We Made That and available at [this link](#).



### 4.6 Small sites

Following on from the assessment of capacity for tall building development, the study has used the information gathered in this and characterisation sections, to provide a high level overview of opportunity for small sites across the borough. This is illustrated in the small sites opportunity map in Fig. 244.

Module B of the draft Good Quality Homes for all Londoners SPG explores typical conditions which lend themselves to small site development. It provides guidance on preparing design codes to systematically use intensification opportunities. Types of small housing developments defined in Module B are:

- **Street-facing conditions:** site with direct access to the street. The character of the existing street will inform the relationship between the proposed development and the surrounding buildings and guide considerations such as frontage line, front-to-front distances, building heights, rear projections and roof forms. Street-facing types include:
  - conversion of houses into flats
  - additions to the front or side of an existing property or within its curtilage
  - demolition and redevelopment
  - redevelopment of flats and non-residential buildings
- **Backland conditions:** site behind development, commonly underused rear land and in some cases

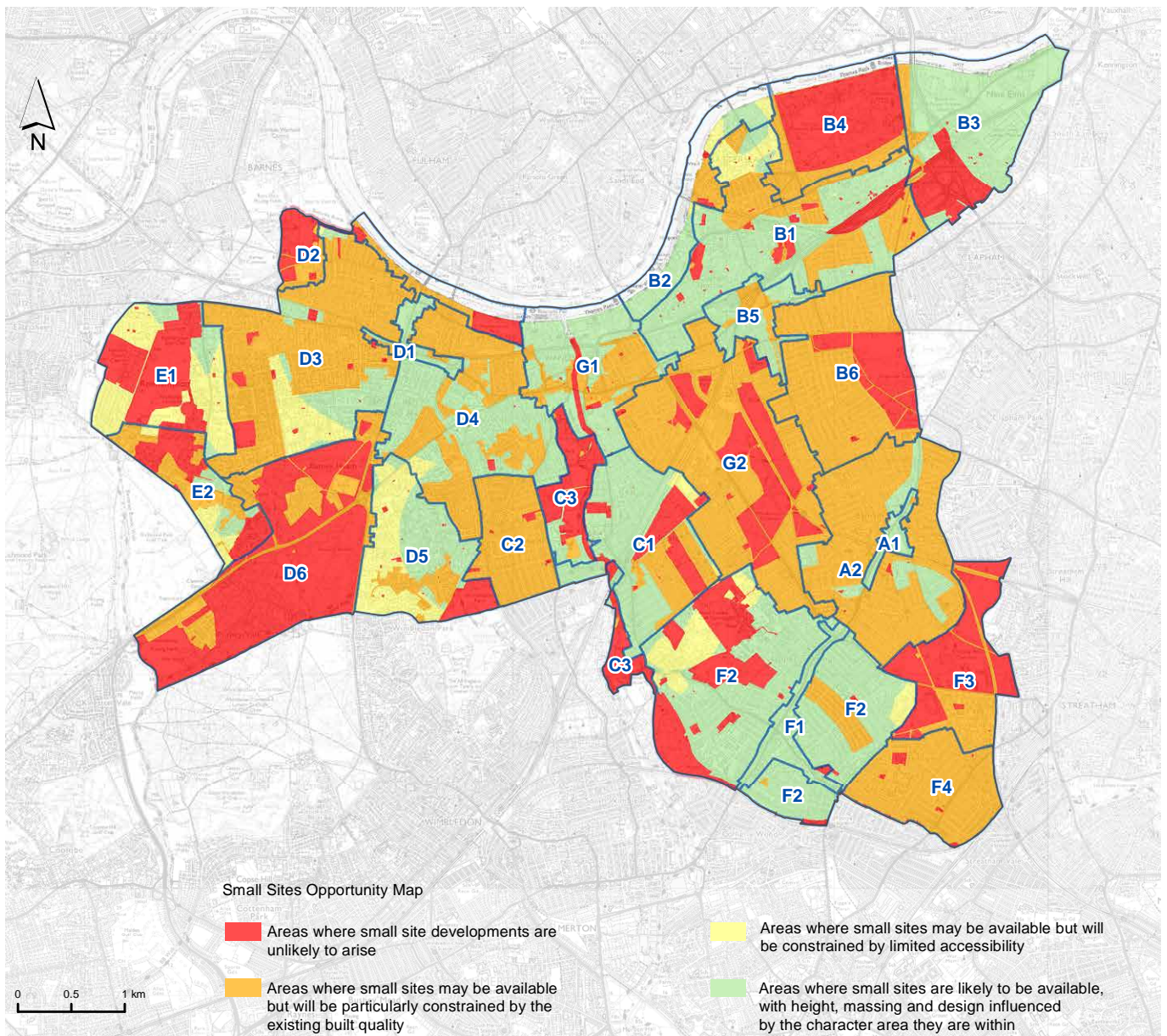


Fig. 244: Small sites opportunity map

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brownfield land. Such sites require a degree of innovation to respond to site constraints, to enable development. Consideration of access and servicing, and the inter-relationship between overlooking, privacy, aspect and daylight and sunlight, are paramount to the success and acceptability of new development in backland locations. Other considerations include building height, green cover, and roof form. Backland site types include:

- backland infill development on vacant or underused sites
- redevelopment of garage sites
- infill development within the curtilage of a house

With the exception of public open spaces, there is potential for some form of small site development across different parts of the borough. In some areas, the realisation of a small site will be heavily constrained by the character of the area, and any development should refer to the profiles provided in Section 3. For example, within conservation areas, small site development would be likely to need to be in keeping with the surrounding architecture in terms of height, massing, materials and architectural quality. Therefore, in these areas, small sites would be unlikely to have the potential to increase density of housing in the borough, but may still fulfil some of the housing numbers required through development of empty or under-utilised plots.

A similar principle applies in areas of the borough with a low PTAL score (e.g. Roehampton, Putney Heath, Furzedown Residential and areas to the south west of Wandsworth Common). In these areas, without further investment in public transport improvements, increased density of housing is unlikely to be suitable or achievable. Therefore, small sites development may not contribute to increased density in these areas, but again may still help fulfil housing numbers in vacant or very low density plots.

The remainder of the borough has potential for small sites development, with the density and housing numbers that may be achievable influenced by the character of each area. The tall building opportunity map ([Fig. 245](#)) provides a good indication of where denser small site developments may be appropriate to bring forward, depending on their specific context.

The potential for small sites development is illustrated on [Fig. 244](#). The map illustrates:

- areas where small site developments are unlikely to arise (existing open spaces);
- areas where small sites may be available but their

development will be particularly constrained by the existing built quality (typically conservation areas);

- areas where small sites may be available but their density may be constrained by the low PTAL scores; and
- areas where small sites are likely to be available, and their height, massing and design will be influenced by the character area they sit within.

## 4.7 Conclusion: tall buildings capacity

This section provides an overall conclusion on capacity for tall buildings in the borough. It also provides a series of recommendations for each character area. The conclusion should be read alongside [Fig. 245](#) which maps out the tall building opportunities in the borough.

The borough of Wandsworth has a hugely varied character from the major tall developments of the Nine Elms Opportunity Area in the east through to the more suburban character of Roehampton and Putney Heath in the west. The differences in character give rise to varying degrees of sensitivity to tall buildings across the borough, particularly in areas with high quality or distinctive townscape such as period terraces, or open spaces particularly valued for recreation and sense of openness including Clapham, Tooting, Wandsworth and Wimbledon Commons and Battersea Park.

The variety in character and sensitivity, as well as the differences in probability, likelihood or suitability for development, means that the capacity for tall buildings varies across the borough. The differences in character and sensitivity also mean that the height of a building for it to be considered "tall" varies.

This study has been prepared in the context of the emerging London Plan definition of a tall building as:

*"Buildings which are significantly higher than the general prevailing height of neighbouring buildings and/or which significantly change the roofscape or skyline".*

To enable this study to be as useful as possible in defining guidance for the future development of tall buildings and tall building policies, we have developed a definition for a tall building in Wandsworth as follows:

**Buildings which are either 8 storeys or taller; or are 50% higher than the prevailing height of the character area defined on the opportunity map, whichever is less.**

Using this definition, the adjacent opportunity map establishes, for each character area (and where relevant sub-areas), the prevailing existing building height and the specific tall building height.

These heights are set out on the following pages. For the majority of the borough, the definition of 50% higher than prevailing dictates a tall building, for

example in an area of generally 2-3 storey buildings a new development of **5 storeys** or more would be considered "tall" within the context of this study. In areas which are already characterised by tall buildings (existing prevailing height of 5 storeys or more) then the definition of **8 storeys** will apply to ensure clustering of tall buildings is carefully planned and considered.

The following pages also define criteria for each character area/sub-area which must be considered throughout the development of any tall building proposals. In all locations, tall building proposals will need to demonstrate their response to:

- the scale, character and proportion of existing buildings immediately adjacent to a development plot and along the immediate street or wider area;
- local character, as outlined in the character area profiles in [Section 3](#), including potential effects on key characteristics, valued features and sensitivities;
- the character area design guidance provided in [Section 3](#); and
- the tall building design guidance in [Appendix A.3](#).

### 4.7.1 Borough-wide findings for tall buildings

Overall, Wandsworth has capacity for tall buildings in a number of strategic and more local locations.

Opportunities for tall building clusters are generally concentrated on the River Thames frontage where, until recently, commercial and industrial uses have dominated (Wandsworth, Battersea and Nine Elms). These clusters respond to the large scale and width of the riverside. However, the impact of riverside development goes well beyond the borough boundaries and therefore must continue to be carefully planned to protect the character of the northern bank and the overall historic and cultural importance of the Thames as a globally recognised characteristic of London. A policy on character and design in relation to the River Thames and the Thames Path (or a sub-policy contained within the general policy) would be beneficial considering its importance shown through some of the character area assessments.

Within town centres and along key strategic routes, potentially appropriate locations for tall buildings are identified, though the acceptability of individual plots will depend on specific characteristics of the site. The tall building guidance provided in [Appendix A](#) is intended to help steer selection of appropriate sites and development of suitable building proposals.

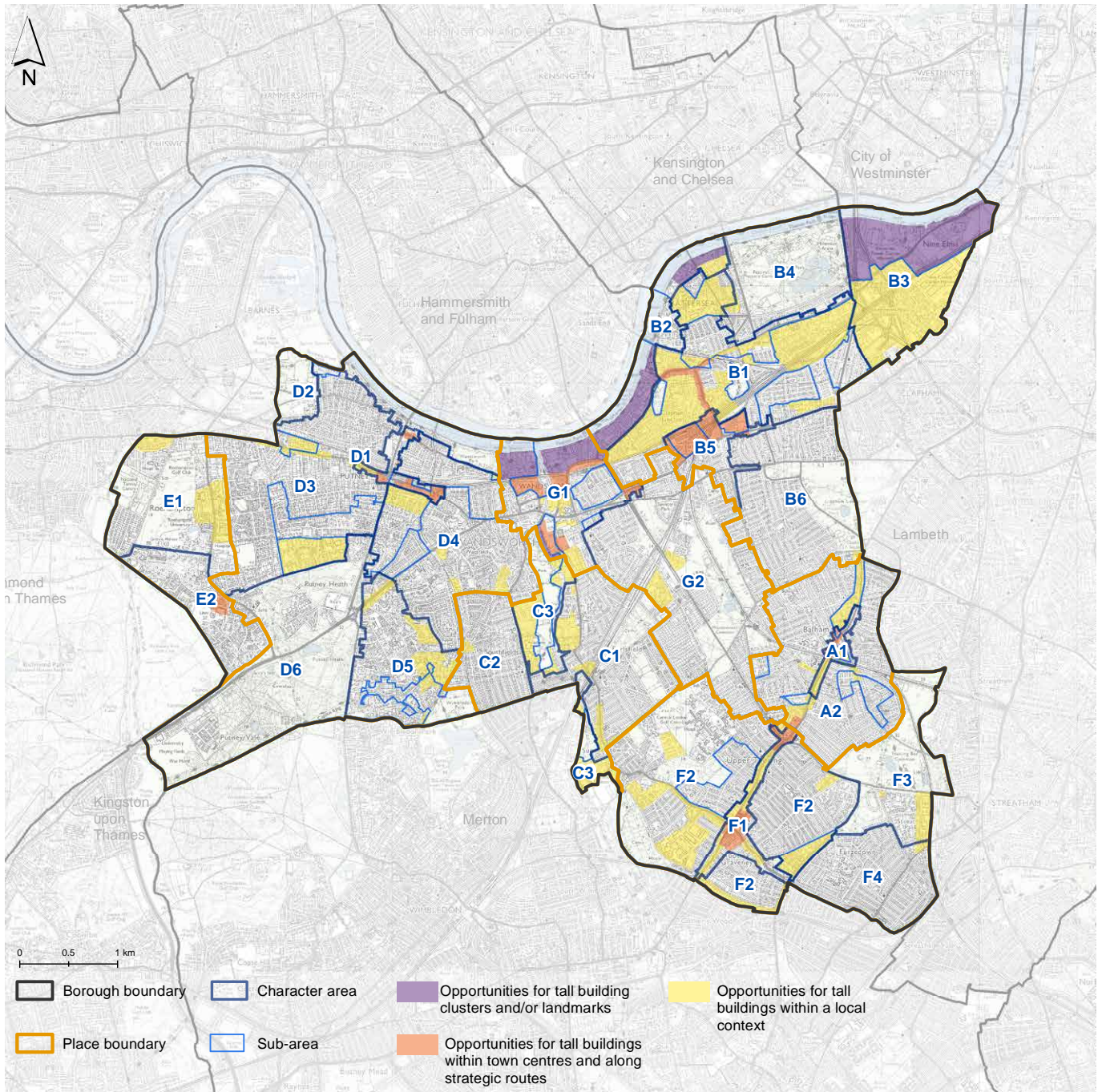
Finally, there are locations across the borough where



there is potential for local tall buildings (which in some cases may only be 5-6 storeys) in response to the proportions of the townscape, the nature of existing building heights and the overall sensitivity of the area. The cumulative impact of tall buildings within these zones require very careful consideration as they are not identified as having the capacity to receive distinct clusters of dense development.

### 4.7.2 Character area summaries and criteria

The following pages provide an overview of the tall building opportunities in each area alongside criteria against which proposals must respond to. This section should be read alongside the character area profiles provided in [Section 3](#).



**Fig. 245:** Tall buildings opportunity map

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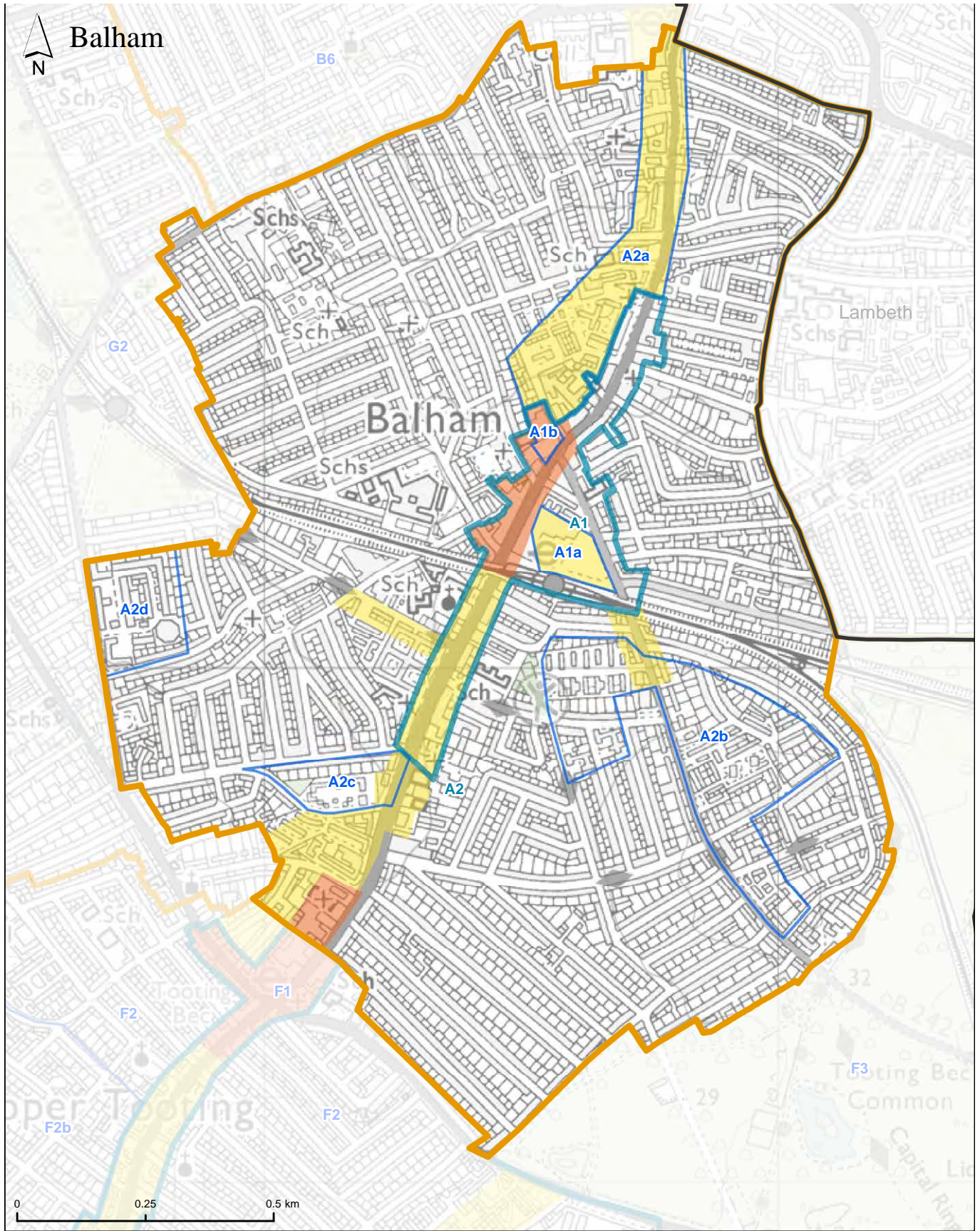


Fig. 246: Balham Opportunity map

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## A Balham

### A1 Balham Town Centre

- **Existing prevailing height: 3-4 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** The potential for landmark "gateway" buildings has been identified at the southern end of the town centre along Balham High Road, to supplement existing buildings while improving the sense of a distinct threshold.
- There is further potential for some tall buildings along Balham High Road. However, these may need setting back within landscaping as the existing 8 storey Du Cane Court is.
- **Criteria:**
  - Tall buildings must be focused in suitable locations along Balham High Road which has the relative scale to receive them. However, where these are 6 storeys or taller they will need to be set back from the road and incorporated within landscape.
  - Tall buildings must respond positively and protect the setting of existing buildings around the edges of the sub-area, particularly including the landmark Devonshire pub at the corner of Balham New Road.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Development along Balham High Road should include active uses and frontages at ground level. Buildings should also seek to create additional space for pedestrians and public realm where possible.
  - Buildings should create identifiable markers to indicate gateways to Balham Town Centre and provide distinction from the separate identity of adjacent Tooting.
  - Development higher than 6 storeys is likely to be inappropriate in the majority of locations. Buildings marking a threshold or gateway to the town centre may be able to be higher but must remain in proportion with the overall streetscape and building pattern.

### Sub-area A1a

- **Existing prevailing height: 3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** The surrounding context of relatively low prevailing building heights and the scale of the roads, limits the ability of this sub-area to accommodate tall buildings. There is some

potential for taller elements set back in the plot and in the areas closest to Balham High Road.

- **Criteria:**
  - Tall buildings must respond positively and protect the setting of existing buildings around the edges of the sub-area, particularly including the landmark Bedford pub at the corner of Bedford Hill and Fernlea Road.
  - Tall buildings must respect the scale and width of Balham Station Road, particularly with respect to the quality of the public realm at ground level in respect of the blank façade to the south along the elevated railway line.
  - Tall buildings must deliver a varied and interesting roofline in response to the surrounding architectural styles, avoiding long monotonous blocks of development.
  - Development should include active uses and frontages at ground level.
  - Development higher than 6 storeys is likely to be inappropriate, although there may be locations within the sub-area that could receive a building up to 8 storeys if well planned, designed and located.
  - Please refer to the tall building scenario in [A.2: A.2.8 Sainsbury's Car Park, Bedford Hill](#).

### Sub-area A1b

- **Existing prevailing height: 3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Again, the surrounding context of relatively low prevailing building heights and the scale of the roads, limits the ability of this sub-area to accommodate tall buildings, although there may be some opportunity along the frontage of Balham High Road.
- **Criteria:**
  - Tall buildings must respond positively and protect the setting of existing buildings around the edges of the sub-area, particularly the more residential streets of Ramsden Road and Balham Grove.
  - Development along Balham High Road should include active uses and frontages at ground level. Buildings should seek to create additional space for pedestrians and public realm where possible.

## A2 Balham Residential

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** There is very limited potential for tall buildings within the character area, with the exception of opportunities along Bedford Hill immediately south of the elevated railway line, and along the eastern extent of Balham Park Road where the street proportions are greater.
- **Criteria:**
  - Tall buildings must be focused in suitable locations along Bedford Hill and Balham Park Road which have the relative scale to receive them.
  - Tall buildings must respond positively and protect the setting of existing buildings around the edges of the sub-area, particularly the smaller scale residential units away from the main roads.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Tall buildings should be set back and create a positive frontage to the main road through trees and gateway features to the town centre.
  - Respect the settings, proportions, scale and details of existing landmark features.
  - Development higher than 5 storeys is likely to be inappropriate.

### Sub-area A2a

- **Existing prevailing height: 4 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** There is potential for tall buildings across this Balham High Road/Clapham South sub-area, with the existing presence of some tall buildings set within grounds and the wider proportions of the main street.
- **Criteria:**
  - Tall buildings must be focused in suitable locations along Balham High Road which has the relative scale to receive them. However, these will typically need to be set back from the road and incorporated within landscape.
  - Tall buildings must respond positively and protect the setting of existing buildings around the edges of the sub-area, particularly the smaller scale residential units away from Balham High Road.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Development along Balham High Road should include active uses and frontages at ground level.

Buildings should also seek to create additional space for pedestrians and public realm where possible.

- Development higher than 6 storeys is likely to be inappropriate in the majority of locations.

### Sub-area A2b

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** There are some opportunities for tall building development along Bedford Hill within this sub-area due to the wider proportions of the street.
- **Criteria:**
  - Tall buildings must be focused in suitable locations along Bedford Hill which has the relative scale to receive them.
  - Tall buildings must respond positively and protect the setting of existing buildings around the edges of the sub-area, particularly the smaller scale residential units away from Bedford Hill and also landmarks such as Burlington School.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Development higher than 5-6 storeys is likely to be inappropriate.

### Sub-area A2c

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate, with the exception of some potential along the frontage with Balham High Road.

### Sub-area A2d

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.



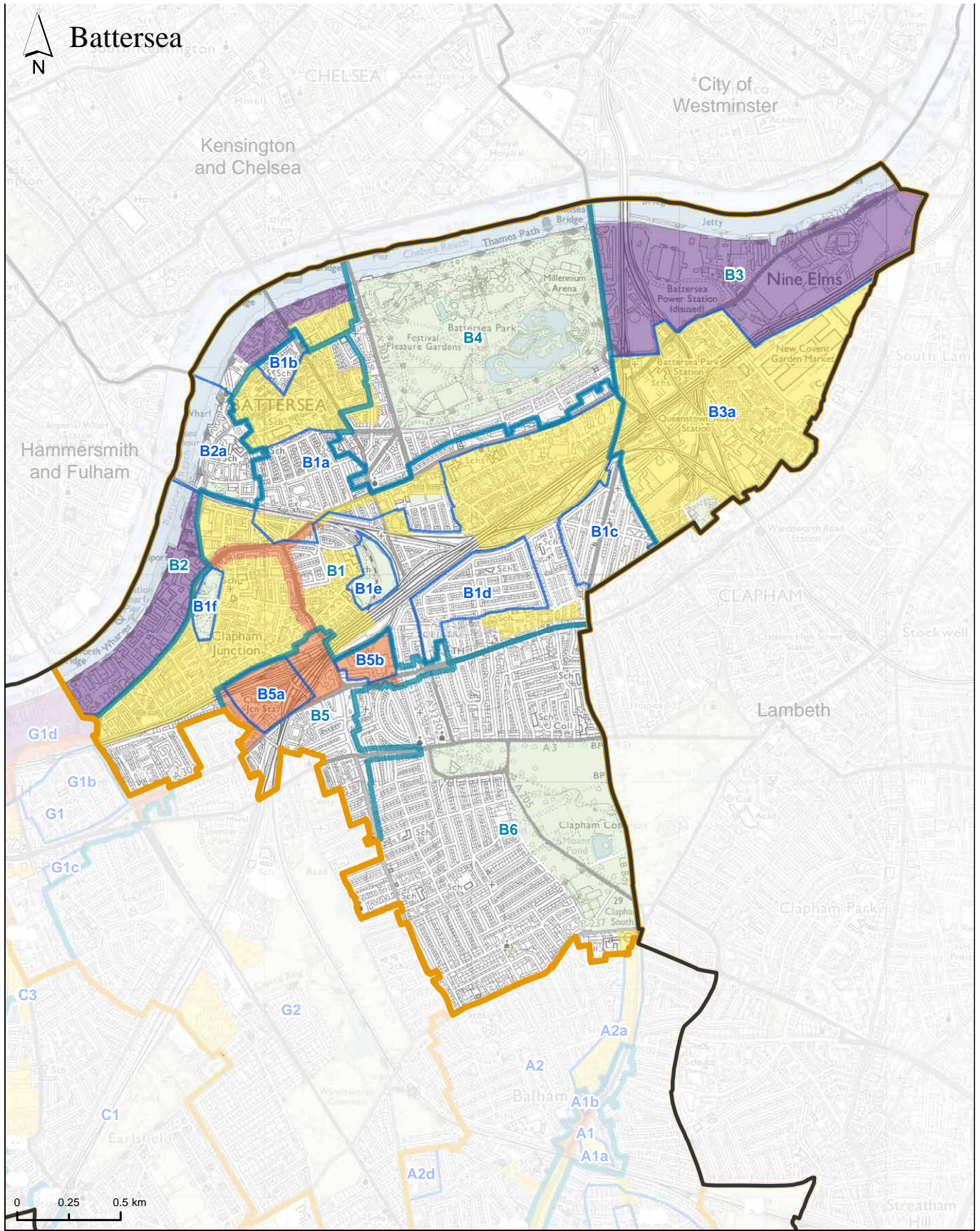


Fig. 247: Battersea Opportunity map

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## B Battersea

### *B1 Battersea Residential*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** There is potential for tall buildings within the character area, including the estates between Battersea Park and the railway line, existing taller buildings near the junction of Cedars Road and Lavender Hill, the estates in the west of the area, north of Clapham Junction; and the area to the west of Battersea Park. There is further potential for tall buildings along the strategic routes of York Road and Falcon Road.
- **Criteria:**
  - Tall buildings must be developed as part of a comprehensive masterplan or masterplans for the area, to ensure suitable locations can be found that create a positive sense of place and quality new accommodation while respecting the character of the area and any retained buildings within or around the edges of any masterplan.
  - Tall buildings should be sized to respond to the scale of adjacent streets and open spaces.
  - Tall buildings, where significantly taller than prevailing height, will generally need to be stepped or set back within plots to avoid a canyon effect along roads, and have mature landscapes and planting incorporated.
  - Development along and around Battersea Park Road should respect the scale and character of the 3-4 storey buildings and existing landmarks. Tall buildings should not detract from existing landmarks and should carefully consider their height in relation to the surrounding context.
  - Tall buildings should be used to create an overall sense of hierarchy and as a wayfinding tool, marking key routes and junctions and forming local landmarks where appropriate without creating distinct clusters of tall buildings.
  - The scale of the potential re-development of the area means that provision of quality public green space will be particularly important.
  - Please refer to the tall building scenario in [A.2: A.2.7 Riverside Cluster](#).

#### *Sub-area B1a*

- **Existing prevailing height: 3-4 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** There is potential for tall buildings in some parts of this sub-area, including

along the south side of Battersea Park Road, along Latchmere Road and to the south of the railway in the west of the area.

- **Criteria:**
  - Development should respect the susceptible characteristics of Battersea High Street including the coherence and scale of the 3-4 storey period shop front terraces. Buildings in excess of 5 storeys are unlikely to be appropriate in this area. Potential for buildings any taller than the existing terraces would be limited to certain corner plots.
  - Development along and around Battersea Park Road local centre and Battersea Park Road should respect the scale and character of the 3-4 storey buildings and existing landmarks. Tall buildings should not detract from existing landmarks and should carefully consider their height in relation to the surrounding context. Potential for tall buildings would be limited to corner plots and wider plots where available.
  - Tall buildings must be focused in suitable locations along roads which have the proportion to receive them as described above.
  - Tall buildings must respond positively and protect the views and setting of existing buildings within and around the edges of the sub-area, particularly the conservation areas, listed buildings and adjacent smaller scale residential plots.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Tall buildings should be used to create an overall sense of hierarchy and as a wayfinding tool, marking key routes and junctions and forming local landmarks where appropriate without creating distinct clusters of tall buildings.

#### *Sub-area B1b*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

#### *Sub-area B1c*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

#### *Sub-area B1d*

- **Existing prevailing height: 2-3 storeys**



- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

### *Sub-area B1e*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

### *Sub-area B1f*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area of public open space would generally be considered inappropriate.

### *Sub-area B1g*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

## *B2 Battersea Riverside*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** This character area has been identified as having the potential to accommodate clusters of tall buildings including landmarks along the riverside.
- **Criteria:**
  - Tall buildings must be set back from roads, public spaces and the river to ensure quality pedestrian environments and public realm is created.
  - Tall buildings must respond positively and protect the setting of existing buildings around the edges of the sub-area, particularly in the vicinity of Battersea Square Conservation Area and the nearby riverside Church of St Mary (grade I listed), and Battersea Park.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Development should seek to include active uses and frontages at ground level where appropriate. Buildings should also seek to create additional space for pedestrians and public realm where possible.
  - Any development should contribute positively to the character of the River Thames which extends beyond the borough boundaries.

- On the landward edge of the character area, buildings taller than development on the opposite side of the road are unlikely to be suitable except where they demonstrate a clear stepping down and respond to elements such as key junctions.
- Development should avoid adversely affecting any valued views.
- Please refer to the tall building scenario in [A.2: A.2.7 Riverside Cluster](#).

### *Sub-area B2a*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

## *B3 Nine Elms Mixed Use*

- **Existing prevailing height: 6-8 storeys**
- **Tall building definition: 8 storeys**
- **Overall summary:** This area sits within the GLA Opportunity Area. After significant change in recent years it has become one of the major clusters of tall buildings within London.
- The area encompasses the majority of land north of the main railway line between London Waterloo and Clapham Junction, and has been identified as having the opportunity for clusters of tall buildings including landmarks as set out in the VNEB Tall Buildings Strategy (<https://nineelmslondon.com/wp-content/uploads/2012/08/chapter-08-Tall-Buildings-Strategy.pdf>), with which proposals must align. This document shows how building heights must be accommodated across the main cluster.
- **Criteria:**
  - All development in this area should take account of important views towards Battersea Power Station.
  - Tall buildings must be set back from roads, public spaces and the river to ensure quality pedestrian environments and public realm is created.
  - Development should seek to include active uses and frontages at ground level where appropriate. Buildings should also seek to create additional space for pedestrians and public realm where possible.
  - Any development should contribute positively to the character of the River Thames which extends beyond the borough boundaries.
  - Any development should respect the setting and heritage value of Battersea Park and its conservation area, and other listed buildings and

landmarks.

- Please refer to the VNEB Tall Buildings Strategy.

### **Sub-area B3a**

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** South of the railway, and the area to the east of Queenstown Station has been identified as having the potential for further locally tall buildings but that the clusters should remain focused north of the railway to provide separation from the smaller scale urban grain of Clapham (within LB Lambeth) to the south.
- **Criteria:**
  - Clusters of tall buildings should remain focused north of the railway to provide separation from the smaller scale urban grain north of Clapham Common (within LB Lambeth) to the south.
  - Locally tall buildings will also need to have careful consideration of the low level and small scale Parktown Estate Conservation Area within Battersea Residential.
  - All development in this area should take account of important views towards Battersea Power Station.
  - Tall buildings must be set back from roads, public spaces and the river to ensure quality pedestrian environments and public realm is created.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Development should seek to include active uses and frontages at ground level where appropriate. Buildings should also seek to create additional space for pedestrians and public realm where possible.
  - Any development should respect the setting and heritage value of Battersea Park and its conservation area, and other listed buildings and landmarks.
  - Please refer to the tall building scenario in [A.2: A.2.9 Battersea Design and Tech Quarter](#) and the VNEB Tall Buildings Strategy.

### **B4 Battersea Park**

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

### **B5 Clapham Junction Town Centre**

- **Existing prevailing height: 3-4 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** This area has the potential to accommodate tall buildings in the area to the south of the railway near Clapham Junction station.
- **Criteria:**
  - Tall buildings around Clapham Junction must be developed as part of a comprehensive masterplan for the area, to ensure suitable locations can be found that create a positive sense of place and quality new accommodation while respecting the character of the area and any retained buildings.
  - Tall buildings should be sized to respond to the scale of adjacent streets and buildings, particularly along St John's Hill, Falcon Road and Battersea Rise.
  - Buildings substantially taller than the surrounding context in the Clapham Junction area will generally need to be set back within plots and have mature landscapes and planting incorporated.
  - Tall buildings should be used to create an overall sense of hierarchy and as a wayfinding tool, marking key routes and junctions and forming local landmarks where appropriate without creating distinct clusters of tall buildings. Tall building clusters are unlikely to be appropriate due to the relative sensitivities of the character of the area and existing landmarks.
  - Development should include active uses and frontages at ground level. Buildings should also seek to create additional space for pedestrians and public realm where possible.
  - Development should respect views from the overbridge at Clapham Junction towards central London and avoid over-development along the railway line. Similarly, intermittent views from passing trains into the urban fabric of Clapham Junction should be protected.
  - Tall building development should specifically avoid the junction of Falcon Road and St John's Hill to protect the existing character and views in this location.
  - Tall buildings must complement existing nearby landmarks such as the Arding & Hobbs store which are not particularly tall but landmarks by virtue of their design and roofline.
  - Development should avoid adverse effects on the character, heritage value and setting of Clapham Junction Conservation Area, listed buildings and landmarks.
  - Please refer to the tall building scenario in [A.2: A.2.5 Clapham Junction Station Approach](#) -



### medium density scenario.

#### **Sub-area B5a**

- **Existing prevailing height: 3-4 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** This character area has been identified as having the potential to accommodate tall buildings marking Clapham Junction Station. This includes the potential for landmark tall buildings at the entrance to the station from St John's Hill.
- **Criteria:**
  - Tall buildings must be developed as part of a comprehensive masterplan for the area, to ensure suitable locations can be found that create a positive sense of place and quality new accommodation while respecting the character of the area and any retained buildings.
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly along St John's Hill.
  - Tall buildings will generally need to be set back within plots and have mature landscapes and planting incorporated.
  - Tall buildings should be used to create an overall sense of hierarchy and as a wayfinding tool, marking key routes and junctions and forming local landmarks where appropriate without creating distinct clusters of tall buildings.
  - Development should include active uses and frontages at ground level. Buildings should also seek to create additional space for pedestrians and public realm at appropriate locations at the station.
  - Landmarks should create identifiable markers to indicate a sense of arrival at Clapham Junction train station. However, landmarks must complement existing nearby landmarks such as the Arding & Hobbs store which are not particularly tall but landmarks by virtue of their design and roofline.
  - Development should avoid adverse effects on the character, heritage value and setting of Clapham Junction Conservation Area, listed buildings and landmarks.

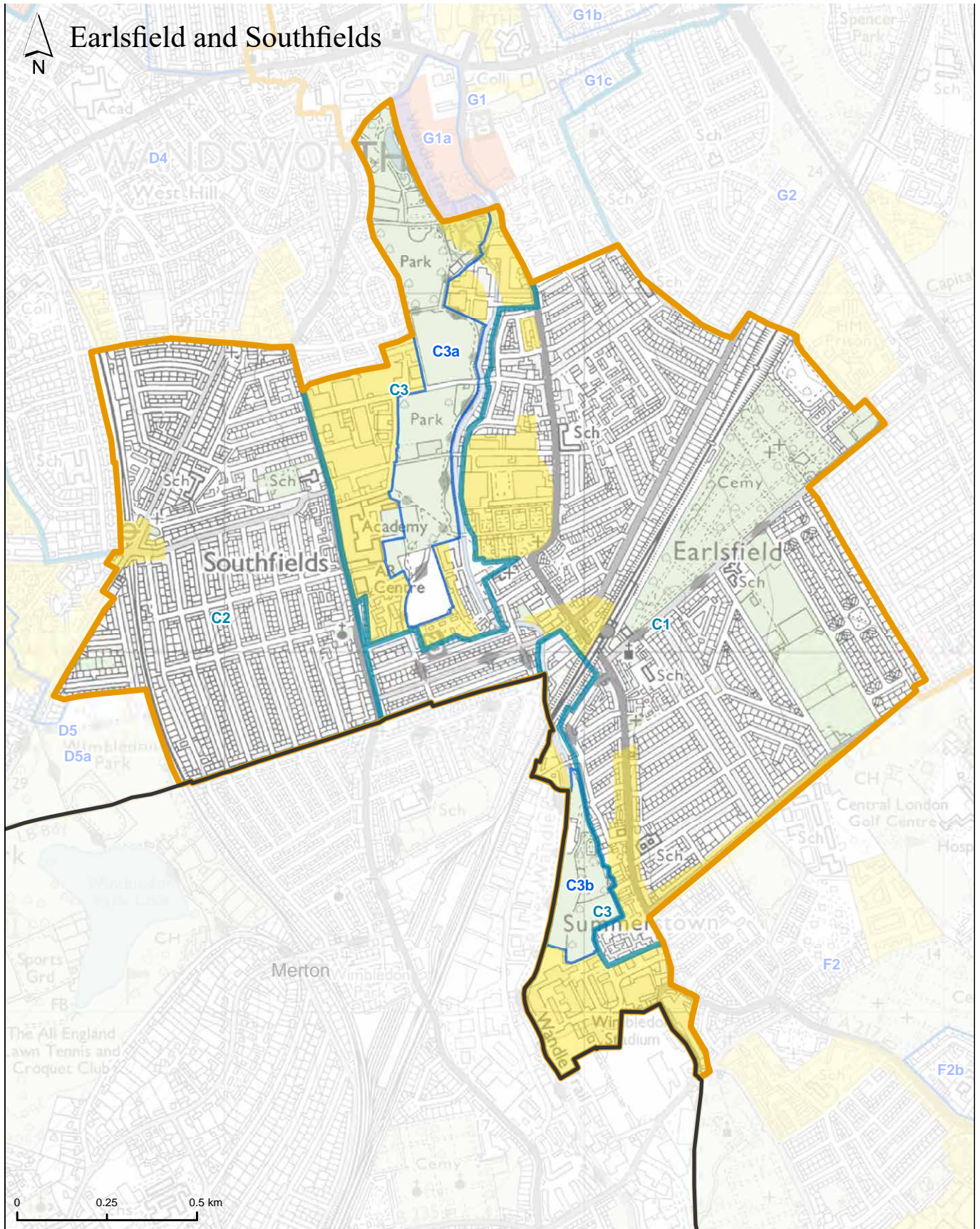
#### **Sub-area B5b**

- **Existing prevailing height: 3-4 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** This character area has been identified as having the potential to accommodate tall buildings to enhance the character, legibility and sense of place of Clapham Junction.

- **Criteria:**
  - Tall buildings must be developed as part of a comprehensive masterplan for the area, to ensure suitable locations can be found that create a positive sense of place and quality new accommodation while respecting the character of the area and any retained buildings.
  - Tall buildings should be sized to respond to the scale of adjacent streets and buildings, particularly along St John's Hill and Falcon Road and railway bridge.
  - Tall buildings will generally need to be set back within plots and have mature landscapes and planting incorporated.
  - Tall buildings should be used to create an overall sense of hierarchy and as a wayfinding tool, marking key routes and junctions and forming local landmarks where appropriate without over-developing the area.
  - Development should include active uses and frontages at ground level. Buildings should also seek to create additional space for pedestrians and public realm where possible.
  - Development should respect views from the overbridge at Clapham Junction towards central London without over-developing along the railway line. Similarly, intermittent views from passing trains into the urban fabric of Clapham Junction should be protected.
  - Development should avoid adverse effects on the character, heritage value and setting of Clapham Junction Conservation Area, listed buildings and landmarks.
  - Tall buildings should step down towards the residential areas to the east.
  - Please refer to the tall building scenario in [A.2: A.2.2 Asda, Lidl and Boots sites, Falcon Lane.](#)

#### **B6 Clapham Common and Residential**

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate, with the exception of some potential for taller developments close to Clapham South underground station with the local centre.
- **Criteria:**
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, including along Balham Hill and Nightingale Lane.



**Fig. 248:** Earlsfield and Southfields Opportunity map

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- Tall buildings will generally need to be set back within plots and have mature landscapes and planting incorporated.
- Tall buildings should be used to create an overall sense of hierarchy and as a wayfinding tool, marking key routes and junctions and forming local landmarks where appropriate without creating distinct clusters of tall buildings.
- Development should include active uses and frontages at ground level. Buildings should also seek to create additional space for pedestrians and public realm where possible.
- Development fronting onto Clapham Common would be likely to be inappropriate if over 6 storeys.
- All development should avoid adverse effects on the conservation area, listed buildings and landmarks.

## C Earlsfield and Southfields

### C1 Earlsfield Residential

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** This character area has been identified as having the potential to accommodate tall buildings along some of the eastern edge of King George's Park, at the junction of Earlsfield Road and some limited potential along other parts of Garratt Lane and Burntwood Lane.
- **Criteria:**
  - While there is the potential for tall buildings within a local context in this area, clusters of tall buildings would not be appropriate.
  - Tall buildings east of King George's Park must be developed as part of comprehensive masterplans, to ensure suitable locations can be found that create a positive sense of place and quality new accommodation while respecting the character of the area and any retained buildings within or around the edges of any masterplan.
  - Tall buildings should be sized to respond to the scale and proportion of adjacent streets and open

spaces.

- Aside from along strategic roads, tall buildings will generally need to be set back within plots and have mature landscapes and planting incorporated.
- Tall buildings should not detrimentally affect smaller scale residential properties and the setting and prominence of existing landmarks.
- The estates could potentially accommodate intensification within lower density garages and smaller blocks.
- Tall buildings should enhance legibility of the area through adding landmarks along main roads and key junctions.
- In general, buildings over 6 storeys are unlikely to be appropriate.

### C2 Southfields Residential

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate, with the exception of some potential for taller developments in close proximity to Southfields tube station at the junction of Wimbledon Park Road and Replingham Road.
- **Criteria:**
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, including along Wimbledon Park Road and Replingham Road.
  - Development taller than existing buildings fronting onto the main roads will generally need to be set back within plots and have mature landscapes and planting incorporated.
  - Tall buildings should be used to create an overall sense of hierarchy and as a wayfinding tool, marking key routes and junctions and forming local landmarks where appropriate without creating distinct clusters of tall buildings.
  - Development should include active uses and frontages at ground level. Buildings should also seek to create additional space for pedestrians and public realm where possible.
  - Development should avoid adverse effects on the adjacent Wimbledon Park Road Conservation Area.
  - Development at the junction would be likely to be inappropriate if over 5-6 storeys.

### C3 Wandle Valley

- **Existing prevailing height: 1-4 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** This character area has been identified as having the potential to accommodate tall buildings, with the exception of areas very close to the River Wandle corridor, which is small in scale.
- **Criteria:**
  - While there is the potential for tall buildings in this area, care needs to be taken to avoid creating tall building clusters which are not suitable.
  - Development should protect and reinforce the mature planting that form the boundaries of King George's Park and be set well back from the narrow River Wandle corridor.
  - Tall buildings should be sized to respond to the scale and proportion of adjacent streets and buildings in neighbouring areas, particularly along Merton Road.
  - Tall buildings will generally need to be set back within plots and have mature landscapes and planting incorporated.

### *Sub-area C3a*

- **Existing prevailing height: n/a**
- **Tall building definition: n/a**
- **Overall summary:** This sub-area is an important local open space inappropriate for development.

### *Sub-area C3b*

- **Existing prevailing height: n/a**
- **Tall building definition: n/a**
- **Overall summary:** This sub-area is an important local open space inappropriate for development.



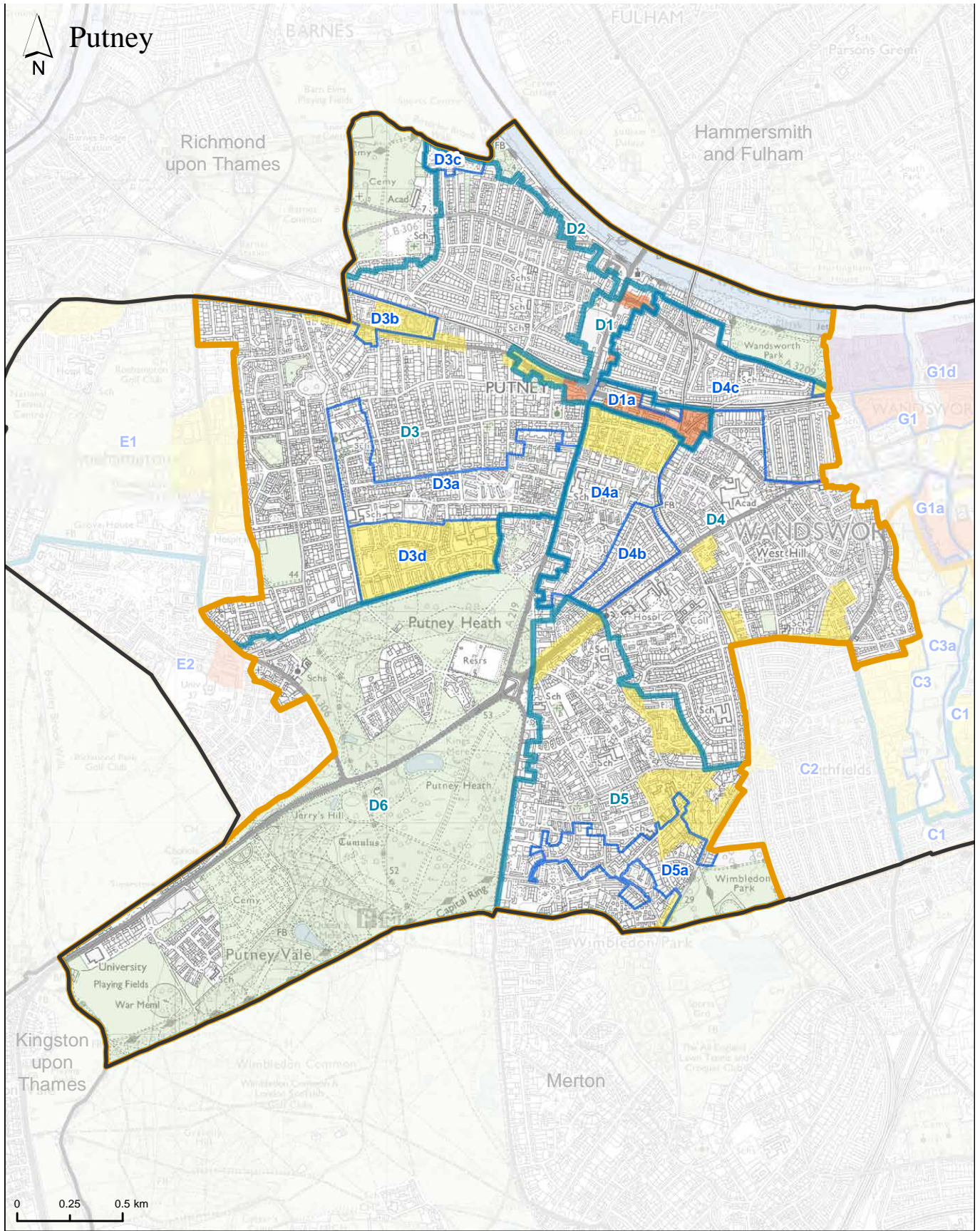


Fig. 249: Putney Opportunity map

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## D Putney

### D1 Putney Town Centre

- **Existing prevailing height: 3-4 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** This town centre location has been identified as having the potential for tall buildings along plots to the west and east of Putney High Street and along Putney Bridge Road. The western extent of Upper Richmond Road has the potential to receive locally tall buildings.
- **Criteria:**
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the consistent 3-4 storeys along Putney High Street and step down towards the smaller scale residential properties on surrounding streets.
  - Tall buildings in the along the High Street will generally need to be set back within larger plots.
  - Tall buildings should be used to create an overall sense of hierarchy and as a wayfinding tool, marking key routes and junctions and forming local landmarks where appropriate without creating distinct clusters of tall buildings.
  - Development should include active uses and frontages at ground level and retain the overall character of Putney High Street as a shopping and leisure destination. Buildings should also create additional space for pedestrians and public realm where possible.
  - Development should respect views down Putney High Street towards the river, Putney Bridge and St Mary's Church, including their heritage value and setting.
  - The existing tall building at Putney Wharf should not be seen as justification for the creation of further landmark tall buildings or attract the development of a tall building cluster.
  - Developments should respect the existing landmarks, preserving their settings and contribution to the skyline.
  - Please refer to the tall building scenario in [EA.2.1: A.2.5 Putney High Street Cluster](#).

#### Sub-area D1a

- **Existing prevailing height: 8-9 storeys**
- **Tall building definition: 8 storeys**
- **Overall summary:** This area has the potential to accommodate tall buildings where these do not exceed the existing prevailing height.

- **Criteria:**
  - Tall buildings shall respect the scale, character and setting of relict smaller scale period properties and setting of the conservation area to the north side of Upper Richmond Road.
  - Buildings taller than existing heights will generally be considered inappropriate for the area.

### D2 Putney Riverside

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** The area has very little potential to accommodate tall buildings with the potential exception of the western edge of Wandsworth Park.
- **Criteria:**
  - There is already some additional height at the western edge of Wandsworth Park, in response to the scale of the open space and the adjacent Putney Bridge Road. Any tall buildings proposed here should not exceed 5 storeys and will need to step down appropriately to the surrounding smaller scale residential properties.
  - Any development taller than existing buildings must be set back or stepped back within the plots to protect the proportion of Putney Bridge Road and Deodar Road.
  - Development shall have particular regard to the character of Deodar Road Conservation Area.

### D3 West Putney Residential

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** The area generally has limited potential to accommodate tall buildings with the exception of along parts of Upper Richmond Road.
- **Criteria:**
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties on streets either side of Upper Richmond Road.
  - Buildings taller than the prevailing height will generally need to be set back within larger plots and incorporated within landscape, or used at key junctions which have a greater scale.
  - Development should seek to create additional space for pedestrians and public realm where possible.
  - Development must respect the heritage value and setting of the conservation areas and listed buildings across the character area.
  - Tall buildings along Upper Richmond Road



should generally only be considered on corner or wider plots and should not exceed 5-6 storeys.

### *Sub-area D3a*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

### *Sub-area D3b*

- **Existing prevailing height: 3-4 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** This area has been identified as having the potential to accommodate tall buildings, with the exception of the smaller scale area along Dyers Lane.
- **Criteria:**
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties on streets either side of Upper Richmond Road.
  - Buildings taller than the prevailing height will generally need to be set back within larger plots and incorporated within landscape, or used at key junctions which have a greater scale.
  - Development should seek to create additional space for pedestrians and public realm where possible.
  - Development must respect the heritage value and setting of the surrounding conservation areas and locally listed buildings across the character area.

### *Sub-area D3c*

- **Existing prevailing height: 5-6 storeys**
- **Tall building definition: 8 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

### *Sub-area D3d*

- **Existing prevailing height: 5-6 storeys**
- **Tall building definition: 8 storeys**
- **Overall summary:** This area has been identified as having the potential to accommodate further tall buildings within the existing estates.
- **Criteria:**
  - Intensification of tall development within this area requires careful consideration of existing buildings and public space. Taller development should consider intensification of existing low density blocks and garage blocks where appropriate,

ensuring the proportions and space between tall buildings is retained.

- Development should ensure no net loss of open space within the estates, and no reduction in the quality of open spaces through excessive microclimatic effects.
- Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties to the north of Westleigh Avenue.
- Buildings should generally not be taller than the existing tallest blocks unless they can specifically demonstrate no adverse impacts on the character, public realm, existing buildings or valued features of the area.
- Development must respect the heritage value and setting of the adjacent Putney Heath Conservation Area and Westmead Conservation Area and listed buildings across the character area.

### *D4 East Putney Residential*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Overall, taller buildings are more likely to be able to be accommodated in pockets of existing height along West Hill and Granville Road.
- **Criteria:**
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties on streets set away from the wider main roads.
  - Buildings taller than the prevailing height will generally need to be set back within larger plots and incorporated within landscape, or used at key junctions which have a greater scale.
  - Development should seek to create additional space for pedestrians and public realm where possible.
  - Intensification of tall development within the estates identified requires careful consideration of existing buildings and public space. Taller development should consider intensification of existing low density blocks and garage blocks where appropriate, ensuring the proportions and space between tall buildings is retained.
  - Development should ensure no net loss of open space within the estates, and no reduction in the quality of open spaces through excessive microclimatic effects.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.

- Development must respect the heritage value and setting of conservation areas within and around the character area.
- Development must ensure valued views across the area are protected and preserved.
- Tall building developments should consider sunken positions in plots set back from roads to protect the overall scale of the area and respond to existing estates which have adopted this approach.
- Buildings taller than 5-6 storeys within this area are likely to be inappropriate for the area.

### *Sub-area D4a*

- **Existing prevailing height: 3-5 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** The northern part of this area, near Upper Richmond Road, has been identified as having the potential to accommodate tall buildings due to the less consistent pattern and variety of existing building types.
- **Criteria:**
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties on streets set away from the wider main roads.
  - Buildings taller than the prevailing height will generally need to be set back within larger plots and incorporated within landscape, or used at key junctions which have a greater scale.
  - New tall buildings should protect and make use of the existing widespread mature trees to help integrate development into the character of the area.
  - Development must respect the heritage value and setting of conservation areas surrounding the character area.
  - Intensification of tall development within the estates identified requires careful consideration of existing buildings and public space. Taller development should consider intensification of existing low density blocks and garage blocks where appropriate, ensuring the proportions and space between tall buildings is retained.
  - Development should ensure no net loss of open space within the estates, and no reduction in the quality of open spaces through excessive microclimatic effects.

### *Sub-area D4b*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**

- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

### *Sub-area D4c*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

### *D5 Wimbledon Parkside Estates*

- **Existing prevailing height: 2-6 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** This area has the potential to accommodate tall buildings along West Hill and Wimbledon Park Road, and within some of the estates close to Augustus Road, Albert Drive and along Whitlock Drive. Tall buildings would be inappropriate in smaller scale areas along Skeena Hill, Manningtree Close and Augustus Road.
- **Criteria:**
  - New tall building development needs to respect the green park-like estate character and not create dense clusters of buildings.
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties on streets set away from the wider main roads.
  - Buildings taller than the prevailing height will generally need to be set back within larger plots and incorporated within landscape (particularly including planting of new and protecting existing large tree species), or used at key junctions which have a greater scale.
  - Intensification of tall development within the estates identified requires careful consideration of existing buildings and public space. Taller development should consider intensification of existing low density blocks where appropriate, ensuring the proportions and space between tall buildings is retained.
  - Development should ensure no net loss of open space within the estates, and no reduction in the quality of open spaces through excessive microclimatic effects. Development should protect the sense of spaciousness which is a historic reminder of the former Wimbledon Park Estate.
  - Development must respect the heritage value and setting of conservation areas and remnant historic features within and surrounding the character area.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.



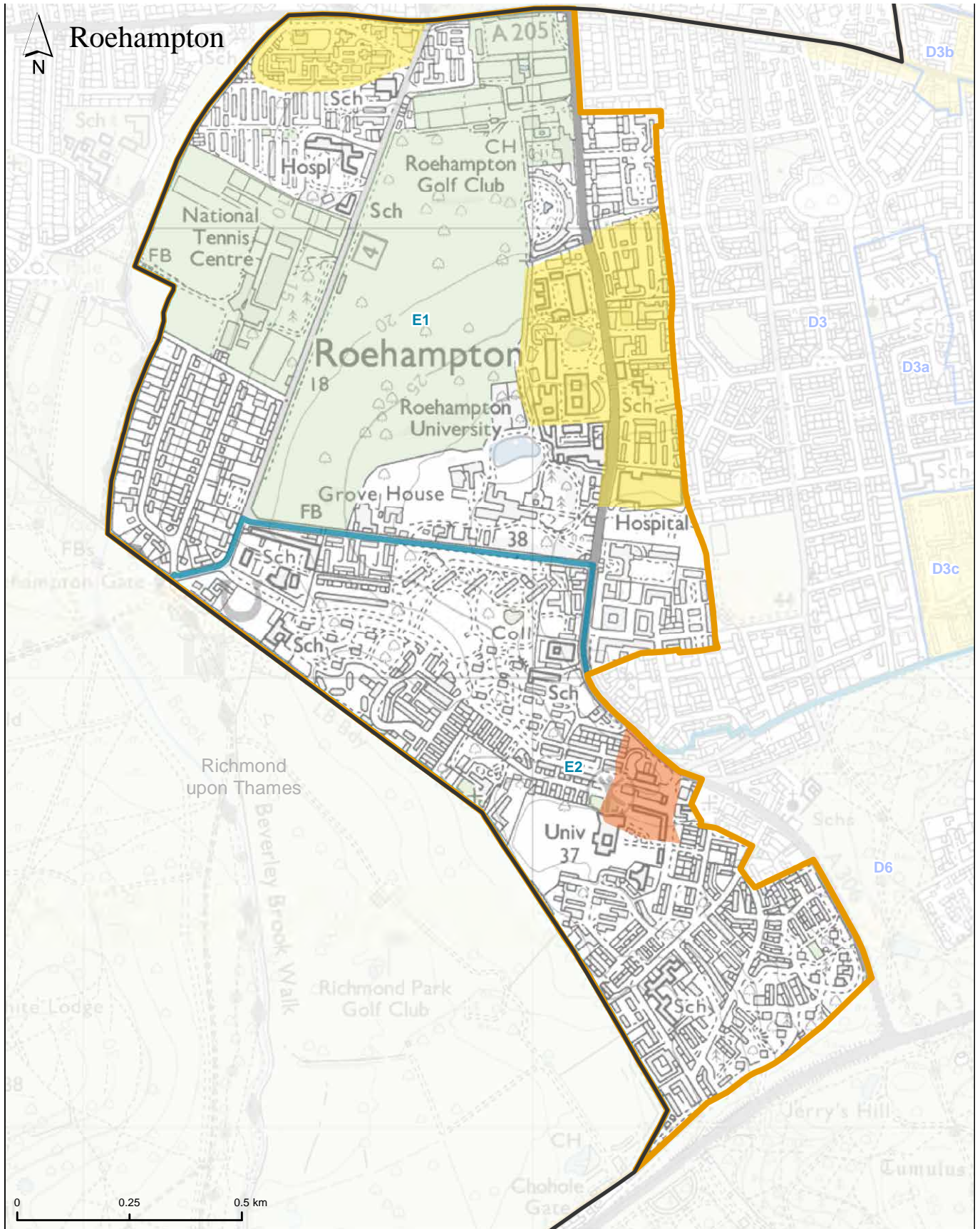
- Buildings taller than 5 storeys along Wimbledon Park Road are likely to be inappropriate for the area.

### ***Sub-area D5a***

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** This area has limited potential to accommodate tall buildings within estates to the north-east of the sub-area.
- **Criteria:**
  - New tall building development needs to respect the green park-like estate character and not create dense clusters of buildings.
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties on streets set away from the wider main roads.
  - Intensification of tall development within the estates identified requires careful consideration of existing buildings and public space. Taller development should consider intensification of existing low density blocks where appropriate, ensuring the proportions and space between tall buildings is retained.
  - Development should ensure no net loss of open space within the estates, and no reduction in the quality of open spaces through excessive microclimatic effects.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Buildings taller than 5 storeys along Wimbledon Park Road are likely to be inappropriate for the area.

### ***D6 Putney Heath and Vale***

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.



**Fig. 250:** Roehampton Opportunity map

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## E Roehampton

### *E1 Roehampton Parkland Estates*

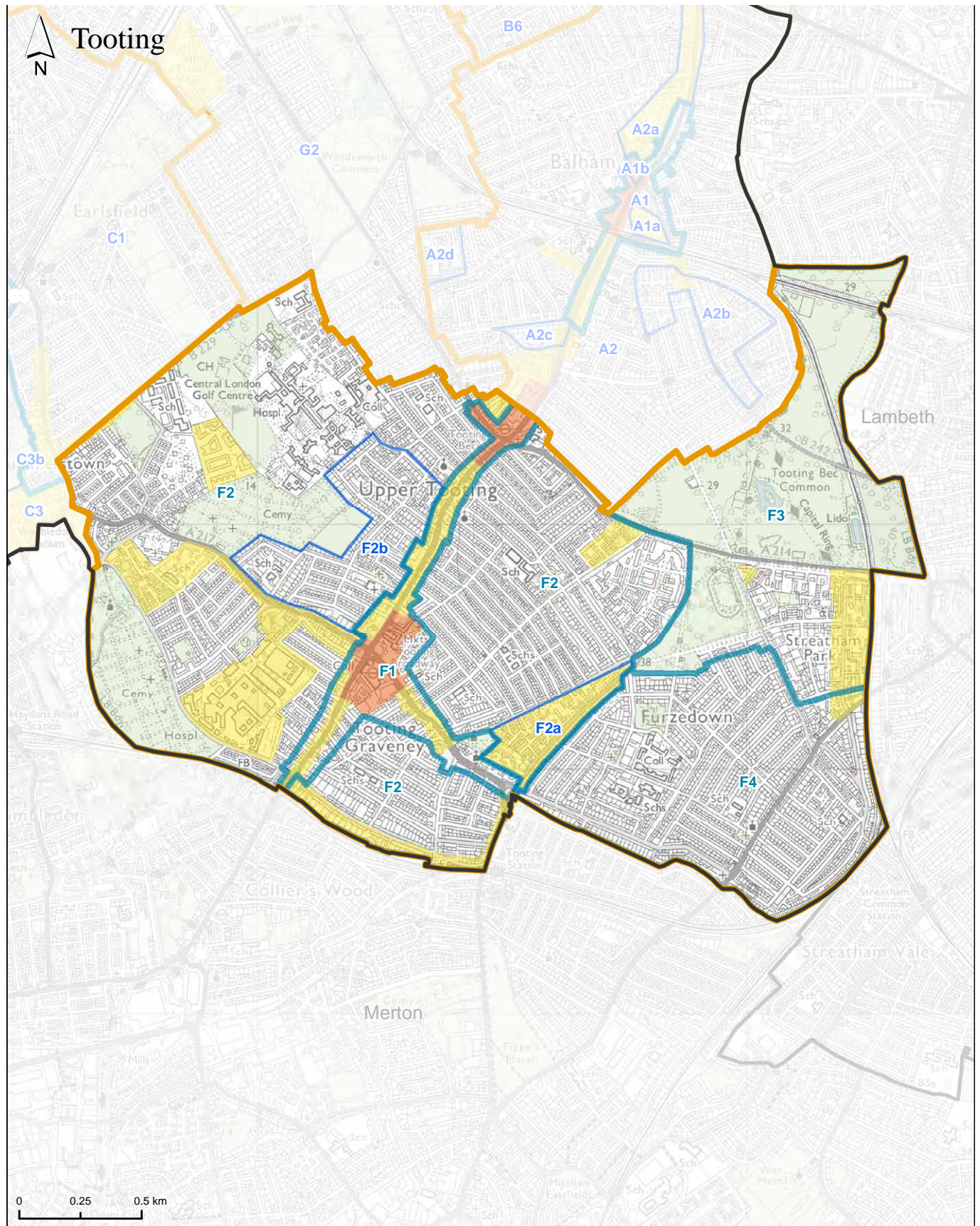
- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** There is potential for some locally tall buildings in the north of the area around Arabella Drive.
- **Criteria:**
  - New development should be balanced with an appropriate proportion of planted open space around the buildings and have regard to the scale of adjacent roads.
  - New development should respect the character and heritage value of the conservation areas, listed buildings and their settings.
  - Any change should maintain the openness provided by the areas of Metropolitan Open Land.
  - Tall buildings should be designed and sited to respect the setting of, and views from, Richmond Park, and the protected view corridor identified in the London View Management Framework.
  - In most areas, buildings taller than 6 storeys are unlikely to be appropriate.

### *E2 Roehampton Residential Estates*

- **Existing prevailing height: Mixed but with an average height of 4 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** This area is generally inappropriate in principle for tall buildings with the exception of some potential to the south of Roehampton Lane at the local centre. Tall buildings in the wider area may only be considered if developed as part of a holistic masterplan.
- **Criteria:**
  - New development should respect the character and heritage value of the conservation areas, listed buildings and their settings.
  - New development should respect the settings of the historic buildings and Roehampton Conservation Area (within character area E6), ensuring that tall buildings do not detract from its setting. The local centre of Roehampton would benefit from some demarcation, but this needs to avoid the small scale historic buildings along Roehampton High Street.
  - New tall building development needs to respect the green parkland character and sense of openness, including mature trees, and not create

dense clusters of buildings.

- Tall buildings should be designed and sited to respect the setting of, and views from, Richmond Park.
- Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties on streets set away from the wider main roads.
- Development should ensure no net loss of open space within the estates, and no reduction in the quality of open spaces through excessive microclimatic effects.
- Ensure buildings have positive active frontages to surrounding buildings, streets and open spaces.
- Tall buildings should respect the pattern of existing built development and valued views.



**Fig. 251:** Tooting Opportunity map

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## F Tooting

### F1 Tooting Town Centre

- **Existing prevailing height: 2-4 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** There is some potential for locally tall buildings along Tooting High Street, with height in specific plots close to Tooting Broadway and Tooting Bec stations. However, these opportunities are very dependent on the precise siting. Tall buildings should in particular avoid the area around St Nicholas Church along Mitcham Road.
- **Criteria:**
  - This character area contains a high proportion of listed and landmark buildings and overall good balanced proportions along the two high streets. All new development should respect the proportion, scale and material quality of the remaining period buildings, and particularly the heritage value, character and settings of the listed and locally listed buildings.
  - Tall buildings should ensure they do not conflict with existing landmarks. Development must respond positively and protect the prominence, character and setting of landmarks, including their contribution to the skyline.
  - Tall buildings must be carefully sited in relation to their surrounding context and urban grain. Where taller than existing, buildings will need to be set back from the road and incorporated within landscape.
  - Development along the high streets should include active uses and frontages at ground level, respecting the function of the streetscape as a shopping and leisure destination. Buildings should also seek to create additional space for pedestrians and public realm where possible.
  - Development higher than 6 storeys is likely to be inappropriate in the majority of locations. For buildings within the local context areas, these would normally only be considered acceptable on corner or wider plots and should not exceed 5 storeys to respect the proportions of the predominantly 3-4 storey existing buildings.
  - Please refer to the tall building scenario in [A.2: A.2.6 Markets Area, Tooting High Street](#) for this locality. Development here should maintain the legibility, character and distinctiveness of Tooting Market in views along the High Street.

### F2 Tooting Residential

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** The area has potential for locally tall buildings along Mitcham Road, within St George's Hospital site adjacent to Lambeth Cemetery, along London Road close to Tooting station, within estates at Franciscan Road; and to the north of Tooting Bec tube station to enhance the sense of arrival from Balham. There is also some potential in the vicinity of the Springfield Hospital site (ongoing development) and in estates to the west of Streatham Cemetery. There is limited potential to the south of Longley Road at the borough boundary, limited to corner or wider plots only.
- **Criteria:**
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties on streets set away from the wider main roads and the character and setting of conservation areas and listed buildings.
  - Buildings taller than the prevailing height will generally need to be set back within larger plots and incorporated within landscape, or used at key junctions which have a greater scale.
  - Development should seek to create additional space for pedestrians and public realm where possible.
  - Tall buildings along Longley Road would be limited to corner or wider plots only and should not be higher than 5 storeys.
  - Intensification of tall development within the modern estate in the north east of the character area may be possible but requires careful consideration of existing buildings and public space. Taller development should consider intensification of existing low density blocks and parking areas where appropriate, ensuring the proportions and space between tall buildings is retained.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions and help to enhance legibility through introducing new landmarks.
  - Please refer to the tall building scenario in [A.2: A.2.4 St George's Hospital Car Park](#) for the locality along Blackshaw Road. Buildings in this area should be set back from the road behind landscaping/trees/boundary walls to create a distinct and continuous frontage to the road.

### **Sub-area F2a**

- **Existing prevailing height: 3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** This sub area around Church Lane has been identified as having limited potential to accommodate locally tall buildings, where there is potential for new development to enhance character and sense of place.
- **Criteria:**
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties to the east and west of the sub area.
  - All development should respect the character and setting of Church Lane, including views to the Church of St Nicholas and the setting of the churchyard and listed buildings.
  - Respect the setting and small scale of Totterdown Fields Conservation Area.
  - Maintain and enhance the listed structures within the sub area including the red brick walls, piers, gates and postbox features marking the former location of the former St Benedict's Hospital (locally listed).
  - Retain all mature trees and improve green public realm and street tree planting where possible.
  - Improve connectivity with the surrounding area.
  - Development should seek to include active uses and frontage to the main roads at ground level where appropriate.
  - Development higher than 5 storeys would be inappropriate.

### **Sub-area F2b**

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

### **F3 Tooting Common**

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** This character area is predominantly open space with limited opportunities for development. There may be some opportunities for locally tall buildings within Streatham Park at the eastern borough boundary and at West Drive where there is an existing tower within landscape grounds adjacent to the wide Tooting Bec Road.

- **Criteria:**
  - Intensification of tall development within this area requires careful consideration of existing buildings and public space. Taller development should consider intensification of existing low density blocks and garage blocks where appropriate, ensuring the sense of openness, proportions and space between tall buildings is retained.
  - Development should ensure no net loss of open space within the estates, and no reduction in the quality of open spaces through excessive microclimatic effects.
  - Tall buildings should be sized to respond to the scale of adjacent streets and retained buildings, particularly the smaller scale residential properties along Furzedown Road.
  - All development should respect the setting of Streatham Park Conservation Area.
  - Buildings should generally not be taller than the existing tallest blocks unless they can specifically demonstrate no adverse impacts on the character, public realm, existing buildings or valued features of the area.

### **F4 Furzedown Residential**

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate, with the exception of some potential for taller developments around Mitcham Lane local centre where street proportions are greater.
- **Criteria:**
  - Tall buildings must be focused in suitable locations at Mitcham Lane local centre which has the relative scale to receive them.
  - Tall buildings must respond positively to the existing context of 2-3 storey buildings and proportion of the streets.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Development higher than 5 storeys is likely to be inappropriate.



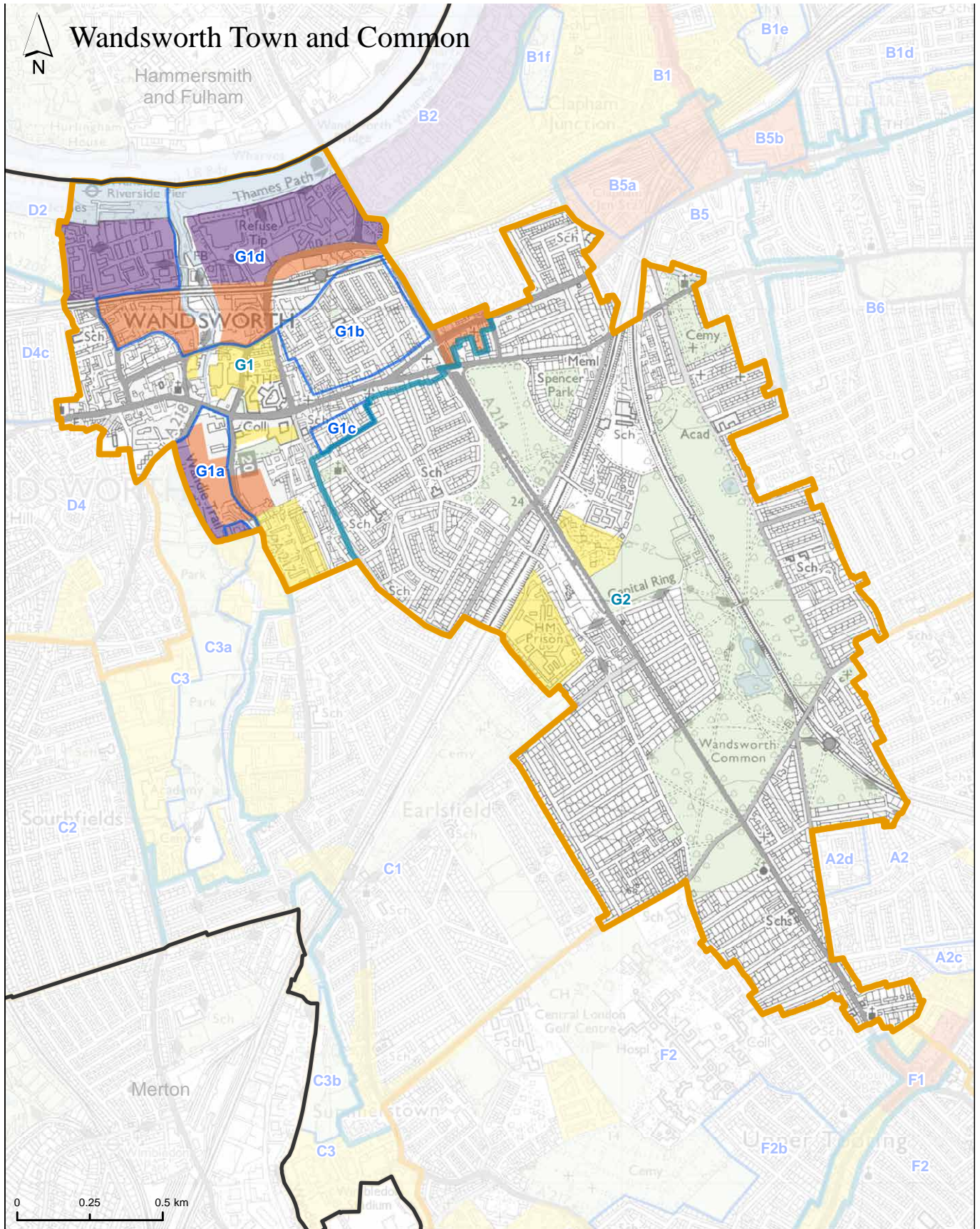


Fig. 252: Wandsworth Town and Common Opportunity map

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## G Wandsworth Town and Common

### G1 Wandsworth Town and Riverside

- **Existing prevailing height: 2-4 storeys**
  - **Tall building definition: 5 storeys**
  - **Overall summary:** The ability of this area to accommodate tall buildings is limited by the cumulative effects of existing and recent developments and the modest scale of the town centre around Wandsworth Town Conservation Area.
  - The area along the riverside, north of the railway line, has capacity for tall building clusters along the riverside.
  - There is some potential for tall buildings east of Southside Shopping centre, along the northern end of Garratt Lane.
  - There is some potential in other areas within the town centre as indicated, while maintaining distance from the River Wandle and other notable built features such as the Town Hall building.
  - **Criteria:**
    - Clusters of tall buildings should remain focused north of the railway to provide separation from the smaller scale urban grain to the south.
    - Clusters of tall buildings should be avoided away from the riverside to protect old town character.
    - Tall buildings must respect the small scale of the River Wandle. This includes ensuring an appropriate set back from the river to respect its setting, avoiding overshadowing and providing high quality public realm along the riverside.
    - Locally tall buildings will need to have careful consideration of the low level and small scale within adjacent residential areas, and respect the scale of existing landmarks.
    - All development in this area should take account of valued views and vistas including from East Hill towards the town centre, and along the Thames Path.
    - All development in this area should respect the heritage value of Conservation Areas, listed buildings and their settings. Tall buildings should ensure they do not adversely affect the character and visual setting of the small scale Wandsworth 'old town' in and around the conservation area.
    - Tall buildings must be set back from roads, public spaces and the river to ensure quality pedestrian environments and public realm is created.
    - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
- Development should seek to include active uses and frontages at ground level where appropriate. Buildings should also seek to create additional space for pedestrians and public realm where possible.
  - Any development should contribute positively to the character of the River Thames which extends beyond the borough boundaries.

### Sub-area G1a

- **Existing prevailing height: 3-4 storeys with some towers up to 27 storeys**
- **Tall building definition: 6 storeys**
- **Overall summary:** There is potential for tall buildings in some parts of this sub-area at the northern edge of King George's Park, due to the large scale of the open space.
- **Criteria:**
  - Tall buildings must positively address the park
  - Development should be integrated into its surroundings sensitively, with appropriate tree planting along the interface with King George's Park.
  - Tall buildings should step down from the existing towers towards Garratt Lane burial ground, as well as north towards Wandsworth's historic core.
  - Tall buildings should be considered as part of a masterplan for the area.
  - Development should include active uses and frontages at ground level.
  - All development in this area should respect the setting of Wandsworth Town Conservation Area and nearby listed buildings.
  - Plots closest to Wandsworth High Street should be limited to no more than 10% higher than existing buildings (excluding Sudbury House), to avoid creating a cluster in close proximity to heritage assets such as All Saints Church and detracting from the overall character of the town centre.
  - Please refer to the tall building scenario in Appendix A: [A.2.1 Southside Shopping Centre](#).

### Sub-area G1b

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.



### *Sub-area G1c*

- **Existing prevailing height: 2-3 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate.

### *Sub-area G1d*

- **Existing prevailing height: 3-4 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** There is potential for tall buildings within the majority of the area, continuing the pattern of riverside development along the Thames from Battersea Riverside. The small scale and distinctive sense of place along Old York Road limits the ability of this locality to accommodate tall buildings. The small scale of the River Wandle and the need for appropriate set-back of development from the riverside also limits this area's ability to accommodate tall buildings.
- **Criteria:**
  - Clusters of tall buildings should remain focused north of the railway to provide separation from the smaller scale urban grain/lower building heights to the south.
  - Clusters of tall buildings should be avoided away from the riverside to protect old town character.
  - Tall buildings must respect the small scale of the River Wandle. This includes ensuring an appropriate set back from the river to respect its setting, avoiding overshadowing and providing high quality public realm along the riverside.
  - Locally tall buildings will need to have careful consideration of the low level and small scale within adjacent residential areas, and respect the scale of existing landmarks.
  - All development in this area should take account of valued views and vistas including from terraced residential streets towards the river, along the Thames Path, and from the northern bank of the River Thames including Hurlingham Park.
  - All development in this area should respect the heritage value of Conservation Areas, listed buildings (including locally listed buildings) and their settings. Tall buildings should ensure they do not adversely affect the character and visual setting of the small scale Wandsworth 'old town' in and around the conservation area.
  - Tall buildings must be set back from roads, public spaces and the river to ensure quality pedestrian environments and public realm is created.
  - Development should seek to include active uses

and frontages at ground level where appropriate. Buildings should also seek to create additional space for pedestrians and public realm where possible, including enabling delivery of the Wandle Trail.

- Any development should contribute positively to the character of the River Thames which extends beyond the borough boundaries.
- Development must respect the safeguarded wharves including operational requirements.
- Landmarks should create identifiable markers to indicate gateways to Wandsworth Town Centre.
- Development along main roads such as Swandon Way should retain and improve tree planting and green infrastructure.
- Enhance access and public realm to and around Wandsworth Town Station.

### *G2 Wandsworth Common and Residential*

- **Existing prevailing height: 3-3.5 storeys**
- **Tall building definition: 5 storeys**
- **Overall summary:** Tall buildings in this area would generally be considered inappropriate, with the exception of some potential for taller developments at the Wandsworth Prison site and an estate to the north of Wandsworth Common and east of the railway line.
- **Criteria:**
  - Tall buildings must be focused in suitable locations within the areas defined, to respect the scale of adjacent buildings, streets and open spaces.
  - Tall buildings must respond positively and protect the setting of existing buildings around the edges of the sub-area, particularly the smaller scale residential units away from the main roads.
  - Tall buildings may be more suited to corner plots to respond to the scale of the adjacent junctions.
  - Development higher than 5 storeys is likely to be inappropriate.

## 4.8 Policy recommendations

An overview of the policy recommendations in relation to character, tall buildings and small sites are set out below.

### 4.8.1 Character

Character and design is clearly an important part of what makes Wandsworth and its places special. In order to ensure that character is retained and reinforced, the local plan should:

- Include a general, criteria-based policy on the importance of design and character. This could be similar in scope to Policy IS 3 (Good quality design and townscape) in the current Core Strategy, if this is performing well. However, there would also be benefit in structuring a policy around the *Conserve / Restore / Improve / Transform* categorisations in the character area assessments to make distinction between considerations in different areas.
- Include a requirement for planning applications to consider and respond to the findings of this Urban Design Study. This could be within the general policy suggested above, or supporting text. This will be important to ensure the character area design guidance on each character area (in Section 3) are reflected in planning applications and permissions.
- Where there are area-based policies, these should include more detail of the character area design guidance. Refer to any relevant Conservation Area Appraisals and Management Strategies.
- Additional policies or supplementary planning guidance on particular elements of character and design should be considered, including: historic patterns, materials, movement & legibility and ground floor shop frontage design. These would be applicable to those areas where this has been flagged as important.

### 4.8.2 Tall buildings

A criteria-based tall buildings policy should be included to guide proposals for tall buildings across the borough. This may make reference to the conclusions in Section 4.7 as well as criteria outlined in the tall buildings design guidance in Appendix A.

Where the character area design guidance refers to prevailing building heights being a key part of the character, the local plan policies should include a presumption against moving away from prevailing building heights (unless it can be demonstrated there is an overwhelming case for tall buildings, e.g. to act as a

catalyst for wider regeneration). Where a tall building is proposed in such areas, the policy should require outstanding design.

### 4.8.3 Small sites

Proposals for small sites should accord with the general, criteria-based policy on design and character suggested above. There would be value in a separate policy on small sites to cover the guidance provided in [Appendix B](#). This should also reference the need to optimise the small site density (balanced against character, design, policy and other material considerations), to make best use of available sites.





## Appendix A

### Tall buildings

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#### A.1 Introduction

This section provides further detail on the tall building scenarios developed to test the development capacity of the borough.

The purpose of the tall building scenarios is to identify and test appropriate locations for taller buildings within different sites across the borough. The sites were selected in consultation with Wandsworth Council and are intended to give a good representation and coverage of the different types and locations of likely development areas.

The scenarios developed are prepared solely for the purpose of testing additional height and density at a site and are not intended to be viable site specific masterplan proposals. In all cases, further analysis will be required to determine actual proposals for individual sites on the basis of detailed review and analysis of the specific local context which is not part of the scope of this borough-wide study. Where scenarios are noted as broadly appropriate in principle this represents the opinion of the writer and not of the Council, with further analysis by future developers required. The development of the scenarios follows the methodology set out in [Appendix C](#), but can be summarised as:

- identification of the relevant density for each site based on the SRQ matrix and PTAL rating;
- prepare the massing and test within the Vu.City software; and
- update the massing where necessary following the analysis.

The nine different tall building scenario locations and a high-level analysis of potential townscape and visual impact, is set out on the following pages.

The following scenarios have been prepared, located on [Fig. 253](#) opposite:

1. Southside Shopping Centre;
2. Asda, Lidl and Boots sites, Falcon Lane;
3. Clapham Junction Station Approach;
4. St George's Hospital car park;
5. Putney High Street cluster;
6. Markets area, Tooting High Street;
7. Riverside cluster;
8. Sainsbury's car park, Bedford Hill; and
9. Battersea Design and Tech Quarter.



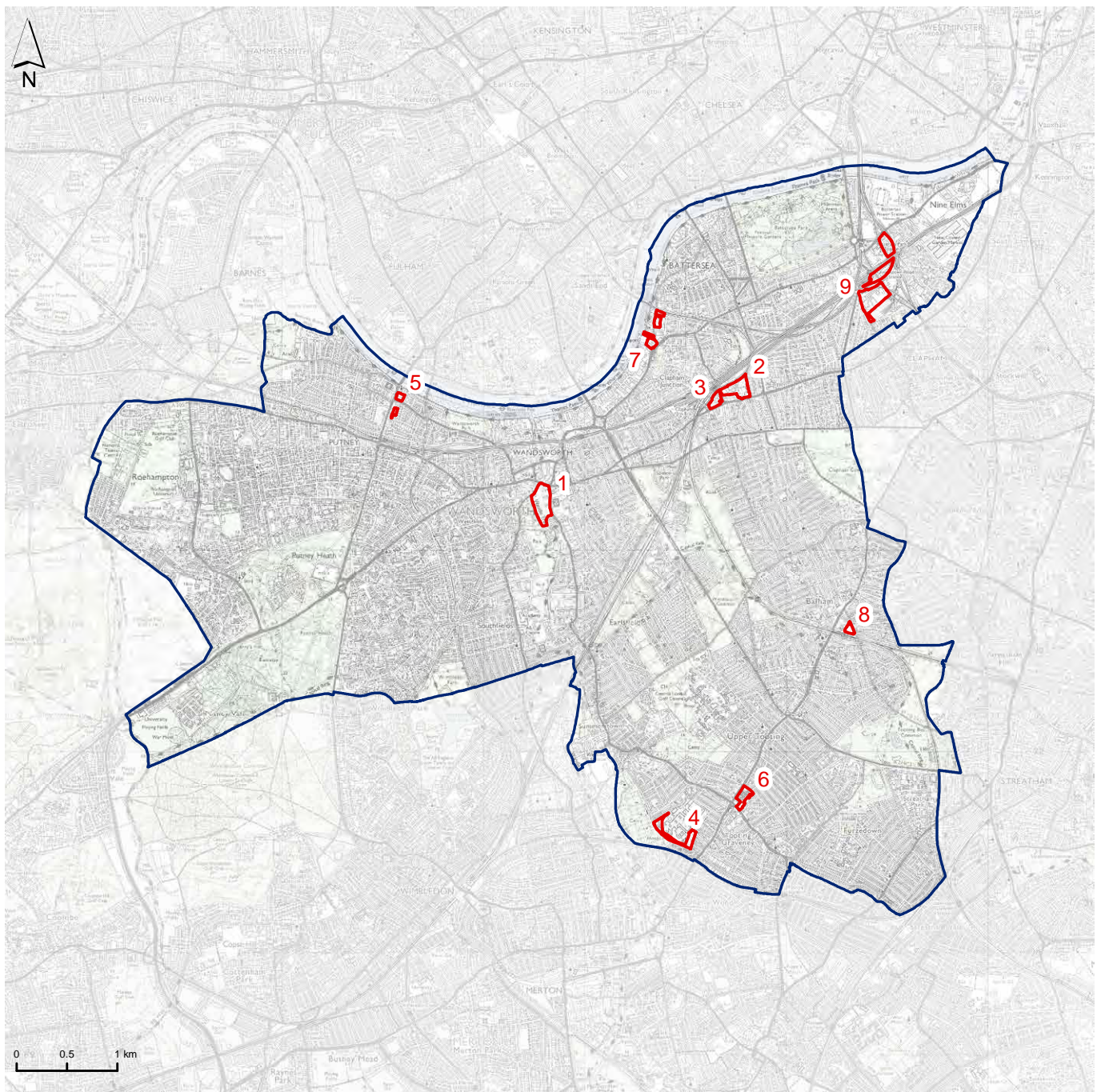


Fig. 253: Tall building scenario locations plan

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## A.2 Scenario testing

### A.2.1 Southside Shopping Centre

<b>Existing site</b>	
<b>Site Area</b>	5.4 ha
<b>Existing use</b>	Shopping centre
<b>Existing/consented tall buildings</b>	<ul style="list-style-type: none"> <li>Towers within the site (as shown on Fig.254);</li> <li>Ram Brewery development.</li> </ul>
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>Town centre (Wandsworth);</li> <li>Area Spatial Strategy (March 2016 SSAD);</li> <li>Northern part of the site is within site allocation: Southside Shopping Centre, March 2016 SSAD.</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>King George's Park Metropolitan Open Land and Wandle Trail (adjacent);</li> <li>Wandsworth Town Conservation Area (adjacent);</li> <li>Four grade II listed buildings (adjacent to the north and east);</li> <li>Locally listed building (adjacent to the west).</li> </ul>
<b>Designations (within 100m)</b>	<ul style="list-style-type: none"> <li>Three grade II* listed buildings (Church of All Saints; Church Row; and Ram Brewery);</li> <li>Grade II listed building (National Opera Studio).</li> <li>Garratt Lane Burial Ground protected open space.</li> </ul>
<b>PTAL rating</b>	High (4-6a)
<b>Urban design study</b>	
<b>Character area</b>	G1 Wandsworth Town and Riverside
<b>Other character areas within 250m</b>	<ul style="list-style-type: none"> <li>D4 East Putney Residential</li> <li>C3 Wandle Valley</li> <li>C1 Earlsfield Residential</li> </ul>
<b>Sensitivity</b>	Low
<b>Probability</b>	Very high
<b>Capacity</b>	Higher
<b>High density scenario</b>	
<b>Total residential units</b>	1,745 (including existing buildings)
<b>Non Residential GEA</b>	29,000 sqm
<b>Density (dph)</b>	323 (including existing buildings)

#### Development scenario description

- Taller buildings focussed along King George's Park to create a positive frontage to the park and maximise park views.
- Taller building along a central open space that connects King George's Park to Garratt Lane Old Burial Ground open space.
- Building heights step down towards Garratt Lane to respects its existing character.
- Retail and commercial uses along main open spaces and Garratt Lane are included within building ground floors and 2 storey podiums.

#### Extent of visibility

With its valley position, visibility is relatively contained in built-up parts of the borough, with long distance views along streets orientated towards Wandsworth Town Centre, and from large open spaces such as King George's Park, Wandsworth Common and the River Thames.

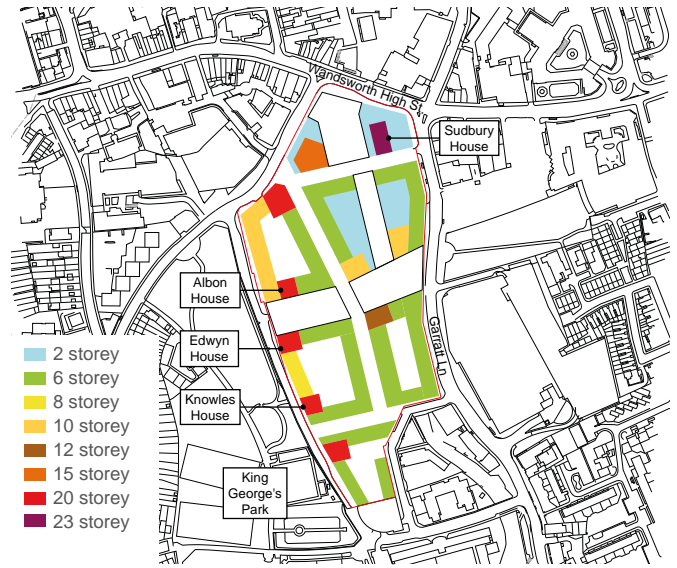


Fig. 254: Southside Shopping Centre scenario plan

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Fig. 255: Southside Shopping Centre massing model

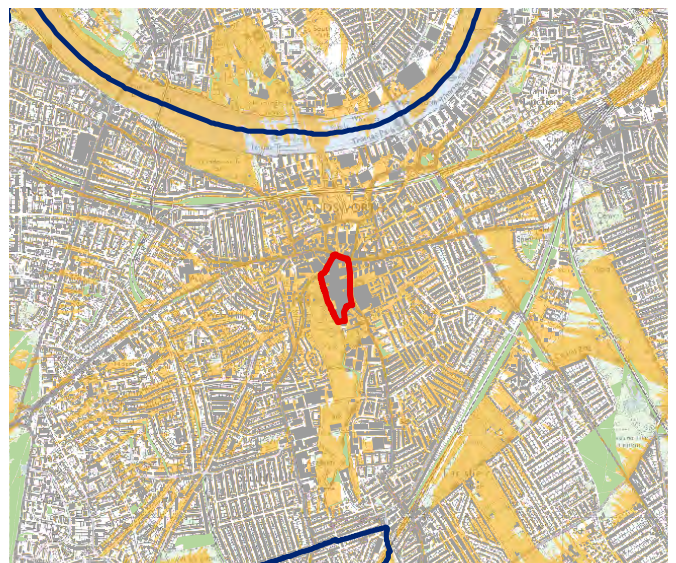


Fig. 256: Southside Shopping Centre zone of theoretical visibility plan

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### Townscape assessment

This is an assessment of potential effects on the valued features of character areas most likely to be affected.

The following valued features may be affected:

#### G1 Wandsworth Town and Riverside:

- the historic old town including listed buildings;
- the Garratt Lane burial ground open space;
- landmarks including:
  - All Saints Church and Church Row;
  - Ram Brewery and its distinctive chimney;
  - Spread Eagle Pub

#### C3 Wandle Valley:

- the sense of openness of King George's Park MOL

### Visual assessment

The general area has relatively high levels of intervisibility as a result of the valley topography. In relation to key views in each of the potentially affected character areas

#### G1 Wandsworth Town and Riverside:

- Views from East Hill towards the town centre are affected by existing tall buildings, detracting from the character of the old town and listed features such as All Saints Church. Further tall buildings close to the main road may create the perception of a dense cluster which would be detrimental on the character of the distinctive views.
- Views from terraced residential streets close to the town centre may be affected by towers being visible above the roofline of otherwise relatively consistent tight street patterns with only sky visible above. Impacts will depend on the exact position of tall buildings, but should take account of glimpsed linear views along period terraced streets such as Tonsley Rd and Eglantine Rd.

#### C3 Wandle Valley:

- Wide open views across the park are already characterised by a number of tall buildings in the vicinity (and on) the scenario site. Further tall buildings may be acceptable if designed well and in proportion to the specific scale of the park and vegetation for the area.

#### D4 East Putney Residential:

- Further tall buildings would be visible in long distance views east from Upper Richmond Road, but are unlikely to be detrimental if designed well.

### Conclusion

The building heights illustrated in the southern half of the site are considered to be broadly appropriate in principle if designed well, taking into account design principles in [Appendix A](#). In particular, development at this site must take into account the local presence of a number of heritage assets. Tall buildings should step down from the existing towers towards Garratt Lane burial ground.

The western edge of the site along King George's Park is also likely to be able to accommodate the approximate heights shown although these should step down towards Wandsworth historic core.

Plots closest to Wandsworth High Street should be limited to no more than 10% higher than existing buildings (excluding Sudbury House), to avoid creating a cluster in close proximity to heritage assets such as All Saints Church and detracting from the overall character of the town centre.

The quantity of tall buildings in this scenario are assessed to be broadly appropriate in principle for the location, but some of the heights must be fully analysed within the local context to protect the character of Wandsworth Town Centre, in particular in relation to those close to Wandsworth High Street.



Fig. 257: Southside Shopping Centre massing model

### A.2.2 Asda, Lidl and Boots sites, Falcon Lane

<b>Existing site</b>	
<b>Site Area</b>	3.6 ha
<b>Existing use</b>	Retail / commercial
<b>Existing/consented tall buildings</b>	• None
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>• Town centre (Clapham Junction);</li> <li>• Area Spatial Strategy (March 2016 SSAD);</li> <li>• Site allocation: Clapham Junction Station Approach, March 2016 SSAD.</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>• Within Clapham Junction Conservation Area;</li> <li>• Two grade II listed buildings (Grand Theatre and Falcon Hotel Public House);</li> <li>• Three locally listed buildings.</li> </ul>
<b>Designations (within 100m)</b>	<ul style="list-style-type: none"> <li>• Arding and Hobbs Store grade II listed building;</li> <li>• One locally listed building.</li> </ul>
<b>PTAL rating</b>	High (6b)
<b>Urban design study</b>	
<b>Character area</b>	B5 Clapham Junction Town Centre
<b>Other character areas within 250m</b>	<ul style="list-style-type: none"> <li>• B6 Clapham Common and Residential</li> <li>• B1 Battersea Residential</li> <li>• G2 Wandsworth Common and Residential</li> </ul>
<b>Sensitivity</b>	Low
<b>Probability</b>	Very high
<b>Capacity</b>	Higher
<b>High density scenario</b>	
<b>Total residential units</b>	930
<b>Non Residential GEA</b>	9,700 sqm
<b>Density (dph)</b>	258

#### Development scenario description

The conclusion of the high density scenario judged the heights and quantity of landmark towers to be inappropriate for the location in terms of potential effects on townscape and views. A medium density scenario has therefore been modelled with reduced building heights of the tallest towers.

- Towers located along the railway corridor and away from Lavender Hill and St John's Hill to avoid effecting their existing character and to reduce impacts on the setting of listed buildings.
- Reduction in building heights towards east and west to respect the existing low-rise residential buildings.
- Massing assumes removal of all existing buildings including Victoria signalling centre.

#### Extent of visibility

Widespread visibility along the extensive railway tracks and also along streets converging on Clapham Junction Town Centre including Northcote Road, Lavender Hill and Falcon Road. Extensive visibility from Clapham Common and parts of Wandsworth Common and Battersea Park. Intermittent visibility from smaller open spaces and also frontages along the north bank of the River Thames in neighbouring boroughs.



Fig.258: Asda, Lidl and Boots sites scenario plan - medium density scenario  
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Fig.259: Asda, Lidl and Boots sites massing model - medium density scenario

#### Townscape assessment

This is an assessment of potential effects on the valued features of character areas most likely to be affected.

The following valued features may be affected:

#### B5 Clapham Junction Town Centre:

- Clapham Junction Conservation Area;
- the scale and overall coherence of the terraced



buildings and Victorian/Edwardian shop houses and their settings;

- landmark listed buildings, including the Falcon Hotel Public House and the Arding & Hobbs Store.

**B6 Clapham Common and Residential:**

- the setting of Clapham Common with its distinct sense of openness;

**B1 Battersea Residential:**

- the openness and green character of Latchmere Recreation Ground within Latchmere Conservation Area;
- the character of Shaftesbury Park Estate Conservation Area.

**Visual assessment**

The general area has relatively high levels of intervisibility as a result of the valley topography (both the Thames floodplain and the Falcon Brook valley). In relation to key views in each of the potentially affected character areas

**B5 Clapham Junction Town Centre:**

- Views from the railway bridge on St John's Hill to Lavender Hill which could be substantially altered by tall buildings close to Lavender Hill.
- Views from the listed overbridge at Clapham Junction which is focused on the tall buildings of Central and west London. The scenario could dominate parts of the foreground and would require careful design and massing to ensure they don't detract from the longer distance views.

**B6 Clapham Common and Residential:**

- New taller buildings are likely to be visible within long distance views with wooded skylines from Clapham Common, necessitating careful design and placement / clustering to ensure they don't become dominant.

**Conclusion**

The height of the buildings at the northern end of Falcon Road may be able to increase towards the railway, with the heights shown considered to be broadly appropriate in principle. Any height here will need to specifically consider the modest scale of Falcon Road and the railway bridge, and the character of the landmarks at the junction with Lavender Hill. Taller buildings in this location should be set back from the road to retain views along Falcon Road towards the

railway bridge. The lower building heights shown in the medium density scenario are considered more appropriate in principle in the context of Clapham Junction Conservation Area and landmark buildings.

The heights would depend on the exact positions within the development plots and their proximity to other tall developments (e.g. on the opposite side of Falcon Road). The location does not lend itself to a cluster of tall buildings, but rather one or two individual elements of appropriate heights.

Building heights may be able to step up gradually towards the middle of the site but should step down again towards the residential areas to the east. Development along the railway should avoid creating a substantial "wall" of buildings affecting signature views such as the one from the overbridge in Clapham Junction which is experienced by huge numbers of people.

The heights of the medium density scenario are considered to be potentially appropriate in principle for the area, pending further detailed analysis at a specific site scale.



Fig.260: Asda, Lidl and Boots sites high density massing model with tower elements that were found to be too intrusive

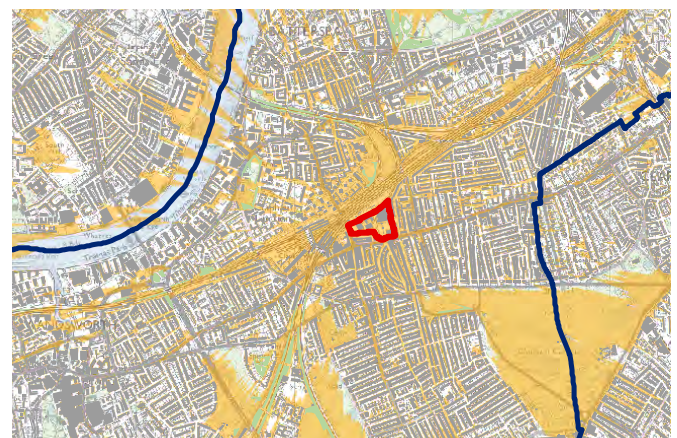


Fig.261: Asda, Lidl and Boots sites high density massing model zone of theoretical visibility plan

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### A.2.3 Clapham Junction Station Approach

<b>Existing site</b>	
<b>Site Area</b>	1.3ha (Clapham Junction Station Approach)
<b>Existing use</b>	Commercial and car parking
<b>Existing/consented tall buildings</b>	• None
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>• Town centre (Clapham Junction);</li> <li>• Area Spatial Strategy (March 2016 SSAD);</li> <li>• Site allocation: Clapham Junction Station Approach, March 2016 SSAD.</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>• Within Clapham Junction Conservation Area;</li> <li>• Two grade II listed buildings (Grand Theatre and Falcon Hotel Public House);</li> <li>• Three locally listed buildings.</li> </ul>
<b>Designations (within 100m)</b>	<ul style="list-style-type: none"> <li>• Arding and Hobbs Store grade II listed building;</li> <li>• One locally listed building.</li> </ul>
<b>PTAL rating</b>	High (6b)
<b>Urban design study</b>	
<b>Character area</b>	B5 Clapham Junction Town Centre
<b>Other character areas within 250m</b>	<ul style="list-style-type: none"> <li>• B6 Clapham Common and Residential</li> <li>• B1 Battersea Residential</li> <li>• G2 Wandsworth Common and Residential</li> </ul>
<b>Sensitivity</b>	Medium
<b>Probability</b>	Very high
<b>Capacity</b>	High
<b>High density scenario</b>	
<b>Total residential units</b>	425
<b>Non Residential GEA</b>	7,000 sqm
<b>Density (dph)</b>	326

#### Development scenario description

The conclusion of the high density scenario judged the heights and quantity of landmark towers to be inappropriate for the location in terms of potential effects on townscape and views. A medium density scenario has therefore been modelled with reduced building heights of the tallest towers.

- Towers located along the railway corridor and away from Lavender Hill and St John's Hill to avoid effecting their existing character and to reduce impacts on the setting of listed buildings.
- Reduction in building heights towards east and west to respect the existing low-rise residential buildings.

#### Extent of visibility

Widespread visibility along the extensive railway tracks and also along streets converging on Clapham Town Centre including Northcote Road, Lavender Hill and Falcon Road. Extensive visibility from Clapham Common and parts of Wandsworth Common and Battersea Park. Intermittent visibility from smaller open spaces and also frontages along the north bank of the River Thames in neighbouring boroughs.



Fig. 263: Clapham Junction Station Approach scenario plan - medium density scenario

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Fig. 262: Clapham Junction Station Approach massing model - medium density scenario

#### Townscape assessment

This is an assessment of potential effects on the valued features of character areas most likely to be affected.

The following valued features may be affected:

#### B5 Clapham Junction Town Centre:

- Clapham Junction Conservation Area;



- the scale and overall coherence of the terraced buildings and Victorian/Edwardian shop houses and their settings;
- landmark listed buildings, including the Falcon Hotel Public House and the Arding & Hobbs Store.

**B6 Clapham Common and Residential:**

- the setting of Clapham Common with its distinct sense of openness;

**B1 Battersea Residential:**

- the openness and green character of Latchmere Recreation Ground within Latchmere CA;
- the character of Shaftesbury Park Estate Conservation Area.

**Visual assessment**

The general area has relatively high levels of intervisibility as a result of the valley topography (both the Thames floodplain and the Falcon Brook valley). In relation to key views in each of the potentially affected character areas:

**B5 Clapham Junction Town Centre:**

- Views from the railway bridge on St John's Hill to Lavender Hill which could be substantially altered by tall buildings close to Lavender Hill.
- Views from the listed overbridge at Clapham Junction which is focused on the tall buildings of Central and west London. The scenario would dominate parts of the foreground and would require careful design and massing to ensure they don't detract from the longer distance views.

**B6 Clapham Common and Residential:**

- New taller buildings are likely to be visible within long distance views with wooded skylines from Clapham Common, necessitating careful design and placement / clustering to ensure they don't become dominant.

**Conclusion**

The massing illustrated along St John's Hill and adjacent to the Falcon pub is likely to be broadly appropriate in principle; buildings should continue the roofline of the existing built form and should not exceed the height of existing buildings in these locations.

The height of the buildings at the northern end of Falcon Road may be able to increase towards the railway, with the heights shown considered to be

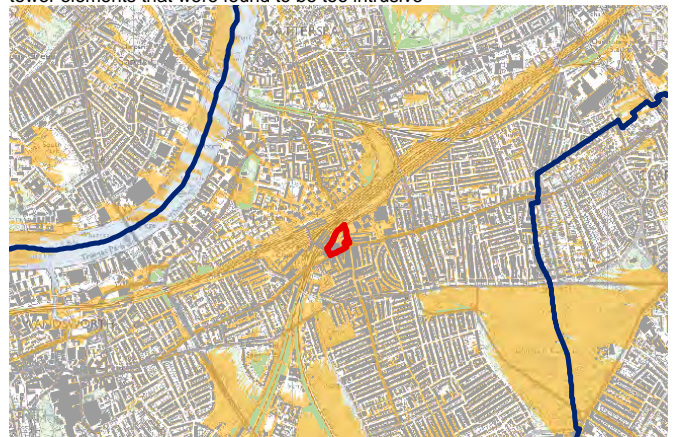
broadly appropriate in principle. Any height here will need to specifically consider the modest scale of Falcon Road and the railway bridge, and the character of the landmarks at the junction with Lavender Hill. Taller buildings in this location should be set back from the road to retain views along Falcon Road towards the railway bridge. The lower building heights shown in the medium density scenario are considered more appropriate in principle in the context of Clapham Junction Conservation Area and landmark buildings. The location does not lend itself to a cluster of tall buildings, but rather one or two individual elements of appropriate heights.

Buildings in excess of 10-15 storeys within the Clapham Junction site may result in significant effects on the character of the town centre and setting of landmark buildings and heritage assets. It may also result in impacts on views and visual amenity, particularly on period landmarks such as the Arding & Hobbs listed store.

The heights of the medium density scenario are considered to be potentially appropriate in principle for the area, pending further detailed analysis at a specific site scale.



**Fig. 264:** Clapham Junction Station Approach high density massing model with tower elements that were found to be too intrusive



**Fig. 265:** Clapham Junction Approach high density massing model zone of theoretical visibility plan

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### A.2.4 St George's Hospital Car Park

<b>Existing site</b>	
<b>Site Area</b>	2.5 ha
<b>Existing use</b>	Car Park
<b>Existing/consented tall buildings</b>	• None
<b>Planning policy</b>	• Site allocation: St George's Car Park, March 2016 SSAD.
<b>Designations (within 50m)</b>	• Lambeth Cemetery Metropolitan Open Land (adjacent); • Lambeth Civilian War Memorial grade II listed building; • St George's Hospital locally listed building
<b>Designations (within 100m)</b>	• Fountain Road Recreation Ground locally listed and protected open space
<b>PTAL rating</b>	Medium (3-5)
<b>Urban design study</b>	
<b>Character area</b>	F2 Tooting Residential
<b>Other character areas within 250m</b>	• F1 Tooting Town Centre
<b>Sensitivity</b>	Medium
<b>Probability</b>	Very high
<b>Capacity</b>	High
<b>High density scenario</b>	
<b>Total residential units</b>	600
<b>Non Residential GEA</b>	0sqm
<b>Density (dph)</b>	240

#### Development scenario description

- The positioning of taller buildings towards the centre of the site facing the Lambeth cemetery and away from existing, low-rise residential buildings.
- Reduction in building heights towards east and north-west to respect the existing low-rise residential buildings.

#### Extent of visibility

Visibility of the scenario is relatively contained to the streets in the local area with a direct line of sight towards the developments and the open spaces of Lambeth Cemetery to the west and parts of Streatham Cemetery to the north. Visibility does extend beyond the borough into residential areas within LB Merton.

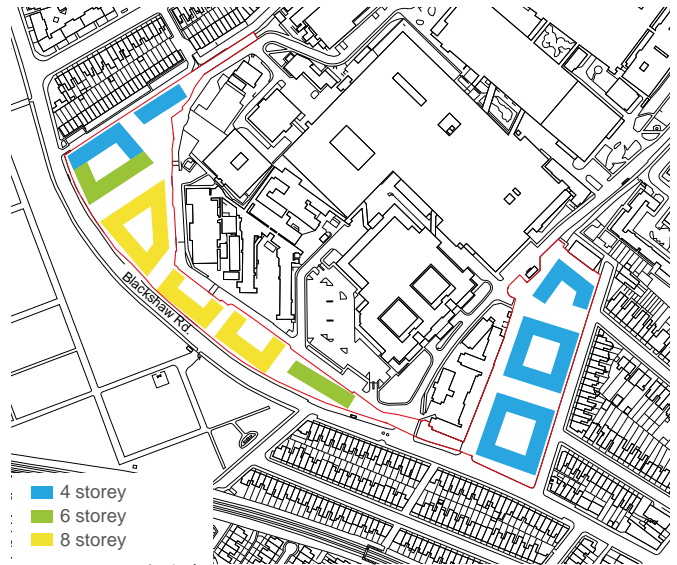


Fig.266: St George's Hospital Car Park plan  
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Fig.267: St George's Hospital Car Park massing model

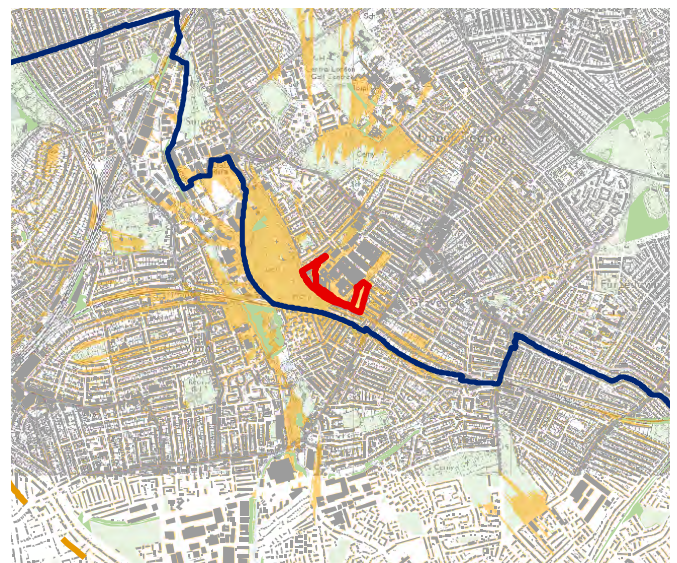


Fig.268: St George's Hospital Car Park zone of theoretical visibility plan  
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### Townscape assessment

This is an assessment of potential effects on the valued features of character areas most likely to be affected.

The following valued features may be affected:

#### F2 Tooting Residential:

- Melisson Road Conservation Area;
- The open character of Lambeth Cemetery.

### Visual assessment

The scenario sits towards the base of the Wandle Valley with high ground to the east. As a result, visibility is generally limited to the local area although the hospital itself is visible from certain strategic views from higher ground. In relation to key views in each of the potentially affected character areas:

#### F2 Tooting Residential:

- Views downhill towards the hospital from the northern end of Fishponds Road, along tree-lined street. The hospital site is a major feature in the view, but development on the southern side as in the scenario is unlikely to be visible unless much higher.

### Conclusion

The heights illustrated are considered to be broadly appropriate in principle in the context of the location along the main road, the hospital and opposite the large open space of the cemetery. None of the sensitive and valued features are likely to be significantly adversely affected by the heights indicated, if well-designed. Buildings should be set back from the road behind an area of landscaping/trees/boundary walls which should create a distinct and continuous frontage to the road.

The heights of the scenario are considered to be likely to be appropriate for the area.



Fig.269: St George's Hospital Car Park massing model



Fig.270: Hospital site viewed from Fishponds Road

### A.2.5 Putney High Street Cluster

<b>Existing site</b>	
<b>Site Area</b>	0.5 ha (Jubilee House and Cinema) 0.3 ha (Putney Telephone Exchange)
<b>Existing use</b>	Retail / commercial
<b>Existing/consented tall buildings</b>	<ul style="list-style-type: none"> <li>Putney Wharf Tower (existing, adjacent to Jubilee House and Cinema site)</li> </ul>
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>Town centre (Putney);</li> <li>Area Spatial Strategy (March 2016 SSAD);</li> <li>Wandsworth Thames Policy Area</li> <li>Putney Wharf Focal Point</li> <li>Site allocations: Putney Telephone Exchange, Jubilee House and Cinema, Corner of Putney Bridge Road and Putney High Street, March 2016 SSAD</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>Putney Embankment Conservation Area;</li> <li>Oxford Road Conservation Area;</li> <li>Church of St Mary the Virgin grade II* listed building;</li> <li>Putney War Memorial grade II listed structure;</li> <li>63 Putney High Street locally listed building.</li> </ul>
<b>Designations (within 100m)</b>	<ul style="list-style-type: none"> <li>Two grade II listed buildings;</li> <li>Deodar Road Conservation Area;</li> <li>Three locally listed buildings</li> </ul>
<b>PTAL rating</b>	High (6a)
<b>Urban design study</b>	
<b>Character area</b>	D1 Putney Town Centre
<b>Other character areas within 250m</b>	<ul style="list-style-type: none"> <li>D2 Putney Riverside</li> <li>D3 West Putney Residential</li> <li>D4 East Putney Residential</li> </ul>
<b>Sensitivity</b>	Medium
<b>Probability</b>	Very high
<b>Capacity</b>	High
<b>High density scenario</b>	
<b>Total residential units</b>	154 (Jubilee House and Cinema) 35 (Putney Telephone Exchange)
<b>Non Residential GEA</b>	1,100sqm (Jubilee House and Cinema) 1,150sqm (Putney Telephone Exchange)
<b>Density (dph)</b>	308 (Jubilee House and Cinema) 116 (Putney Telephone Exchange)

#### Development scenario description

- Positioning of the taller building elements facing Putney High street but away from St. Mary’s Church to respect the setting of the Listed building.
- Heights steps down towards existing low-rise residential buildings to the east of Telephone Exchange.

#### Extent of visibility

Extensive visibility of the Jubilee House and Cinema site along the open expanse of the River Thames, including Wandsworth Park and open spaces within Barnes (LB Richmond). Limited visibility of developments within local streets and more distant views to the south from Putney Hill.

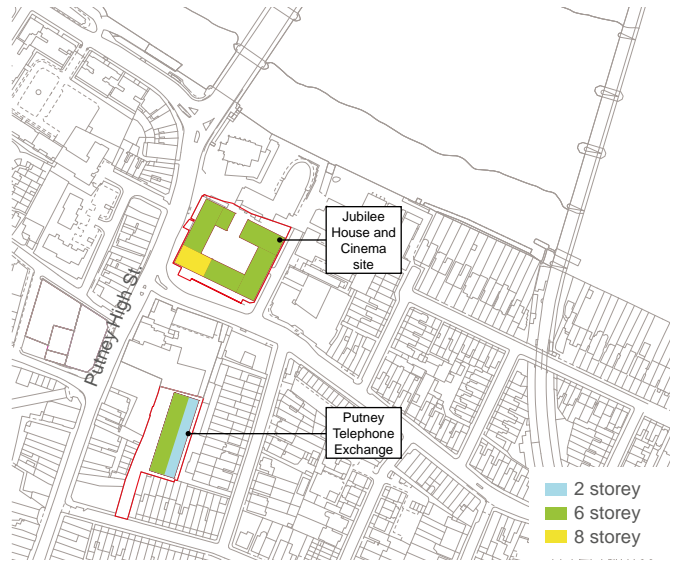


Fig.271: Putney High Street Cluster plan  
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Fig.272: Putney High Street Cluster massing model

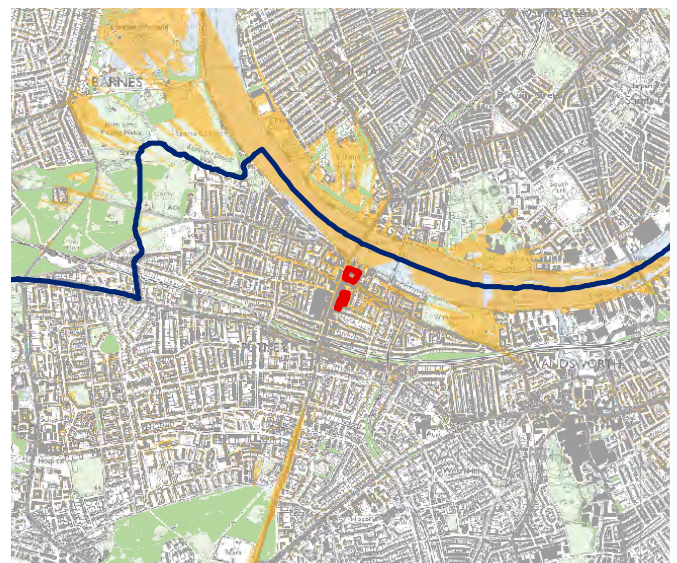


Fig.273: Putney High Street Cluster zone of theoretical visibility plan  
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### Townscape assessment

This is an assessment of potential effects on the valued features of character areas most likely to be affected.

The following valued features may be affected:

#### D1 Putney Town Centre:

- Intact Victorian period shopfront terraces forming the dominant character of Putney High Street

#### D2 Putney Riverside:

- The setting of landmark listed buildings along the riverside close to Putney Bridge, particularly including St Mary the Virgin church;
- The setting of the grade II listed Putney Bridge;
- The open and green character of the river frontage.

#### D3 West Putney Residential:

- Unified streetscene of period houses, mature trees and front gardens;
- The setting of Charnwood Road / Lifford Street Conservation Area;

#### D4 East Putney Residential:

- The setting of Oxford Road Conservation Area.

### Visual assessment

The scenarios sit in low lying land close to the River Thames, with visibility from both higher ground and the open expansive Thames valley. In relation to key views in each of the potentially affected character areas:

#### D1 Putney Town Centre:

- Views north along Putney High Street towards St Mary's Church, Putney Bridge and the River Thames. The scenarios would be visible as part of the overall framing of these views and may further obscure St Mary's Church which is already detrimentally affected by the presence of Putney Wharf Tower.

#### D2 Putney Riverside:

- Views out from Putney Lower Common and Wandsworth Park, where the scenarios would be visible as part of the overall urban centre of Putney.

### Conclusion

The heights illustrated are considered to be broadly appropriate, although the massing of the Jubilee House and Cinema site should be sensitively designed to respect the character and heritage value of the church. Buildings should be set back from the street to provide public realm in this key location on the high street and maintain views towards the river.

The height and detailed massing and material choices on the corner closest to St Mary's Church requires the closest attention to detail to protect the remaining setting of the listed heritage asset. The eastern edge of the site furthest from the High Street may be able to accommodate some additional height, as long as it has regard to the scale of adjacent buildings on Brewhouse Lane.

The heights of the scenarios are considered to be likely to be appropriate for the area.



Fig.274: Putney High Street Cluster massing model



Fig.275: View north towards the River Thames

### A.2.6 Markets Area, Tooting High Street

<b>Existing site</b>	
<b>Site Area</b>	1.8 ha
<b>Existing use</b>	Covered market; post office
<b>Existing/consented tall buildings</b>	• None
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>• Town centre (Tooting);</li> <li>• Site allocations: Markets Area, Tooting, March 2016 SSAD.</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>• Tooting Broadway Station grade II listed;</li> <li>• Two grade II listed structures;</li> <li>• 11 locally listed buildings / structures;</li> </ul>
<b>Designations (within 100m)</b>	• Three locally listed buildings
<b>PTAL rating</b>	High (6a/b)
<b>Urban design study</b>	
<b>Character area</b>	F1 Tooting Town Centre
<b>Other character areas within 250m</b>	• F2 Tooting Residential
<b>Sensitivity</b>	Medium
<b>Probability</b>	Very high
<b>Capacity</b>	High
<b>High density scenario</b>	
<b>Total residential units</b>	314
<b>Non Residential GEA</b>	5,800 sqm
<b>Density (dph)</b>	174

#### Development scenario description

- Taller buildings positioned along the central north/south road.
- Reduction in building heights towards existing low-rise residential buildings.
- Retail and market stalls to be re-provided in 2 storey podium along Tooting High St. and Mitcham Rd.

#### Extent of visibility

Visibility of the scenario is limited by the surrounding built environment of Tooting, with glanced views available down some of the local streets and along parts of Tooting High Street. Some wider visibility of the scenario from parts of Streatham Cemetery.



Fig.276: Markets Area, Tooting High Street plan

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Fig.277: Markets Area, Tooting High Street massing model

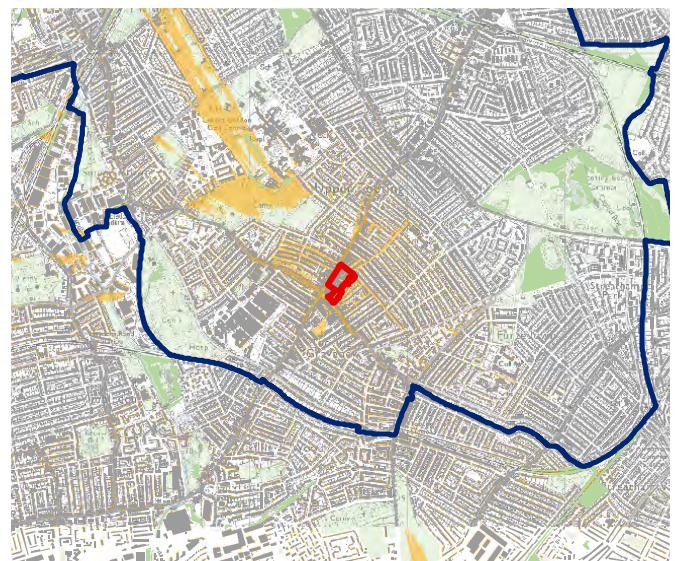


Fig.278: Markets Area, Tooting High Street zone of theoretical visibility plan

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### Townscape assessment

This is an assessment of potential effects on the valued features of character areas most likely to be affected.

The following valued features may be affected:

#### F1 Tooting Town Centre:

- Landmark buildings at junctions which are important for creating structure, legibility and sense of place.
- The balanced proportions along the two high streets, which creates a human scale to the street scene.
- The setting of and distinctive character provided by the following landmark buildings:
  - Tooting Underground Station (grade II listed);
  - former Granada Cinema (grade I listed);
  - locally listed Tooting Market (Fig. 191);
  - RACS Building (locally listed);

### Visual assessment

The scenario sits part way up the slopes rising from the Wandle valley and floodplain, with visibility limited by the surrounding dense urban grain. In relation to key views in each of the potentially affected character areas:

#### F1 Tooting Town Centre:

- Views up and down Tooting High Street characterised by the balanced proportions which lend a human scale to the town centre. The scale of the buildings are considered to fit with this overall character, although the overall acceptability will rely on the details, materials and activity of the frontage which is currently rich with the locally listed Tooting Market.

### Conclusion

The heights illustrated are considered to be broadly appropriate, maintaining a consistent building height and human scale along Tooting High Road, without detracting from landmark buildings and heritage assets at the key junction with Tooting Broadway. It is important to maintain the legibility, character and distinctiveness of Tooting Market in views along the High Street.

The heights of the scenarios are considered to be likely to be appropriate for the area.



Fig.279: Markets Area, Tooting High Street massing model



Fig.280: Markets Area, Tooting High Street massing model

### A.2.7 Riverside Cluster

Existing site	
<b>Site Area</b>	0.3 ha 19 Lombard Road, 80 Gwynne Road 0.6 ha 37 Lombard Road (Travis Perkins) 0.3 ha 36 Lombard Road 0.7 ha Dovercourt Site
<b>Existing use</b>	Industrial
<b>Existing/consented tall buildings</b>	<ul style="list-style-type: none"> <li>• Heliport Heights (under construction within 36 Lombard Road);</li> <li>• 34 Lombard Road (built, adjacent);</li> <li>• 12 Lombard Road (built, adjacent).</li> </ul>
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>• Site allocations: 36 Lombard Road; 37 Lombard Road; 19 Lombard Road, 80 Gwynne Road; Dovercourt site, March 2016 SSAD.</li> <li>• Wandsworth Thames Policy Area</li> <li>• Focal Point : Lombard Road/York Road Riverside</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>• Protected Open Spaces at York Gardens and Fred Wells Gardens, Vicarage Crescent.</li> <li>• Locally Listed open spaces (Fred Wells Gardens, Vicarage Crescent; Harroway Road Open Space).</li> </ul>
<b>Designations (within 100m)</b>	<ul style="list-style-type: none"> <li>• Battersea Square Conservation Area</li> <li>• Two locally listed buildings</li> </ul>
<b>PTAL rating</b>	Low to high (2-6a)
Urban design study	
<b>Character areas</b>	B1 Battersea Residential B2 Battersea Riverside
<b>Other character areas within 250m</b>	-
<b>Sensitivity</b>	Low
<b>Probability</b>	High
<b>Capacity</b>	High
High density scenario	
<b>Total residential units</b>	73 (19 Lombard Road, 80 Gwynne Road) 218 (37 Lombard Road (Travis Perkins)) 95 (36 Lombard Road) 188 (Dovercourt Site)
<b>Non Residential GEA</b>	500 sqm (19 Lombard Road, 80 Gwynne Road) 5,500 sqm (37 Lombard Road (Travis Perkins)) 1,800 sqm (36 Lombard Road) 8,200 sqm (Dovercourt Site)
<b>Density (dph)</b>	243 (19 Lombard Road, 80 Gwynne Road) 363 (37 Lombard Road (Travis Perkins)) 316 (36 Lombard Road) 268 (Dovercourt Site)



**Fig.281: Riverside Cluster plan**  
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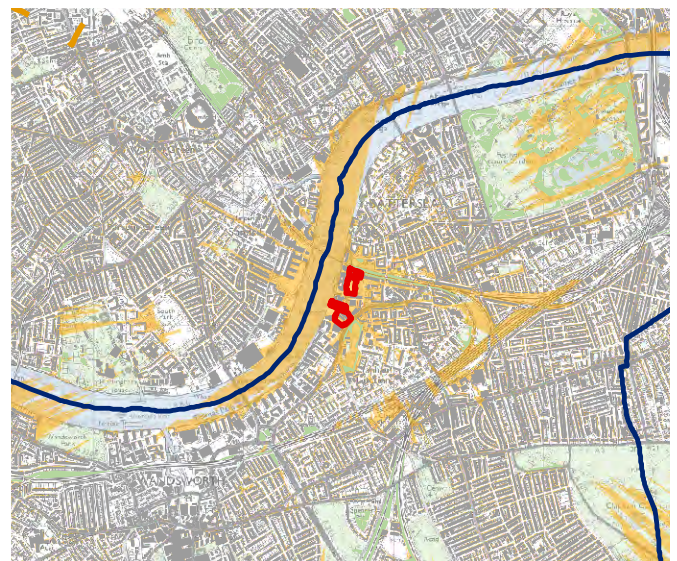
**Fig.282: Riverside Cluster massing model**  
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#### Development scenario description

- Taller building elements positioned along main roads and existing open spaces.
- Existing employment to be re-provided within podiums.
- Constraints relating to the heliport for the southern sites will need to be established through consultation.

#### Extent of visibility

Widespread visibility along the River Thames, extending almost to Battersea Bridge to the north with views from Wandsworth Bridge to the south west. Views from frontages along the north bank of the



**Fig.283: Riverside Cluster zone of theoretical visibility plan**  
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Thames in neighbouring boroughs. Views also available along local streets and more elevated areas of the local green spaces at Fred Wells Gardens, Harroway Gardens and York Gardens.

### Townscape assessment

This is an assessment of potential effects on the valued features of character areas most likely to be affected.

The following valued features may be affected:

#### B1 Battersea Residential

- The open and green character of York Gardens and the locally listed Harroway Road open space.

#### B2 Battersea Riverside:

- This historic character of Battersea Square Conservation Area;
- The openness and character of the River Thames corridor.

### Visual assessment

The scenario sits low in the floodplain of the River Thames, with visibility limited by the surrounding dense urban grain. In relation to key views in each of the potentially affected character areas:

#### B2 Battersea Riverside:

- Views up and down the River Thames, including the stretch around Vicarage Gardens and the nearby houseboats. Generally the scenario would sit amongst other development, much of which is taller, and would not adversely affect the river frontage views if designed well.

### Conclusion

The heights illustrated are considered to be broadly appropriate, if well-designed and in accordance with design principles in [Appendix A](#). Around Harroway open space within the Battersea Residential character area, taller buildings should respect the relatively small scale of the streets and the setting of the valued open green space. Site specific designs may therefore look to consider setting taller buildings back from the open space and Gwynne Road, so as not to dominate these spaces with tall elements.

The heights of the buildings at Dovercourt and 36 Lombard Road within the Battersea Riverside character area are considered to be broadly appropriate, and could potentially increase in height whilst considering their relationship with surrounding existing and consented tall buildings and the constraints of the heliport site.

The heights of the scenarios are considered to be broadly appropriate for the area as noted above.



Fig.284: Riverside Cluster massing model



Fig.285: Riverside Cluster massing model

### A.2.8 Sainsbury’s Car Park, Bedford Hill

Existing site	
Site Area	0.63 ha
Existing use	Car Park
Existing/consented tall buildings	• None
Planning policy	• Site Specific Allocations: Sainsbury’s Car Park, March 2016 SSAD.
Designations (within 50m)	• None
Designations (within 100m)	• The Bedford Hotel (Grade II) • Locally listed building (16 Balham Station Road)
PTAL rating	Excellent (6a)
Urban design study	
Character area	A1 Balham Town Centre
Other character areas within 250m	• A2 Balham Residential
Sensitivity	Low/Medium
Probability	High/Very high
Capacity	High/Higher
High density scenario	
Total residential units	130
Non Residential GEA	4,500 sqm
Density (dph)	206

#### Development scenario description

The conclusion of the high density scenario judged the building heights to be inappropriate for the location in terms of potential effects on townscape and views. A medium density scenario has therefore been modelled with reduced building heights.

- Taller elements located close to the existing Sainsbury’s building.
- Reduction in building heights towards existing low-rise development along the high street.
- Existing surface parking to be re-provided in ground floor podium.

#### Extent of visibility

Visibility of the scenario is likely to be relatively contained to the streets in the local area surrounding Balham Station, particularly streets to the east with a direct line of sight towards the development. Visibility from Tooting Beck Common and Wandsworth Common likely to be very limited due to tree coverage at the boundaries of the open spaces.



Fig.286: Sainsbury’s Car Park, Bedford Hill plan - medium density scenario  
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Fig.287: Sainsbury’s Car Park, Bedford Hill massing model - medium density scenario

#### Townscape assessment

This is an assessment of potential effects on the valued features of character areas most likely to be affected.

The following valued features may be affected:

##### A1 Balham Town Centre:

- Intact pattern of Victorian and Edwardian 3-4 storey terraces lining the majority of Balham High Road



and the distinct recognisable proportion of the streetscape.

- The setting of and distinctive character provided by the Bedford Hotel (grade II listed) landmark building.

**A2 Balham Residential:**

- Locally distinctive and coherent period houses forming coherent streets.
- Views along well-balanced and tree-lined streets.

*Visual assessment*

Potential impacts on views are likely to be localised, affecting the immediate network of Victorian and Edwardian streets surrounding Balham Station. In relation to key views in each of the potentially affected character areas:

**A1 Balham Town Centre:**

- Scenarios will be visible in views from the elevated railway line, which is how many people passing through the area experience and appreciate Balham. New buildings should therefore respond positively to frontages in all directions and help enhance the overall identity and sense of place within views such as this.
- The junction to the south east, and the Bedford Hotel landmark building are modest in scale and new buildings need to respect this massing and contribute to the legibility of the town centre. Other buildings adjacent to the scenario on all sides are also modest and buildings will need to step to address these appropriately alongside careful consideration of detailing and materials.
- Views along the elevated railway line at street level also need to avoid creating a dense development with little space for people or perception of green.

*Conclusion*

The consistency of building height and roofline along Bedford Hill and the relatively modest scale of the Bedford pub landmark and Bedford Hill road means that six storey heights may result in adverse effects on townscape and visual amenity if not carefully planned and placed on the plot. Effects may be reduced by sensitive consideration of the building’s massing, form, style and materials. However, it is considered that heights of predominantly four storeys are likely to be more appropriate.

Along Balham Station Road building heights should step down to avoid a tunnelling effect with the railway

retaining wall on the opposite side. Building designs should consider setting the building line back from Balham Station Road behind an area of public realm.

The eight storeys illustrated may be able to be accommodated in small distinct sections where they do not sit uncomfortably with the modest scale of surrounding buildings. Future design proposals may consider creating interesting rooflines as a way of incorporating additional height. Building designs should consider setting the building line back from Balham Station Road behind an area of public realm.

The heights of the medium density scenario are considered to be potentially appropriate in principle for the area, pending further detailed analysis at a specific site scale.



**Fig. 288:** Sainsbury's Car Park, Bedford Hill high density massing model with massing found to be inappropriate for the modest scale of the local area



**Fig. 289:** Sainsbury's Car Park, Bedford Hill high density massing model zone of theoretical visibility plan

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### A.2.9 Battersea Design and Tech Quarter

<b>Existing site</b>	
<b>Site Area</b>	9.9 ha
<b>Existing use</b>	Industrial
<b>Existing/consented tall buildings</b>	<ul style="list-style-type: none"> <li>Nine Elms Opportunity Area - extensive masterplan of new tall buildings</li> </ul>
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>Site allocations : National Express Bus Depot and Silverthorne Road, March 2016 SSAD.</li> <li>Central Activities Zone</li> <li>Nine Elms Vauxhall Opportunity Area</li> <li>Area Spatial Strategy (March 2016 SSAD).</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>Parktown Estate Conservation Area</li> <li>Battersea Park Conservation Area</li> <li>Listed buildings (Whittington Lodge, Battersea Dogs and Cats Home (Grade II), Queens Town Road Station (Grade II),</li> <li>Four locally listed buildings/structures</li> </ul>
<b>Designations (within 100m)</b>	<ul style="list-style-type: none"> <li>Telephone Kiosk Outside School of Domestic Economy (Grade II)</li> </ul>
<b>PTAL rating</b>	High (4-6a)
<b>Urban design study</b>	
<b>Character area</b>	B3 Nine Elms Mixed Use
<b>Other character areas within 250m</b>	<ul style="list-style-type: none"> <li>B4 Battersea Park</li> <li>B1 Battersea Residential</li> </ul>
<b>Sensitivity</b>	Low
<b>Probability</b>	Very High
<b>Capacity</b>	Higher
<b>High density scenario</b>	
<b>Total residential units</b>	-
<b>Non Residential GEA</b>	-
<b>Density (dph)</b>	-

#### Development scenario description

- The scenario is based on the current Battersea Design & Tech Quarter Economic Appraisal & Design Framework (We Made That, February 2020). A detailed height plan is not currently available, and the heights shown in the model have been assumed for the purpose of the townscape and characterisation analysis.

#### Extent of visibility

Owing to the spread and scale of the buildings in this scenario the visibility is widespread, including:

- along the railway lines;
- from parts of Battersea Park (although mature tree cover will limit visibility in reality);
- from parts of the northern bank of the River Thames including the Royal Hospital Gardens in neighbouring RB Kensington & Chelsea;
- from across parts of the Nine Elms Opportunity Area, although other new development will restrict

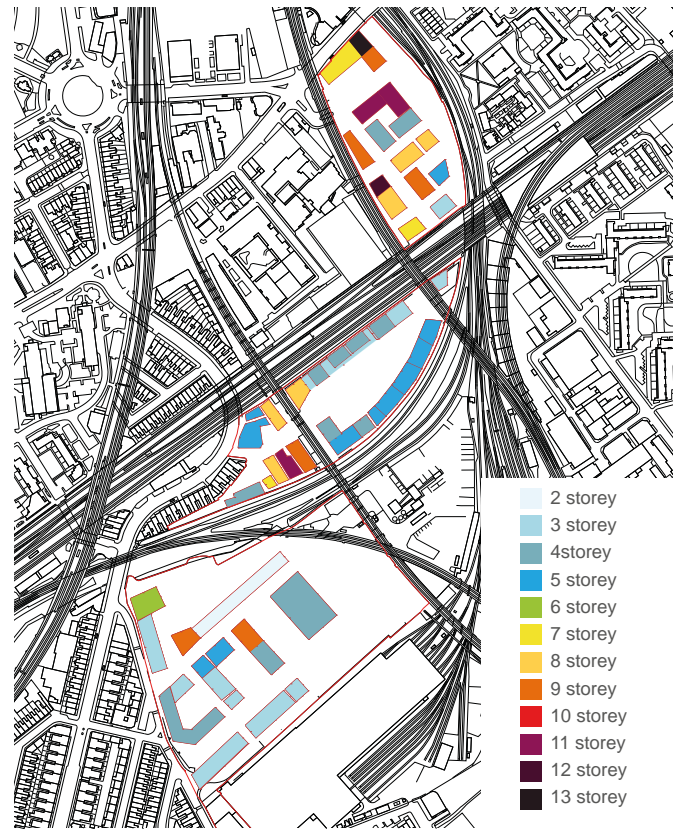


Fig. 290: Battersea Design and Tech Quarter plan

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visibility in the future;

- from some locations within Parkstown Estate Conservation Area to the south-west;
- extensive visibility along Battersea Park Road.



Fig. 291: Battersea Design and Tech Quarter zone of theoretical visibility plan

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### Townscape assessment

This is an assessment of potential effects on the valued features of character areas most likely to be affected.

The following valued features may be affected:

#### **B3 Nine Elms Mixed Use:**

- The setting of the iconic Battersea Power Station (grade II\* listed);
- The setting of and distinctive character provided by the following further landmark buildings:
  - new build developments within Nine Elms including the US Embassy
  - New Covent Garden Market
- Mature trees where present due to their rarity in the area;
- The cultural and historic value of the area's past industrial heritage;
- The historic character of the locally listed Hamptons Depository within the site boundary of the scenario.

#### **B1 Battersea Residential:**

- The distinctive character of the Parktown Estate Conservation Area.

#### **B4 Battersea Park:**

- The openness, cultural and historic character of Battersea Park itself;
- Nationally and locally listed buildings including five storey mansion blocks along the frontage of the park.

### Visual assessment

Potential impacts on views will depend on the eventual form of buildings in these areas, and their approach to materials and detailing. However, the massing and spread may have widespread visibility including on the opposite bank of the River Thames. In relation to key views in each of the potentially affected character areas:

#### **B3 Nine Elms Mixed Use:**

- Visibility within the backdrop of views from Chelsea Bridge to Battersea Power Station. The scenarios would be seen as part of the wider extensive development of the Nine Elms area.
- View to Battersea Power Station from Queenstown Road north of the Parktown Estate Conservation Area. New development in the scenario may affect the middle ground of this view but unlikely to be overly noticeable in the overall context of wider development in the area.

### Conclusion

Considering the setting of, and views from the nearby conservation area to the south west, the building heights shown are considered to be broadly appropriate. Heights should respect the setting of existing landmark buildings including the former Hamptons Depository and Queenstown Road Station.

The heights of the scenarios are considered to be appropriate for the area.



Fig.293: Battersea Design and Tech Quarter massing model



Fig.292: Battersea Design and Tech Quarter massing model

## A.3 Tall building design guidance

### A.3.1 Introduction

Tall buildings can play an important role in supporting the borough's growth. However, owing to their scale, they can significantly alter the character of an area as well as the skyline of the city. Policy D8 in the emerging London plan provides the following definition for tall buildings:

*'Tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline. In large areas of extensive change, such as Opportunity Areas, definitions of tall buildings should relate to the evolving context. For the purpose of assessing applications referable to the Mayor, a tall building is a development that meets one or more of the following descriptions:*

- *it falls within the Thames Policy Area and is more than 25m in height*
- *it falls anywhere else within the City of London and is more than 150m in height*
- *it is more than 30m in height elsewhere in London.'*

This section of the Urban Design Study provides high level guidance with regards to the design and siting of tall buildings. It is not intended to provide exhaustive guidance on how tall buildings should look within the borough, but rather provide an indication of some of the key elements that tall building developers will need to demonstrate have been considered in any future applications. Guidance in this section has been provided against nine themes shown on the following pages. These themes have been developed to respond to policies and guidance included within the emerging London Plan:

This section should be read alongside the character area specific design guidance provided in [Section 3](#), which sets out elements for consideration for each individual character area. Tall building developers should respond to the design guidance for the relevant character areas in addition to the guidance within this section.

This design guidance should also be read alongside the following documents which provide planning guidance for London as a whole:

#### The London Plan

At the time of writing the current version of the Intend to Publish London Plan (December 2019)

<https://www.london.gov.uk/what-we-do/planning/>

[london-plan](#)

#### London View Management Framework

Guidance on protected linear views, panoramas, river prospects and townscape views across London. Linear View 9 from King Henry VIII's Mound in Richmond to St Paul's Cathedral crosses parts of LB Wandsworth.

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/london-view-management>

#### Good Quality Homes for All Londoners, Draft Supplementary Planning Guidance (SPG)

At the time of writing the following documents are available as pre-consultation drafts (2020):

##### Module A: Optimising site capacity: a design-led approach

[https://www.london.gov.uk/sites/default/files/hdspg\\_2020\\_module\\_a.pdf](https://www.london.gov.uk/sites/default/files/hdspg_2020_module_a.pdf)

##### Module B: Small housing developments: assessing quality and preparing design codes

[https://www.london.gov.uk/sites/default/files/hdspg\\_2020\\_module\\_b.pdf](https://www.london.gov.uk/sites/default/files/hdspg_2020_module_b.pdf)

##### Module C: Housing design quality and standards

[https://www.london.gov.uk/sites/default/files/hdspg\\_2020\\_module\\_c.pdf](https://www.london.gov.uk/sites/default/files/hdspg_2020_module_c.pdf)

##### Module D: Housing design case studies and appendices

[https://www.london.gov.uk/sites/default/files/hdspg\\_2020\\_module\\_d\\_part\\_1.pdf](https://www.london.gov.uk/sites/default/files/hdspg_2020_module_d_part_1.pdf)

The following national design guidance should also be referred to in the development of tall building proposals:

#### National design guide (2019)

<https://www.gov.uk/government/publications/national-design-guide>

#### Tall Buildings: Historic England Advice Note 4 (May 2019)

At the time of writing this is a consultation draft.



### A.3.2 Visual impacts

Tall buildings can have a considerable visual impact, both in their immediate context as well as on a city scale. This impact can be positive or negative, and this may change depending on their exact position and where they are viewed from. Different people will also have different responses to tall buildings.

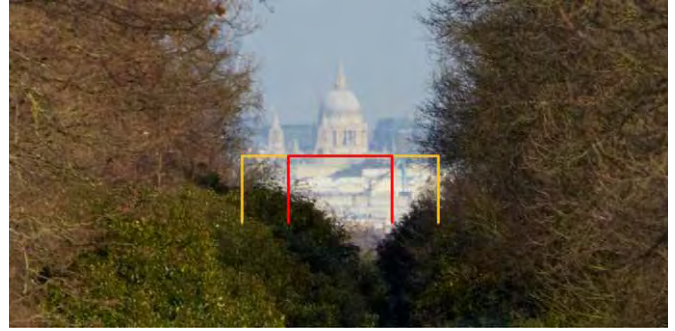
The following guidelines are drawn from the Policy D8 of the emerging London Plan with regards to visual impact:

*The views of buildings from different distances need to be considered, including:*

1. *Long-range views – these require attention to be paid to the design of the top of the building. It should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views*
2. *Mid-range views from the surrounding neighbourhood – particular attention should be paid to the form and proportions of the building. It should make a positive contribution to the local townscape in terms of legibility, proportions and materiality*
3. *Immediate views from the surrounding streets – attention should be paid to the base of the building. It should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy.*

In addition to the above, the following aspects should be considered:

- The proposed design must respect key view corridors towards strategic landmarks across the borough and in neighbouring boroughs. This would also include distinctive roof line features such as spires and turrets. Refer to [Section 3](#) for landmarks and key views within LB Wandsworth and relevant characterisation or urban design studies for neighbouring boroughs.
- Appropriate 3D modelling and analysis must be carried out to study the impact of the building on the overall skyline. The study must also incorporate buildings that are approved but not yet built to ensure



**Fig.295:** Protected view corridor towards St. Paul's Cathedral  
© Kunstlerbob (Robert Bauer)



**Fig.294:** One Canada Square, Canary Wharf was designed as a landmark with views framed by surrounding background buildings  
© Photo by DAVID ILIFF. License: CC BY-SA 3.0

that the future nature of views are considered as far as practicable. Refer also to [Section A.3.10](#) on the cumulative impacts of tall buildings.

- It is important to ascertain whether the proposed structure is a background building or a landmark building. Background buildings should respect the surrounding context and preserve the hierarchy of existing prominent view corridors. Landmark structures should respond to analysis of key view corridors towards the site to ensure the precise placement, form, skyline and detailing accentuate its prominence within the wider context.
- The location of tall buildings must consider their strategic context within the borough to enhance its urban character. For example, a tall building can provide an interesting termination to an otherwise monotonous view corridor such as a long linear street.
- The placement of the building must avoid visual interruptions in areas with otherwise very consistent building and/or roof lines.

### A.3.3 Spatial hierarchy

Tall buildings can make a significant contribution to the identity of an area. Positioned poorly they can dominate areas of smaller grain urban fabric, while positioned well they can create a hierarchy that responds to the proportions of adjacent buildings, streets, open spaces and watercourses.

The following guidelines are drawn from the Policy D8 of the emerging London Plan with regards to spatial hierarchy:

*Whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context; and aid legibility and wayfinding.*

In addition to the above, the following aspects should be considered:

- Tall buildings can act as key landmarks making a positive contribution towards the skyline. However, their placement with respect to each other as well as their height needs to be studied to ensure they are appropriate for the scale of the local area.
- The design and location of tall buildings must consider their role in wayfinding, such as, acting as landmarks or gateway features marking town centres or local centres.
- Tall buildings must be in proportion to their local environment. This includes consideration of the width of adjacent streets as well as public open spaces, parks and watercourses. For example, in Wandsworth buildings beside the River Thames have the potential to be of a much greater scale than the River Wandle running through the town centre.
- The massing of the building must be designed so



**Fig. 297:** This mass and height of this building adversely dominates the consistent street scene along Wandsworth High Street

- as not overwhelm the street and adjacent context. Where a building is higher than some of the existing built form, it may be acceptable to consider stepping back or tapering upper storeys to protect the consistent height of the street frontage.
- The design of tall buildings must consider any potential privacy intrusion into private or communal gardens and neighbouring developments.
- Tall buildings require more space around them to ensure they integrate well into the overall townscape. In many estates this is managed through extensive parkland settings with mature trees. New tall buildings closer to streets should still consider how to soften their edges and provide positive public spaces at their base through the use of generous walkways and mature planting.



**Fig. 296:** Du Cane Court in Balham, at eight storeys is taller than the prevailing building heights in the area of 3-4 storeys, but it successfully integrates through stepping down and being well integrated with trees and planting. It is well-sited on the wide Balham High Road.



**Fig. 298:** Mature planting and large open spaces help to integrate and can better accommodate tall buildings



### A.3.4 Architectural quality and materials

This section provides guidance for the architectural quality, character and use of materials for tall buildings.

The following guidelines are drawn from the Policy D8 of the emerging London Plan:

*Architectural quality and materials should be of an exemplary standard to ensure the appearance and architectural integrity of the building is maintained through its lifespan. A tall building can be considered as being made up of three main parts: a top, middle and base.*

- *The top includes the upper floors, and roof-top mechanical or telecommunications equipment and amenity space. The top should be designed to make a positive contribution to the quality and character of the skyline, and mechanical and telecommunications equipment must be integrated in the total building design. Not all tall buildings need to be iconic landmarks and the design of the top of the building (i.e. the form, profile and materiality) should relate to the building's role within the existing context of London's skyline. Where publicly accessible areas, including viewing areas on upper floors, are provided as a public benefit of the development, they should be freely accessible and in accordance with part G of Policy D7 Public realm. Well-designed safety measures should be integrated into the design*

*of tall buildings and must ensure personal safety at height.*

- *The middle of a tall building has an important effect on how much sky is visible from surrounding streets and buildings, as well as on wind flow, privacy and the amount of sunlight and shadowing where is in the public realm and by surrounding properties.*
- *The base of the tall building is its lower storeys. The function of the base should be to frame the public realm and streetscape, articulate entrances, and help create an attractive and lively public realm which provides a safe, inclusive, interesting, and comfortable pedestrian experience. The base should integrate with the street frontage of adjacent buildings, and where appropriate enable the building to transition down in height.*

In addition to the above, the following aspects should be considered:

- The architectural massing and materials must respect the character of the surrounding built environment. While landmark developments may express themselves in a dramatic or interesting way, this should still consider the use of quality materials appropriate for the local vernacular or responding to a historic or cultural association with the site.
- The building façade design and articulation must pay careful attention and respond to small details which are often important in the townscape character of Wandsworth, for example windows, doors, lintels, roof gable details, chimneys.
- Tall buildings still need to make a positive contribution to the street scene at ground level. Details at this level should be of a pedestrian scale and use materials that are of a quality that can stand up to close visual attention and also be robust for a busy city environment.



**Fig. 299:** Blackfriars Circus, 'The use of brick cladding on this tall building gives it a character that fits well into its historic surroundings, and a texture that is human scale and tactile where the building meets the ground.'

© National Design Guide



**Fig. 300:** Careful use of brick detailing within the semi-public space at the base of this development (Peabody Estate, St John's Hill) near Clapham Junction provides a human scale to the building.

### A.3.5 Heritage

London's built and landscape heritage is an integral part of the city's identity and a significant contributor towards its culture and economy. Hence, any tall building proposal must respect and respond to any heritage sites or structures in its vicinity.

The following guidelines are drawn from the Policy D8 of the emerging London Plan:

*Proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area*

*Buildings in the setting of a World Heritage Site must preserve the Outstanding Universal Value of the World Heritage Site, and the ability to appreciate it. In relation to Wandsworth, this potentially applies to some locations where views or the setting of the Houses of Parliament and Westminster Palace are potentially impacted.*

In addition to the above, the following aspects should be considered:

- The construction of tall buildings generally requires deeper excavation for foundations which in turn can affect the structural integrity of adjacent heritage structures. Adequate surveys and studies must be undertaken and the proposed design must avoid any damage to the heritage sites as well as buried archaeology.
- The proposed architectural character and materials must respect the tonality, texture and rhythm of the adjacent heritage buildings so as not to contrast with their character.
- The proposed location and design must not only respect historical structures but also historic street proportions and building lines.
- Heritage structures are not only important for their architecture, any proposed buildings must also respect their historic function and their prominence within the borough. New tall buildings must preserve this important historical and cultural associations and not overwhelm the historic setting of the heritage assets. Within Wandsworth many landmark buildings are historic churches and town halls which are important skyline features. Therefore, tall buildings



**Fig. 301:** This new development in Granfield Street successfully responds to the nearby Grade II Church of the Sacred Heart in Battersea Square Conservation Area, through use of high quality bricks, and use of subtly different coloured bands of bricks. Successful use of sensitive architectural detailing and its subservient scale to the church landmark, alongside the courtyard space which frames views to the spire.

need to avoid both obscuring important views of these landmarks but also avoid altering the skyline by becoming features of the backdrop.

- Any conversions or extensions to heritage assets should differentiate between the new and old parts of the overall structure sympathetically. Depending on the significance of the heritage asset it may also be important to ensure any alterations are entirely reversible in the future.



**Fig. 302:** St Mary's Church next to Putney Bridge is overwhelmed by the adjacent Putney Wharf Tower



### A.3.6 River Thames frontage

Wandsworth has one of the longest frontages to the River Thames of the London boroughs. While the scale of the river presents opportunities for height, any tall structure will still have a major influence due to the long sweeping panoramic views across and along the banks, which extend well beyond the borough.

The following guidelines are drawn from the Policy D8 of the emerging London Plan:

*Buildings near the River Thames, particularly in the Thames Policy Area, should not contribute to a canyon effect along the river which encloses the open aspect of the river and the riverside public realm, or adversely affect strategic or local views along the river.*

In addition to the above, the following aspects should be considered:

- Buildings fronting the River Thames are likely to have a prominent presence in the city skyline and a high visibility from several parts of the city. Hence, their design must respond to both, views towards them as well as from them.



**Fig. 303:** View across the River Thames to the Battersea frontage including the iconic Norman Foster building

© Chris Seager

- The building form must strike a balance between achieving optimal riverfront views without creating a dense wall of development that blocks visibility from buildings and public spaces behind it.
- Development in Wandsworth quickly reduces in height away from the river, into the typical period terraces and modest housing scale. Therefore riverfront buildings must still consider their landward facing orientation and step down appropriately to provide a transition towards smaller building types. Materials may also transition from the river frontage where views are cherished, towards the more traditional natural materials of housing stock within the borough.
- The design must maintain the importance of the river frontage as a public resource. The river front should not feel private and too heavily overlooked or shaded. Developments must be set back to physically

and visually ensure the Thames Path acts and feels like a welcoming public route without heavy overlooking from adjacent riverside residences. Ground floor uses should seek to activate the space as far as possible.



**Fig. 304:** Along Wandsworth's riverside the design and width of the Thames Path feels like a private space for residents rather than an important continuous public resource for London

- The building design must consider its role as an important marker for legibility/identity of the borough and wayfinding owing to its high visibility along the riverfront. In particular, riverside development viewed from bridges are one of the ways that the greatest number of people experience the borough.

### A.3.7 Microclimate and lighting

Tall buildings inevitably have an impact on the local microclimate which needs considering during the design development. Factors such as wind comfort, sunlight and daylight availability and air quality will be influenced by a tall development. How a building is perceived at night is also important to understand to avoid adverse impacts arising from lighting.

#### Lighting

- The building design must avoid lighting features which would negatively impact on surrounding buildings (particularly residential) and also overall night time vistas and panoramas.
- The building façade design and glazing must consider the building use at night and minimise light spill that can exacerbate light pollution.

#### Microclimate

- The local microclimate needs to be considered holistically and at a masterplanning scale. Microclimatic issues are not usually limited to the bounds of an isolated building or development but will likely influence the neighbouring sites as well.

#### Wind

- A wind- desk study should be carried out at master planning level to determine if there are any areas of concern in terms of pedestrian wind comfort. This can be used to establish a tall building strategy for instance clustering tall building together to prevent downdrafts. It will also help to establish where extra space may need to be accommodated for mitigation.
- It is recommended that a peer reviewed set of wind climate data is prepared to act as a common and consistent basis for all win studies. This would include data for all win directions such as Weibull parameters, mean wind speeds and gusts.
- Reference should be made to the City of London's guidance on tall buildings in relation to wind (<https://news.cityoflondon.gov.uk/city-corporation-launches-uks-first-planning-wind-guidelines-to-keep-cyclists-and-pedestrians-comfortable-and-safe/>).

#### Daylight and sunlight

- The BRE 209 Site Layout for Daylight and Sunlight guide gives advice on layout for achieving good sunlighting and daylighting within buildings and in open spaces. It also offers guidance for

overshadowing of adjacent buildings and sunlight in public spaces. Although it is not mandatory to comply with it is the most commonly referenced guidance by planning authorities.

- BRE 209 references BS 8206-2 British Standard Code of practice for daylighting for more detailed evaluation of daylight such as to determine daylighting quality inside buildings.

#### Urban heat island

- The choice of building materials must consider their contribution to urban heat island effect through thermal radiation as well as release of anthropogenic (waste) heat. Vertical greening systems into the building façade and green roofs can help to reduce the impact of the building on urban heat island effect.
- Shade analysis must be carried out to ensure that the building shadow does not adversely impact solar gain and thermal comfort in key public spaces during times of busy use.

#### Glare

- Building façade design and glazing must avoid any harsh solar glare onto any public areas as well as surrounding development.



Fig.305: Harsh solar glare from a tall building

© New York Times, <https://static01.nytimes.com/images/2012/05/02/arts/design/GLARE/GLARE-superJumbo.jpg?quality=90&auto=webp>



### A.3.8 Access and ground floor uses

This section provides guidance on design considerations where a tall building meets the ground. While tall buildings can influence the character of a wide area and have extensive visibility, they still have a local impact on the pedestrian and street environment at which they sit.

- The ground floor design must consider the access and egress requirements for all type of uses including pedestrians, cyclists, public transit users, private vehicles as well as service vehicles and personnel.
- The building design must comply with Regulatory Reform (Fire Safety) Order 2005 (RRO) and the Management of Health and Safety at Work Regulations 1999 (MHSWR).
- The main access to the building must be provided along the frontage facing primary streets and must provide an engaging arrival experience. Entrances/exits along quiet alleyways or areas away from general public use and visibility must be avoided.



**Fig. 307:** An example of a poor ground floor frontage at a development on the corner of Balham High Road and Upper Tooting Park

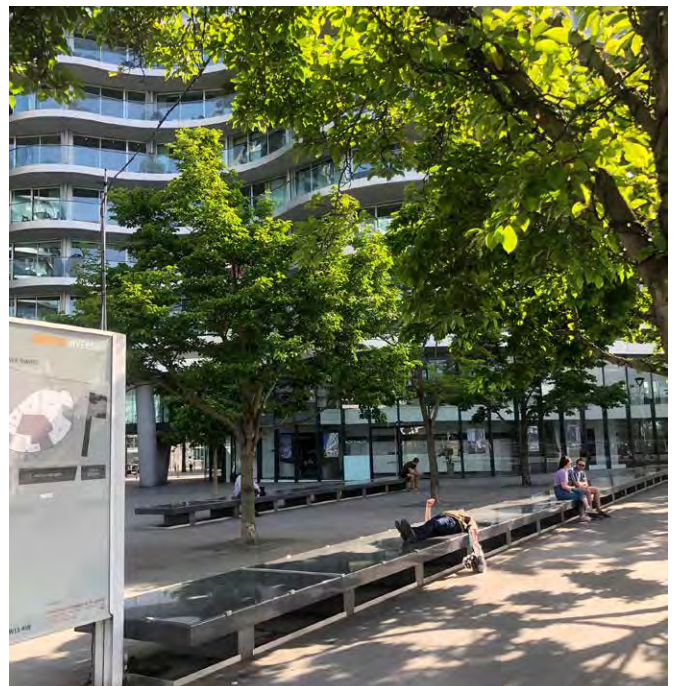
- The service access including those for uses such regular maintenance, waste collection, deliveries must be separated from the primary access locations and screened away from key public areas.
- Entrance to car parks and basements must consider their impact traffic on the surrounding roads and adequate traffic studies must be carried out at the outset to mitigate any adverse impact on the existing infrastructure.
- Active ground floor uses must be integrated within the design based on the intended use of the buildings. For example, the provision of a café or a shop at the ground level of an office building can help activate

the area around it during non-office hours. Similarly, integration of facilities such as shops, nurseries or clinics at ground level could help supplement the existing community amenities in an area.



**Fig. 306:** The vibrant and normally busy public realm in the Nine Elms masterplan area at the base of numerous tall buildings. Active uses include restaurants and bars, with events such as Art Night (shown here in 2018)

- Active ground floor uses should be along the main public frontage of the building for ease of access and encourage greater footfall.
- In case of residential uses on the ground floor, adequate design measures must be taken to protect the privacy of the residents in these units from the street or any other public space.



**Fig. 308:** A broad and welcoming public realm at the base of the Norman Foster building at Albion Riverside



### A.3.9 Public uses and public realm

This section provides guidance for the integration of public uses, impact of tall buildings on the surrounding public realm as well as the design of public realm around tall buildings.

- Consideration should be given to creating publicly accessible areas open to general public within tall buildings. Typically this would be at ground or mezzanine levels, but upper storeys could also be considered where they can provide fantastic views of London. These can include a number of uses such as libraries, community centres, leisure facilities and restaurants.
- In addition to above, consideration must be given to provision of public spaces and amenities for the building users/residents. Examples include, roof gardens/terraces, gymnasiums, cafeterias or food courts.
- Residential buildings must consider provision of balconies to provide residents opportunities to interact with the external environment while maintaining a sense of enclosure and privacy at the same time.
- The design of the building must not adversely impact the visual and thermal comfort of the surrounding public areas including alleys, streets, plazas and any other open spaces.
- Where possible, buildings with commercial use must supplement the existing public realm through the incorporation of public spaces such as plazas at their entrance.



Fig. 309: Vibrant ground floor uses within Nine Elms

- The building design at the ground level must avoid any blank façades, especially where they face the public realm.



Fig.310: Attractive public realm with quality materials, integrated seating and a generous allocation of space at a new residential development at Prince of Wales Drive

- Where possible, the building design must maintain through access for ease of pedestrian movement and permeability. This is especially applicable for developments on large plots and close to public assets such as parks and river corridors.



Fig.311: Planting and public routes in a Peabody development improve connectivity to Wandsworth Common



### A.3.10 Cumulative impacts

Taller buildings can provide a higher density of development where it is appropriate to do so, playing an important role in the regeneration of a city. In certain situations, it may be feasible to provide a cluster of tall buildings as opposed to a single structure. The following section provides guidance with regards to the cumulative impacts of tall building clusters.

- The clustering of multiple buildings can significantly alter the character of a neighbourhood. Certain parts of the neighbourhood might benefit from a tall structure. However, that doesn't mean it necessarily suits a cluster of tall buildings which can completely transform the character of the whole area.
- Tall building clusters can significantly alter the city skyline. Hence, any such proposals must consider their visual impact on the existing and emerging skyline.



**Fig. 313:** An emerging cluster of tall buildings within Wandsworth at the confluence of the River Wandle and the River Thames

- A tall building cluster is likely to accommodate substantially higher density uses and potentially be key employment or commercial centre. Hence, its location and use must consider the future capacity of infrastructure to support the development as well as any adverse impact on other employment and

commercial centres across to city.

- A tall building cluster must preferably be located within areas of good PTAL to avoid overwhelming the existing public transport network. Such development must also consider if the enhancement of the existing public transit infrastructure is required to accommodate a higher number of future users (e.g. the Northern Line extension in Nine Elms / Battersea).



**Fig. 312:** Canary Wharf, one of the most prominent tall buildings clusters in London and a key financial centre

© King of Hearts, [https://upload.wikimedia.org/wikipedia/commons/c/c5/Canary\\_Wharf\\_from\\_Limehouse\\_London\\_June\\_2016\\_HDR.jpg](https://upload.wikimedia.org/wikipedia/commons/c/c5/Canary_Wharf_from_Limehouse_London_June_2016_HDR.jpg)

- The edges of tall building clusters are particularly important to consider to ensure they continue to appropriately address the scale of neighbouring development and spaces. It is often appropriate to define a clear line of development beyond which tall buildings should be avoided - for example a main road or rail infrastructure corridor or significant open space.

## Appendix B

### Small sites

#### B.1 Introduction

This section presents a series of scenarios for options to develop small sites (defined as being under 0.25ha) alongside design guidance for small sites.

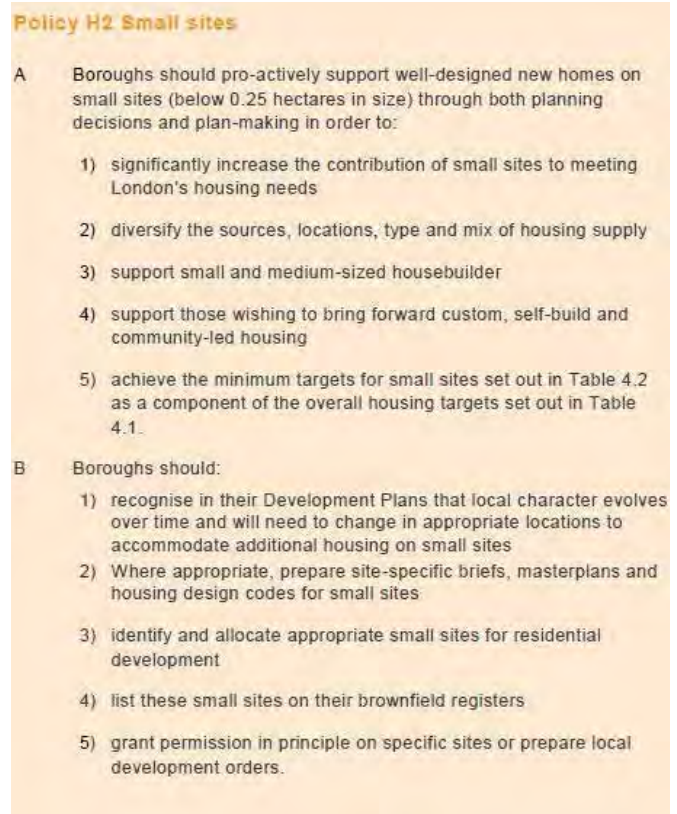
The emerging London Plan places significant emphasis on ensuring the potential of small sites are maximised. It recognises that for London to deliver the housing it needs, small sites below 0.25ha must make a substantially greater contribution to new supply across the city, making the delivery of housing from small sites a strategic policy. The emerging London Plan also highlights that increasing provision of housing on these sites will:

- revive the role of small and medium sized developers in delivering new homes;
- diversify the sources, locations, type and mix of housing supply;
- increase housing provision in accessible parts of outer London to help address the substantial housing need in these areas and deliver more affordable homes;
- provide opportunities for custom-build housing and community-led housing projects; and
- support town centre economies.

Policy H2 Small sites of the emerging London Plan is provided in [Fig.314](#) opposite.

The emerging London Plan provides further guidance on the types of small site developments that should be considered, based on an understanding of the needs of the area. For example, small sites could provide a number of small flats or could be developed to provide family-sized units (three bedrooms +). It also highlights additional considerations such as accessibility (particularly for ground floor homes), impacts on biodiversity and green space and the ability and constraints around provision of affordable homes.

Design guidance is provided in Section [B.3](#).



**Fig.314:** Policy H2 Small sites  
© The emerging London Plan

#### B.1.1 Approach to site selection

A sample of six small sites locations have been identified in agreement with the Council. Sensitivity differs across the areas, but all present small-scale opportunities for development on an individual plot basis.

#### B.1.2 Approach to scenario development

For the six sites, scenarios for smaller scale types such as infill and conversions/extensions have been development. These are supported by massing models embedded into the plots using the Vu City software.



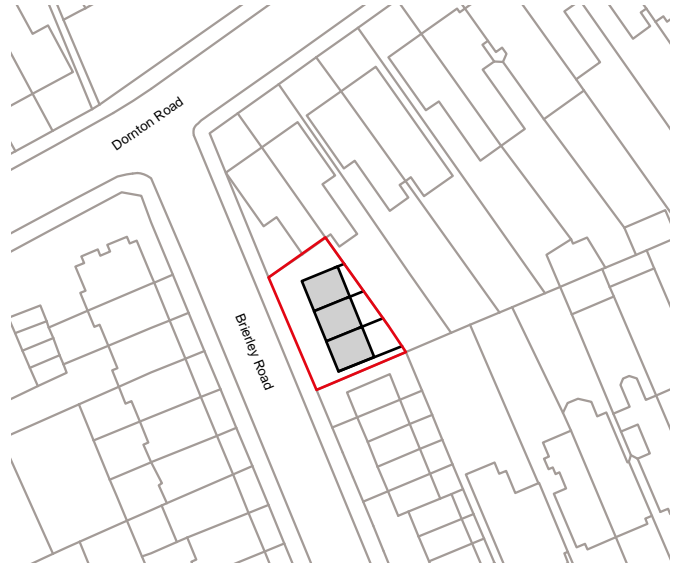


Fig.315: Recent small site development adjacent to period terrace properties in Southfields Residential

## B.2 Scenarios

### B.2.1 Brierley Road, Balham

Existing site	
Site Area	0.02 ha
Existing use	Residential
Existing site description	See <a href="#">Fig.317</a> . One storey post-war block with a largely blank solid façade fronting onto the street adjacent to a modest scale terraced block of two storey post-war houses. The remainder of the street is generally period two storey terrace properties of a larger scale with many attics converted into bedrooms. Small area of hardstanding along the frontage between the building and pavement. Very small rear garden plot.
Existing building types (street)	<ul style="list-style-type: none"> <li>E.1.1 Period terraces</li> <li>E.1.2 Semi-detached</li> </ul>
Planning policy	<ul style="list-style-type: none"> <li>None</li> </ul>
Designations (within 50m)	<ul style="list-style-type: none"> <li>Culverden Road Conservation Area (south and west)</li> <li>Tooting Common Metropolitan Open Land (east)</li> </ul>
Urban design study	
Character area	A2 Balham Residential
Sensitivity	High
Probability	High
Capacity	Medium
Small sites scenario	
Scenario description	See <a href="#">Fig.319</a> . Three storey row of three storey terraced houses set to the same frontage line as adjacent properties and using materials and details sympathetic to the surrounding period terrace properties. Precedent image included on <a href="#">Fig.318</a> .
Total residential units	3
Proposed building types	<ul style="list-style-type: none"> <li>E.1.1 Period terraces (new build interpretation of)</li> </ul>
Additional considerations	<ul style="list-style-type: none"> <li>To maintain the quality of the street building frontage, off-street parking or ground floor garage units should be avoided; and planted front gardens with boundary walls encouraged.</li> <li>Rear gardens are small so alternative building types may include two semi-detached properties in the traditional Victorian "L-shape" or a small block of flats.</li> </ul>



**Fig.316:** Brierley Road, Balham small sites scenario location plan  
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**Fig.317:** Brierley Road, Balham small sites existing plot  
© 2020 Google.



**Fig.318:** Precedent new build terrace row along Balham New Road



**Fig.319:** Brierley Road, Balham small sites scenario massing model



## B.2.2 Upper Richmond Road, Putney

<b>Existing site</b>	
<b>Site Area</b>	0.04 ha
<b>Existing use</b>	Residential car parking
<b>Existing site description</b>	See Fig. 320. One storey garage building at the end of a plot, backing onto a railway line to the north of Upper Richmond Road. The building fronting the road is a period detached house of three storeys set back from the to street. Adjacent to the west is a similarly proportioned detached period house fronting the street with four narrow, two storey terraced houses occupying part of the plot to the rear. Surrounding buildings are generally five to six storey apartment blocks of varying configurations and periods.
<b>Existing building types (street)</b>	<ul style="list-style-type: none"> <li>E.1.3 Detached</li> <li>E.1.9 Mid-rise flats</li> </ul>
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>None</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>Parkfields Conservation Area (within)</li> <li>Landsford Road Conservation Area (north)</li> <li>634 Ormond Court locally listed building (east)</li> </ul>
<b>Urban design study</b>	
<b>Character area</b>	E3 West Putney Residential
<b>Sensitivity</b>	High
<b>Probability</b>	Medium
<b>Capacity</b>	Low
<b>Small sites scenario</b>	
<b>Scenario description</b>	See Fig. 322 and Fig. 323. Six storey apartment block replacing existing garages at the rear of the plot adjacent to the railway line.
<b>Total residential units</b>	Depending on the size of the flats (number of bedrooms) this could provide around 24 units.
<b>Proposed building types</b>	<ul style="list-style-type: none"> <li>E.1.9 Mid-rise flats</li> </ul>
<b>Additional considerations</b>	<ul style="list-style-type: none"> <li>Depending on housing priorities in the local area, the plot could also be developed as two family size units (3 bedrooms +).</li> <li>Access to the plot will require careful consideration to ensure it does not detract from the existing street scene along Upper Richmond Road.</li> </ul>

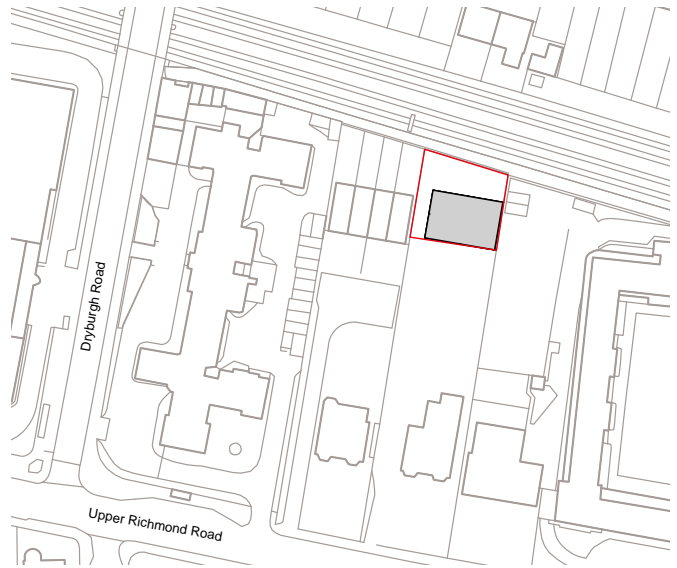


Fig. 321: Upper Richmond Road plan  
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Fig. 322: Upper Richmond Road small sites scenario model



Fig. 320: Existing potential access to the scenario via Upper Richmond Road  
© 2020 Google.



Fig. 323: Upper Richmond Road small sites scenario model

### B.2.3 Old Telephone Exchange, Balham

<b>Existing site</b>	
<b>Site Area</b>	0.13 ha
<b>Existing use</b>	Former telephone exchange
<b>Existing site description</b>	See Fig.325. Five storey former telephone exchange dating from the 1960s, set slightly back from the street close to Balham High Road. Small area of raised hardstanding along the frontage between the building and pavement. Adjacent to a four storey modern block of flats (identical flats occur on opposite side of the street). Towards Balham High Road buildings are a mixture of retail and light industrial, ranging from one to four storeys. The remainder of the street is generally period terrace properties of two to three storeys. Small area of parking and a garden area to the rear of the plot.
<b>Existing building types (street)</b>	<ul style="list-style-type: none"> <li>• E.1.1 Period terraces</li> <li>• E.1.5 Low-rise flats</li> <li>• E.1.14 Small scale light industrial</li> </ul>
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>• Old Devonshire Road Conservation Area (north and east)</li> <li>• 24 and 26 Old Devonshire Road grade II listed building</li> </ul>
<b>Urban design study</b>	
<b>Character area</b>	A2 Balham Residential
<b>Sensitivity</b>	High
<b>Probability</b>	High
<b>Capacity</b>	Medium
<b>Small sites scenario</b>	
<b>Scenario description</b>	See Fig.326. Removal of the existing building and erection of a six storey apartment block, with upper two floors set back to preserve the consistency of the building frontage and roofline along the street.
<b>Total residential units</b>	A mix of one and two bedroom apartments could provide around 36 units.
<b>Proposed building types</b>	<ul style="list-style-type: none"> <li>• E.1.9 Mid-rise flats</li> </ul>
<b>Additional considerations</b>	<ul style="list-style-type: none"> <li>• With the existing height of the telephone exchange building, flats are the most likely scenario in this position. However, the sizing of the flats could be adjusted to suit the local housing demands.</li> <li>• There may be potential to provide some affordable housing in this location.</li> </ul>

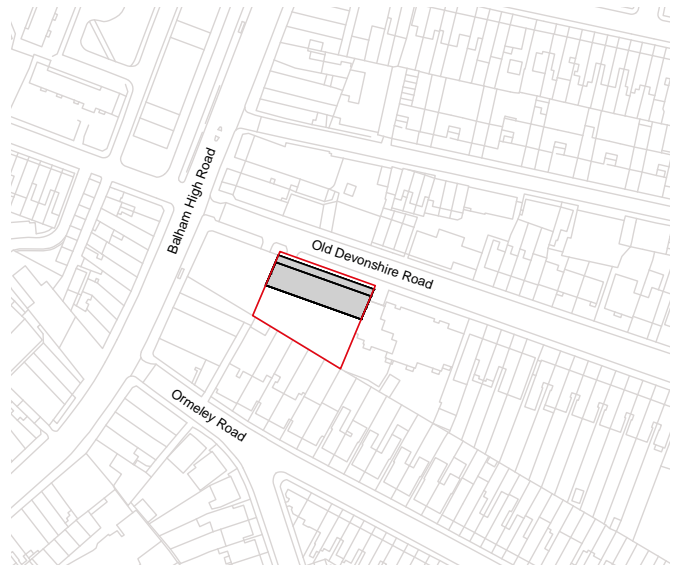


Fig.324: Old Telephone Exchange small sites location plan  
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Fig.325: Old Telephone Exchange small sites existing site  
© 2020 Google.

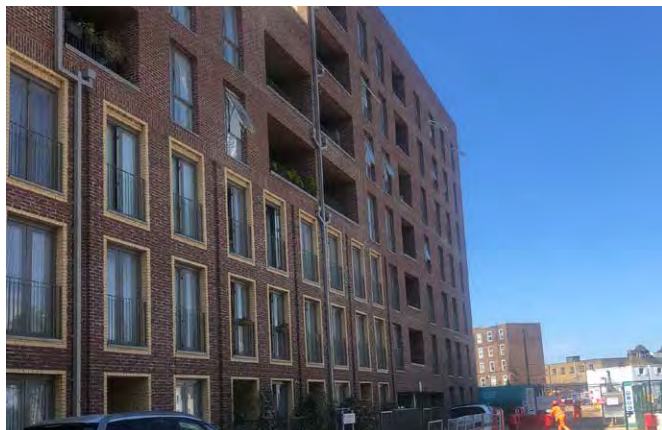


Fig.327: Precedent mid-rise new build flats near Clapham Junction



Fig.326: Old Telephone Exchange small sites massing model



### B.2.4 Parma Crescent, Battersea

Existing site	
<b>Site Area</b>	0.03 ha
<b>Existing use</b>	Residential
<b>Existing site description</b>	See Fig. 329. Corner plot on the junction between Parma Road and Eccles Road. Two-storey residential end of terrace property set back from the remainder of the terrace with a large side garden plot to end of road. Terrace is a post-war infill development within a street of Victorian terraces. Buildings on the surrounding streets are also two-storey Victorian terraces, often with converted attics.
<b>Existing building types (street)</b>	<ul style="list-style-type: none"> <li>E.1.1 Period terraces (post-war development)</li> </ul>
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>None</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>Clapham Common Conservation Area (east)</li> <li>Clapham Junction Conservation Area (west)</li> <li>Battersea District Building grade II listed building (east)</li> </ul>
Urban design study	
<b>Character area</b>	E1 Battersea Residential
<b>Sensitivity</b>	High
<b>Probability</b>	High
<b>Capacity</b>	Medium-High
Small sites scenario	
<b>Scenario description</b>	See Fig. 330. Development of a single residential dwelling in the side garden plot adjacent to the existing end terrace house. Care would need to be taken to ensure a positive frontage onto Eccles Road as well as the set back frontage to Parma Crescent.
<b>Total residential units</b>	1
<b>Proposed building types</b>	<ul style="list-style-type: none"> <li>E.1.1 Period terraces (new build interpretation of)</li> </ul>
<b>Additional considerations</b>	<ul style="list-style-type: none"> <li>Increased density on a large scale could be achieved through redevelopment of the whole run of post-war terraces, which are smaller in scale than the older Victorian properties adjacent along the streets. This could deliver terraced houses, flats or a mix of the two.</li> <li>If the housing market required more larger family homes then the plot could also accommodate an extension to the existing end terrace dwelling.</li> </ul>



**Fig. 328:** Parma Crescent, Battersea small sites plan  
© Crown copyright and database right 2019.



**Fig. 329:** Parma Crescent, Battersea small sites existing site  
© 2020 Google



**Fig. 330:** Parma Crescent, Battersea small sites scenario model

## B.2.5 Rectory Lane, Tooting

<b>Existing site</b>	
<b>Site Area</b>	0.25 ha
<b>Existing use</b>	Open space and circulation within residential area
<b>Existing site description</b>	See Fig.332. Narrow plot of green space with hardstanding and a small building beyond; adjoining onto a linear green space at the rear of other properties that leads to St Nicholas Church. The site has some mature trees within and adjacent to it. Adjacent plots include modern flats and post-war low density terraces; with period terraces opposite.
<b>Existing building types (street)</b>	<ul style="list-style-type: none"> <li>• E.1.1 Period terraces</li> <li>• E.1.5 Low-rise flats</li> </ul>
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>• St Nicholas Churchyard grade II listed building and protected open space (west)</li> </ul>
<b>Urban design study</b>	
<b>Character area</b>	Tooting Residential
<b>Sensitivity</b>	Low
<b>Probability</b>	High
<b>Capacity</b>	High
<b>Small sites scenario</b>	
<b>Scenario description</b>	See Fig.333. Development of the plot, including removal of the existing building and replacing with a six storey apartment block with set back in the upper two floors. One block to sit along the road frontage adjacent to the existing flats.
<b>Total residential units</b>	Approximately 48 units depending on the scale of the individual units.
<b>Proposed building types</b>	<ul style="list-style-type: none"> <li>• E.1.9 Mid-rise flats</li> </ul>
<b>Additional considerations</b>	<ul style="list-style-type: none"> <li>• There will be a number of different configurations to the layout within this site, which could include a small number of individual mid-sized or large family homes.</li> </ul>

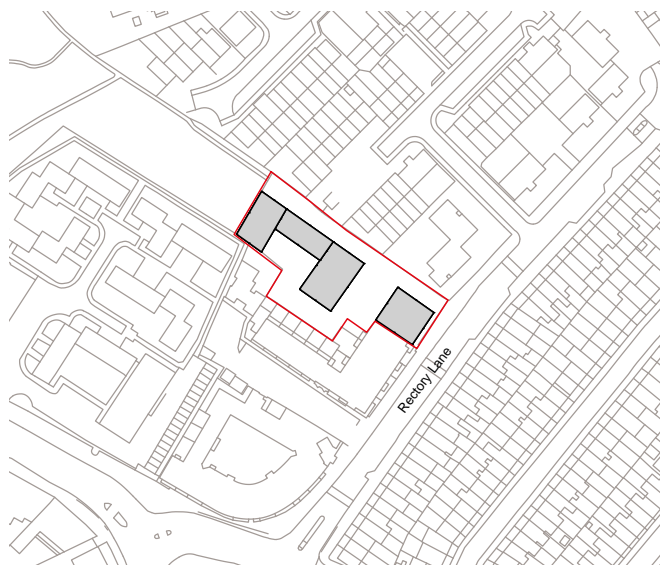


Fig.331: Rectory Lane small sites plan

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Fig.332: Rectory Lane small sites existing site

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Fig.333: Rectory Lane small sites massing model



### B.2.6 Dental Surgery

<b>Existing site</b>	
<b>Site Area</b>	0.05 ha
<b>Existing use</b>	Medical / leisure
<b>Existing site description</b>	See Fig.337. Small plot of land between Jaggard Way and the railway line close to Wandsworth Common train station. The plot currently has a period two storey block on it with commercial uses (doctor's surgery and leisure uses) with quality brickwork and details such as sash windows. It sits opposite the rear of period semi-detached properties, with fences and garage blocks.
<b>Existing building types (street)</b>	<ul style="list-style-type: none"> <li>E.1.1 Period terraces</li> <li>E.1.2 Semi-detached</li> <li>E.1.20 Community/leisure</li> </ul>
<b>Planning policy</b>	<ul style="list-style-type: none"> <li>Employment Protection Area</li> </ul>
<b>Designations (within 50m)</b>	<ul style="list-style-type: none"> <li>Wandsworth Common Conservation Area (within)</li> <li>Wandsworth Common Metropolitan Open Land (south and west)</li> </ul>
<b>Urban design study</b>	
<b>Character area</b>	H2 Wandsworth Common and Residential
<b>Sensitivity</b>	High
<b>Probability</b>	Medium
<b>Capacity</b>	Medium-Low
<b>Small sites scenario</b>	
<b>Scenario description</b>	See Fig.335 and Fig.336. Upward extension of the existing two storey building with an additional two floors. Existing commercial / leisure uses retained on ground floor.
<b>Total residential units</b>	Approximately 12 units depending on the scale of the individual units. This assumes retention of the commercial / leisure uses across the lower two floors.
<b>Proposed building types</b>	<ul style="list-style-type: none"> <li>E.1.5 Low-rise flats</li> </ul>
<b>Additional considerations</b>	<ul style="list-style-type: none"> <li>Depending on the viability of the commercial premises than a different commercial/residential mix could be explored at the site, including consideration of more commercial space.</li> <li>Houses as opposed to flats are unlikely to be suitable with the limited space for garden plots and the protection of the employment uses.</li> </ul>



**Fig.334: Dental surgery small sites plan**  
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**Fig.335: Dental surgery small sites massing model**



**Fig.336: Dental surgery small sites massing model**



**Fig.337: Dental surgery small sites existing site**  
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### B.3 Small sites design guidance

Small sites provide the opportunity for communities to grow organically while maintaining their original character or evolving it incrementally based on a consensual approach. The following sections provide guidance for design on small sites.

There are a number of useful sources of information on developing small sites within London, in addition to the policies provided in the emerging London Plan:

#### Good Quality Homes for All Londoners, Draft Supplementary Planning Guidance (SPG)

At the time of writing the following documents are available as pre-consultation drafts (2020):

#### Module B: Small housing developments: assessing quality and preparing design codes

[https://www.london.gov.uk/sites/default/files/hdspg\\_2020\\_module\\_b.pdf](https://www.london.gov.uk/sites/default/files/hdspg_2020_module_b.pdf)

#### Module C: Housing design quality and standards

[https://www.london.gov.uk/sites/default/files/hdspg\\_2020\\_module\\_c.pdf](https://www.london.gov.uk/sites/default/files/hdspg_2020_module_c.pdf)

#### Module D: Housing design case studies and appendices

[https://www.london.gov.uk/sites/default/files/hdspg\\_2020\\_module\\_d\\_part\\_1.pdf](https://www.london.gov.uk/sites/default/files/hdspg_2020_module_d_part_1.pdf)

#### B.3.1 Context

- The design of the building must blend in with the surrounding context, unless it can be demonstrated that a different approach would not negatively impact the character of the street.
- The design must take into consideration the functional character of the street that includes access, circulation, land use etc.
- In certain areas, where the need for evolving the existing character is identified, the design must consider the objectives of doing so and help setting a precedent for similar developments in the future.

#### B.3.2 Massing

- A volumetric study must be carried out for the buildings surrounding the site to ascertain the general massing attributes such as height, depth, recesses, roof lines to develop the emerging form of the proposed building.
- The building form does not need to mimic the

existing buildings but must be a well articulated interpretation of the predominant urban character that is adapted to the functional and aesthetic requirements of the proposed development.



**Fig. 339:** Earl's court house - A contemporary design on a small site that discreetly slots into a conservation area.

© Annabel Elston

- The building massing must demonstrate that good levels of daylight, sunlight and privacy are achieved without adversely affecting the internal comfort parameters of the surrounding buildings.
- Where possible, the design must explore the potential to provide an additional floor(s) to accommodate higher density or additional units without compromising the character and comfort of the surrounding buildings or public realm.



**Fig. 338:** Selfridges, Duke street - The new addition respects existing massing and materials while incorporating a contemporary architectural character.

© Simon Menges



### B.3.3 Materials

- A visual assessment must be carried out to ascertain the predominant materials used in the vicinity of the site to develop a range of colour tones and textures that can be used for the proposed structure.
- The proposed materials must be durable, of high quality and must age well to properly integrate into the wider context.
- The objective of the proposed building materials to blend in visually within their context must not limit their functional performance or in adoption of construction technology that minimises their environmental impact.



**Fig. 340:** Shepherdess walk - The project blends into the existing context through the effective use of complementary materials as well as architectural articulation.

© H el ene Binet

### B.3.4 Heritage

- The proposed design must take into account the presence of any heritage structures in the vicinity in addition to any relevant heritage designations such as conservation areas. Where a site is within a CA it should follow guidance within the conservation area character appraisals and management plans.
- The proposed architectural character and materials must respect the tonality, texture and rhythm of the adjacent heritage buildings so as not to contrast with their character.
- The prominence of a heritage building as a visual and cultural landmark within the neighbourhood

- must be respected. The proposed building design must be subservient to the architectural and functional hierarchy of the heritage structure.
- The new buildings that are constructed today shall play an important role in evolving the heritage of their place and shall be representative of the early 21<sup>st</sup> century architecture and urban character. They must be designed to last, which must be reflected in their detailing, craftsmanship, quality and durability.



**Fig. 341:** New terraced homes adjacent to period terraces at Hafer Road



**Fig. 342:** While the detailing of this building along Wandsworth High Street uses sympathetic materials, its mass conflicts with the proportions of the street and the landmark heritage asset of the church to the right.



### B.3.5 Frontage

- The building design must respect the existing frontage line established in a street.
- The building frontage includes the predominant frontage line at the street level as well as any setbacks beyond a certain height.
- For plots located at street corners, there may be a consideration to step out of the frontage line to highlight or define the street corner. This needs to be considered as part of the overall wayfinding strategy and spatial hierarchy of the area.



**Fig. 344:** Art Deco style new build along Putney High Street, with the frontage expressing itself to mark a strategic junction

### B.3.6 Detailing

- A study of the predominant architectural character of the buildings around the site must be carried out to ascertain the key design elements such as windows, doors, lintels, roof gable details, chimneys. The proposed design must incorporate/re-interpret these elements to blend in with the existing architectural character.
- The proposed design must respond to the vertical and horizontal rhythm and scale of fenestrations, recesses or projections along the street to maintain continuity of the street character.
- Where a predominant architectural style is absent, the design must set a precedent for human scale design, optimal functionality and high quality workmanship for future developments.



**Fig. 343:** Sensitive extensions to period terraced houses fronting onto the River Thames in Putney



**Fig. 345:** Quality materials and interesting details taking the clues from the sites historic uses and culture, along Wandsworth High Street

- Where large period homes are converted into flats particular care needs to be taken on details such as electricity cabinets, cabling, entrance buzzers and bin storage. When poorly considered these can be significantly detrimental to the whole street scene.





**Fig. 346:** The new development on Stapleton road, constructed on a heavily constrained site blends into its Victorian styled neighbours while providing a contemporary and flexible layout internally.  
Fig.347: © Solidspace

## Appendix C

# Methodology

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### C.1 Overview

This appendix sets out the methodology this study has followed.

#### C.1.1 Summary

A flow chart summarising the methodology is provided on the following page ([Fig. 348](#)). The first stage of the methodology establishes a full understanding of the context and policy background, in national planning policy and design guidance, and in Wandsworth's current policies and evidence base studies.

The process of characterisation and evaluation is grounded in industry guidance set out by the Landscape Institute, Natural England and the GLA in dividing the borough into character areas, and subsequently describing and evaluating them, drawing out valued features and negative aspects for enhancement. Character areas and their key characteristics and qualities are verified on site and through stakeholder engagement.

In order to assess capacity for growth, the sensitivity of the character areas is assessed, by considering their value and susceptibility to change, using the Landscape Institute industry guidance for assessing sensitivity. This process establishes high sensitivity areas unlikely to have capacity for development; areas of medium and low sensitivity with the potential for targeted or larger scale growth, where development may provide a positive contribution. Simultaneously, the 'probability' of change is assessed, analysing the borough in terms of aspects such as public transport accessibility, land availability and planning policies. The sensitivity and probability are then overlaid to understand the potential development capacity of individual character areas.

We then test different types of scenarios, modelling hypothetical 'tall building developments' to understand how they might fit into the existing character and urban grain. The testing considers likely development potential, appropriate optimal massing/height ranges and the potential impacts they may have. A similar process is undertaken for smaller sites: for these we test types of development appropriate to the individual

context of each sample site.

The outcome of this process is design principles and recommendations indicating where in the borough tall building development is likely to be appropriate and opportunities for guiding and enhancing design qualities in these areas.

### C.2 Guidance

The method for undertaking the characterisation and capacity study follows guidance by the Landscape Institute, Natural England and the GLA. The key documents are listed below:

- Draft London Plan ('Intend to Publish' version, December 2019);
- An Approach to landscape character assessment, Natural England, 2014;
- Character and context, Supplementary Planning Guidance, GLA, 2014;
- Guidelines for Landscape and Visual Impact Assessment (GLVIA3), Landscape Institute and IEMA, 2013;
- London View Management Framework SPG; and
- National design guide, MHCLG, 2019.

#### C.2.1 London Plan

At the time of writing, the latest version of the London Plan was the 'Intend to Publish' version, December 2019. The key policies which have guided the study are listed below.

- D1 London's form, character and capacity for growth;
- D2 Infrastructure requirements for sustainable densities;
- D3 Optimising site capacity through the design-led approach;
- D9 Tall buildings; and
- H2 Small sites.



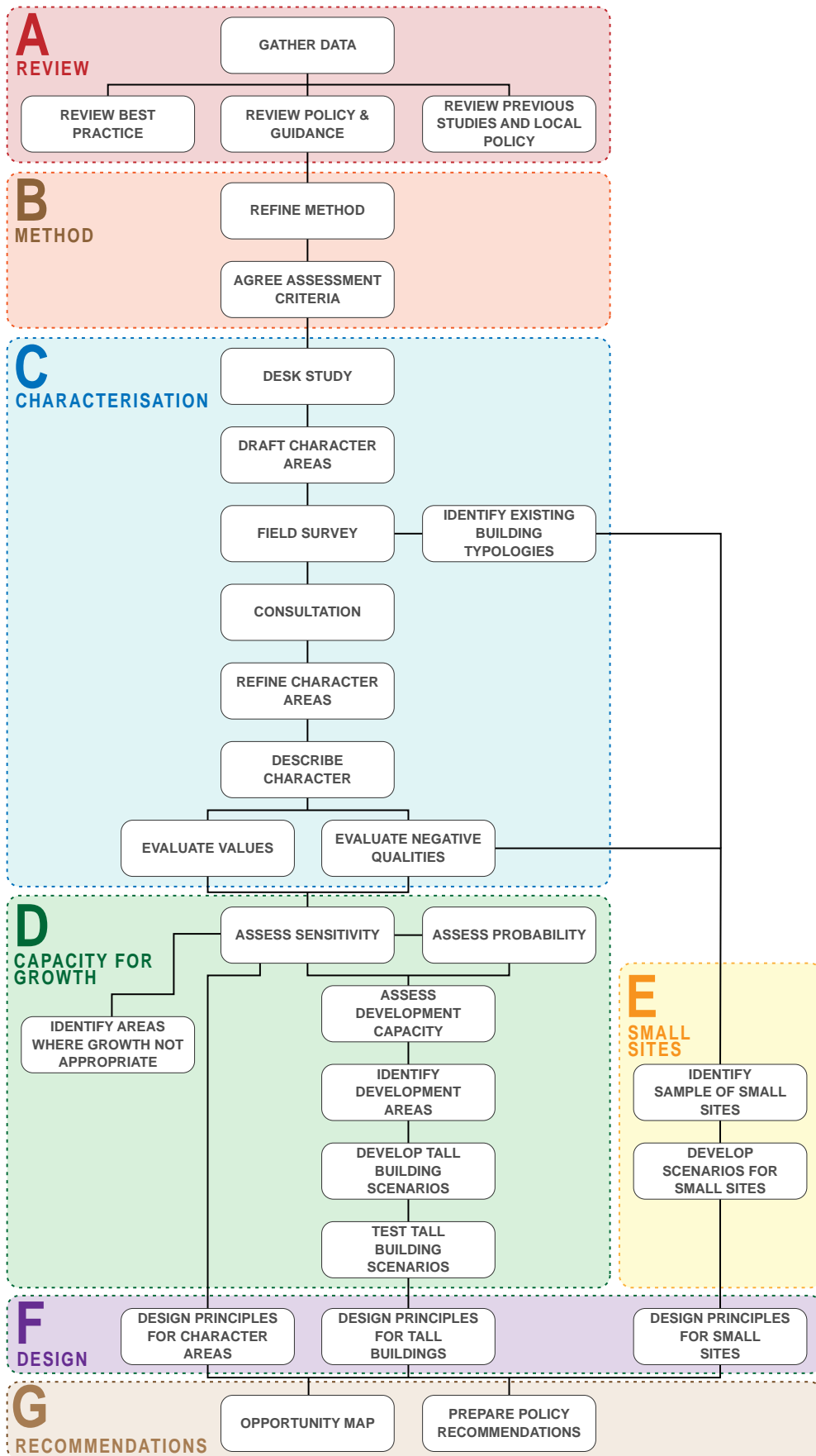


Fig. 348: Methodology overview

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## C.3 Review

The first stage of the study involves developing a full understanding of the context and policy background.

This includes a review of national and regional policy (the emerging London Plan), national design guidance and London Plan Supplementary Planning Guidance (SPGs). It also includes reviewing information from the Council's Local Plan evidence base documents and their methodologies, enabling an understanding of what work has been undertaken to date, how it might inform the study and any potential gaps the study may need to fill.

### C.3.1 Documents

The key documents reviewed are listed in [Table 2](#) with a brief summary as to how they have informed the study. They include:

- Wandsworth Borough Council evidence base – key documents:
  - Tall buildings study;
  - Opportunity Area Planning Framework;
  - Core Strategy;
  - Conservation Area appraisals; and
  - Local Plan areas of future change or potential for change.
- Characterisation studies from neighbouring authorities:
  - London Borough of Merton
  - London Borough of Lambeth;
  - London Borough of Richmond.

Title/author/date	Overview	Relevant content	Analysis
<b>Townscape</b>			
<b>Stage One Urban Design Statement – Tall Buildings, WBC, 2009</b>	<p>Sets out a summary of the baseline documents used for the tall buildings study.</p> <p>Broad overview of locations for tall buildings.</p>	<p>Paragraph descriptions of the borough's five identified town centres (Balham and Tooting, Battersea and Clapham Junction, Putney, Roehampton and Wandsworth).</p> <p>Baseline documents referred to:</p> <ul style="list-style-type: none"> <li>• Development briefs for riverside sites (Various)</li> <li>• Wandsworth Unitary Development Plan, Adopted August 2003</li> <li>• Supplementary Planning Guidance on Important Local Views, November 2003</li> <li>• Guidelines for Thames Riverside development in Wandsworth 1990</li> <li>• Urban Design Framework for the Wandle Delta, March 1999</li> <li>• Clapham Junction Town Centre Conservation Area (CLTCCA) Urban Design Framework/Action Plan, January 1999</li> <li>• CJTCCA Town Centre Public Consultation Newsletter, May 1999</li> <li>• CJTCCA Character Appraisal and Management Strategy, 2008</li> <li>• Wandsworth Town Centre Conservation Area Character appraisal and Management Strategy, 2006</li> </ul>	<p>Most of the baseline documents are now out of date.</p> <p>The overview paragraphs of the five town centres will be useful as a starting point as they are largely historic evolution descriptions.</p> <p>Content for tall buildings locations is very broad and focuses on existing town centres.</p>
<b>Stage 2 Urban Design Study: Tall Buildings, WBC, 2001</b>	<p>Report identifying areas for tall buildings including maps.</p>	<p>Detailed analysis of areas that may be appropriate for tall buildings</p> <p>Areas identified as potential for tall buildings are within the town centres, Nine Elms and focal points of activity. Namely:</p> <p>Wandsworth Town Centre Clapham Junction Town Centre Putney Town Centre and Putney Wharf Focal Point Balham Town Centre Tooting Town Centre Nine Elms near Vauxhall Wandsworth Riverside Quarter Focal Point and Wandle Delta Proposed Focal Point Ransomes Dock Focal Point Battersea Power Station Proposed Focal Point</p> <p>Detailed urban characterisation (of each area). Some valuable information on valued features which will be useful for the character area study. Boundaries for each area are based on the 'town centre' designation from the Local Plan. Useful conclusions on tall building suitability but very high level and desk-based. Maps showing clear areas for tall building appropriateness: (inappropriate; sensitive; appropriate).</p>	<p>Study is a good starting point.</p> <p>Character areas: useful information for the 11 areas identified - to use in the character area descriptions.</p> <p>Tall buildings: Focal points: these areas (in addition to town centres) – are designated as locations where tall buildings are likely to be appropriate. Useful starting point for 'opportunity areas' – to be extended/expanded on.</p>
<b>Local views SPD, WBC, 2014</b>	<p>Report identifying 6 local views</p>	<p>View 1: Upstream from Putney Bridge View 2: Downstream from Battersea Bridge View 3: Downstream from Albert Bridge View 4: Battersea Power Station from Chelsea Bridge View 5: From Queenstown Road to Battersea Power Station View 6: Battersea Power Station from Battersea Park</p> <p>Each view contains a photo, map and description of the view. SPD requires management of the views along the lines of the LVMF</p>	<p>Character areas: record views in the relevant character area descriptions.</p> <p>GIS: The views are currently not available in GIS - to map.</p> <p>Viewsheds are not provided but there is some detail in the descriptions.</p>



Title/author/date	Overview	Relevant content	Analysis
<b>Town Centres SPD, WBC, 2015</b>	SPD providing further information on specific town centre uses	Public houses Highlights the community value and local architectural value of the borough's public houses - they represent important buildings/ focal points for areas and local communities. Maps all public houses.  Also contains a list and schedule of all schools.	Character areas: may be useful including information for specific pubs.
<b>Historic</b>			
<b>Historic environment SPD, WBC, 2016</b>	Historic environment, historic evolution and general timeline of the borough	Appendix 1 provides character area descriptions (see below). Useful overview of the character of the borough. Historic time line of the borough provided. Overlap with neighbouring boroughs: (para. 10.2) Setting of Westminster World Heritage Site Battersea/Battersea/ Square/Battersea Park/Nine Elms Lavender Hill - Queenstown Road/Clapham Junction/Clapham Common and between the Commons/Bellvue Road/St John's Hill Wandsworth/Wandsworth Common/Wandsworth Town/Clapham South/Balham Tooting Bec (Upper Tooting)/Streatham Park and Furzedown/Tooting (Lower Tooting) Earlsfield/Southfields/Wimbledon Parkside East Putney/Putney Town Centre/West Putney Roehampton/Putney Vale River Thames	Character areas: The descriptions in Appendix 1 will be very useful information for character areas. There are no boundaries drawn for these areas.  Borough-wide overview: useful information for the borough overview section. Historic time line
<b>Conservation area appraisals, WBC, various dates</b>	46 conservation areas. In 2 parts: character analysis and management statement	The CAAMS typically include: A map of the Conservation Area / character analysis / important views if there are any / heritage assets / architectural details.  The character analysis is made up of Spatial character: townscape / streetscape / views / greenspace and Architectural character: monuments & buildings / named special and or listed buildings.	Character areas: detailed information on the history, special qualities and positive and negative contributions of buildings.
<b>Nine Elms</b>			
<b>Vauxhall Nine Elms Battersea: Opportunity Area Planning Framework, GLA, 2012</b>	High level analysis, strategy and vision for the area	Tall buildings: sets out locations for tall buildings (some now built out).  Context information.	
<b>Area Spatial Strategy for Nine Elms, WBC, 2016</b>		See SSAD below. The London Plan identifies the area as part of Vauxhall/Nine Elms/ Battersea (VNEB) Opportunity Area within the Central Activities Zone (CAZ) - extending into Lambeth. It is now referred to as Nine Elms Vauxhall (NEV).	
<b>Battersea Design and Tech Quarter Economic Appraisal &amp; Design Framework, We Made That, 2020</b>	Strategic guidance for the Battersea Design Quarter	Urban appraisal of the study area including engagement with council/ local stakeholders. Aims for intensification of industrial uses. Proposes potential major improvements for transport – including pedestrian/ cycle links, realignment of Queenstown Road/ Silverthorne Road junction. Open spaces Key focal points	Character areas: Feed the findings and proposals in to the relevant character area.
<b>The Placebook: Battersea Power Station, Battersea Power Station Development Company and JTP, 2014</b>	A masterplan vision for the Battersea Power Station site		
<b>Nine Elms Placemaking Framework (Draft), AR Urbanism, 2019</b>	Placemaking Framework for Nine Elms	Includes detailed baseline section.	Character areas: detailed information to feed in to the character descriptions and design guidance.
<b>Roehampton</b>			
<b>Roehampton SPD, WBC, 2015</b>	Guidance for all future development in the area – focuses on the western side of the Alton estate.	Additional guidance on how policies should be implemented in the area. References the Alton area masterplan (2014) by Biffinger GVA and Studio Egret West (including supporting baseline report and masterplan report) – translating it into planning policy guidance.  Baseline urban design analysis – including positive and negative features. Vision – and strategic principles for future development. Defines 'intervention areas' including a 'local centre' and development sites.	Character areas: detailed information to feed in to the character descriptions and design guidance.  Some of the area has a recent planning application.
<b>Lombard Road/ York Road Riverside Focal Point SPD, WBC, 2015</b>	Area Spatial Strategy and guidance for the area to become a focal point of activity	Provides guidance for 16 sites within the area and how new development could be designed, including sites in the SSAD and six additional sites.  Contains detailed design principles, including some commentary on tall buildings.	Character areas: description (future baseline) and design guidance.  Tall buildings: review detail in relation to tall buildings, scenarios and principles.

Title/author/date	Overview	Relevant content	Analysis
<b>Lombard Rd/ York Rd Riverside Focal Point Area: guidance in relation to arts and culture provision, WBC, 2018</b>	Provides guidance and ideas on how to incorporate art and culture in the area	Links to SPD and other policy – may be some useful detail for design guidance.	Character areas: design guidance – detailed information.
<b>The Neighbourhood Area boundary map, Tooting Neighbourhood Forum, 2017</b>	Boundary map for Neighbourhood Plan area and characterisation study.	Baseline and public consultation results.	Consider using as a character area/ 'place' boundary
<b>Local Plan</b>			
<b>Core Strategy, WBC, 2016</b>	Core strategy - vision and spatial strategy	Area specific policies for places: -PL 9 River Thames and the riverside (including Thames Policy Area, Putney Embankment special recreational character and function) -PL 10 the Wandle Valley -PL 11 Nine Elms and north-east Battersea -PL 12 Central Wandsworth and the Wandle Delta -PL 13 Clapham Junction and the adjoining area (including Northcote Road area of special shopping character) -PL 14 East Putney and Upper Richmond Road -PL 15 Roehampton  -PL 1 Attractive and distinctive neighbourhoods and regeneration initiatives -PL 4 Open space and the natural environment -PL 5 Provision of new homes -PL 6 Meeting the needs of the local economy -PL 8 Town and local centres -IS 1 Sustainable development -IS 3 - Good quality design and townscape (tall buildings locations; protection of views of Westminster WHS and local views SPD)	Places: areas may be useful basis
<b>Site Specific Allocations Document (SSAD), WBC, 2016</b>	Sets out the main sites where development is anticipated and the Council's aspirations for these	Contains Area Spatial Strategies for the areas of greatest change: Nine Elms; Central Wandsworth and the Wandle Delta (Central Wandsworth, Land between Armoury Way and the railway, Wandle Delta); Clapham Junction; Putney (Putney Town Centre north, Putney Town Centre south (Upper Richmond Road)); Roehampton; Ransome's Dock.	Character areas
<b>Development Management Policies Document, WBC, 2016</b>	Provides further detail on policies	Further detail on key aspects to understand the Council's priorities for future development and management of the borough.	
<b>Employment and Industry Document, WBC, 2018</b>	Policy for employment and industry.	Further detail on key aspects to understand the Council's priorities for future development and management of employment and industry in the borough.	
<b>Open space study, Atkins, 2007</b>			
<b>Adjacent local authorities and regional</b>			
<b>Lambeth Local Distinctiveness Study, Lambeth Borough Council, 2012</b>	Baseline of Lambeth's local distinctiveness – primarily built form	Analysis on the basis of a sample of areas/sites. Borough has been broken down into simple townscape types: City centre/urban/suburban.	Building types – inform building typology for consistency (as relevant)  Character areas: Inform adjoining character areas where relevant  Tall buildings scenarios assessment if they are in proximity to Lambeth
<b>Lambeth tall building study, Lambeth Borough Council, 2014</b>	Identifies areas in the borough that are appropriate/ sensitive/ inappropriate for tall development	Contains map of local views – note one in the south west of Lambeth with the viewshed extending to the Furzedown area of Wandsworth. Others in Nine Elms (picked up the opportunity area baseline analysis).  Concludes that no areas of Lambeth are identified as appropriate for tall buildings.	Tall buildings scenarios: Refer to local protected views/ other heritage information for sites on the border with Lambeth.



<b>Title/author/date</b>	<b>Overview</b>	<b>Relevant content</b>	<b>Analysis</b>
<b>Wandle Valley Conservation Area character assessment, Merton Borough Council, 2007</b>	Character assessment	History of the Wandle – useful detail Separate documents for detailed assessments of the sub-areas of the Wandle Valley area	Character areas – refer to for the character areas adjacent to Wandle Valley
<b>Merton Borough Character Study, Merton Borough Council, 2015</b>	Pre-consultation draft. Only some of the areas have been completed to date	The borough has been divided into five areas (Wimbledon, Colliers Wood/South Wimbledon and Mitcham border Wandsworth borough). The sub-areas have been subdivided into 36 local neighbourhoods.	Character areas: potentially use to inform adjacent areas although only some areas appear to be available online.
<b>London's Natural Signatures, 2011</b>	Regional characterisation (London)	Divides London into character areas known as 'natural signatures' and contains high level character information. 4 areas within Wandsworth: areas 13, 15, 16 and 17.	Relatively old document but provides a useful strategic starting point for broad characterisation.
<b>LVMF, GLA, 2012</b>		Description of the one designated view in Wandsworth.	

**Table 2 Key documents reviewed**

### C.3.2 Data

The data used in the study is listed in [Table 3](#).

Data name	Source	Data name	Source
1:25,000 Ordnance Survey map raster data	Provided by Wandsworth	Housing	DataShine Census
OS open data map base	Ordnance Survey	Local centres	Provided by Wandsworth
MasterMap OS	Provided by Wandsworth	TPO	Provided by Wandsworth
Local authority boundaries	data.gov.uk	Open space type	Provided by Wandsworth
County boundaries	data.gov.uk	Wandle Valley Regional Park	Provided by Wandsworth
BGS Geology data	British Geological Society	Green chain	Provided by Wandsworth
Topography	Defra Survey	Green infrastructure	Ordnance Survey
National Character Areas	data.gov.uk	Tube stations	TFL
National Cycle Network/ sustrans	Provided by Wandsworth	Rail station	Ordnance Survey-Zoomstack
PTAL	London Datastore	Road network (national, local, regional)	Ordnance Survey-Zoomstack
London cycle network	data.gov.uk	Railway line	Ordnance Survey-Zoomstack
EA flood zones	data.gov.uk	Emissions	London Datastore
Main watercourses	Ordnance Survey	Building heights	Emy Analytics
Local Nature Reserves (England)	data.gov.uk	Land in public sector ownership	Provided by Wandsworth
Local ecological designations e.g. SINCI/ SNCI	London Datastore	London Green Blue cover	London Datastore
National Habitat Networks (England)	data.gov.uk	Cultural Venues	London Datastore
Priority Habitat	data.gov.uk	Schools	London Datastore
Ancient woodland	data.gov.uk	Leisure centres	Provided by Wandsworth
Listed buildings	Historic England	Aerial map base	Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Local listings (if held)	Provided by Wandsworth	Archaeological Priority Areas	data.gov.uk
Scheduled Monuments	Historic England	Other Larger Protected Open Spaces	Provided by Wandsworth
Registered Parks and Gardens	Provided by Wandsworth	Area Spatial Strategy	Provided by Wandsworth
Conservation Areas	Provided by Wandsworth	Central Activities Zone	Provided by Wandsworth
Archaeology designations (if held?)	Provided by Wandsworth	Crossrail 2	Provided by Wandsworth
Historic mapping/ photos (if held)	Provided by Wandsworth	Economic Use Intensification Area	Provided by Wandsworth
MOL	Provided by Wandsworth	Focal Point	Provided by Wandsworth
LPA planning policy data and development areas	Provided by Wandsworth	Industrial Business Park	Provided by Wandsworth
GLA opportunity areas	London Datastore	Local Centres	Provided by Wandsworth
GLA London Plan SHLAA sites and accompanying spreadsheet (if this is held)	Provided by Wandsworth	Locally Significant Industrial Areas	Provided by Wandsworth
Green infrastructure/ open space sites and datasets	Provided by Wandsworth	Nine Elms Vauxhall Opportunity Area	Provided by Wandsworth
Any existing hierarchy of places e.g. town centre hierarchy	Provided by Wandsworth	Northcote Road Area of Special Shopping Character Poly	Provided by Wandsworth
Potential areas of future change	Provided by Wandsworth	Putney Embankment Policy Area	Provided by Wandsworth
Indices of multiple deprivation (IMD)	Provided by Wandsworth	Strategic Industrial Locations	Provided by Wandsworth
Population	DataShine Census	Town Centres	Provided by Wandsworth
Age	DataShine Census	Trees	London Datastore
Ethnicity	DataShine Census	Noise	London Datastore

**Table 3 GIS data reviewed**



## C.4 Characterisation methodology

### C.4.1 Desk study

Desk study of existing published information and data is used to determine broad character areas for verification in the field and through consultation.

### C.4.2 Field survey

Field surveys were carried out in June-August 2020. The field surveys focussed on obtaining perceptual aspects of character, verifying desk study and contributing to valued features/negative qualities. Site observations also captured features of local distinction and aspects of townscape quality and condition. Field survey information was captured in digital form and bespoke proformas: a template of the proforma is provided in [Appendix F](#).

### C.4.3 Consultation

Public consultation was carried out in September 2020 (refer to [Appendix G](#)). The consultation invited feedback on the places and place names, character area boundaries and descriptions, valued features and future strategies for the character areas. The feedback from the consultation was fed back into the study to refine character area boundaries, places, valued features, negative qualities and design guidance.

### C.4.4 Characterisation

Characterisation is the process of dividing the borough into character areas, and defining the boundaries of those areas based on a transparent process.

The characterisation hierarchy consists of three levels:

- broad characterisation of ‘places’;
- a more fine-grained division of ‘character areas’; and
- where relevant, ‘sub-areas’ may also be discussed to help describe particular parts of a character area.

#### *Broad characterisation – ‘places’*

The broad characterisation stage divides the borough into high-level ‘places’. The purpose of this layer of categorisation is to reflect a ‘sense of place’ as well as identifying areas recognised as ‘places’ by local people. The following data sources are used as a basis for defining the places:

- ward boundaries;
- Local Plan including the core strategy and site specific allocations document (including area spatial

strategies);

- draft areas being identified by the council for the new Local Plan as the basis for potential place-based strategies;
- existing town centres; areas of regeneration including the opportunity area; and
- broad areas identified in published studies including the tall buildings study.

The list of places is as follows:

- a. Balham
- b. Battersea
- c. Clapham
- d. Earlsfield and Southfields
- e. Putney
- f. Roehampton
- g. Tooting
- h. Wandsworth Town and Common

#### *Detailed characterisation – ‘character areas’*

This level of characterisation focusses on a finer grain of detail in order to draw out the distinctive qualities important to character. The character areas sit within each of the places. Defining character areas draws on a wide range of information including building types, conservation areas, urban grain, open spaces, social data and historic mapping.

It should be recognised that lines on maps are typically in reality zones of transition – they very rarely represent a sudden change in character.

The study presents each character area on an individual ‘profile’. The structure of the profiles are explained below in the order they appear. The first pages contain the character description, and the second two pages contain the character evaluation.

#### *Key characteristics*

For each character area a broad summary of the key elements that contribute to character is provided, noting the relevant aspects of particular importance to each area. The character descriptions are summarised as a set of **key characteristics**, described as *the combinations of elements particularly important to the area's character; its physical, cultural, social influences, and how it is perceived and experienced.*

The descriptions incorporate relevant elements listed in Policy D1 of the new London Plan shown in [Fig. 350](#).

**Policy D1 London's form, character and capacity for growth**

**Defining an area's character to understand its capacity for growth**

A Boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth. Area assessments should cover the elements listed below:

- 1) demographic make-up and socio-economic data (such as Indices of Multiple Deprivation, health and wellbeing indicators, population density, employment data, educational qualifications, crime statistics)
- 2) housing types and tenure
- 3) urban form and structure (for example townscape, block pattern, urban grain, extent of frontages, building heights and density)
- 4) existing and planned transport networks (particularly walking and cycling networks) and public transport connectivity
- 5) air quality and noise levels
- 6) open space networks, green infrastructure, and water bodies
- 7) historical evolution and heritage assets (including an assessment of their significance and contribution to local character)
- 8) topography and hydrology
- 9) land availability
- 10) existing and emerging Development Plan designations
- 11) land uses
- 12) views and landmarks

Fig. 350: Policy D1, emerging London Plan  
© GLA

The evaluation of character draws conclusions and recommendations for each character area, as follows.

**Valued features**

**Valued features** are described as *an overview of the qualities and characteristics likely to have relative value. A townscape may be valued by different stakeholders for a variety of reasons.*

This aims to draw out what is valued, and why, using information gathered through field survey and public consultation.

Definitions of value are guided by criteria in Guidelines for Landscape and Visual Impact Assessment (GLVIA) - see [Fig. 349](#).

**Box 5.1**

**Range of factors that can help in the identification of valued landscapes**

- **Landscape quality (condition):** A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.
- **Scenic quality:** The term used to describe landscapes that appeal primarily to the senses (primarily but not wholly the visual senses).
- **Rarity:** The presence of rare elements or features in the landscape or the presence of a rare Landscape Character Type.
- **Representativeness:** Whether the landscape contains a particular character and/or features or elements which are considered particularly important examples.
- **Conservation interests:** The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape as well as having value in their own right.
- **Recreation value:** Evidence that the landscape is valued for recreational activity where experience of the landscape is important.
- **Perceptual aspects:** A landscape may be valued for its perceptual qualities, notably wildness and/or tranquillity.
- **Associations:** Some landscapes are associated with particular people, such as artists or writers, or events in history that contribute to perceptions of the natural beauty of the area.

Based on Swanwick and Land Use Consultants (2002)

Fig. 349: Range of factors that can help in the identification of valued landscapes, from Guidelines for Landscape and Visual Impact Assessment  
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The GLVIA criteria have been adapted and interpreted for the purposes of this study, as shown in [Table 4](#).

Value	Indicators of value	
	Valued features	Negative qualities
<b>Townscape condition</b> The physical state of the townscape and condition of individual elements (buildings, green space, public realm, streets, gardens etc.)	Well-managed Intact Characteristic elements in good condition.	Under-managed Poor state of repair Signs of decay Degraded Land use decline/change (e.g. front gardens paved over)
<b>Scenic quality</b> Particular scenic and aesthetic qualities. Special pattern of townscape elements that create high aesthetic quality or sense of place.  Views, visual unity. Balance, Proportion, Rhythm, Emphasis, Unity, Variety.	Harmonious Unified Dramatic features Visual contrasts Special pattern of landscape elements High aesthetic quality Important features in views Distinctive skyline Vertical Horizontal.  Views Panoramic/framed views Memorable views Distinctive views.	Discordant Incongruous elements Fragmented Conflicting elements Out of proportion.  Views: Visual intrusions
<b>Distinctiveness</b> Important examples of townscape features and characteristics that contribute to a strong sense of place and recognisable local distinctiveness. Representativeness. Typically recognisable of Wandsworth	Rare features/ characteristics in the townscape Coherent/ Strong townscape character – strong pattern of features Distinct built form, materials or landscape Important or recognisable features or characteristics Community influences Landmarks	Indistinct character Unremarkable Development unsympathetic to character.



Value	Indicators of value	
<b>Natural/ historic interest</b> Presence of features of wildlife, earth science or archaeological or historical and cultural interest.	Features of natural interest Wildlife Important for biodiversity – may be indicated by ecological designations.  Historic character – e.g. indicated through listed buildings, conservation areas, Scheduled Monuments Features of historic interest	Few features of natural/historic interest.
<b>Townscape function</b> Particular or special role of the area in the local context.	Special function as a setting to valued townscape features Visual backdrop Open gap Recreation value - where experience of the landscape is important – e.g. indicated through presence of outdoor visitor attractions/ country parks. Active street frontages	Little townscape function role.
<b>Perceptual aspects</b> Experiential qualities such as sense of tranquillity; sensory qualities (sound, smell, texture); perceptions of safety, pollution	Sense of 'wildness' Sense of 'tranquillity' Lack of intrusion Quiet Calm Colourful Texture Intimate Vast Enclosed Open Diverse Interesting Inspiring Exhilarating Vibrant Formal	Busy Cluttered Poor legibility Monotonous Awkward juxtapositions Safety Garish Noisy Lack of green
<b>Cultural associations</b> Some townscapes are associated with particular people, such as artists or writers, or events in history.	Art Literature Battlefield Film Music Myth/ Legend/ Folklore People Events.	Few cultural associations

**Table 4 Indicators of valued features and negative qualities**

### Negative qualities

**Negative qualities**, described as *qualities that do not contribute to the character of the area. They may indicate opportunity for enhancement in future planning and management.*

### Building types

This section lists the most prominent building types in the character area. The building types are set out in the building typology in [Appendix E](#), based on elements such as height, massing, layout and materials. It is not intended to be an exhaustive list but aims to capture the main patterns and overall types. The buildings types listed in the character profiles are only residential types apart from where a non-residential use is a major contributor to the character of the area (e.g. town centres).

### Sensitivity

This section contains an overview of the likely sensitivity of the character area considering its relative value and susceptibility to they types of changes likely to occur in the area. The method for the sensitivity assessment is described in more detail in section [C.5](#).

### Strategy

The strategy takes into consideration the key characteristics, valued features and negative qualities, and outlines a high level strategy to achieve a future desired state for the character of the area.

The character area strategies are grouped into four broad actions, as described below:

**Conserve** the character: the area has a strong existing character and elements are generally in good condition. Protect the existing character, characteristic elements and features. Enhance existing elements and features where appropriate.

**Restore** the character: the area has a strong character in places or a perceptible underlying character but which has deteriorated over time. The strategy is to restore the existing character to its 'essence' e.g. by improving maintenance of remaining characteristic features or restoring historic characteristic features that have been lost over time.

**Improve** the character: the existing area contains features which detract from the overall character, resulting in a fragmented character or one in which the essence of the character is not readily perceptible. The strategy is to protect existing features which are the essence of character; while adding new features which supplement and support the existing essential character of the area. e.g. new development in keeping with the essence of the place but creating additional height or density as appropriate, or new public realm features

to enhance the value of a space or street, such as tree planting.

**Transform** the character: the existing character is not readily perceptible, fragmented or very deteriorated. The strategy is therefore to remove detracting features and add new elements that fundamentally change the character of a place. New features should be in character with a former historic essence of place or be completely new but planned cohesively.

### *Character area design guidance*

Design guidance for each character sets out broad principles which are intended to help achieve the strategy. The design guidelines are intended as a high level overview of priorities, to inform more detailed strategies and policies. Depending on the nature of the character area, design principles may include:

- indicative height ranges where appropriate;
- massing;
- scale;
- features to be retained;
- relationship with streetscape, urban realm and open space;
- skyline;
- visual relationships and views; and
- opportunities for enhancement/mitigation.

### *A note on boundaries*

In addition to considering all of the evidence noted in the sections above, one of the key principles for defining boundaries for the study was avoiding splitting conservation areas, in order to make the document easy to use in combination with the character area appraisals, and because the conservation areas have undergone a significant degree of detailed evaluation. Therefore, where possible, conservation areas are contained within a character area rather than extending across multiple character areas. Notable exceptions to this are where parts of conservation areas extend into a town centre, or where there is a distinct change in character that would make this principle inappropriate.

It should be noted that boundaries are rarely clear lines on the ground, and represent a gradual transition. Therefore all boundaries should be treated as approximate lines of transition between areas of different character.

## C.5 Method for assessing sensitivity

The method for assessing sensitivity combines judgements on the relative value of the character area and its susceptibility to change.

'Sensitivity' is defined by Natural England's *Approach to landscape sensitivity assessment, 2019*. Essentially, it is a measure of the resilience, or robustness, of a townscape to withstand change arising from development, without undue negative effects on the area's existing character and its values, including changes to valued attributes and views.

It is a way of understanding the ability of each of the character areas to accommodate change.

The method for assessing sensitivity is informed by the Natural England guidance and adapted for the purposes of this study. **As this is a borough-wide study, the assessment of sensitivity is necessarily high level and it should be noted that sensitivity will vary on a site to site basis. Judgements on sensitivity are provided as a guide.**

It should be noted that 'high' sensitivity does not necessarily mean that no change or development can occur, but that any new development should be sensitively designed so as to not detract from the valued or susceptible qualities and characteristics. Likewise, a 'low' sensitivity should not be interpreted as any development can occur, but simply that the features and characteristics *may* mean that the area can accommodate change more easily.

**Sub areas** are defined, where relevant, to illustrate broad differences in sensitivity across a character area. The purpose of these areas is to draw out differences in sensitivity as a result of value and/or susceptibility within the area.

### C.5.1 Defining development parameters

The first stage of assessing sensitivity is defining the parameters of the change: i.e. 'sensitivity to *what*'. One of this study's key objectives is understanding potential capacity in relation to 'tall' buildings, and in respect of primarily residential uses, but also occasionally employment and commercial uses.

Therefore, the development parameters are assumed to be:

- either residential or mixed uses;
- employment and commercial uses if in the existing or planned context of the same uses;



- good quality of design and finish; and
- of a height up to 50% above the prevailing building height in the area. The 'prevailing height' is defined in this study as a general average height of existing buildings in the character area, in relation to number of storeys, as noted in the key characteristics. The general average height is estimated using GIS information (primarily building height data) and information gathered through site survey.

### C.5.2 Assessing value

The second stage of assessing sensitivity involves identifying the relative value of the character area or sub areas. Value is identified as high/ medium/ low based on criteria in [Table 5](#):

Value	Criteria
High	A high proportion of the valued features and are represented in the area, with few negative qualities.
Medium	Some valued features are represented in the area with some negative qualities.
Low	Few valued features are represented in the area with a high proportion of negative qualities.

**Table 5 Assessment of value**

### C.5.3 Assessing susceptibility

The third stage of assessing sensitivity involves judging the relative susceptibility of the character area or sub areas. Susceptibility is identified as high/medium/low, informed by the factors below, and criteria in [Table 6](#).

- **Pattern of built form:** whether the proposed scale of development would integrate with the general pattern, or detract from it. Areas with consistent, regular street pattern and a fine urban grain are more likely to be susceptible to change than areas with a mixed or irregular pattern and coarser urban grain.
- **Scale and style of built form:** areas with a small scale of built form and coherent architectural style are more likely to be susceptible to change than areas with larger scale buildings and a mixture of massing, styles and forms.
- **Land use:** consistent residential land uses may be more susceptible to changes or use than mixed land uses.
- **Distinctiveness and condition:** townscapes with a strong and positive townscape character and sense of place, in good condition and with features worthy of conservation, will be more susceptible to change because of the potential impact on their legibility and upon the characteristic features or elements that may be difficult to replace.
- **Historic features and cultural heritage:** areas with

a strong historic character or designations such as conservation areas, listed buildings, registered parks and gardens are likely to be more susceptible to change.

- **Perceptual qualities:** areas with high scenic quality, a sense of calm, quiet and tranquillity are likely to be more susceptible to change as new development may detract from these qualities, causing loss or disturbance.
- **Skylines and focal points:** areas with distinctive features on the skyline which would be adversely affected may be more susceptible to change than areas with unmemorable skylines and/or landmarks.
- **Key strategic (LVMF) and designated local views:** areas with valued views are likely to be more highly susceptible to new development which may impact on those views

Value	Criteria
High	The characteristics of the area are very susceptible to change and it is unlikely to be able to accommodate development of the type anticipated without significant character change or adverse effects.
Medium	The characteristics of the area are susceptible to change although it may have some potential to accommodate the relevant type of development in some defined situations without significant character change or adverse effects.
Low	The characteristics of the area are robust or degraded and it is likely to be able to accommodate the relevant type of development in many situations without significant character change or adverse effects.

**Table 6 Assessment of susceptibility**

### C.5.4 Judgements on overall sensitivity

The final stage of assessing sensitivity is combining judgements on value and susceptibility to result in an overall judgement on sensitivity. Judgements are either in relation to a whole character area, or for sub areas within a larger character area. A description of overall judgements on sensitivity is provided in [Table 7](#).

Value	Criteria
Very high	Growth is not likely to be appropriate. The area is very sensitive to all types of development because of its outstanding quality and local distinctiveness (e.g. grade I listed buildings, registered parks and gardens). Tall/ taller buildings are very unlikely to be appropriate in these areas.  Likely to be associated with the 'conserve' strategy.

Value	Criteria
High	<p>Extensive change is not likely to be appropriate although there may be individual sites that could accommodate new development if in character with the area. These areas are likely to be high quality residential areas that could accommodate developments of similar proportions/architecture. There may be localised areas within these where tall/taller buildings could be accommodated.</p> <p>Likely to be associated with the 'conserve' or 'restore' strategy.</p>
Medium	<p>Potential for targeted growth: areas where character is mixed with some valued components / features but other areas with the potential for further enhancement. These areas are likely to have specific locations where growth may be possible either without detracting from existing qualities or enhancing local scenes. Areas could receive buildings different in style and architecture if they enhance local character. There are likely to be localised areas where tall/taller buildings could be accommodated.</p> <p>Likely to be associated with the 'restore' or 'improve' strategy.</p>
Low	<p>Opportunity for growth/change: areas where character is fragmented and in need of enhancement, and where there are detractors that weaken sense of place. These areas are likely to be locations appropriate for character to change, and where new development can provide a positive contribution to the broad character area (and the borough as a whole), leading to potential transformation of character. These will include the Local Plan opportunity areas where these have not been built-out. Development should be well-planned. These areas are likely to be able to accommodate tall/taller buildings.</p> <p>Likely to be associated with the 'transform' strategy.</p>

**Table 7 Sensitivity descriptions**

## C.6 Assessing probability of change

'Probability of change', also referred to as 'suitability', looks at the context of the area and the consequent appropriateness of that area, for future growth.

The probability of change assessment considers the likelihood of areas coming forward for development.

It should be noted that indications of 'higher' probability is not to suggest that all sites within this areas are acceptable for development; rather, that as a whole the likelihood of change is higher. Likewise, an indication of 'lower probability' is not to suggest that no change will occur in these areas; however, as a whole the likelihood of change is lower.

Higher probability is indicated by:

- areas already designated for development (through an existing allocation or opportunity area status);
- high Public Transport Accessibility Level (PTAL) score;

- areas in proximity to a town centre or station.

Lower probability is indicated by:

- areas designated in their existing use (such as Strategic Industrial Location);
- open spaces;
- areas with a low PTAL score.

The criteria for probability of change are set out in [Table 8](#).

Probability Status	Criteria
Low Probability	<ul style="list-style-type: none"> <li>• Strategic Industrial Location</li> <li>• Locally Strategic Industrial Area</li> <li>• Open space and blue network</li> <li>• PTAL 0-2 (unless other criteria applies)</li> </ul>
Medium Probability	<ul style="list-style-type: none"> <li>• PTAL 3-4</li> <li>• Within a conservation area (unless included in a low or very high probability due to other criteria)</li> <li>• (Unless included in low probability, high probability or high probability plus due to other criteria)</li> </ul>
High Probability	<ul style="list-style-type: none"> <li>• PTAL 5-6</li> <li>• Inclusion on the Brownfield Land Register</li> <li>• Within a local centre</li> <li>• (Unless included in low probability or high probability plus due to other criteria)</li> </ul>
Very high Probability	<ul style="list-style-type: none"> <li>• Known areas with emerging masterplans or major planning applications</li> <li>• Opportunity area</li> <li>• Existing site allocation</li> <li>• (Unless included in low probability due to other criteria)</li> </ul>

**Table 8 Probability of change descriptions**

On a site-by-site basis, there will be a number of factors that influence probability of change, including: existing use; quality, fitness-for-purpose and vacancy; site size and configuration; and ownership.

## C.7 Assessing development capacity

Sensitivity and probability of change are considered together to understand the development capacity of each character area.

The matrix at [Table 9](#) illustrates the interrelationship between probability and sensitivity and how they are used together to understand the development capacity.

Character areas have been categorised by both (high, medium, and low) sensitivity to change, and (high, medium, and low) probability of change.



		Probability			
		Very high	High	Medium	Low
Sensitivity	High				
	Medium				
	Low				

**Table 9 Sensitivity and probability matrix**

Broad sites with potential opportunities for clustered tall buildings are then identified, considering the following characteristics:

- proximity to major transport hubs;
- proximity to existing tall building clusters; and
- areas where there is large regeneration potential.

Suitability for tall buildings across the borough is then mapped showing:

- opportunities for tall building clusters and/ or landmark development;
- opportunities for tall buildings within town centres and along strategic routes;
- opportunities for tall buildings within a local context; and
- areas inappropriate for tall building development.

### Small sites

Opportunities for small sites are also assessed on the basis of:

- open space and blue network, strategic industrial locations and locally strategic industrial areas limiting opportunities for any small site development;
- conservation areas and high sensitivity character areas restricting small sites developments to those that respond positively to the sensitive character of the townscape and heritage assets;
- areas further than 800m from a town centre boundary or rail, underground or overground station with a PTAL rating of 0-2 restricting the scale and/or density of small sites developments;
- the remainder of the area having potential for small sites development in keeping with the character of the townscape (note, these all sit within the emerging London Plan Small Sites Policy H2).

These are mapped on a small sites opportunity map.

## C.8 Tall buildings analysis method

The tall buildings analysis identifies and tests a sample of sites likely to be appropriate for taller buildings.

Nine sites were provided by the London Borough of Wandsworth. For each of the sites a high-level hypothetical development scenario was modelled, in consultation with the Council. It should be noted that the massings and layouts shown for the scenarios are general, and should not be considered as site specific masterplan proposals.

The scenarios are developed and tested as outlined below.

### C.8.1 Draft scenarios based on good urban design principles

High density scenarios are considered initially, with a 'target' density defined for each site, which is informed by the site's probability rating, PTAL rating and the SRQ (sustainable residential quality) matrix.

The principles considered for developing the massing scenarios are listed below.

- The context for each site is analysed at a high level, and assumptions are defined in agreement with the Council.
- Existing masterplans or site proposals are used as a basis where they already exist and are in the public domain.
- Dispersal of massing is based on its appropriateness within the wider context, including townscape, and the outcomes of the characterisation study, taking into account heights, plot sizes, proximity to adjoining buildings and uses, etc.
- Building heights are determined and adjusted to have a positive and sensitive relationship with adjoining buildings. This includes stepping down towards lower height elements, and in relation to the position of the development along a street scene.
- Buildings are distributed and spaced in line with good urban design/architectural practice to minimise overshadowing and overlooking properties.
- Land use is predominantly residential with an exception of non-residential uses prescribed to the ground floors or tower podiums generally, and in locations where deemed appropriate in terms of best practice urban design, such as providing active frontage, or delivering non-residential land use as part of increased density.

## C.8.2 Review and test the scenarios

Each development scenario is reviewed in relation to its context, and a high-level townscape and visual assessment undertaken.

Firstly, the model for each scenario is incorporated into Vu.City software to understand how it relates to its existing and future context. Views are rendered from viewpoints in the local and wider context to illustrate how the scenarios sit, including in strategic vistas or local street scenes.

Secondly, using 3D GIS software, a zone of theoretical visibility (ZTV) is generated for each scenario, taking into account topographic changes and existing intervening built form, to establish its potential visibility. The ZTV indicates which character areas may be affected by tall development in these locations.

Thirdly, each scenario is then assessed for potential effects on existing townscape character and visual amenity. The assessment is based on the evaluative information set out in the characterisation part of the study, following guidance in Guidelines for Landscape and Visual Impact Assessment (GLVIA3), Landscape Institute and IEMA, 2013. This considers how the development may positively or negatively affect character or setting through addition of new features or removing/obscuring existing features.

The principal steps for the assessment are outlined below:

- Townscape assessments focus on the character area the scenario is located within and any adjacent character areas likely to be substantially affected on the basis of the ZTV. The assessment then focused on the potential impacts to valued features as set out within the characterisation study. In particular, this includes focus on sensitive heritage assets where the historic environment is a particularly important characteristic of an area.
- Where developments would be visible beyond the borough boundary a commentary against the character of neighbouring borough areas is provided, including potential impacts of any proposed riverside development on the character of boroughs on the northern bank of the Thames.
- A high-level visual assessment, if scenarios would be visible in any strategic views (LVMF or designated local views) or locally important views identified within the characterisation study. This focuses on how the development may alter the skyline when viewed from specific locations, alongside

understanding what it may obscure and form a backdrop to. The assessment is supported by images generated from Vu.City.

- An overall conclusion is then drawn as to the acceptability of the scenario as illustrated, or whether some changes to its massing should be noted.

## C.8.3 Update massing

Where the high density scenario is found to be potentially inappropriate in a townscape a further mid-density scenario will be developed and presented in this evidence base. This mid-density scenario is then re-tested as described above to understand its appropriateness, with relevant conclusions drawn.

Where high density scenarios are found inappropriate, a brief note of this testing is included in the scenario pages ([Appendix A](#)) with the medium density scenario reported in full.

## C.8.4 Assumptions for development

The development scenarios are set out as follows:

- site areas reported in hectares (ha);
- densities reported as dwellings per hectare (dph);
- non-residential floorspace reported as GEA in sqm;
- residential floorspace reported as GEA;
- typical residential unit size is assumed to be 100 sqm GEA and will be applied to the overall GEA to assume total unit numbers.

The scenarios are based on the following assumptions:

- The block dispersal does not take into account the requirements for private open space or car parking provision.
- Contributions to public open space are assumed to be made off-site or as per the proposed masterplan.
- The massing development does not include viability assessment.
- The massing does not include any sunlight, daylight analysis.
- The impact of the increased density on existing social infrastructure and transport network needs to be assessed if the developments take place.
- No allowance has been made for provision of additional social infrastructure on sites.
- No allowance has been made for provision of utilities or service infrastructure on sites.



## Appendix D

### Policy and design review

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This appendix outlines the reviews undertaken of policy relevant to the study at the national, London and borough-wide scale. It also includes a review of policies in similar boroughs alongside a design review of ten recent tall building developments within Wandsworth.

#### D.1 National policy

##### D.1.1 National Planning Policy Framework

Chapter 12 of the National Planning Policy Framework (NPPF) (2019) covers design, reflecting that high quality buildings and places are key to what planning should seek to achieve. It states that plans should:

*‘...set out a clear design vision and expectations, so that applicants have as much curtailed as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics.’* (Paragraph 125)

Particularly relevant to this study, the NPPF states that planning policies should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting – but also not preventing or discouraging appropriate innovation and change (including increasing densities). Development should establish or maintain a strong sense of place, and optimise the potential of sites.

The NPPF also includes a number of policies around making effective use of land in meeting the need for homes and other uses – including building at appropriate densities and avoiding low density development where there is an existing/anticipated shortfall in land. It is important that strategic policies contained within local plans set out a clear strategy on meeting housing and employment needs. The NPPF gives support to upward extensions above existing residential and commercial properties for new homes, where this is consistent with the prevailing height and form of neighbouring properties and overall street scene and is well-designed.

This Urban Design Assessment therefore has a role to play in balancing (potentially competing) demands between optimising the use of sites to deliver required growth, and ensuring that well-designed places that reflect existing character are delivered.

##### D.1.2 Planning Practice Guidance

Planning Practice Guidance (PPG) provides regularly updated guidance in support of the NPPF. There are a number of elements of the PPG which are relevant to this work:

- It encourages the use of the National Design Guide (see below) in both plan making and in decision-making on individual applications (Reference ID: 26-001-20191001).
- It states that planning policy can embed design outcomes through: a plan’s vision, objectives and strategic policies; non-strategic policies (e.g. in providing a clear indication of the types of development that will be allowed in the area); and supplementary planning documents (Reference ID: 26-002-20191001 / 26-003-20191001).
- The use of local design guides, masterplans and design codes should be considered (Reference ID: 26-004-20191001onwards).
- A range of considerations should be taken into account in establishing appropriate densities, including characterisation studies and design strategies, including consideration of urban form, historic character, typologies, etc. (Reference ID: 66-004-20190722).

##### D.1.3 National Design Guide

Good design is set out in the National Design Guide under the following ten characteristics: context; identity; built form; movement; nature; public spaces; uses; homes and buildings; resources; and lifespan.

Particularly important to this study are the following points summarised in [Table 10](#):

Characteristic	Well-designed places are:
<b>Context</b> (enhances the surroundings)	<ul style="list-style-type: none"> <li>Based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design;</li> <li>integrated into their surroundings so they relate well to them;</li> <li>influenced by and influence their context positively; and</li> <li>responsive to local history, culture and heritage.</li> </ul>
<b>Identity</b> (attractive and distinctive)	<ul style="list-style-type: none"> <li>Have a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;</li> <li>have a character that suits the context, its history, how we live today and how we are likely to live in the future; and</li> <li>are visually attractive, to delight their occupants and other users.</li> </ul>
<b>Built form</b> (a coherent pattern of development)	<ul style="list-style-type: none"> <li>compact forms of development that are walkable, contributing positively to well-being and placemaking;</li> <li>accessible local public transport, services and facilities, to ensure sustainable development;</li> <li>recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility; and</li> <li>memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion.</li> </ul>

**Table 10 National Design Guide: relevant extracts**

## D.1.4 Historic England

The study has also been informed by Historic England Advice Note 4: Tall Buildings (<https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/>) which guides sustainable and successful tall building design and planning within historic environments.

## D.2 London-wide policy

### D.2.1 London Plan

The Mayor of London published an ‘Intend to Publish’ version of the new London Plan in December 2019. In March 2020, the Secretary of State provided a letter outlining his consideration of the Intend to Publish version. At time of writing, the Mayor is currently considering the Secretary of State's response and what steps are required to finalise the Plan. For this reason, both the Intend to Publish version and the response are covered below.

#### *London Plan Intend to Publish version*

Chapter 3 of the emerging London Plan includes policies on design, character and capacity for growth. A summary of the policies and supporting text is provided in [Table 11](#):

Policy	Part	Summary
D1 London's form, character and capacity for growth	A	<p>Boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth. This should include:</p> <ul style="list-style-type: none"> <li>demographic make-up and socio-economic data</li> <li>housing types and tenure</li> <li>urban form and structure</li> <li>existing and planned transport networks</li> <li>air quality and noise levels</li> <li>open space networks, green infrastructure and water bodies</li> <li>historical evolution and heritage assets (including an assessment of their significance and contribution to local character)</li> <li>typology and hydrology</li> <li>land availability</li> <li>existing and emerging plan designations</li> <li>land uses</li> <li>views and landmarks</li> </ul>
	B	<p>Boroughs should plan to meet growth requirements by using the findings of area assessments to identify suitable locations for growth (and the scale of that growth), and follow a design-led approach to establish optimised site capacities for allocations. Boroughs are encouraged to set out acceptable heights, scale, massing etc.</p>
	3.1.3	<p>It is important to understand how places are perceived, experienced and valued – a wide range of people should be engaged in the area assessment (depending on the scope and purpose of the work).</p>
	3.1.7	<p>Respecting character and accommodating change are not mutually exclusive; instead, an appropriate balance should be struck. Opportunities for change and transformation, through new building forms and typologies, should be informed by an understanding of character.</p>
D2 Infrastructure requirements for sustainable densities	A	<p>Density should consider and be linked to the provision of future planned levels of infrastructure, and be proportionate to connectivity and accessibility (by walking, cycling and public transport).</p>
D3 Optimising site capacity through the design-led Approach	A	<p>All development must make the best use of land by following a design-led approach that optimises the capacity of sites. This requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity.</p>
	B 11)	<p>Development should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality.</p>
D9 Tall buildings	A	<p>Development plans should define what is considered a tall building for specific localities – which will vary between and within different parts of London.</p>
	B 1)	<p>Boroughs should determine if there are locations where tall buildings may be an appropriate form of development, which should include engagement with neighbouring boroughs that may be affected.</p>
	B 2)	<p>Locations and appropriate tall building heights should be identified on maps in development plans.</p>
	B 3)	<p>Tall buildings should only be developed in locations that are identified in development plans.</p>



Policy	Part	Summary
	C	<p>Development proposals should address the following impacts (note, this is not the full list in Policy D9):</p> <ul style="list-style-type: none"> <li>• long-range, mid-range and immediate views of buildings;</li> <li>• whether part of a group or stand-alone, tall buildings should</li> <li>• reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding;</li> <li>• significance of London's heritage assets and settings;</li> <li>• protection and enhancement of the open quality of the River Thames;</li> <li>• wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood, and any air quality and noise impacts; and</li> <li>• cumulative impacts from multiple proposals.</li> </ul>
	3.9.3	Boroughs should define what is a 'tall building' for specific localities. Policy D9 applies to tall buildings as defined by the borough; where there is no local definition, the policy applies to buildings over 25m in height in the Thames Policy Area, and over 30m in height elsewhere in London.
H2 Small Sites	A	Boroughs should proactively support well-designed homes on small sites (below 0.25ha).
	B 1)	Boroughs should recognise in Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites.

Table 11 Emerging London Plan policy extracts

### Secretary of State response

In his response, the Secretary of State stated that, ‘due to the number of the inconsistencies with national policy and missed opportunities to increase housing delivery’, he would be exercising powers under Section 337 of the Greater London Authority Act 1999 to direct that the Mayor cannot publish the London Plan until incorporation of the Directions set out.

In relation to this study, the change to optimising density is the most relevant. The Secretary of State stated that he felt it was important that ‘development is brought forward to maximise site capacity, in the spirit of and to compliment the surrounding area, not to its detriment’, with high density developments will be directed to the most appropriate sites. Changes to Policy D3 were directed (Direction DR2) which would encourage expansion of existing clusters of tall buildings (including potential expansion of Opportunity Areas), and more gentle densification in low- and mid-density areas (e.g. around high streets and town centres).

### D.2.2 Supplementary Planning Guidance Housing SPG

The Housing SPG was published in 2016 under the

previous Mayor of London, providing guidance on how housing-related policies in the London Plan should be implemented. It should be noted that this SPG was prepared under the previous London Plan and some aspects have been superseded or are no longer relevant (e.g. they relate to the Sustainable Residential Quality (SRQ) matrix).

Section 1.3 states that, while the best use should be made of development opportunities, proper account must be taken of the range of factors which have to be addressed in order to ‘optimise’ rather than ‘maximise’ development – including ensuring good design and taking into account local context and character.

### Shaping Neighbourhoods: Character and Context SPG

The Shaping Neighbourhoods SPG was published in 2014 under the previous Mayor of London sets out an approach to understanding character and context so that it can be considered in the planning and design process. Again, it is worth noting that the SPG was prepared under a previous London Plan.

The SPG notes that character is made up of physical, cultural and perceptual and experiential elements. The SPG sets out a process for understanding character and context, set out below. It should be noted that there is no requirement for the study to follow this methodology.

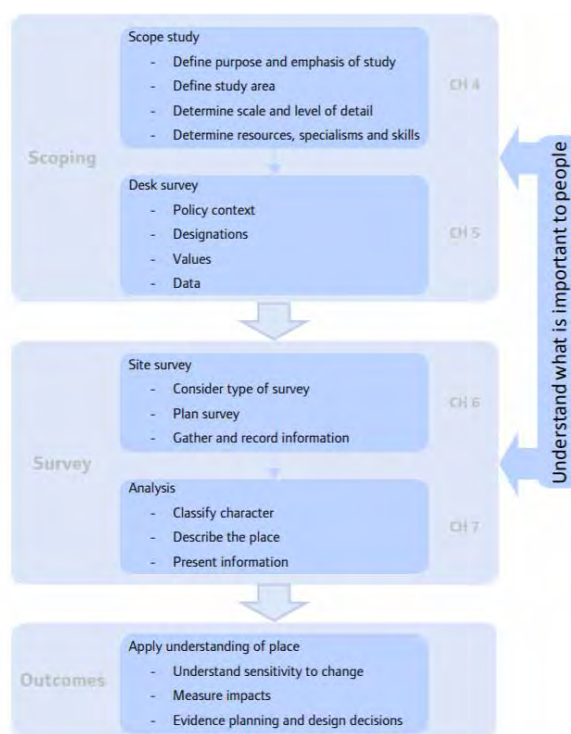


Fig. 351: Shaping Neighbourhoods: Character and Context SPG  
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Once scoping and surveying has been undertaken, it suggests that character should be classified (including defining areas of distinct character and defining boundaries), describing each place with reference to particular characteristics and what is important and valued by the community and users, and presented using maps etc.

### London View Management Framework SPG

The London View Management Framework SPG was published in and sets out the approach to designating, protecting and managing 27 views of London and some of its major landmarks. These are the views which will be considered as part of the tall buildings assessment element of the review.

### Industrial Intensification and Co-location Through Plan-led and Masterplan Approaches Practice Note

Emerging London Plan Policy E7 supports the intensification of industrial uses within Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) to make better use of land and to strengthen their role in supporting growth in London's economy and population. This note, published in November 2019, sets out good practice principles for plan-led or masterplan approaches to industrial intensification and co-location. It should be noted that Policy E7 is one of the policies falling under the Secretary of State's Direction, with the removal of the requirement for 'no net loss'.

Whilst the note does not primarily relate to urban design or character, it does reference the importance of demonstrating that any intensification is well integrated and lead to Good Growth.

### Local Policy Context

The London Borough of Wandsworth's current adopted local development plan consists of the following documents:

- Core Strategy (adopted March 2016)
- Development Management Policies Document (adopted March 2016)
- Site Specific Allocations Document (adopted March 2016)
- Policies Map (adopted March 2016 and subsequently superseded by a 2018 version)
- London Plan

A summary of the relevant policies included in the current local development plan is included in the comparison of approaches in [Table 12](#) and [Table 13](#).

Policy	Part	Summary
<b>PL 1 Attractive and distinctive neighbourhoods and regeneration initiatives</b>	a	The local distinctiveness of the various neighbourhoods which together make up the borough of Wandsworth will be promoted, building on their cherished existing character and attractiveness, including conserving and enhancing the borough's heritage assets and their settings.
<b>IS 3 Good quality design and townscape</b>	a	The Council will protect and reinforce the existing varied character and heritage of the borough
	c	With the exception of the major development sites within Nine Elms, the scale and density of development should make the most effective use of land and buildings.
	d	Tall buildings, (those which are substantially taller than the prevailing height of neighbouring buildings and/or which significantly change the skyline) may be appropriate in the borough's town centres, Nine Elms near Vauxhall or Putney Wharf, Wandsworth Riverside Quarter, Wandle Delta, Ransomes Dock, Battersea Power Station and Lombard Road/York Road Riverside focal points of activity. Some locations within these areas will be sensitive to, or inappropriate for, tall buildings. Applications for tall buildings will need to justify themselves in terms of the benefits they may bring for regeneration, townscape and public realm and be of high architectural quality, respect local context and the historic environment. Tall buildings are likely to be inappropriate in other areas.
	e	Views of the Westminster World Heritage Site will be protected in accordance with the London Plan 2015 and the London View Management Framework.
	f	The Council's position on the protection of Important Local Views is set out in the Local Views Supplementary Planning Document.

Table 12 Core Strategy

Policy	Part	Summary
<b>DMS 1 General development principles - Sustainable urban design and the quality of the environment</b>	a	Use a design-led approach to optimise the potential of sites, so that the layout and arrangement of buildings ensure a high level of physical integration with their surroundings.
	b	Ensure that the scale, massing and appearance of the development provides a high quality, sustainable design and layout, that contributes positively to local spatial character.
	c	Are sympathetic to local landscape characteristics.
<b>DMS 4 Tall buildings</b>	a	Locations where tall buildings may be appropriate: town centres, focal points of activity and Nine Elms near Vauxhall. Locations where tall buildings are likely to be inappropriate: Thames Policy Area (9+ storeys), Nine Elms (excluding Battersea Power Station and near Vauxhall) (11+ storeys), and the remainder of the borough (5+ storeys).



Policy	Part	Summary
	b	<p>Applications for tall buildings should (note, this is not the full list):</p> <ul style="list-style-type: none"> <li>• Describe how the proposal contributes to social inclusion, environmental health and economic vitality.</li> <li>• Demonstrate innovative and sustainable approaches to transport issues.</li> <li>• Address any climatic effects on its surroundings.</li> <li>• Show, through a detailed design analysis, that the proposal will have an acceptable visual impact on surrounding areas.</li> <li>• Assess the impact on the existing historic environment.</li> <li>• Demonstrate how the proposal successfully sits within the existing townscape and landform, and positively contributes to streetscape.</li> </ul>

**Table 13** Development management policies

### *Comparison of approaches used in recently adopted Local Plans*

A comparison of policy approaches used in other London boroughs is presented in [Table 14](#). These boroughs have all adopted policies in the last three years and share similarities (in terms of geography, development pressure etc.) with Wandsworth – although there are notable differences too. It should be noted that these Local Plans are not necessarily consistent with the emerging London Plan given the timing.

Whilst these are not necessarily ‘best practice’, there are a number of useful conclusions that can be drawn:

- The policy approach to design and character differs. Most of the case studies include an overarching policy which covers these elements; however, some also embed additional policy requirements in other policies – e.g. area-specific policies. The detail and criteria used also varies.
- Given design and character can ‘spill’ across multiple policies, this has the potential of causing confusion.
- Character areas, or the difference in character across the boroughs, are not always mapped – and where they are, they are not referred to in specific policies etc. (A notable exception is Richmond, through Village Planning Guidance SPDs rather than the local plan itself.
- None of the case studies included policies specifically on the design of small sites.
- The definition of a tall building is locally-defined, and in some cases is sub-categorised by area or type to allow for more locally-sensitive outcomes. Areas where tall buildings are likely to be appropriate (or

inappropriate) are usually defined.

	Hammersmith and Fulham	Sutton	Richmond	Tower Hamlets	Wandsworth
<b>Date of adoption</b>	February 2018	February 2018	July 2018 (re-adopted in March 2020 following High Court review)	January 2020	March 2016
<b>Approach to urban design and character</b>	Includes a policy on build environment, requiring development to respect and enhance townscape context and heritage – borough-wide rather than location-specific. Includes a policy on housing quality and density which states that development should respect the local setting and context – again, this is borough-wide.	Includes a comprehensive overarching criteria-based policy on character and design. Policies on specific areas (e.g. Sutton Town Centre) also have guidance on character, design and taller buildings.	Local Plan Strategic Vision includes a section on protecting local character, including the special and distinctive characteristics of the borough's villages and the historic environment. Strategic objectives and spatial strategy also reflect this. Includes a policy on local character and design quality, requiring proposals to have a through understanding of the site and how it relates to existing context including character. Individual Village Planning Guidance SPDs have been or are being prepared, identifying key features and characteristics of the village areas valued by local communities. Includes a detailed criteria-based policy on building heights. Includes a policy on open land on townscape importance. Some of the policies for each site allocation include guidance on design, townscape etc.	Includes a criteria based policy on design which requires consideration of character.	Vision references distinctive neighbourhoods, reflected in a high level policy in the Core Strategy. Higher densities promoted within centres, particularly Wandsworth, Clapham Junction and East Putney. Includes a policy on townscape which covers urban design, character and tall buildings. Development Management Policies Document includes a general development principles policy which references local landscape and character.
<b>Mapped character areas</b>	No	Yes – based on both density, era (pre-1915, inter-war, post-war and recent), and estates and cottage garden estates. However, these maps sit in the supporting text and do not have specific policies attached to them.	Yes (through Village Planning Guidance SPDs).	24 individual 'places' mapped (with fuzzy boundaries), but details of individual characters not set out.	No
<b>Definition of 'tall building'</b>	'Significantly higher than the general prevailing height of the surrounding townscape'	Includes three categories: <ul style="list-style-type: none"> <li>• Mid-rise ('tall in the context of relatively low-rise development. In absolute terms, they are in the region of 4 to 6 storeys (12 to 18m).')</li> <li>• Tall ('significantly taller than the mean height of surrounding development and will have a range of 7 to 10 storeys (21 to 30m).')</li> <li>• Very tall ('excessively taller than the surrounding built form and will be from 11 storeys upwards.')</li> </ul>	'Taller' buildings are defined as those being significantly taller than the neighbouring buildings, but less than 18 metres in height (below six storeys); a 'tall' building is defined as a building of 18 metres in height or higher.'	None	'Those which are substantially taller than the prevailing height of neighbouring buildings and/or which significantly change the skyline.' Number of storeys for particular locations set out in the Development Management Policies Local Plan (where tall buildings are likely to be inappropriate).



	<b>Hammersmith and Fulham</b>	<b>Sutton</b>	<b>Richmond</b>	<b>Tower Hamlets</b>	<b>Wandsworth</b>
<b>Approach to tall buildings</b>	Includes a policy on tall buildings which states they will generally be resisted apart from within four defined areas. Criteria-based policy used to guide proposals in these areas.	Includes a policy on taller buildings both in terms of areas (via a policies map) and design criteria. Areas are broken down into the three categories of taller buildings set out above.	Supporting text states that tall buildings should be generally clustered close to Richmond and Twickenham stations, with 'taller' buildings elsewhere in these centres and other locations. Guidance is quite granular – e.g. names specific streets where tall buildings are unlikely to be appropriate. Required townscape appraisal / visual assessment and design justification for taller / bulkier developments.	Includes a criteria-based policy on tall buildings. Designates Tall Building Clusters with principles set for each one; proposals outside these areas must meet further criteria to be acceptable	Supporting text reflects that tall buildings can create attractive landmarks, act as a catalyst for regeneration, and be an effective use of land, but should be sited in appropriate locations and be acceptable in design terms. Areas of search for tall buildings defined in Core Strategy, though it is stated that some sites will still be sensitive. Tall Building Policy Areas defined in the Development Management Policies Document, and area-specific policies on tall buildings included in the Site Specific Allocations Document (making reference to the Development Management Policies Document).
<b>Approach to urban design on small sites</b>	None	None	None	None	None
<b>Other relevant details</b>	Much development focussed into four Regeneration Areas and other strategic sites (plus Old Oak Development Corporation) – strategic policies for each area/site include limited details on design including urban grain, townscape etc.				Includes specific policies on Nine Elms and North-East Battersea, Wandsworth Town and Wandle Delta, Clapham Junction etc., which reflects the different approach in relation to higher densities etc. on a high level – further detail provided in the separate Area Spatial Strategy for Nine Elms and upcoming masterplan for Wandsworth Town.

**Table 14 Borough-wide planning policy comparison**

### D.3 Assessment of design quality

This section provides a review of the design quality of ten recent developments in the borough

The assessment considers aspects such as appropriateness of height and massing, materials, façade treatments, overall quality of detailing and public realm provision. It is a subjective assessment undertaken by the same team completing the characterisation aspects of the study.

Please note that the assessment of design quality is subjective and based upon an independent review of each individual application by the Arup team, considering the information submitted in support of the application. This assessment offers a high level discussion of the principles of each individual scheme and do not seek to challenge or conflict with any planning decision in relation to these applications.



### D.3.1 11 Mapleton Crescent



**Fig. 352:** 11 Mapleton Crescent location plan  
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**Fig. 353:** 11 Mapleton Crescent scheme from King George's Park

<b>Application reference</b>	2015/5777 2015/0662 (amendments)
<b>Number of units</b>	89 residential (including 53 affordable)
<b>Site Area</b>	0.09 ha or 900m <sup>2</sup>
<b>Density (dph)</b>	988 dph
<b>Use</b>	Residential
<b>Height (max)</b>	89.5m
<b>Number of storeys</b>	Part 27-storey, part 24-storey
<b>Private open space</b>	Private and communal amenity space
<b>Public open space/ public realm</b>	Provision of a river walk to the south side of the River Wandle and improvements to bridge and pedestrian footway
<b>Has the scheme been built?</b>	Yes
<b>Character area</b>	Wandsworth Town and Riverside

The site is located at the edge of Wandsworth town centre but set back from a main road. Architectural quality is good in terms of the materials, façades and layout of the building; It is well orientated to consider views to the river and away from the substation to the south, both in plan and section. The plot is small and adjacent features are small scale (Mapleton Crescent, the River Wandle and adjacent buildings) and therefore the relative height of the building sits uncomfortably in its context. There may be issues of overshadowing to surrounding buildings and potential future development plots. The new pedestrian walkway provides access along the Wandle, which is a strong benefit. There are some active frontages along the street and river, but could be improved along Mapleton Crescent with more communal ground floor uses.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
YES				N/A			

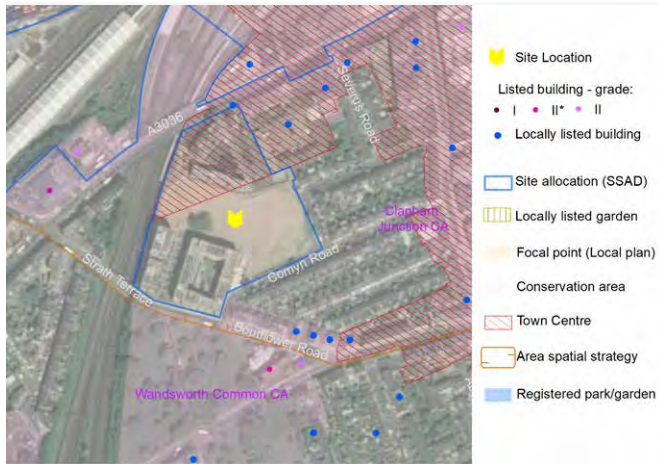
**Table 15** 11 Mapleton Crescent design quality assessment overview

### Conclusion

Although of good architectural design quality, the height of the building is inappropriate for its location on the edge of the town centre and away from a main road or key destination, which confuses legibility. The plot is small in relation to the height of the building and the relationship with the adjacent buildings and narrow street section results in a shaded, uncomfortable street environment which may feel unsafe. Its height in proportion to the River Wandle does not maximise the value of the environment and sense of place that could have been achieved around the watercourse,

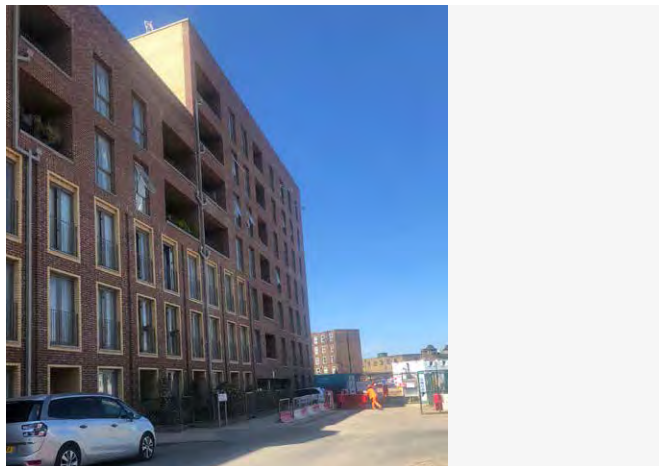
although provision of a new walkway along it is positive. Although there are tall buildings in the wider area, the overall height of this building is excessive for this specific plot. The planning framework did not limit the increase in height beyond the original proposed scheme; indeed, the improved quality of the public realm and new housing were considered to be material considerations which justified the building exceeding limits set in planning policy of the time. The built scheme does generally reflect the planning application (it is assumed that the roof garden has been implemented, although unclear from Google Earth).

### D.3.2 Peabody Estate St Johns Hill



**Fig. 354:** Peabody Estate St Johns Hill location plan  
© Crown copyright and database right 2019.

<b>Application reference</b>	2012/1258
<b>Number of units</b>	527 resi
<b>Site Area</b>	2.27 ha or 22,700m <sup>2</sup>
<b>Density (dph)</b>	232 dph (767 habitable rooms per hectare)
<b>Use</b>	Mixed-use (residential and commercial)
<b>Height (max)</b>	12 storeys at 40m high
<b>Number of storeys</b>	Ranging from 4 to 12 storeys
<b>Private open space</b>	Private and communal amenity space
<b>Public open space/ public realm</b>	Public space and new pedestrian and cycle paths provided together with commercial offerings
<b>Has the scheme been built?</b>	Phase 1 (153 homes) complete, Phase 2 underway and due to be completed in 2021, Phase 3 due to be completed in 2023
<b>Character area</b>	Clapham Junction Town Centre



**Fig. 355:** Peabody Estate St Johns Hill from Comlyn Road

The site is in a site allocation and the spatial strategy area of Clapham Junction, on the edge of the town centre. Good quality materials which respond well to the nearby brick Victorian terraces. It addresses the main road and railway well, stepping up in height to this edge, but there is a more negative juxtaposition with the adjacent 3 storey, more intricately detailed period terraces (in conservation area). It is quite monolithic - there could be more variation (e.g. in the roofline) of the largest blocks to break up the massing and reduce perceived bulk. Good north-south permeability through the site - a new public route through to Wandsworth Common with tree planting, good legibility, and high quality public open space in the centre. Shops, retail and a community hub on the ground floor creates active frontages. Provides good natural surveillance overlooking Wandsworth Common.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
YES							

**Table 16** Peabody Estate St Johns Hill design quality assessment overview

#### Conclusion

This is a good example of a medium size development that increases density while responding to its surrounding character. The completed scheme (so far) is broadly consistent with the planning application. Overall the scheme is well-designed and integrates high quality open spaces. It improves connectivity to the wider area, with new pedestrian routes connecting the new public open space and Wandsworth Common. It responds well to its railway/road context, but is less successful in its response to the adjacent period terraces - the massing appears rather bulky and bland in relation

to some of the existing buildings and this could have been broken up more. The quality of materials is good.

As the proposals were of a particular height they triggered assessment against a criteria-based policy, which assessed the impact of the tall buildings. This approach was successful in ensuring heights were acceptable. The application was also subject to a Design Review Panel.



### D.3.3 Chadwick Hall, student accommodation



**Fig. 356:** Chadwick Hall location plan  
© Crown copyright and database right 2019.



**Fig. 357:** Chadwick Hall scheme image  
© Henley Halebrown Rorrison architects (Design & Access Statement, 2013)

<b>Application reference</b>	2013/1857
<b>Number of units</b>	205 resi
<b>Site Area</b>	1.028 ha 10,228m <sup>2</sup>
<b>Density (dph)</b>	199 dph
<b>Use</b>	Residential (student)
<b>Height (max)</b>	15.3m
<b>Number of storeys</b>	Between 3-5
<b>Private open space</b>	Landscaped communal amenity space
<b>Public open space/ public realm</b>	Pedestrian access to open space
<b>Has the scheme been built?</b>	Yes
<b>Character area</b>	Roehampton Residential Estates

The scheme is in a site allocation in the Roehampton spatial strategy area. Materials, height, massing and appearance respond well to its historic context including listed buildings and Alton Conservation Area. However, the new boundary wall to the east presents a poor interface with the public footpath on Roehampton Lane and there is a lack of active frontage. The frontage creates an uncomfortable area between the building and its boundary with a lack of active uses. There is a public footpath from Roehampton Lane to the open space to the west but it could be better signposted and its design could be improved with more active uses/ common areas/permeability in the facade alongside on the ground floor. The scheme also includes works include the restoration of the lower lawn and landscaping with the removal of 26 trees and planting of 19.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
YES							

**Table 17** Chadwick Hall design quality assessment overview

### Conclusion

The built scheme does generally reflect the planning application. It responds well to the site internally, however, its street interface could be improved by accommodating active uses and a more permeable frontage.

The distribution on the common areas within the layout could be improved to contribute to the safety and vibrancy of the new pedestrian access.

Much of the consideration at planning determination stage focussed on the impact on Downshire House and its wider landscaped settings, and required screening and some height reductions. It may have been beneficial to require improvements to the building more generally including its (lack of) active frontage. The policy around building heights was sufficiently flexible to allow reflection that the five storey north-west block did not cause additional harm due to the topography of the site.

### D.3.4 One Putney



**Fig. 358:** One Putney location plan  
© Crown copyright and database right 2019.



**Fig. 359:** One Putney scheme photo

<b>Application reference</b>	2015/2601 and 2017/0560
<b>Number of units</b>	15 resi
<b>Site Area</b>	0.2 ha
<b>Density (dph)</b>	75 dph
<b>Use</b>	Mixed-use (retail and residential)
<b>Height (max)</b>	17.09m
<b>Number of storeys</b>	2-5 storeys
<b>Private open space</b>	Communal roof terrace
<b>Public open space/ public realm</b>	No
<b>Has the scheme been built?</b>	Yes
<b>Character area</b>	Putney Town Centre

The site is in Putney town centre, on the high street. It includes retail space at basement and ground floor, and new residential (15 flats) above, with balconies and a communal roof terrace above. Materials, height and massing distribution respond well to the context, stepping down towards the housing to the east. Fits well with the surrounding buildings and character of the high street, including Oxford Rd Conservation Area adjacent to the east, with the floors aligning well with existing building lines, despite being different in style and appearance. Its distinctive architecture helps to enhance legibility of the high street corner plot, responding to what was on the site previously, reflecting some of its history. The back of the development and its interface with Incorporation of residential windows along Montserrat Rd provides natural surveillance to the access road and improves its safety.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
YES							

**Table 18** One Putney design quality assessment overview

### Conclusion

This is a good example of a town centre redevelopment providing distinctive response to its corner plot context and therefore good legibility, and also improving the relationship with surrounding residential areas to its rear. The building re-established the predominant building line broken by the existing building at second floor level, as well as re-establishing a building of more appropriate scale on this corner plot. It therefore makes a positive contribution to the local character of Putney High Street.

As the proposals were of a particular height they triggered assessment against a criteria-based policy, which assessed the impact of the tall buildings. This approach was successful in ensuring heights were acceptable - particularly in relation to a previously-refused proposal for the site which was considerably higher and was considered by an Inspector to have an 'uncomfortable relationship' with adjoining properties.

The completed scheme is broadly similar to the application although it is not clear from Google Earth whether green roofs have been incorporated.



### D.3.5 56-66 Gwynne Road



**Fig. 360:** 56-66 Gwynne Road location plan  
© Crown copyright and database right 2019.



**Fig. 361:** 56-66 Gwynne Road scheme image  
© Farthings Investments Ltd, (Planning, Design and Access Statement, 2014)

<b>Application reference</b>	2014/5357
<b>Number of units</b>	33 resi
<b>Site Area</b>	0.04 ha or 400m2
<b>Density (dph)</b>	825 dph
<b>Use</b>	Mixed-use (commercial/retail/residential)
<b>Height (max)</b>	52.5m
<b>Number of storeys</b>	14 storeys plus basement
<b>Private open space</b>	Communal roof garden
<b>Public open space/ public realm</b>	Financial contribution to Harroway Gardens opposite, including footpaths, street furniture
<b>Has the scheme been built?</b>	Yes
<b>Character area</b>	Battersea Residential

The site lies within a Local Plan focal point. The scheme includes redevelopment of the site involving the demolition of the existing 2-storey commercial building and replacement with a new 14-storey building to provide a mixed-use site. The colourful and distinctive facade creates a memorable landmark in the street and the materials are appropriate to its varied surroundings. The internal layout maximises views to both north and south. Although taller than the surrounding buildings, it doesn't negatively impact the streetscape and introduces a new landmark for the adjacent locally listed park. The presence of existing trees in the surrounding streets integrates the building well into its context in local views. The commercial ground floor uses activate and enliven the public realm and improve feeling of safety around the adjacent Harroway Gardens.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
YES							

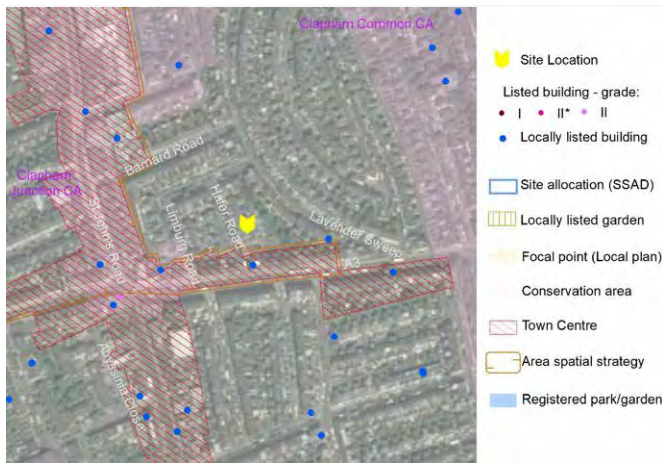
**Table 19** 56-66 Gwynne Road design quality assessment overview

#### Conclusion

This is a good example of an infill tower development in an area of change, creating a new landmark for an existing park. In determining the application, the impact on character (and in particular, the relationship between the building height and the gardens opposite) was considered. There was an acknowledgement that the height was, at least in part, justified due to the high quality of the design, and that detailed planning conditions would be required to ensure this design quality.

The built scheme does generally reflect the planning application.

### D.3.6 4-8 Hafer Road



**Fig. 362:** 4-8 Hafer Road location plan  
© Crown copyright and database right 2019.



**Fig. 363:** 4-8 Hafer Road scheme photo

<b>Application reference</b>	2013/4946
<b>Number of units</b>	16 residential
<b>Site Area</b>	0.077 ha (770 sqm)
<b>Density (dph)</b>	208 dph (779 habitable rooms per ha.)
<b>Use</b>	Residential
<b>Height (max)</b>	12.2m
<b>Number of storeys</b>	4 storeys (plus basement level)
<b>Private open space</b>	Private amenity space including gardens
<b>Public open space/ public realm</b>	No
<b>Has the scheme been built?</b>	Yes
<b>Character area</b>	Clapham Common and Residential

The street has a homogeneous character of Victorian terraces with bay windows. It is on the edge of the town centre, and visible from the main road (Battersea Rise). The new building reflects the building line of the adjacent buildings (re-creating it from what was on the site previously) which is a positive feature. Materials are similar in colour and appearance to adjacent buildings although still of distinctive contemporary character. Projected windows and balconies on the facade continue the rhythm and pattern of the street. Overall height exceeds the existing building line by about half a storey but the variation in heights along the skyline reduces the perceived massing. It incorporates garden amenity space for all the dwellings. Good natural surveillance from bay windows and windows to street. Frontage is good (no parking in front gardens) and creates homogeneous street frontage.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
NO				N/A	N/A		

**Table 20** 4-8 Hafer Road design quality assessment overview

#### Conclusion

This is a good example of an infill development on a typical Victorian terraced street and good response to context. The division into 4 bays maintains the key characteristics of a terraced house. It is clear that the Borough's Conservation and Design team were involved through pre-application engagement and that this led to an application in keeping with local character.

The completed scheme is very similar to what was proposed (the only difference being that the proposed

street trees don't appear to have been planted). It is however, beneficial that one tree has been retained. The new building doubles the number of units on the site and therefore is a good example of intensification appropriate to its context.

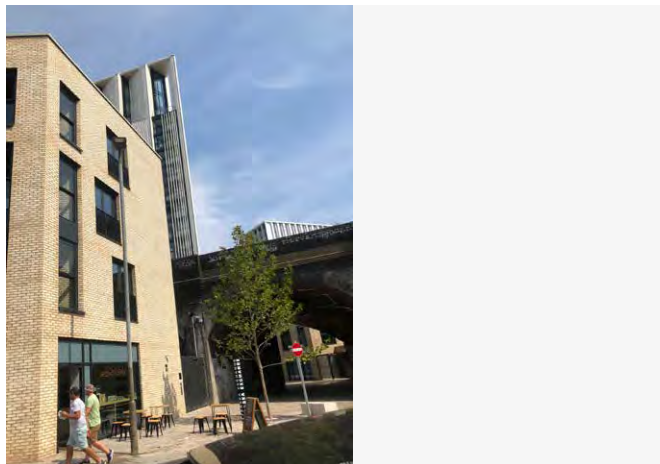


### D.3.7 Battersea Exchange



**Fig. 364:** Battersea Exchange location plan  
© Crown copyright and database right 2019.

<b>Application reference</b>	2014/4665
<b>Number of units</b>	290 resi, 3,676m <sup>2</sup> of flexible retail, office and community use floorspace
<b>Site Area</b>	1.83 ha
<b>Density (dph)</b>	257 units/ha (764 habitable rooms per hectare)
<b>Use</b>	Mixed-use
<b>Height (max)</b>	60.3m
<b>Number of storeys</b>	1-18 storeys
<b>Private open space</b>	Communal gardens and private gardens, private balconies
<b>Public open space/ public realm</b>	New public square extending through the railway arch, and pedestrian walkways including new pedestrian access from Patcham Terrace into Queenstown Road Train Station. Street trees, feature trees and play space included.
<b>Has the scheme been built?</b>	Yes
<b>Character area</b>	Nine Elms Mixed Use



**Fig. 365:** Battersea Exchange scheme photo

This is an allocated site, next to a station, and within the Nine Elms regeneration area. The light coloured materials do not respond well to the existing character and context of the area (including historic character) and make the development stand out from its surroundings. The location of the towers next to the railway line responds well to context but the tower near the station is similar in appearance and therefore confuses legibility. Its height may overwhelm the adjacent public space and feel cramped in between viaducts and Battersea Park Rd. The refurbished railway arches and new pedestrian route between the stations provides a strong benefit, however the open spaces on the site are too small, particularly near the station, and in proportion to the scale of the buildings.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
YES							

**Table 21** Battersea Exchange design quality assessment overview

### Conclusion

The overall shape and form of the completed scheme is similar to the planning application, although the finish and detailing appears poorer quality (as seen from Google street view). For example, the building at the corner of Meath street appears white rather than brick and jars with its context including the listed buildings.

The light colour and lack of texture in the façades means the development stands out from its context, which contains some high quality buildings that contribute positively to character. The public open

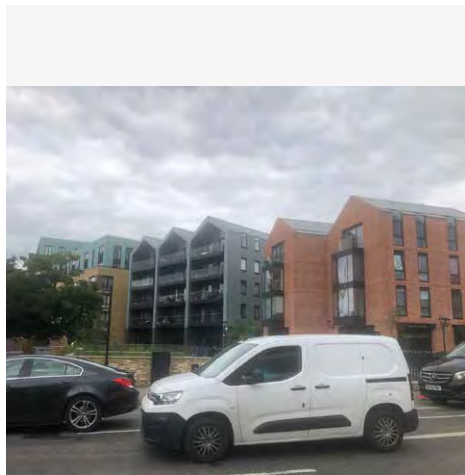
spaces - particularly the central public space needs to be larger in order to accommodate trees, seating and cafe uses. Where a scheme incorporates taller buildings these can aid legibility but in this case the towers in different parts of the site may confuse this. Details of materials were conditioned but it is not clear whether sufficient design policies were in place.

Building heights were carefully considered through the application's Environmental Statement, the Design Review Panel and the committee report, with the Panel noting the front tower played a 'marker role' opposite Battersea Park Station.

### D.3.8 Ram Quarter



**Fig. 366:** Ram Quarter location plan  
Fig.367: © Crown copyright and database right 2019.



**Fig. 368:** Ram Quarter scheme photo

<b>Application reference</b>	2012/5286
<b>Number of units</b>	661 resi
<b>Site Area</b>	1.83 ha or 18,300m2
<b>Density (dph)</b>	361 dph
<b>Use</b>	Mixed-use (retail, residential, small scale brewery, museum, gym)
<b>Height (max)</b>	The 36 storey tower at max 115.7m
<b>Number of storeys</b>	2-12 storeys and 36 storeys
<b>Private open space</b>	Some private gardens
<b>Public open space/ public realm</b>	Public realm with retail offerings and a river walkway
<b>Has the scheme been built?</b>	Phase 1 complete (338 resi)
<b>Character area</b>	Wandsworth Town and Riverside

The scheme is in a site allocation/area spatial strategy. High quality architecture in terms of materials, arrangement and positive frontage to the river. However, the tower is generic/commercial in appearance and has a visual impact. The tower also adversely affects the setting of the conservation area and listed buildings (e.g. Church Row); however, the listed buildings on the brewery site have been sensitively restored and creatively re-used. The opening up of the River Wandle is a major benefit, however the interface with public realm on the edges of the site could be better. There is a section of poor frontage along Ram Street which lacks activity and could feel unsafe. Legibility within the site (e.g. alignment of routes with bridges and level changes) and connectivity with the town centre and the station appears poor, with routes not connecting as well as they could.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
YES							

**Table 22** Ram Quarter design quality assessment overview

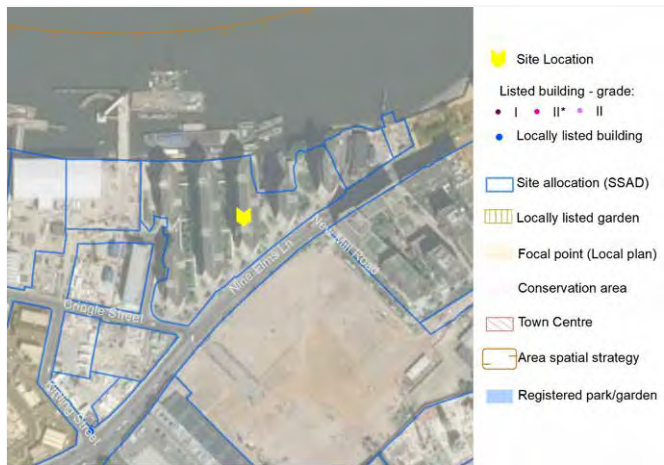
### Conclusion

The scheme is a good example of using historical elements to add values and create character within a new mixed-use development. Some elements including the frontage to Wandsworth High Street, create a strong sense of place. The overall architectural layout provides interesting materials, rooflines and variations in massing. However, space along the river could be more generous, as could vistas/legibility across the site. Furthermore, the height and design of the upper parts of the tower respond poorly to context and would

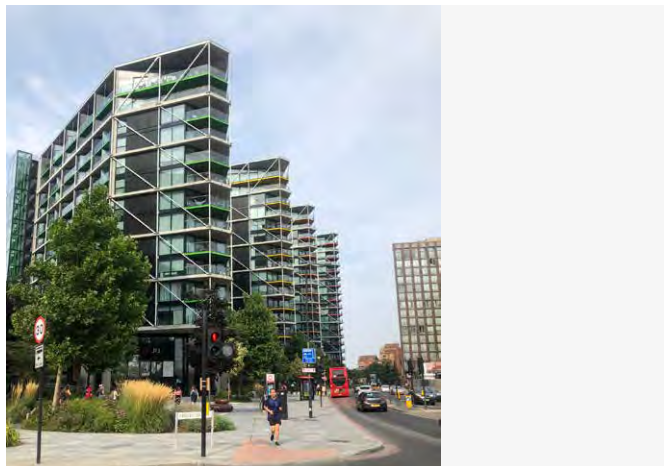
be improved if the tower incorporated more variety/ rhythm/texture and was lower in height, thus creating a better graduation to adjacent buildings. This could also create a smoother transition to the listed building and therefore results in a better respond to the conservation area.



### D.3.9 Riverlight, Nine Elms



**Fig. 369:** Riverlight, Nine Elms location plan  
© Crown copyright and database right 2019.



**Fig. 370:** Riverlight, Nine Elms scheme photo

<b>Application reference</b>	2011/3748
<b>Number of units</b>	806 resi
<b>Site Area</b>	1.95 ha
<b>Density (dph)</b>	413 dph (1,234 habitable rooms per hectare)
<b>Use</b>	Mixed-use
<b>Height (max)</b>	62m
<b>Number of storeys</b>	12-20 storeys (plus 2 basement levels)
<b>Private open space</b>	No
<b>Public open space/ public realm</b>	Public open space comprising a landscaped riverside walk
<b>Has the scheme been built?</b>	Yes
<b>Character area</b>	Nine Elms Mixed Use

The site is within the Nine Elms Opportunity Area. Architectural design is of high quality, creating a distinctive landmark in wider views and from Nine Elms Lane. The height of the buildings steps down towards Battersea Power Station, which responds well to the setting of the power station. However, the tallest towers have an uncomfortable frontage to the river and the proportion of open space around them is too small, particularly along the river. More could have been achieved with the public realm along the river front to create a comfortable environment. Nevertheless, active ground floor uses with cafés etc. create a safe environment. The north-south spaces between the buildings create good sight-lines through the scheme from Nine Elms Lane to the river. However, more could have been achieved with the landscape design to create usable spaces for sitting as well as walking through.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
YES				N/A			

**Table 23** Riverlight, Nine Elms design quality assessment overview

### Conclusion

This scheme provides a good precedent for architectural design quality to be achieved in towers in areas of urban character that are identified for growth.

It aims to increase permeability to the river front by introducing four fingers of open spaces between the towers. However, the massing layout could be improved to create a more consistent frontage along the river front walk and consequently create a better interface to the river.

The treatment of the public realm to the main road is positive, as is legibility through the scheme from the main road to the river. However, the address to the river could have been improved by more generous public realm area and creation of a more comfortable pedestrian environment.

The development's location within an area of change helps to justify its height, although the Design Review Panel also notes that the buildings have an acceptable visual impact in relation to the historic environment and complement surrounding emerging land uses.

### D.3.10 Salesian College



**Fig. 371:** Salesian College location plan

© Crown copyright and database right 2019.



**Fig. 372:** Salesian College scheme image

© Linden Homes (Design and Access Statement, 2014)

<b>Application reference</b>	2014/0910
<b>Number of units</b>	49 resi
<b>Site Area</b>	0.195 ha
<b>Density (dph)</b>	251 dph
<b>Use</b>	Residential
<b>Height (max)</b>	Approx. 15.5m
<b>Number of storeys</b>	Up to 5 storeys
<b>Private open space</b>	Communal and private amenity space, including balconies, roof terraces and a courtyard
<b>Public open space/ public realm</b>	Public realm improvement works, including reducing car parking spaces to create a pedestrian friendly landscape with new trees and street furniture
<b>Has the scheme been built?</b>	Yes
<b>Character area</b>	Battersea Residential

High quality architectural scheme, using similar materials to the adjacent locally listed building, but of different colour, creating a clear difference but presenting a positive relationship with the existing building. Vertical windows reflect existing vertical windows. Good response to the character and heritage of the adjacent buildings, including appropriate proportions, good relationship between old and new, and positive boundary treatment. The public realm improvements to Hyde Lane are positive, including tree planting and shared surface. The south-facing shared courtyard is a positive feature. Windows and balconies create strong natural surveillance to the street.

Area of change	Architectural quality	Urban design quality	Landscape	Heritage assets	Legibility and movement	Street frontages	Safety and security
NO							

**Table 24** Salesian College design quality assessment overview

### Conclusion

This is a positive example of responding to heritage context and positively enhancing the public realm. The proportions and massing enhance views in the surrounding area and the scheme positively enhances local character. The scheme is therefore a good example of accommodating a relatively high density.

The committee report acknowledged that the proposal made a significant contribution to the character of the area - in terms of its retention of the facade, the massing of the building, and the choice of materials.

The built scheme accurately reflects the planning application.



# Appendix E

## Building typology

### E.1 Introduction

This building typology highlights the predominant existing building types in Wandsworth borough.

The building types have been categorised for the purposes of this Urban Design Study, to add detail to the character area descriptions, and as a reference baseline in considering future potential development types. The typology is characterised by elements such as height, massing, layout and materials, and is intended to provide an overview of the main types of

buildings that exist in Wandsworth. These are cross-referenced into each character area profile, which lists the main building types occurring in that area. It is not intended to be an exhaustive list but aims to capture the main patterns and overall types. The buildings types listed in the character profiles are only residential types apart from where a non-residential use is a major contributor to the character of the area.

An overview of the building typology is provided in [Fig. 373](#) and a brief summary for each is provided on the following pages.

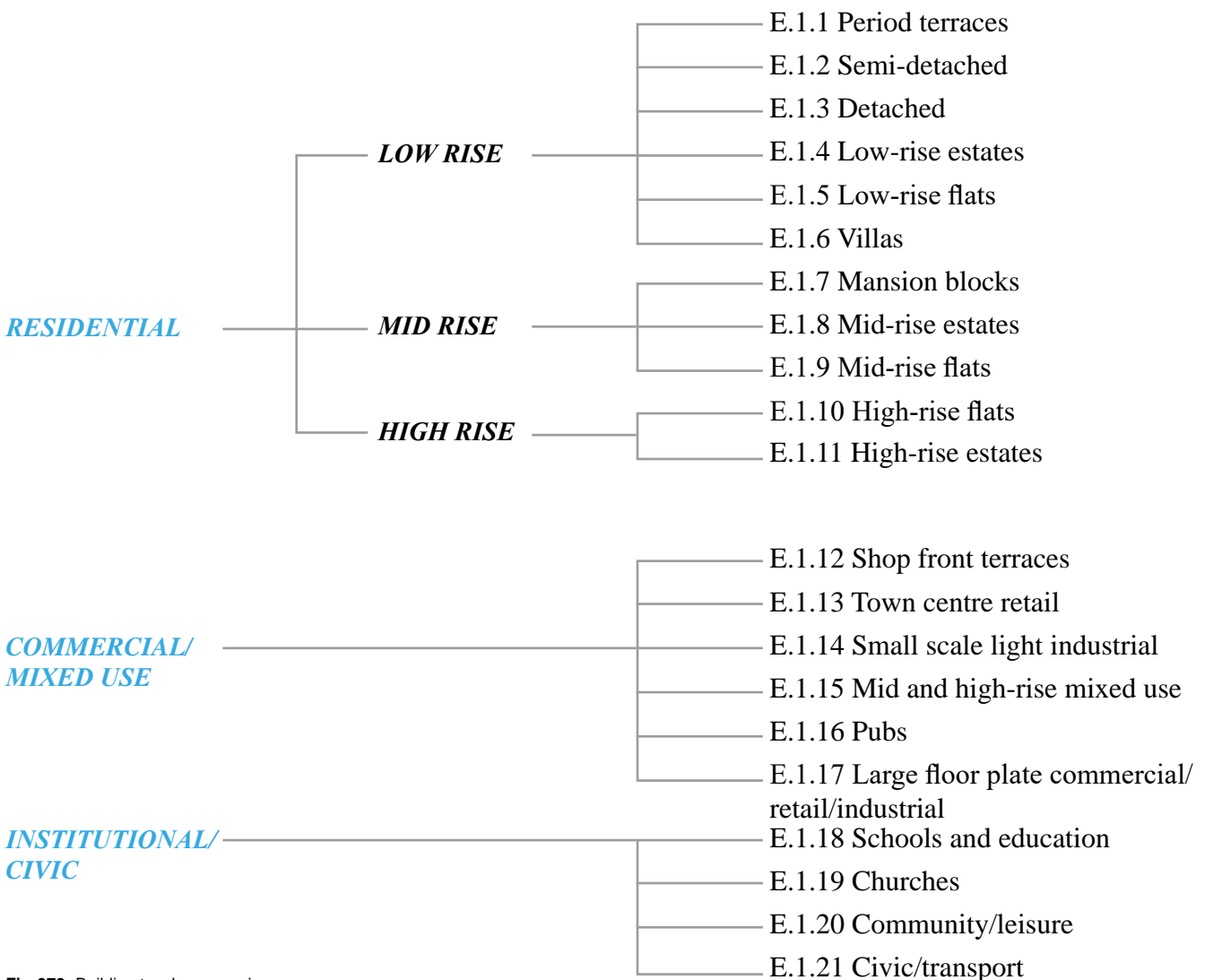


Fig. 373: Building typology overview  
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### E.1.1 Period terraces



Fig. 374: E.1.1 Period terraces on St Anne's Hill, Earlsfield

- 2-3 storeys;
- strong sense of enclosure to street;
- front and rear gardens typically although some front the street;
- repetition of plan, built form and architecture provides strong sense of rhythm;
- usually Victorian/Edwardian;
- front boundary walls;
- often intricate architectural detailing;
- instances of infill, particularly on war-damaged sites: where designed sensitively these blend seamlessly into the streetscape.

### E.1.2 Semi-detached



Fig. 375: E.1.2 Semi-detached house in Putney

- 2-3 storeys;
- front and rear gardens typically, some with parking in front gardens;
- front boundary walls

### E.1.3 Detached



Fig. 376: E.1.3 Detached house in Putney

- 2-3 storeys;
- front and rear gardens typically, some with parking in front gardens;
- front boundary walls, often with vegetation and trees
- often interspersed with semi-detached;
- suburban quality;
- usually in big plots and set back from the road.



### E.1.4 Low-rise estates



Fig. 377: Low-rise estates in Earlsfield

- 2-3 storeys;
- often mixed with terraced, semi-detached, maisonette, mid-rise estate and high-rise estates in post-war estate developments;
- wide streets with a spacious/suburban feel;
- small front gardens;
- often council-built in the post-war era but developer-led from the 1980s onwards;
- post-war estates often built rapidly to replace bomb-damaged sites often with poor quality, cheap materials for quick construction;
- set back from roads, layouts often have poor legibility and movement via warrens of access roads.

### E.1.5 Low-rise flats



Fig. 378: Low-rise flats house in Tooting

- typically 3-4 storeys;
- includes council-built and private developer-built;
- single front entrance which fronts on to the street;
- inter-war and post-war council blocks have good proportions and address to the street.

### E.1.6 Villas



Fig. 379: Villa in Balham

- 3-4 storeys;
- single front door with grand entrance;
- front garden behind boundary walls/gates/railings;
- often Georgian or Victorian.

### E.1.7 Mansion blocks



Fig. 380: Mansion blocks fronting Battersea Park

- typically around 5 storeys;
- imposing brick blocks of flats;
- arranged around private courtyards with landscaped perimeter spaces;
- high quality materials;
- plain form but with some detailing around windows, doors and balconies;
- usually single height across the development but occasionally include gradual steps;
- Massing broken up by recesses, bays and architectural detailing.

### E.1.8 Mid-rise estates



Fig. 381: Mid-rise estate block in Alton East, Roehampton

- flats of 4-8 storeys;
- either post-war or modern blocks;
- layout similar to low-rise estates, with curtailed movement and access and lack of legibility;
- set in landscaped surroundings, usually amenity grassland. Often communal public spaces do not fulfil their optimal functions;
- car parking;
- confusion of public and private spaces.

### E.1.9 Mid-rise flats



Fig. 382: Mid-rise flats in Wandsworth

- flats of 4-8 storeys;
- frontage to the street;
- usually modern;
- variety of architectural styles and materials.



### E.1.10 High-rise flats



Fig. 383: High-rise flats in Nine Elms

- over 8 storeys;
- similar to mid-rise flats but taller;
- often front the River Thames or large scale public spaces including parks;
- Include modern tower blocks.

### E.1.11 High-rise estates



Fig. 384: High-rise estates in Battersea

- flats over 8 storeys;
- either inter-war or post-war;
- usually council-built;
- Surrounded by open space;
- often tower blocks.

### E.1.12 Shop front terraces



Fig. 385: Shop front terraces in Balham

- 2-4 storeys;
- usually period terraces;
- retail ground floor uses, often with office or residential flats above.

### E.1.13 Town centre retail



Fig. 386: Town centre retail in a historic landmark building, Clapham Junction

- retail in town centre locations;
- buildings may be historic or modern;
- department stores or individual large shops.

### E.1.14 Small scale light industrial



Fig. 387: Mid-rise estate block in Alton East, Roehampton

- Low-rise;
- Uses such as garages, car repair shops, workshops;
- Often with hard standing in front given over to parking.

### E.1.15 Mid and high-rise mixed use



Fig. 388: High-rise mixed use development in Nine Elms

- over 4 storeys;
- often cafés/restaurants/shops at ground floor level with residential flats above;
- includes hotels;
- often includes areas of public realm.



### E.1.16 Pubs



Fig. 389: The Bedford pub, Balham

- often historic buildings;
- memorable and familiar landmarks;
- often occupy key locations on junctions.

### E.1.17 Large floor plate commercial/retail/industrial



Fig. 390: Large floor plate sub station in Wandle Valley

- large massing, with simple forms and low-cost materials;
- usually simple rooflines;
- uses include shopping centres, large supermarkets, industrial units and garages.

### E.1.18 Schools and education



Fig. 391: Historic board school, Earlsfield

- includes distinctive historic schools which are often landmarks/listed buildings;
- also includes modern, large and extensive schools;
- includes universities and colleges.

### E.1.19 Churches



Fig. 392: St Mary's Church, Battersea

- often distinctive landmarks;
- usually historic but also includes modern churches and other religious institutions.

### E.1.20 Community/leisure



Fig. 393: Boat house on Putney riverside

- includes a variety of uses, but usually have community functions or are destinations e.g. leisure centres, libraries, theatres, cinemas;
- includes more niche leisure functions such as boat houses.

### E.1.21 Civic/transport



Fig. 394: Wandsworth town hall

- includes a variety of uses but usually have civic functions e.g. hospitals, prisons, town halls;
- often landmarks or large buildings;
- also includes stations and associated developments.



## Appendix F

### Site survey pro-formas

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The pro-forma used during the site surveys is provided on the following pages.

<b>Character area</b>	
<b>Date</b>	

### Valued features and qualities

<b>Value</b>	<b>Key words</b> <i>*italics indicate primarily desk-based judgements</i>	<b>Notes</b>
<b>Townscape condition</b> <i>The physical state of the townscape and condition of individual elements (Buildings, green space, public realm, streets, gardens etc.)</i>	Well-managed Intact Characteristic elements in good condition.	
<b>Scenic quality</b> <i>Particular scenic and aesthetic qualities. Special pattern of townscape elements that create high aesthetic quality or sense of place.</i>  <i>Views, visual unity. Balance, Proportion, Rhythm, Emphasis, Unity, Variety.</i>	Harmonious Unified Dramatic features Visual contrasts Special pattern of landscape elements High aesthetic quality Important features in views Distinctive skyline Vertical Horizontal.  Views Panoramic/framed views Memorable views Distinctive views.	
<b>Distinctiveness</b> <i>Important examples of townscape features and characteristics that contribute to a strong sense of place and recognisable local distinctiveness. Representativeness. Typically recognisable of Wandsworth</i>	<i>Rare features/characteristics in the townscape</i> Coherent/ Strong townscape character – strong pattern of features Distinct built form, materials or landscape Important or recognisable features or characteristics Community influences Landmarks	
<b>Natural/ historic interest</b> <i>Presence of features of wildlife, earth science or archaeological or historical and cultural interest.</i>	Features of natural interest Wildlife Important for biodiversity – <i>may be indicated by ecological designations.</i>  Historic character – <i>e.g. indicated through listed buildings, conservation areas, Scheduled Monuments</i> Features of historic interest	
<b>Townscape function</b> <i>Particular or special role of the area in the local context.</i>	Special function as a setting to valued townscape features Visual backdrop Open gap Recreation value - where experience of the landscape is important – <i>e.g. indicated through presence of outdoor visitor attractions/country parks.</i> Active street frontages	
<b>Perceptual aspects</b> <i>Experiential qualities such as sense of tranquillity; sensory qualities (sound, smell, texture); perceptions of safety, pollution</i>	Sense of ‘wildness’ Sense of ‘tranquillity’ Lack of intrusion Quiet Calm Colourful Texture Intimate Vast Enclosed Open Diverse Interesting Inspiring Exhilarating Vibrant Formal	
<b>Cultural associations</b>	Art	



<p><i>Some townscapes are associated with particular people, such as artists or writers, or events in history.</i></p>	<p><i>Literature Battlefield Film Music Myth/ Legend/ Folklore People Events.</i></p>	
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## Negative qualities

<p><b>Townscape condition</b> <i>The physical state of the townscape and condition of individual elements</i></p> <p><i>(Buildings, green space, public realm, front gardens etc.)</i></p>	<p>Under-managed Poor state of repair Signs of decay Degraded Land use decline/change (incremental garden development, front gardens paved over)</p>	
<p><b>Scenic quality</b> <i>Particular scenic and aesthetic qualities. Special pattern of townscape elements that</i></p> <p><i>Views, visual unity. Balance, Proportion, Rhythm, Emphasis, Unity, Variety.</i></p>	<p>Discordant Incongruous elements Fragmented Conflicting elements Out of proportion.</p> <p>Views: Visual intrusions</p>	
<p><b>Distinctiveness</b> <i>Townscape features and characteristics that contribute to a strong sense of place and recognisable local distinctiveness. Representativeness. Typically recognisable of Wandsworth</i></p>	<p>Indistinct character Unremarkable Development unsympathetic to character.</p>	
<p><b>Perceptual aspects</b> <i>Experiential qualities such as sense of tranquillity; sensory qualities (sound, smell, texture); perceptions of safety, pollution</i></p>	<p>Busy Cluttered Poor legibility Monotonous Awkward juxtapositions Safety Garish Noisy Lack of green</p>	

## Design guidance

### Building types (draft for the purposes of the site visit)

<b>Towers</b>	
<b>Modern flats</b>	
<b>Villa blocks (villa/detached/semi-detached/mansion)</b>	
<b>Modern terrace</b>	
<b>Period terrace</b>	
<b>Cottage style</b>	
<b>Council estate</b>	
<b>Modern estate</b>	
<b>Period terraces with shops</b>	
<b>Modern large retail boxes</b>	
<b>Signature landmarks</b>	

### General notes



## Appendix G

### Public consultation

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#### G.1 Introduction

A four week online consultation was held in September 2020, inviting comments on the draft character areas and on what local people valued about their areas. In total, 697 responses were received – of which 93% (646 respondents) lived in Wandsworth, 3% (21 respondents) worked or studied in Wandsworth, and 4% (30 respondents) visit Wandsworth. The questions asked are copied below and some analysis of the results are provided on the following pages.

1. **Do you feel the boundary of your selected character area is correct?**
2. **How would you rate your selected area on each of the following attributes?**
  - Attractiveness
  - Valuing heritage
  - Tranquil/calm places
  - Green and open space
  - Vibrant/lively places
  - Shops/restaurants/food
  - Culture and entertainment
  - Community spirit
3. **Are there any specific features or places in your selected area that you particularly enjoy?**
4. **What do you love about this feature or place?**
  - Attractive/scenic/special view
  - Historic landmark or feature
  - Familiar place
  - Secluded/tranquil feeling
  - Green and open space
  - Buildings/features
  - Greenery/trees/landscape
  - Memories/nostalgia
  - Sense of history
  - Vibrant/lively
  - Sense of escape
  - Other (please specify below)

5. **Which FIVE of the following are most important to you about the future of your area?**

- Preserving historic features
- Better public open spaces
- Improving architecture
- Better sense of community
- Better pavements and squares
- Better cleanliness and maintenance
- Better range of youth facilities
- Safer streets
- Better provision of shops/restaurants
- Better provision of culture/destinations
- Better provision of community facilities
- More wildlife / habitats
- Reduced traffic
- Improved layout for walking
- Improved cycle lanes
- Improved public transport
- Better housing provision
- Other (please state below)

The consultation findings were incorporated into the final version of the Urban Design Study, principally through:

- Amending the boundaries of some of the character areas where people felt they did not accurately reflect where they lived. This included incorporating the Clapham Junction and Clapham Common area into the Battersea 'place'. Note that this means the coded references to character areas are different in the following analysis compared to the final areas in the main report. [Fig. 395](#) in Section [G.3](#) summarises the changes made to the character areas.
- Incorporating additional valued features into many of the character areas within Section 3.
- Noting additional negative qualities into some of the character areas within Section 3.
- Providing some additional character area design guidance within Section 3 based on observations from the local community.

## G.2 Analysis of responses

### 2. How would you rate your selected area on each of the following attributes?



For Balham Town Centre, respondents generally valued its vibrancy as well as its shops, restaurants and food more highly than some of its other features. Features such as heritage, attractiveness, culture and entertainment scored lower, although in general most features scored relatively consistently.



For Balham Residential area, respondents scored all features relatively highly on average with the exception of tranquillity, culture and entertainment; which respondents considered to be weaker aspects of the area. Similarly to Balham Town Centre – shops, restaurants and food are considered particular assets to this area.



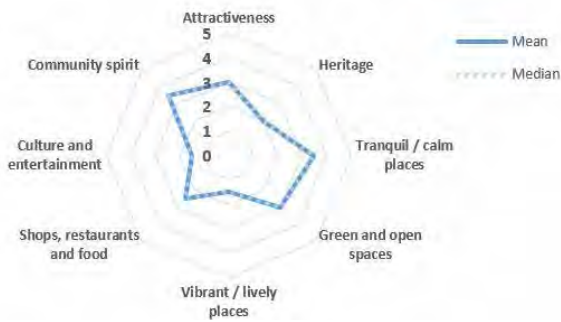
Features within Battersea Residential area were generally scored consistently, although green and open spaces are particularly valued. Community spirit and attractiveness are also scored relatively high. Although scoring is generally consistent – heritage, culture and entertainment scored marginally lower than other features.



In general, respondents scored all features relatively consistently, although particularly highly for attractiveness; green and open spaces; and shops, restaurants and food. Respondents considered that this area wasn't particularly strong in terms of heritage, tranquillity and community spirit, despite scoring generally consistently well.



**B3 Nine Elms Mixed Use**



Nine Elms Mixed Use was scored relatively poorly for most features and features were scored inconsistently. Despite an overall poor scoring, respondents considered that this area had relatively good green and open spaces as well as being tranquil and calm. Scores were particularly low for heritage and vibrancy; and this area was scored worst for culture and entertainment.

**B4 Battersea Park**



Battersea Park was scored highly for most features with attractiveness, tranquillity as well as green and open spaces scoring highest. Vibrancy, culture and entertainment scored lower for this area, although only marginally lower than the other scores.

**C1 Clapham Junction Town Centre**



Respondents scored vibrancy and shops, restaurants and food very highly for Clapham Junction Town Centre. Green and open spaces as well as culture and entertainment were scored moderately, however all of the remaining features were scored low by respondents on average. Tranquillity was scored lowest out of all of the features.

**C2 Clapham Common and Residential**



Respondents scored all features for Clapham Common and Residential consistently highly on average. Green and open spaces as well as attractiveness and shops, restaurants and food were considered as particular assets.

### D1 Earlsfield Residential



Scores for Earlsfield Residential were not generally consistent across the different features. Respondents considered green and open spaces as well as shops, restaurants and food as particular assets to the area whilst heritage, culture and entertainment were considered as weaknesses in this area.

### D2 Southfields Residential



Scores for Southfields Residential were generally high across all aspects, with the exception of culture and entertainment which was scored generally fairly low on average. Despite this, community spirit is considered as particularly strong here by respondents as well as green and open spaces.

### D3 Wandle Valley



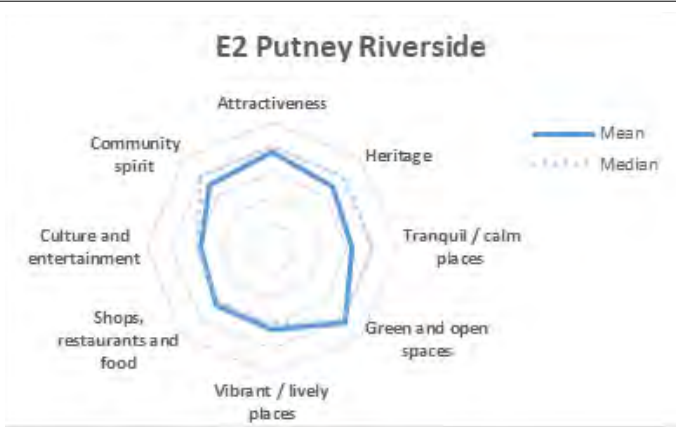
The Wandle Valley was considered as particularly strong for community spirit and green and open spaces; although many other aspects including tranquillity, attractive and shops, restaurants and food were considered relatively valuable as well. Respondents considered this area was particularly poor for culture and entertainment, however.

### E1 Putney Town Centre

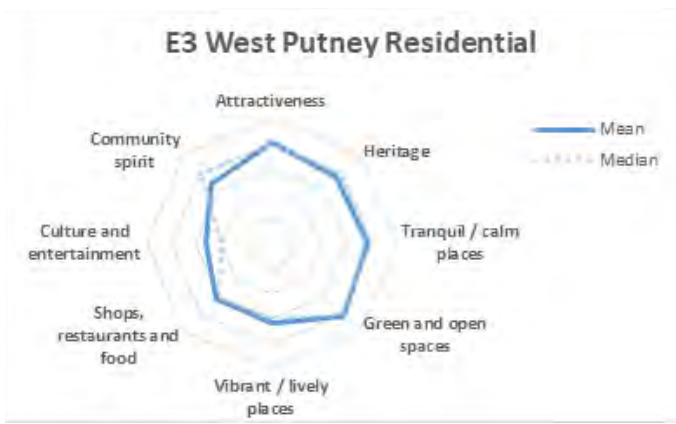


Putney Town Centre was scored relatively low for all features, being scored most highly for shops, restaurants and food. Respondents considered the worst features in this area were heritage and tranquillity.





Putney Riverside was scored generally fairly highly by respondents for all aspects, although particularly highly for open and green spaces. The features that respondents considered less adequate in this area were shops, restaurants and food as well as culture and entertainment, although these features are not consistent with the character of this area.



West Putney Residential was scored consistently for most features and in general, very highly. Respondents considered its particular assets included green and open spaces as well as attractiveness and tranquillity. Culture and entertainment was scored lowest in this area.



East Putney Residential area was scored less favourably by respondents than West Putney residential area, although the profile of scores remained largely consistent with the West Putney area. Shops, restaurants and food interestingly scored more highly for this residential area than for West Putney.



Scores for features at Wimbledon Parkside Estate were not consistent against all features, with culture and entertainment being considered particularly poor by respondents. Despite this, the area was considered to have good green and open spaces as well as being a tranquil and attractive area.

### E6 Putney Heath and Vale



Respondents considered Putney Heath and Vale as a particularly good area for attractiveness and green and open spaces. Aside from these assets and the tranquillity of the area, all other features were scored relatively poorly by residents, with community spirit being considered as the least positive aspect of this area.

### F1 Roehampton Parkland Estate



The Roehampton Parkland Estate was scored generally poorly across all aspects. The worst scored features were shops, restaurants and food. Despite this, respondents considered the heritage, attractiveness and green and open spaces as particular assets to this area.

### F2 Roehampton Residential Estate



Features of the Roehampton Residential Estate were not scored consistently by respondents and showed stark positive views on some aspects mirrored by stark negative views on other aspects. In particular, green and open spaces were considered to be significantly positive features of this area, whilst tranquillity was also regarded highly. In contrast, shops, restaurants and food scored most poorly, although this reflects the character of the area. In comparison to other residential areas, community spirit also scored low.

### G1 Tooting Town Centre



Tooting Town Centre was considered highly by respondents for vibrancy, shops, restaurants and food as well as culture and entertainment; owing to the nature of the area. It was considered poor by respondents for green and open spaces as well as tranquillity and attractiveness.



### G2 Tooting Residential



The score profile for Tooting Residential largely reflected the score profile for Tooting Town Centre, although heritage and vibrancy were considered slightly poorer here.

### G3 Tooting Common



Respondents regarded Tooting Common on average highly for all features – placing particular merit on attractiveness and green and open spaces. Across all other features, respondents considered all relatively high with the exception of culture and entertainment, which was scored marginally lower than the other features.

### G4 Furzedown Residential



The Furzedown Residential area was regarded highly by respondents across all features, particularly community spirit, attractiveness and green and open spaces. This area scored marginally lower for culture and entertainment than all other features.

### H1 Wandsworth Town and Riverside

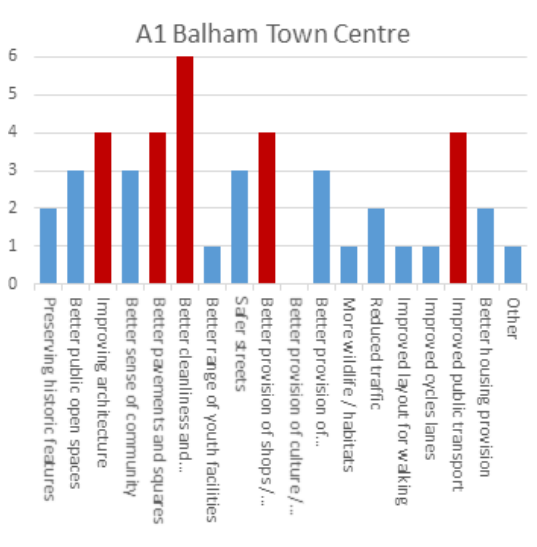


Wandsworth Town and Riverside was considered particularly strong by residents for shops, restaurants and food as well as vibrancy. Respondents scored all other aspects moderately, although green and open spaces was scored lower than all other features.

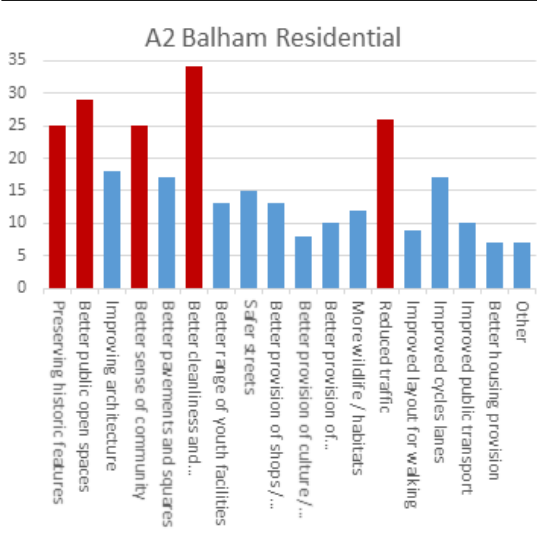


Wandsworth Common and Residential was regarded highly on average by respondents, especially for green and open spaces. Attractiveness and tranquillity were also considered strong here. Although all aspects were scored relatively highly, culture and entertainment was regarded by respondents as the weakest aspects of this area.

5. Which FIVE of the following are most important to you about the future of your area?

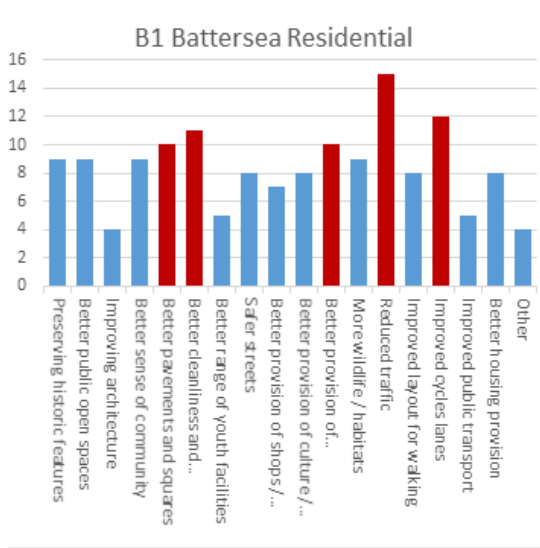


For Balham Town Centre, respondents unanimously considered that better cleanliness and maintenance was highly important to improve the area in the future. Following this, improving architecture; better pavements and squares; better provision of shops and restaurants; and improved public transport were also considered priorities. Interestingly, provision of culture and destinations was not considered by any respondents as in need of improvement.

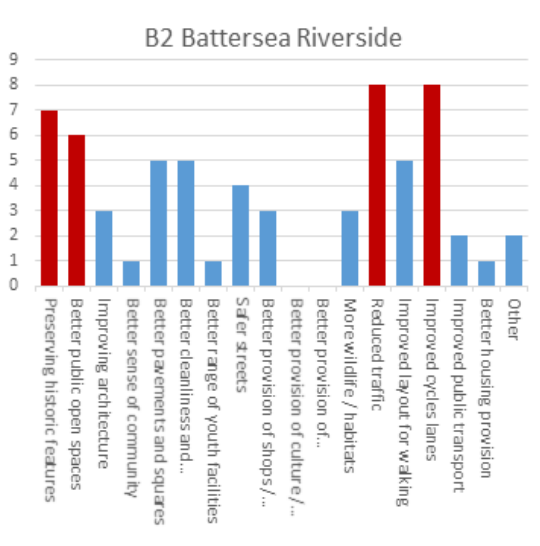


For Balham Residential area there were a number of priorities considered with similarly high levels of importance. Again, better cleanliness and maintenance was considered as the most important priority, but this was closely followed by reduced traffic; better sense of community; better open spaces; and better historic preservation. For this area, there were no interventions that respondents didn't consider to be a priority of some sort.

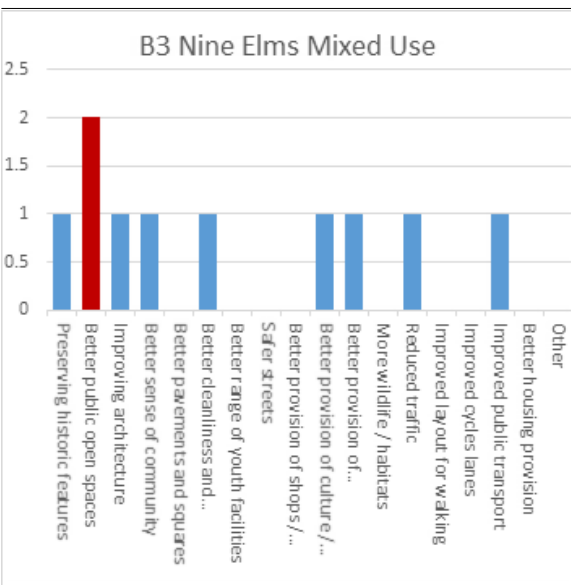




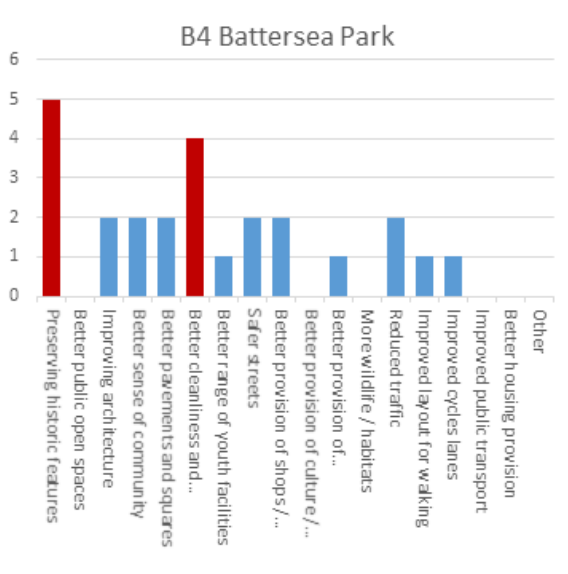
For Battersea Residential area, reduced traffic was considered by respondents as the main priority, followed by and complimentary to, improved cycle lanes. Better pavements and squares; better cleanliness and maintenance; and better provision of community facilities. Interestingly, for this area, improvement of architecture was seen as the lowest priority for the future.



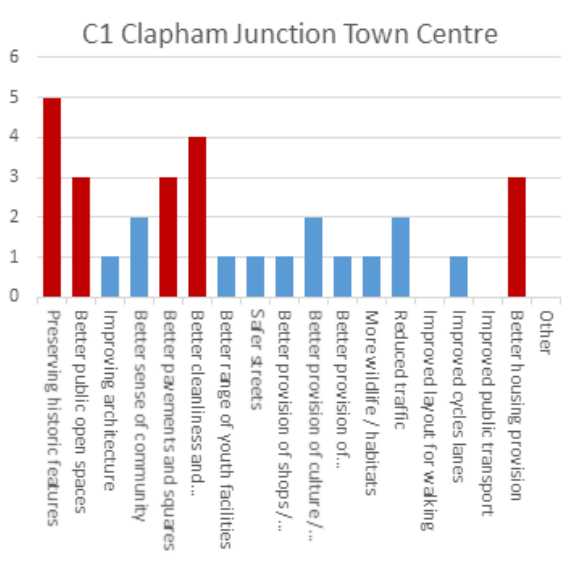
For Battersea Riverside, respondents considered two equally important key priorities for the area which again, similarly to Battersea Residential area were reduced traffic and improved cycle lanes. Other priorities include preserving historic features and better public open spaces. For this area, no respondents considered better provision of culture and destinations or better provision of community facilities as a particular priority.



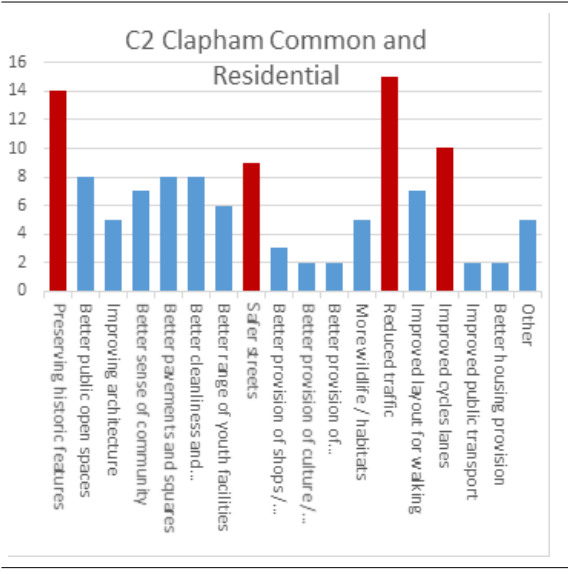
For Nine Elms Mixed Use, respondents considered a number of priorities as not relevant to this area and these included better pavements and squares; better range of youth facilities; safer streets; and improved cycle lanes, among others. The priorities that were identified as relevant such as reduced traffic, improved architecture, improved public transport etc. were all considered as equal priorities. Better public open spaces however were considered a key priority, above all others.



For Battersea Park, there were two main priorities identified and these were preserving historic features and better cleanliness and maintenance. All other priorities were scored relatively consistently and included better sense of community, reduced traffic, safer streets etc. Some improvements such as better provision of culture and destinations and more wildlife and habitats were not considered a priority for this area by any respondents.



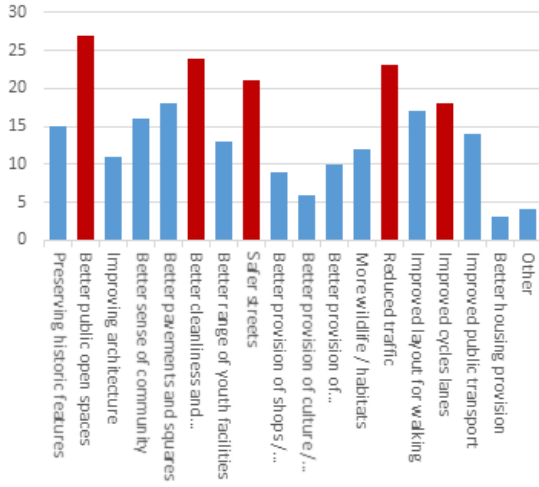
A number of priorities were identified by respondents for Clapham Junction Town Centre, with preserving historic features considered the most important priority. Other priorities included better public open spaces; better pavements and squares; better housing provision; and better cleanliness and maintenance were also considered important by respondents. For this area, better public transport and improved layout of walking were not considered priorities by any respondents, suggesting the existing state of these is considered adequate.



For Clapham Common and Residential there were two clear main priorities, and these are preserving historic features and reducing traffic. Safer streets and improved cycle lanes were also considered priorities for this area. Most other improvements were considered of equal priority for the area, although less so for better provision of culture and destinations, community facilities, housing and improved public transport.

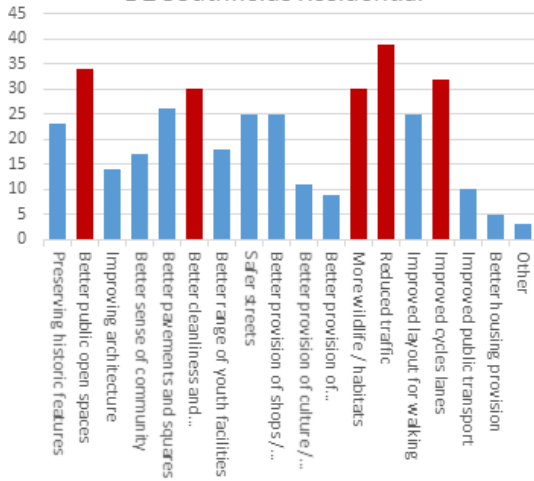


D1 Earlsfield Residential



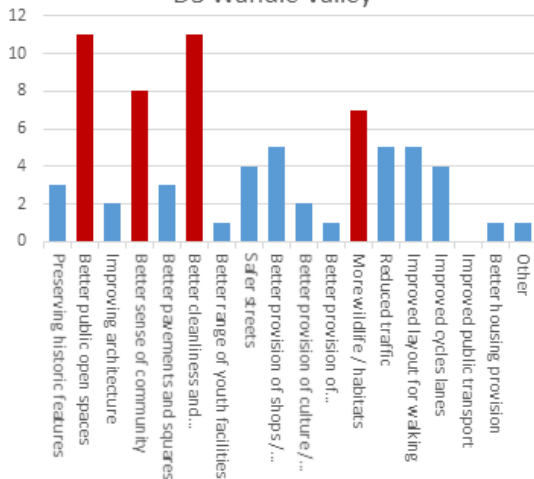
In the Earlsfield Residential area, respondents considered better public open spaces; better cleanliness and maintenance; safer streets; reduced traffic; and improved cycle lanes as the main priorities. Aside from these, a number of other priorities were considered as relatively important. Some improvements such as better housing provision and better provision of culture and destination were considered a priority to some degree, but to a much lesser level than all of the other improvements.

D2 Southfields Residential

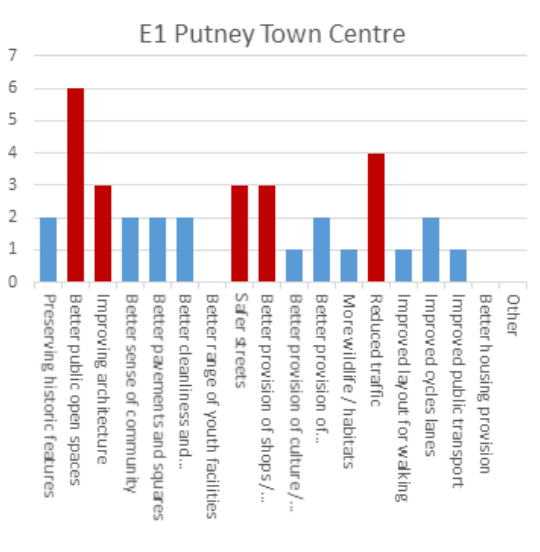


In Southfields Residential, reduced traffic, improved cycle lanes, better wildlife and open spaces as well as better cleanliness were considered the key priorities by respondents. Reduced traffic was considered the most important improvement. Better housing provision and better provision of community facilities were not regarded as priorities for the area by many respondents.

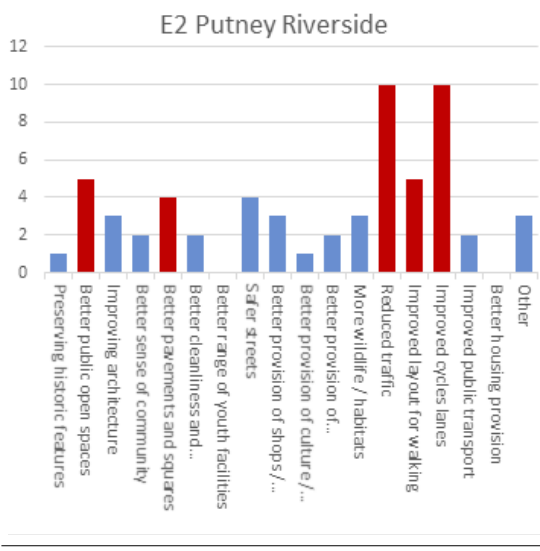
D3 Wandle Valley



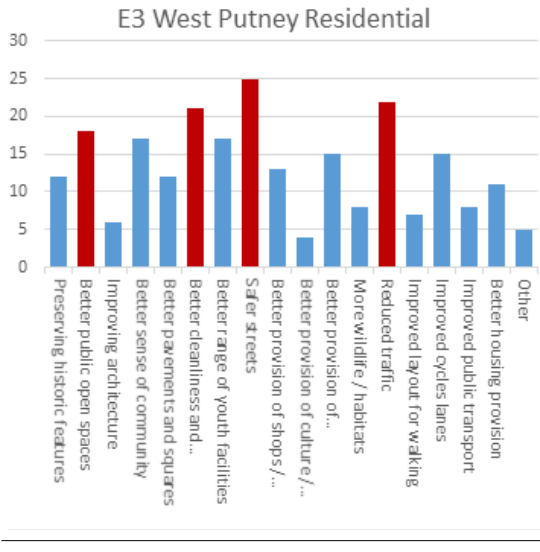
At Wandle Valley, respondents considered a number of key priorities but considered other potential improvements as of much lesser relevance. Better public open spaces; better sense of community; better cleanliness and maintenance; and more wildlife were considered the five top priorities. Interestingly here, improved public transport was not considered a priority by any respondents.



At Putney Town Centre, one key priority was considered important above all other priorities and this was better public open spaces. As well as this, reduced traffic; better provision of shops and restaurants; safer streets; and improved architecture were also considered as relevant by respondents. Better range of youth facilities was not considered a priority by any respondents here, suggesting that existing provision is sufficient.



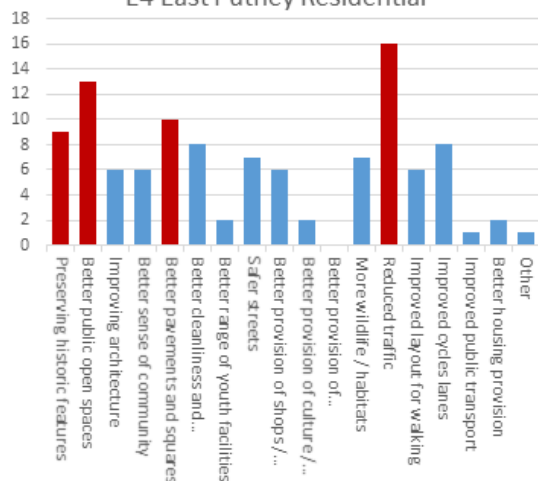
Putney Riverside was considered by respondents to require improvement for reduced traffic and improved cycle lanes as the key priorities. Improved layout for walking; better pavements and squares; and better public spaces were also considered as priorities here, suggesting that public realm improvements are needed. Respondents considered better public transport and better sense of community as low priorities here, suggesting that the current situation is sufficient.



For Putney Residential area, all priorities were considered relatively high, with the exception of improved layout for walking; better provision of culture and destinations; and improving architecture. In particular, safer streets was considered the main priority by respondents, with reduced traffic; better cleanliness and maintenance; and better public open spaces, closely following.

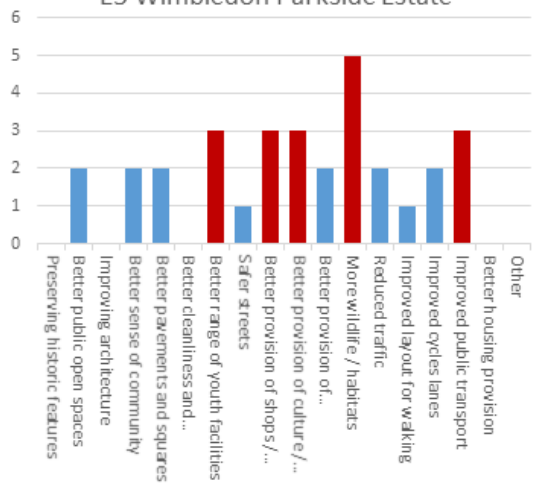


E4 East Putney Residential



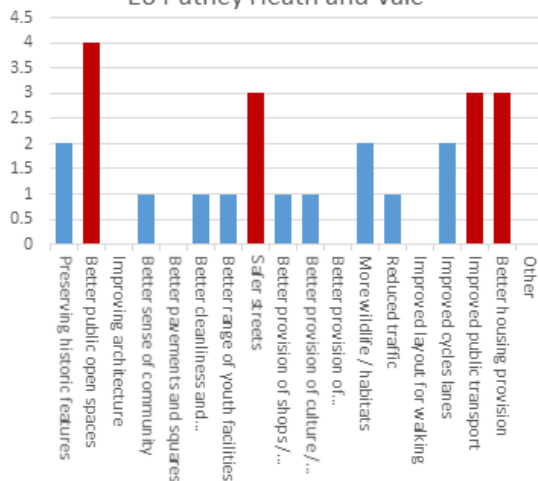
The priorities for East Putney Residential area differed from those of West Putney residential area with the exception of better public open spaces and reduced traffic which were equally considered as key priorities. For this area, respondents also considered preserving historic features and better pavements and squares as important. Better provision of community facilities was not considered a priority here by any respondents and improved public transport was only considered important by a minority.

E5 Wimbledon Parkside Estate

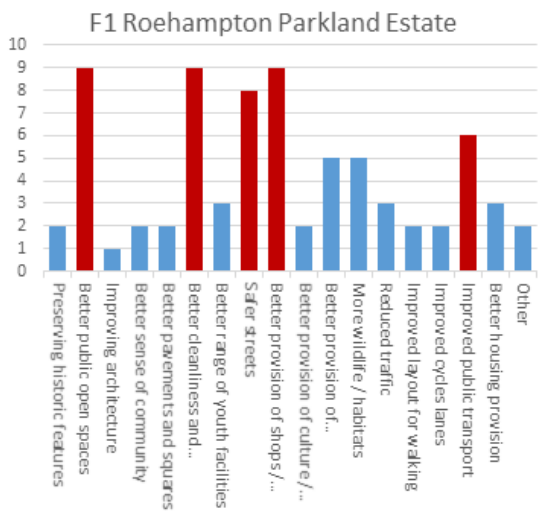


The key priority that respondents thought was important for Wimbledon Parkside Estate was more wildlife and habitats. Despite this better public open space was not regarded as high a priority. Better range of youth facilities; better provision of shops and restaurants; better provision of culture and destinations; and improved public transport were all considered as important for the future of the area. Better cleanliness and maintenance was not considered important by an respondents for this area, suggesting it is not a key issue.

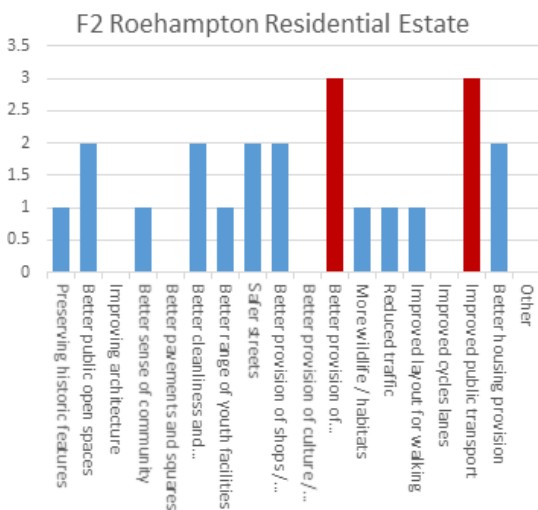
E6 Putney Heath and Vale



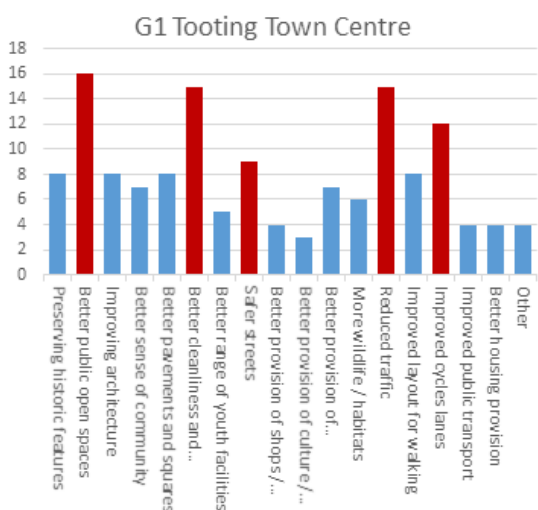
For Putney Heath and Vale, respondents considered the main priority to be better public open spaces. This was followed by safer streets, improved public transport and better housing provision which were regarded with equal importance by respondents. For this area, features such as improved architecture; better pavements and squares; and improved layout for walking were not considered priorities by any respondents.



Respondents considered a number of key priorities for Roehampton Parkland Estate which included better public open spaces; better cleanliness and maintenance; safer streets; and better provision of shops and restaurants. Improved public transport was also considered a priority but to a lesser degree. All other improvements were considered by respondents as of much lesser priority for the area, except better provision of community facilities and more wildlife which were regarded as moderately important.

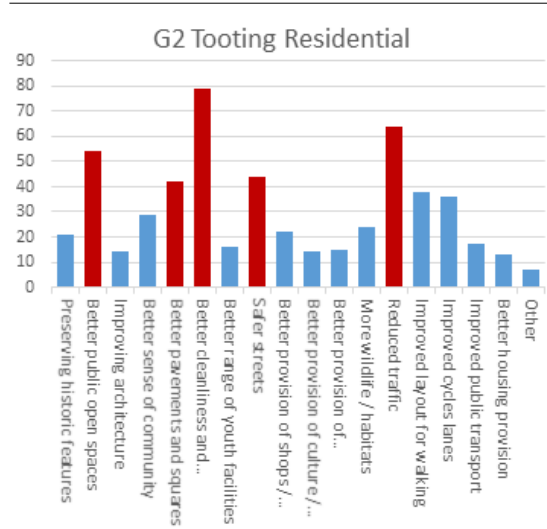


The priorities for Roehampton Residential Estate did not mirror those for Roehampton Parkland Estate, except from the fact that improved public transport was considered a key priority. The other key priority for this area was considered to be better provision of community facilities. A number of other priorities were considered of equal importance behind the two key priorities and these included some such as better public open spaces; better housing provision; better provision of shops and restaurants; and safer streets. Some improvements were not regarded as a priority by any respondents and this included improved cycle lanes, improved architecture and better pavements and squares.

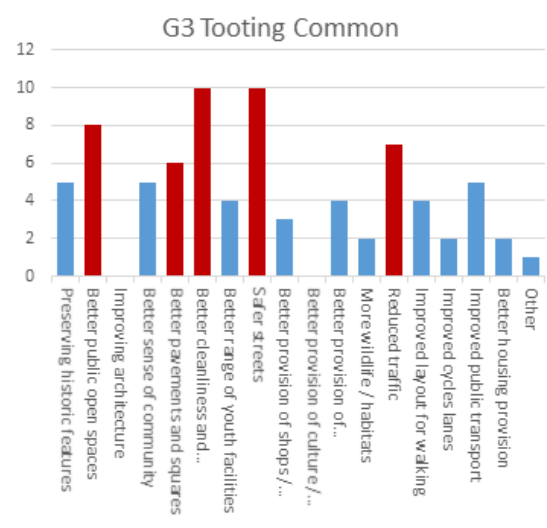


Respondents considered Tooting Town Centre to have a number of key priorities including better public open spaces; better cleanliness and maintenance; reduced traffic; and improved cycle lanes. Safer streets was also regarded as an important aspiration for this area. The remaining improvements were scored relatively equally by respondents, with least importance placed on better provision of entertainment and destinations; suggesting the area adequately provides for this.

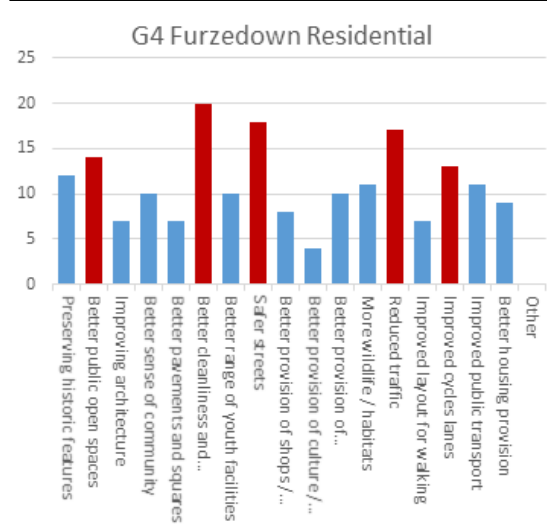




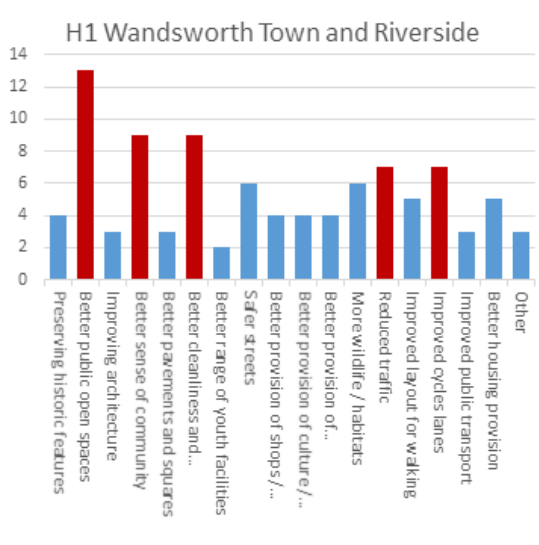
Tooting Residential area was considered by respondents to require better cleanliness and maintenance; better public open spaces; and reduced traffic as the highest priority. Better pavements and squares as well as safer streets were also regarded as particularly important. Similarly to Tooting Town Centre, better provision of culture and destinations was considered a priority by the least number of residents.



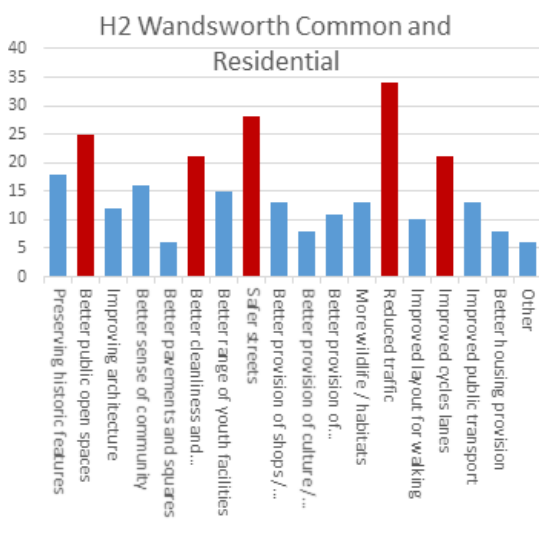
The most highly regarded priorities for Tooting Common were better cleanliness and maintenance as well as safer places. Other key priorities were better public open spaces; better pavements and squares; and reduced traffic. No respondents considered improving architecture or better provision of culture and destinations as a priority for this area, suggesting the existing state of these two features is sufficient.



For Furzedown Residential area, the key priorities were considered to be better cleanliness and maintenance; safer streets, reduced traffic; improved cycle lanes; and better public open spaces. This suggests public realm is a key priority for improvement in this area. All improvements were considered by respondents to have relative importance, although better provision of culture and destinations was regarded as the least important priority.



For Wandsworth Town and Riverside, the most important priority regarded by respondents was better public open spaces. Following this, better sense of community and cleanliness were considered of equal importance for the future; and reduced traffic and improved cycle lanes of equal but slightly lesser importance than the preceding priorities. For this area, all priorities were regarded as generally consistently important.



For the Wandsworth Common and Residential area, there was no consistency within consideration of importance of improvements. For this area, respondents considered reduced traffic was the most important priority, followed by improved cycle lanes; safer streets; better cleanliness and maintenance; and better public open spaces. Better pavements and squares along with better provision of culture and destinations were considered the least important priorities by respondents.



### G.3 Changes to character areas

Fig. 395 below summarises the changes made to the character areas following the public consultation.

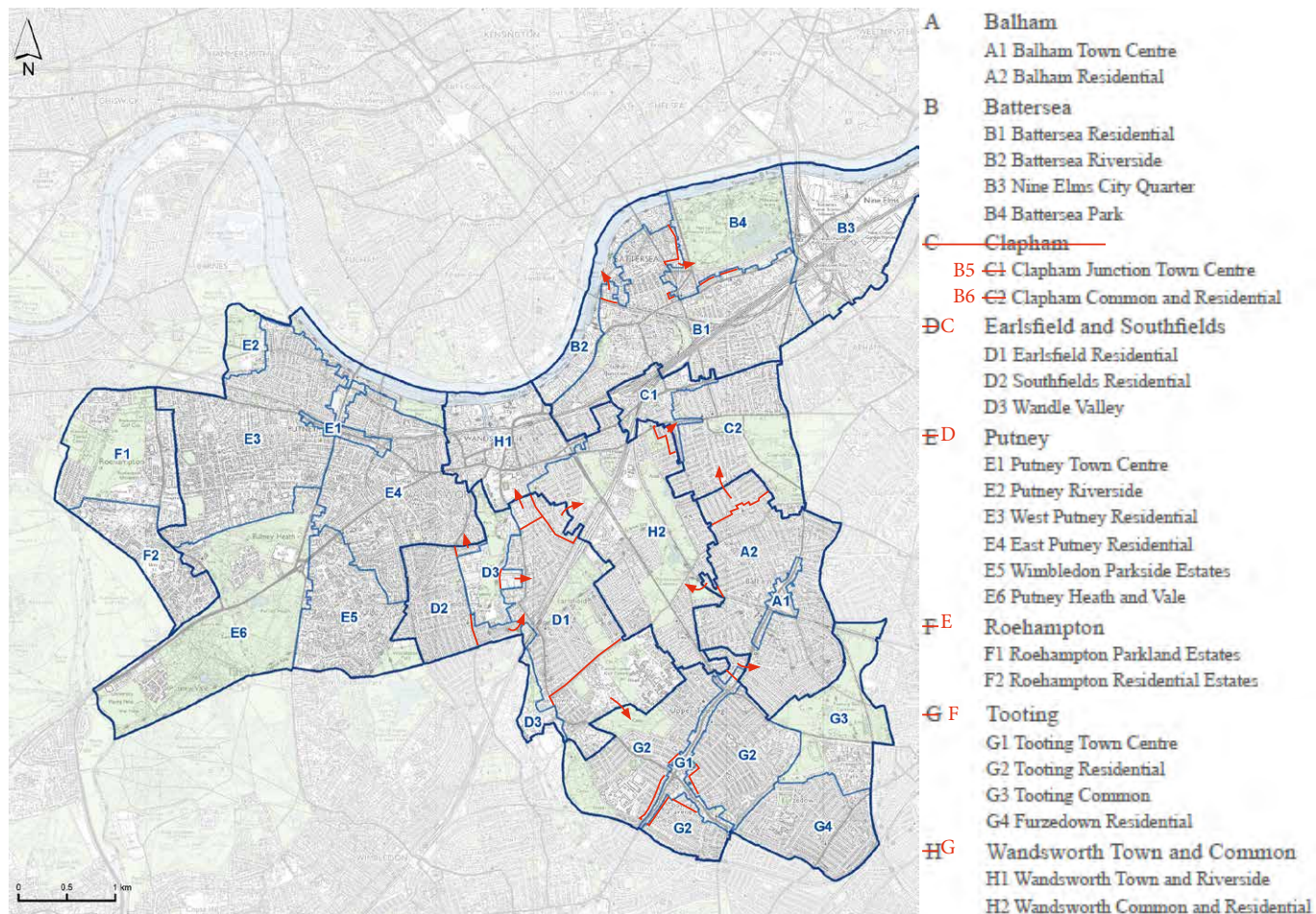


Fig. 395: Overview of changes to character area boundaries following public consultation





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