

Dear Sirs

Representation on the Main Modifications to the Proposed Local Plan and Maps

We submit our representations on the Main Modifications (MM) to the proposed Local Plan. Our comments are in connection to the proposed Nine Elms Pimlico Bridge (NEPB) and its amendments.

MM35, MM40, MM41, MM42

The wording in connection to the NEPB location has been amended to **'indicative'** or **'current indicative'** landing or location (MM35, MM40, MM41, MM42 and wherever else noted) and justified as such to recognize that other locations may be appropriate as a result of the Hearing discussions.

On day one of the Hearings, Wandsworth Council said that they effectively *'had to go back to the drawing board'* with NEPB due to the Safeguarding direction for Kirtling Wharf and PLA's submissions and objections.

At the Hearing on Wednesday 16 November 2022, we raised further objections to the NEPB. Subsequently the Planning Inspectorate asked Wandsworth Council if NEPB was **'crucial'** to the delivery of the Nine Elms area. Wandsworth Council's response was the NEPB was an **'aspiration and not crucial to the delivery of the area'**. The Planning Inspectorate advised he would have been concerned if Wandsworth Council had advised NEPB was **'crucial'** to the delivery of the Nine Elms area. The wording of **'indicative'** or **'current indicative'** landing or location was then considered by the Planning Inspectorate in context of an **'aspiration'** of a bridge for the Nine Elms area.

However, contrary to Wandsworth Council's submission at the Hearing on 16 November, Wandsworth Council have over the years promoted the bridge as being **'crucial'** or needed/required to support the growth of the Nine Elms area, evidence attached as pdfs with relevant extracts below.

- **News archive Wandsworth Council website**
 - Article entitled 'Latest designs unveiled for a new Nine Elms to Pimlico bridge' published 21 July 2015 ... extract ... *'The bridge is part of the infrastructure package needed to support growth in Nine Elms on the South Bank where tens of thousands of new jobs and homes are now being created alongside billions in growth and tax receipts.'*
 - Article entitled 'Locations shortlisted for Nine Elms Pimlico Bridge' published 17 October 2018 extract ... *'Cllr Rory O'Broin, Wandsworth Council Cabinet member for Economic Development, Skills and Employment said: "The Nine Elms Pimlico Bridge has been identified by the draft London Plan as a crucial piece of infrastructure for our growing city.'*
 - Article entitled 'Preferred location indentified for Nine Elms Pimlico Bridge' published 6 February 2019 ... extract ... *'The proposal for the Nine Elms Pimlico Bridge is part of a package of measures required to support the growth of the Vauxhall Nine Elms Battersea Opportunity Area, as identified in the Mayor's London Plan alongside other infrastructure needed for the Capital'*

We therefore assert that Wandsworth Council **did not** intend for NEPB to be an **'aspiration'** and the sudden irrational change from **'crucial'** to **'aspiration'** merits further interrogation from the Planning inspectors with regard to deliverability, justification and soundness of plan as set out in our previous written submissions and Hearing submissions.

Consequently the wording amended to **'indicative'** and **'current indicative'** landing or location does not address the fundamental issue that the bridge is not deliverable.

Definition of Indicative

To a lay person **'indicative'** location or landing for the NEPB would not normally mean the location can be moved and certainly not a substantial move to another location. Paragraph for MM49 suggests NEPB will not move.

Extract of MM49:

- Amend wording to Para 5.30 as follows:
 - ~~'5.30 Open Space~~*Public Realm* - Proposals to the north of the cluster ~~in~~at the Kirtling Wharf and Cringle Dock sites (NE9, NE14) will be required to provide a publicly accessible landscaped area ~~open space~~ that connects to the proposed Nine Elms Pimlico Bridge, the Thames Path and subject to operation and maintenance requirements, the open space above the Thames Tideway Tunnel access shaft. It will need to consider the Nine Elms Pimlico Bridge structure, its future access and maintenance requirements, the users of the bridge, the river walk as well as providing a welcoming gateway to the area that takes into account views to and from the bridge. Proposals will be required to comply with the London Plan Policy S15 Water transport and public realm landscaping should not conflict with the safeguarded wharf use.'

Notwithstanding our overall objection to the NEPB and its deliverability and current choice of location, we therefore request that **'indicative'** in the context of NEPB location and landing is defined in the glossary to mean that the location is not fixed and may move as other locations may be more appropriate. This was noted under 'Justification' in Wandsworth Council's document PSD-028 Schedule of Main Modifications to recognize that other locations may be appropriate as a result of the Hearing discussions.

Due to the inconsistency of language in relation to the NEPB, defining the meaning of **'indicative'** to mean that the location is not fixed and may move as other locations may be more appropriate would help avoid any misunderstanding and provide more clarity.

MM49

MM49 (The Kirtling Street Cluster) states **'a publicly accessible landscaped area that connects to the proposed Nine Elms Pimlico Bridge'** and to consider the NEPB structure, access maintenance and users as well as providing a welcoming gateway.

And yet a bridge in the location **'indicated'** in the Local Plan would not be suitable due to its impact and harm on the Safeguarded Kirtling Street Wharf (which includes the jetty in front of the wharf) and on Nine Elms Pier and its houseboats. NEPB cannot compromise the Safeguarded Wharf area nor can it move closer to Nine Elms Pier and its houseboats. Map 5.5 under MM55 shows the extent of area that would need to protect NE9 (Kirtling Wharf). NEPB as shown in the NEPB Stage 2 Report is already too close to Nine Elms Pier and its houseboats as we have explained in our previous submissions.

There is now recent case law to support the case for loss of privacy and overlooking onto the houseboats and harming our amenity. The Supreme Court case for some Neo Bankside residents has ruled that the Tate Gallery's viewing platform invades the privacy of Bankside residents and prevents them from enjoying their homes and was ruled as a *'straightforward case of nuisance'* due to constant observation and photography. It was judged ... *'It is beyond doubt that the viewing and photography*

that take place from the Tate's building cause a substantial interference with the ordinary use and enjoyment of the claimants' properties'. Lord Leggatt stated ...'It is not difficult to imagine how oppressive living in such circumstances would feel for any ordinary person - much like being on display in a zoo'. In the case of our houseboats, the proximity of the bridge would be so ridiculously close as to cause similar interference and nuisance and relentless invasion of privacy and enjoyment of our houseboats.

It would appear that even if NEPB could be delivered (and there is no evidence to show that Westminster Council will ever support it), that this location would not be suitable or appropriate. This location should not even be shown as indicative due to lack of proper consideration of the site constraints at assessment stage. Further studies should be carried out before its inclusion in to the Local Plan as the consequence of moving the location is likely to have a detrimental impact on the development of the Kirtling Street cluster. At the Wednesday 16 November hearing, Wandsworth Council stated that their public realm study was not finished. An incomplete public realm study would suggest that the NEPB landing has not been properly considered in context with its surroundings adding more uncertainty to its viability.

Inconsistency

By the use of wording; '**indicative**' or '**current indicative**' landing or location, Wandsworth Council can amend the location of the NEPB as set out in their justifications in the MM document PSD-028 Schedule of Main Modifications, yet there are other paragraphs in the Local Plan where this is not expressed. This may be an omission but the inconsistency of language must be addressed to avoid confusion and misunderstanding.

Notwithstanding our overall objection to the NEPB and its deliverability and current choice of location, the paragraphs which require amendment to align with the MM should they be accepted are:

Para 5.28 This para still refers to the 'selected' landing site (Option 4c Kirtling Street in the NEPB Stage 2 Report) and affirms the southern landing of the bridge as a certainty; extract below:

5.28

*Around the **selected landing site** for the proposed Nine Elms Pimlico Bridge, development proposals should maximise the opportunity for the creation of green/open space that the Tideway Tunnel access shaft presents, contribute to the creation of a positive arrival experience for pedestrians and cyclists using the bridge, and improve walking and cycling connectivity in line with the NESB Cycling Strategy. The design of open space near the **southern landing site** of the Nine Elms and Pimlico Bridge should be large enough to accommodate the Nine Elms Pimlico Bridge structure and its associated access and maintenance requirements, the projected numbers of people using the bridge, the river walk as well as providing a welcoming gateway to the area that takes into account views to and from the bridge.*

5.37 (second bullet point)

*This cluster of sites and other adjacent sites are located in the vicinity of the **landing site** of the proposed Nine Elms Pimlico Bridge. Development proposals will need to consider the public realm and walking and cycling connections to the bridge, the riverside walk and street frontages, as well as onward connections to Nine Elms Lane to enable the bridge to be realised.*

In order to be consistent with the other MM, the emboldened words should be replaced with '**current indicative landing site**' .

Summary

We maintain our objection to the inclusion of the NEPB in the Local Plan and in particular in the **'indicative'** or **'current indicative'** location due to its impact on the houseboats.

Wandsworth Council's admission on day one of the Hearings that they effectively *'had to go back to the drawing board'* with NEPB together with PLA's submissions and our submissions demonstrate that the NEPB is currently not fit for purpose to be included in the Local Plan as an aspiration nor as a crucial part of infrastructure.

We assert NEPB is currently not fit for purpose to be included in the Local Plan as presented and has not passed the test of deliverability and soundness of plan.

Kind regards

May Hale and Mark Hale

Residents and Houseboat Owners at Nine Elms Pier

Latest designs unveiled for a new Nine Elms to Pimlico bridge

Published: 21 July 2015

Updated proposals for a new pedestrian and cycle bridge across the Thames between Pimlico and Nine Elms have been unveiled today as part of a design competition run by Wandsworth Council.

Londoners are being invited to comment on the four alternative proposals, each of which is being developed by a team of internationally renowned architects and engineers.

The four competing teams were shortlisted earlier this year from among 74 initial competition entries.

Since then the design ideas have been developed further and will be on display at exhibitions in Wandsworth and Westminster in the coming days (details below). They can also be viewed in more detail on the project website.

The winning team will be named later this year by the competition's jury panel which includes Wandsworth Council leader Ravi Govindia, Lambeth Councillor Joanne Simpson, architect Graham Stirk, engineer Henry Bardsley and Chair of Cabi at the Design Council Pam Alexander.

The shortlist includes:

- TEAM 021 : Buro Happold Ltd (lead team) with Marks Barfield Architects, J&L Gibbons Landscape Architects, Gardiner and Theobald
- TEAM 025 : Design and Engineering (lead team) with Robin Snell & Partners, Sven Ole Hansen ApS, Aarsleff and ÅF Lighting
- TEAM 047 : Partners Ltd (lead team) with AL_A, Gross Max, Equals Consulting and Movement Strategies
- Ove Arup & Partners Ltd (lead team) with Hopkins Architects and Grant Associates

Ravi Govindia, leader of Wandsworth Council, said:

"We now have some very exciting and quite spectacular designs on the table. There is still a long way to go but these teams have given us real hope that a solution can be found to the complex challenges involved in creating a new pedestrian and cycle link across this stretch of the river."

Among the most difficult puzzles for the design teams to overcome is the bridge height which has to rise high above the banks so large vessels can pass beneath. This has to be done without creating too steep a slope for cyclists and pedestrians.

This is thought to be the first bridge in the centre of a major world city designed around the needs of cyclists and pedestrians. Bikes and walkers will be travelling in both directions and must be able to get across safely and effectively without coming into conflict.

Other key challenges include:

- Creating a fitting landmark which is sensitive to the different urban characteristics of each shoreline and elegant in its own right
- Providing a safe and attractive link for pedestrians and cyclists crossing the river, encouraging sustainable travel between the two banks
- Complying with the Disability Discrimination Act; ensuring it is accessible to all
- Minimising the loss of open space and positively enhancing the public realm where it lands on either bank
- Achieving a safe and efficient integration with the transport network on both banks

A TfL transport study confirms the Nine Elms to Pimlico bridge has a strong business and transport case and would provide another valuable route through central London supporting the shift towards zero emission, sustainable travel options.

A £26million contribution is already identified from the development of Nine Elms and the new winning design would be used to lever-in further funding.

The bridge is part of the infrastructure package needed to support growth in Nine Elms on the South Bank where tens of thousands of new jobs and homes are now being created alongside billions in growth and tax receipts.

The competition is being managed by Colander and follows OJEU public sector procurement processes so the successful design team can be appointed to the project should it go live. The scheme would need to go through the planning system before it could be built.

Find out more at <http://www.nepbridgecompetition.co.uk/> and view the TfL feasibility study on the Nine Elms on the South Bank website.

EXHIBITIONS

21st & 22nd July, 9:30am - 7:30pm:

The Gallery on the Corner, 155 Battersea Park Road, SW8 4BU

23rd & 24th July, 9:30am - 6:00pm:

Hyde Park Room, Regus Building, 8th Floor, 50 Broadway, SW1H 0RG

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Locations shortlisted for Nine Elms Pimlico Bridge

Published: 17 October 2018

Three possible location options have been identified for a new bridge between Nine Elms and Pimlico.

The proposed pedestrian and cycle bridge is designed to meet the needs of a growing London for improved air quality and safe, sustainable transport methods.

Public exhibitions will be held on both sides of the River Thames in November as the consultation continues to find the best location for the Nine Elms Pimlico Bridge, one of London's most exciting new infrastructure projects.

The proposed bridge will provide a safe, attractive route for pedestrians and cyclists in London to and from the Vauxhall Nine Elms Battersea Opportunity Area, meeting requirements for improved air quality and sustainable transport options.

This rapidly growing new part of the capital will provide thousands of jobs and homes in a new town centre. The Nine Elms Pimlico Bridge will ensure a safe, attractive route across the river, providing healthier travel options for communities on both sides of the Thames.

Cllr Rory O'Broin, Wandsworth Council Cabinet member for Economic Development, Skills and Employment said: "The Nine Elms Pimlico Bridge has been identified by the draft London Plan as a crucial piece of infrastructure for our growing city.

"Londoners will benefit from direct cycling and walking to Nine Elms over a beautifully designed bridge that enables them to easily access the 25,000 new jobs, leisure attractions and green spaces that we are creating.

"We are excited to show people the three possible locations that have been shortlisted and look forward to receiving the comments of people from across the capital as we progress to a recommended location for this fantastic bridge."

Public consultation

Following extensive consultation and technical work undertaken in 2017 the original nine possible locations have been reduced to three and the exhibition will enable local residents to give the project team their opinions ahead of a final, preferred location being recommended to Wandsworth Council in 2019.

The consultation events will be held on:

Saturday 3rd November 2018, 10am to 3pm

Park Court Clubroom, Battersea Park Road, Dodington Estate, Wandsworth, SW11 4LD

Wednesday 7th November 2018, 3pm to 8pm

St George's Patmore Church, 11 Patmore Street, Wandsworth, SW8 4JD

Tuesday 6th November 2018, 3pm to 8pm

Bolney Meadow Community Centre, 31 Bolney Street, Lambeth, SW8 1EZ

Friday 9th November 2018, 3pm to 8pm

110 Rochester Row, City of Westminster, SW1P 1JP

Saturday 10th November, 10am to 3pm

Westminster Boating Base, 136 Grosvenor Road, City of Westminster, SW1V 3JY

Find out more about the proposed Nine Elms Pimlico Bridge and the consultation

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Preferred location identified for Nine Elms Pimlico Bridge

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Published: Wednesday, February 6, 2019

A new walking and cycling bridge will provide Londoners with access to the homes, jobs and leisure facilities being created in central London's newest town centre at Nine Elms.

The bridge design team appointed by Wandsworth Council has identified a preferred location for a new Thames bridge linking Nine Elms and Pimlico. The recommendation is being considered by the Council's Finance and Corporate Resources Overview and Scrutiny Committee, which is meeting on 13 February.

The recommended location crosses the river between Grosvenor Road riverbank (west of Claverton Street) on the north side of the Thames at Pimlico and Kirtling Street, near Battersea Power Station in Nine Elms on the south side.

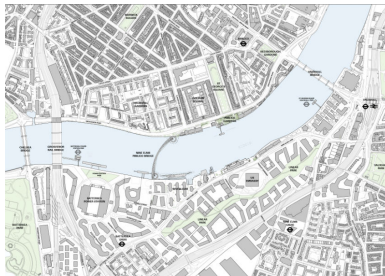


Aerial visualisation of Nine Elms Pimlico Bridge preferred location

Over the next decade Nine Elms is set to become a major new commercial hub in London, providing new culture, leisure and retail facilities alongside new office space attracting major, international occupiers, such as Apple. The proposal for the Nine Elms Pimlico Bridge is part of a package of measures required to support the growth of the Vauxhall Nine Elms Battersea Opportunity Area, as identified in the Mayor's London Plan alongside other infrastructure needed for the Capital. By 2030, 20,000 new homes and 25,000 new jobs will be created in the Area, creating a whole new district on the south bank of the River Thames.

The recommendation concludes an extensive consultation process with the public and stakeholders, alongside technical investigation into three feasible location options.

Whilst all three locations were deemed to be deliverable, the identified location is recommended as providing the best opportunity to create new, sustainable transport links connecting the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area with local neighbourhoods and communities, and the rest of London beyond.



Map showing preferred location of Nine Elms Pimlico Bridge

The recommendation reflects extensive technical analysis into aspects such as environmental impacts, navigational constraints and underground utilities. It also reflects input from stakeholders and local communities, especially regarding the potential impact of a crossing on trees in Pimlico Gardens.

The preferred location also presents an opportunity for the Bridge design to positively shape the riverside public realm on both sides of the river and also takes into account any potential negative impacts identified through the consultation and technical investigations.

Robin Snell of Robin Snell and Partners and project team lead, said: "After an extensive consultation and technical evaluation process we are delighted to be able to recommend a preferred location for the Nine Elms Pimlico Bridge to Wandsworth Council."

"The new Bridge will be designed for pedestrians and cyclists to provide a safe, sustainable access route for all Londoners to access the new homes, jobs, leisure facilities and shops that are being created in Nine Elms and around Battersea Power Station."

"If approved by the Scrutiny Committee we look forward to progressing to the next stage of the Design process, continuing to talk to Londoners about our plans and helping to deliver what will be a landmark new Bridge for London."



Visualisation of Nine Elms Pimlico Bridge looking westbound

Peter Murray, Chairman of New London Architecture, said: "This is an important step in the delivery of the new bridge and the infrastructure necessary to improve conditions for pedestrians and cyclists in this part of London. We need to increase the numbers of people using methods of active travel - walking, cycling and public transport - to move around the city and the Nine Elms Pimlico Bridge will help do that. It is also a very elegant design which will enhance this stretch of the river."

The Finance and Corporate Resources Overview and Scrutiny Committee is being asked to approve the recommendation of the project team before any further stages can be considered.

[Read the Finance and Corporate Resources Overview and Scrutiny Committee paper](#)

[Find out more about the proposed bridge on the Nine Elms Pimlico Bridge website](#)

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