



Wandsworth Local Plan

Supplementary Planning Document

# Lombard Road/York Road Riverside Focal Point SPD

Adopted December 2015





## Lombard Road Riverside SPD

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## 1 Introduction

### Background

The purpose of the Area Spatial Strategy is to set out proposals for the Lombard Road / York Road Riverside area to become a focal point of activity for the purposes of the Local Plan. The significance of being a focal point of activity is that the area would be a location where tall buildings may be appropriate (Core Strategy Policy IS3). The designation of the area as a focal point of activity is based on the clearly defined benefits in terms of regeneration, townscape and the public realm that would be achievable as a direct consequence of co-ordinating development across a number of sites. The benefits that can potentially be achieved from development provide a justification for taller buildings in specific locations in the focal point area.

### Planning Policy Context

The 2nd Proposed Submission Version of the Core Strategy identifies that: "The opportunity to create new focal points in appropriate locations will be investigated, including the potential to designate a focal point in the Lombard Road area of Battersea." The area to the west of York Road/Lombard Road lies within the Thames Policy Area.

In the section on promoting good quality design, under the heading of tall buildings, the Core Strategy states: "Tall buildings can, if well designed, create attractive landmarks underlining aspects of the borough's character and act as a catalyst for regeneration. They can be an efficient way of using land in line with sustainability objectives, and add definition to the borough's skyline. However, it is important that they are sited in appropriate locations, respect local context and the historic environment, are acceptable in terms of design and impact on their surroundings and do not harm existing important views and skylines.

Based on the Council's Stage 1 Urban Design Statement - Tall Buildings, the Core Strategy identifies areas of search or potential where tall buildings may be appropriate. Within the borough's town centres, Nine Elms near Vauxhall and at focal points of activity .... "

Core Strategy Policy PL9 – River Thames and the riverside states: "a. Along the riverside in the Thames Policy Area mixed use redevelopment will be promoted in order to create safe attractive environments, provide new homes, jobs, leisure and social infrastructure facilities with public spaces at focal points, a riverside walk and cycle way and increased public access to the river. ..."

Development Management Policies Document (DMPD) Policy DMI3 - Thames Policy Area, protects against the loss of B1, B2, B8 and related sui generis uses in the Thames Policy area unless it can be justified against a set of criteria. Part d. of the policy states that: "Residential development will be appropriate in the Thames Policy Area as part of a mixed use development incorporating the replacement floorspace required by DMI3a above. Where replacement employment floorspace is not required, residential only development will be appropriate subject to satisfaction of relevant policies relating to Sustainable development (chapter 1) and Housing (chapter 3), in particular relating to residential amenity and flooding."

The area includes two Mixed Use Former Industrial Employment Areas (MUFIEAS) at Chatfield/Mendip Roads and at Gwynne Road which include a number of potential development sites. In these areas DMPD Policy DMI2a applies and this policy requires the replacement of existing employment floorspace. Policy DM12a references a wider range of uses, and takes precedence over Policy DMI3 in these areas.

### London Plan

Applications for new tall buildings should pay specific regard to London Plan Policies 3.4 (Optimising Housing Potential) and 7.7 (Location and Design of Large and Tall Buildings).

Policy 3.4 of the London Plan aims to create a link between appropriate levels of density and Public Transport Accessibility Level (PTAL), which is shown in Table 3.2 (Sustainable residential quality (SRQ) density matrix). The appropriate density ranges in Table 3.2 are related to setting, which can be defined as either 'central', 'urban' or 'suburban'. For the avoidance of doubt, the Council considers this SPD area to be 'urban' in terms of its classification within the London Plan SRQ matrix. Development sites within the SPD area should nonetheless have either good existing or planned public transport connectivity and capacity in order for the density of a proposed scheme to be appropriate at the higher end of the 'urban' density range (London Plan para 3.30)

In addition, the London Plan stipulates that residential density figures should be based on net residential area, which includes internal roads and ancillary open spaces (para 3.31). Further guidance on implementation of this policy in different circumstances is available in the Mayor's Housing SPG, including for mixed use developments and vertical mixes of use. Further guidance on PTAL is available from the Transport for London (TfL) website.

Development that generates high levels of trips will be supported at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (London Plan Policy 8.2). Developments should also improve interchange between different forms of transport, particularly around major rail and Underground stations (London Plan Policy 2.3) and encourage shifts to more sustainable modes and appropriate demand management (London Plan Policy 6.1).

## The Sites

The Area Spatial Strategy for the Lombard Road / York Road Riverside provides guidance for a total of 16 sites within the area and shows how new development should be designed in order to meet Local Plan policy objectives. Sites 1 – 10 in the list below are already included in the SSAD and sites 11 – 16 are proposed additions.

The 16 sites are:

1. Winstanley/York Road Estates, SW11 (part) (SSAD site 64B/4.1.8)
2. 110 York Road, Battersea (Former Prices Candles factory), SW11 (SSAD site 102/10.2)
3. Dovercourt site (including 98 York Rd, Heliport House and the Heliport Industrial Estate), York Road, SW11\* (SSAD site 103/10.3)
4. Homebase, York Road, SW11 (SSAD site 104/10.4)
5. 12-14 Lombard Road, SW11 (SSAD site 105/10.5)
6. 41-47 Chatfield Road , SW11 (SSAD site 106/10.6)
7. 8-40 Chatfield Road , SW11 (SSAD site 107/10.7)
8. River Reach Business Park (Gartons Industrial Estate), Gartons Way, SW11 (SSAD site 108/10.8)
9. York Road Business Centre, Yelverton Road, SW11 (SSAD site 109/10.9)
10. 208-214 York Road & 4 Chatfield Road, SW11 (SSAD site 109A/10.10)
11. 36 Lombard Road SW11
12. 37 Lombard Road (Travis Perkins) SW11
13. 19 Lombard Road, 80 Gwynne Road SW11
14. 58-70 York Road (The Chopper P.H.) SW11
15. Plantation Wharf, Gartons Way – York Place SW11
16. Travelodge Hotel, 200 York Road, SW11

Individual site allocations are set out in Section 2 of this document. Where site were already included in the Site Specific Allocations Document (SSAD) the site allocations in the 2nd Proposed Submission Version SSAD have been updated to reflect the designation of this are as a focal point.

## Opportunities

The stretch of Wandsworth's riverside downstream from Plantation Wharf to the Cremorne Railway Bridge has an insular quality that lacks a sense of place and a distinctive identity. This is the closest area of Thames riverside to Clapham Junction and yet it remains disconnected and remote from the town centre and the railway station.

However, this area is going to change significantly over the next 5-10 years prompted by a number of regeneration initiatives, new development opportunities and possible infrastructure improvements. These initiatives include the following:

### Infrastructure

- A new foot/cycle bridge across the Thames adjacent to the Cremorne Bridge;
- Crossrail 2, due to serve Clapham Junction from 2030, providing new high speed rail connections to Victoria, Euston and other destinations;
- Increasing passenger capacity by extending the length of train services through Clapham Junction to 12 car;
- New pier at Plantation Wharf for river bus service;
- Significant investment in local cycle routes (e.g. Cycle Superhighway 8 on York Road, Clapham Common to Wimbledon Quietway)

### Regeneration and Development

- The Winstanley & York Road Estates Masterplan;
- The Clapham Junction & Battersea Riverside Housing Zone and;
- Major development opportunities on sites to the north and west of York Road and Lombard Road.

### A New Thames Foot/Cycle Bridge

A new foot/cycle bridge across the Thames for pedestrians and cyclists at the Cremorne railway bridge has been a long standing ambition for this area. In addition to improving the public transport accessibility level (PTAL) through providing access to Imperial Wharf London Overground Station on the opposite side of the Thames, the bridge will generate increased pedestrian and cycle flows through the area, reducing journey times for many journeys and reducing conflicts between vulnerable road users and motor vehicles on the busy Wandsworth and Battersea Bridges and their approaches.

The full potential for the York Road / Lombard Road Riverside area will only be achieved through the provision of a footbridge, linking the area to the Imperial Wharf Overground Station on the opposite bank of the River Thames. In addition to being an attraction in its own right, the bridge will increase public transport accessibility, provide footfall and activity and help to stimulate high quality regeneration to the area. The bridge is likely to require a significant level of public funding. This is only likely to be achieved if a significant proportion of the Community Infrastructure Levy (CIL) receipts for the area are made available to help fund the bridge. Further funding will be necessary from Transport for London (TfL) and possibly from private sponsorship.

## **Crossrail 2**

Crossrail 2 will also present opportunities to increase growth in jobs and homes in the York Road / Lombard Road area. This Area Spatial Strategy should also ensure that new development helps to maximise the benefits arising from Crossrail 2 around Clapham Junction by enhancing permeability and connectivity between the river (including the new passenger pier) and the station prior to the arrival of Crossrail 2 in the area from 2030.

## **Significant Investment in Local cycle routes**

Recent improvements to local cycle routes include Cycle Superhighway 8 (CSH8) along York Road, the Clapham Common to Wimbledon Quietway (due for completion Summer 2016) and connections to the network of Quietways over the river to the north in Kensington & Chelsea (NB: these were known as Greenways from 2010 to 2014). Following these improvements there is now a significant opportunity to integrate the York Road / Lombard Road area of Battersea riverside into London's wider cycling network and create exemplary conditions for cycling in line with the Mayor's Vision for Cycling and London Plan policy 6.9.

## **The Winstanley & York Road Estates Masterplan**

The Winstanley & York Road Masterplan sets out a strategy for the transformation of the estates with new development based on a hierarchy of legible streets to provide safe and attractive routes through the area. This will encourage connectivity between the Thames riverside and Clapham Junction town centre and the railway station. New and up-graded community facilities are proposed as an integral part of the Masterplan.

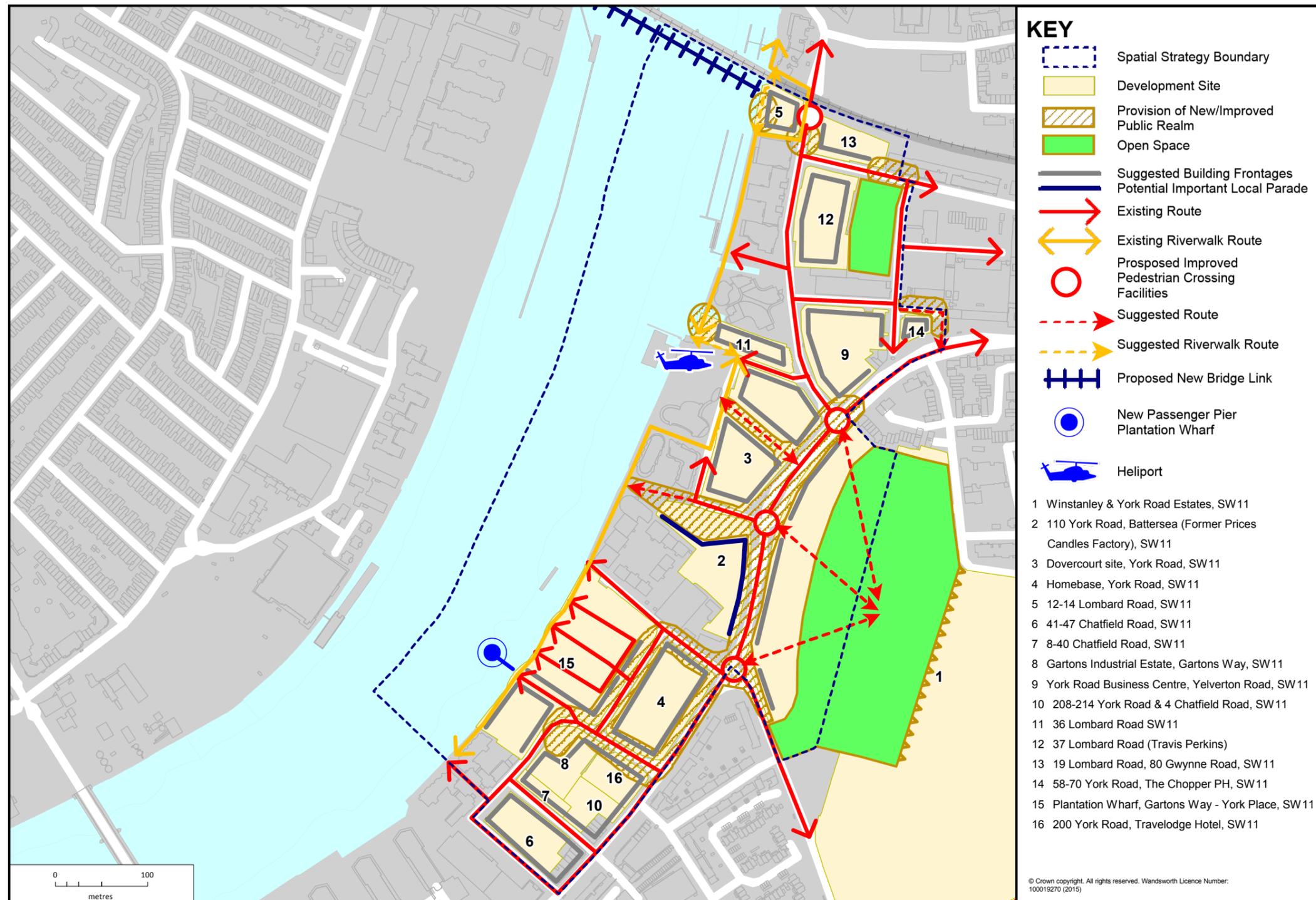
## **Clapham Junction and Battersea Riverside Housing Zone**

Clapham Junction and Battersea Riverside Housing Zone - in collaboration with the Greater London Authority - incorporates the Winstanley / York Road Masterplan and Lombard Road / York Road riverside areas and aspires to the creation of a new landmark residential neighbourhood for London with increased residential densities. Achievement of increased densities will be dependant on improvements to the local infrastructure, which will be supported in part by CIL contributions.

## **Major Development Opportunities**

The Site Specific Allocations Document (SSAD), which forms part of the Council's Local Plan includes ten sites in the York Road / Lombard Road area of Battersea riverside. Developers have now expressed interest in a further six sites in the location which has prompted the proposed designation of a focal point and the preparation of an Area Spatial Strategy to coordinate development opportunities in order to maximise the benefits arising for the area as a whole.

## 2 Area Spatial Strategy for Lombard/York Road Riverside



**Area Spatial Strategy Diagram for Lombard Road / York Road Riverside Focal Point**

This Area Spatial Strategy for the Lombard Road / York Road Riverside Area is a response to the scale of change now anticipated in the area and fact that development proposals are expected to come forward for a number of new sites in the area in the relatively near future. The Area Spatial Strategy provides an opportunity to help ensure that development takes place in a co-ordinated way, maximising the potential benefits to be derived from the re-development of the area.

The designation of the area as a focal point can be justified because there are sufficient clearly defined benefits that development can bring in terms of regeneration, townscape and the public realm. This Area Spatial Strategy identifies what these benefits could be and how they could potentially be achieved by coordinating the development of individual sites. The designation of the area as a focal point where tall buildings may be appropriate could help to maximise the regeneration benefits by enabling development at higher densities.

The development of this area as a focal point, guided by this Area Spatial Strategy would:

- be supported by the delivery of the new Thames foot/cycle bridge and other important new transport infrastructure;
- be complementary to the ambitions set out in the Winstanley and York Road Estates Masterplan;
- ensure that delivery of new residential development is maximised within the Housing Zone; and
- encourage a greater sense of community with new shopping, leisure, cultural and recreational facilities focused within a series of vibrant and distinctive places with stronger linkages to the surrounding areas.

The potential for the successful development of this area can be achieved through a combination of its riverside location, a clear focus for the public benefits that development can provide and the achievement of improvements to public transport accessibility. Rather than allow a series of piecemeal developments, the Area Spatial Strategy is intended to coordinate development opportunities in order to maximise the benefits arising for the area as a whole.

### Connectivity

A largely continuous riverside walk presently provides an attractive north-south route along the Thames but connections running east from the riverside walk to York Road and Lombard Road are generally poorly defined. The greatest deficiency in terms of access and movement is the area's poor connections to its wider surroundings. York Road and to an extent Lombard Road are heavily trafficked corridors with limited crossing points and are barriers to east – west movement and restrict access to the Thames riverside from the area's hinterland to the east. In addition York Road is part of the Transport for London Road Network (TLRN) and is a key bus corridor. TfL is the highway authority for the TLRN and is required to balance the needs of all users on, or crossing this congested route. The impacts of additional development and proposed changes to movement levels and patterns along or across the TLRN will require careful consideration, and appropriate mitigation, where necessary. Similarly, access to the east from the riverside is also limited by the two main roads. This is made worse by a lack of legible routes for pedestrians and cyclists through the York Gardens open space and the York Road / Winstanley Estate on the east side of York Road which present a further impediment to movement.

All new routes and connections should be designed on shared space principles, promoting simplified streetscape, de-cluttering and access for all, in line with London Plan policy 6.10.

### New Routes and Connections

Opportunities for improvements to connectivity in this area are:

#### 1. A new bridge crossing the River Thames on the south side of the Cremorne Railway Bridge.

The bridge would connect the Battersea riverside with the Fulham riverside and provide access for pedestrians and cyclists across the Thames. In addition to opening up opportunities for a whole new network of connections to the north bank of the river, it would also enable access to the London Overground station at Imperial Wharf. Its significance in terms of accessibility is far reaching and goes beyond the much smaller scale benefits to be derived within this local area. This new connection would have considerable benefits for pedestrians and cyclists and would significantly enhance opportunities for regeneration within the area.

#### 2. A new link from Bridges Court to York Road.

This route would be a shared surface where pedestrians and cyclists would have priority over vehicles and would run through the Heliport Estate site (part of the Dovercourt site) when this is redeveloped. See site specific guidance for details (Dovercourt site).

#### 3. An improved link from the Thames riverside walk to York Road via Bridges Court.

This route would be for pedestrians and cyclists and it is currently available but poorly defined by surrounding development such that it is not legible and is unattractive as an access to the riverside from York Road. Development of the Prices Candles site and Dovercourt sites offers considerable potential to create a safe and attractive route for pedestrians and cyclists. See site specific guidance for details (Prices Candles and Dovercourt Sites).

#### 4. An improved riverside walk north of the Heliport.

This section of riverside walk is currently poorly defined by adjoining buildings and should be made significantly safer and more attractive for pedestrians and cyclists by redevelopment of the site at 36 Lombard Road (see site specific guidance).

#### 5. An improved link to the riverside walk from Lombard Road between Oyster Wharf and 12-14 Lombard Road; a new section of riverside walk and new link under the Cremorne Railway Bridge.

The development of the site at 12-14 Lombard Road offers considerable potential for significant improvements to connectivity that not only include improvements and extensions to the riverside walk for pedestrians and cyclists but also allow for and provide the springing point for the proposed new foot/cycle bridge across the River Thames.

### **6. A new transport connection to Central London via river bus from a new pier at Plantation Wharf.**

Development of adjacent sites should encourage enhanced connections for pedestrians and cyclists to the riverside from York Road. River transport has the potential to play a key role in boosting connectivity in the focal point area.

### **7. New and improved connections through York Gardens and the Winstanley and York Road Estates.**

The Winstanley & York Road Masterplan sets out a strategy for significant improvements to movement through the estates showing a hierarchy of legible streets to provide safe and attractive routes through the area. This will encourage connectivity between the Thames riverside and Clapham Junction town centre and the railway station. The Masterplan shows two main routes across a redefined York Gardens open space and these emerge to the south at the junction of Plough Road with York Road and to the north at the junction of Lombard Road with York Road. In addition, there is the potential for another route to emerge at York Road opposite Bridges Court, midway between the two routes referred to above. The southern route facilitates connections to the Thames riverbus pier at Plantation Wharf and the northern route will provide an attractive connection to the new footbridge via Lombard Road. Development on the west side of York Road must be designed to take advantage of the routes set out in the Masterplan and facilitate the connections shown.

Consideration should be given to upgrading the existing pedestrian crossing facilities at the Plough Road and Lombard Road junctions with York Road and the feasibility of installing a new crossing facility on York Road at Bridges Court.

### **Public Realm and Place-Making**

The Spatial Strategy Diagram shows where development on the various sites in the area can be coordinated to create a riverside district providing a high quality public realm with a distinctive identity. In addition to connections, new development presents opportunities to greatly enhance the quality of the public realm and townscape to create a more legible environment with a strong sense of place and community.

Opportunities for improvements to public realm to create distinctive new public spaces are identified in 5 particular locations and shown on the draft Spatial Strategy Diagram as follows:

#### **1. 12- 14 Lombard Road / 19 Lombard Road - 80 Gwynne Road / 37 Lombard Road**

These sites have the potential to be developed to create a significant new 'destination' public space on the riverside at the head of the new bridge crossing. This space should then extend across Lombard Road to link with new public realm in Gwynne Road, taking advantage of and enhancing the attractiveness of the Harroway Gardens open space.

#### **2. 36 Lombard Road**

Development of this site has the potential to considerably enhance the amenity and attractiveness of the riverside walk link from Bridges Court around the Heliport and the dock to the south of Falcon Wharf.

### **3. Dovercourt site York Road and Prices Candles site – Bridges Court**

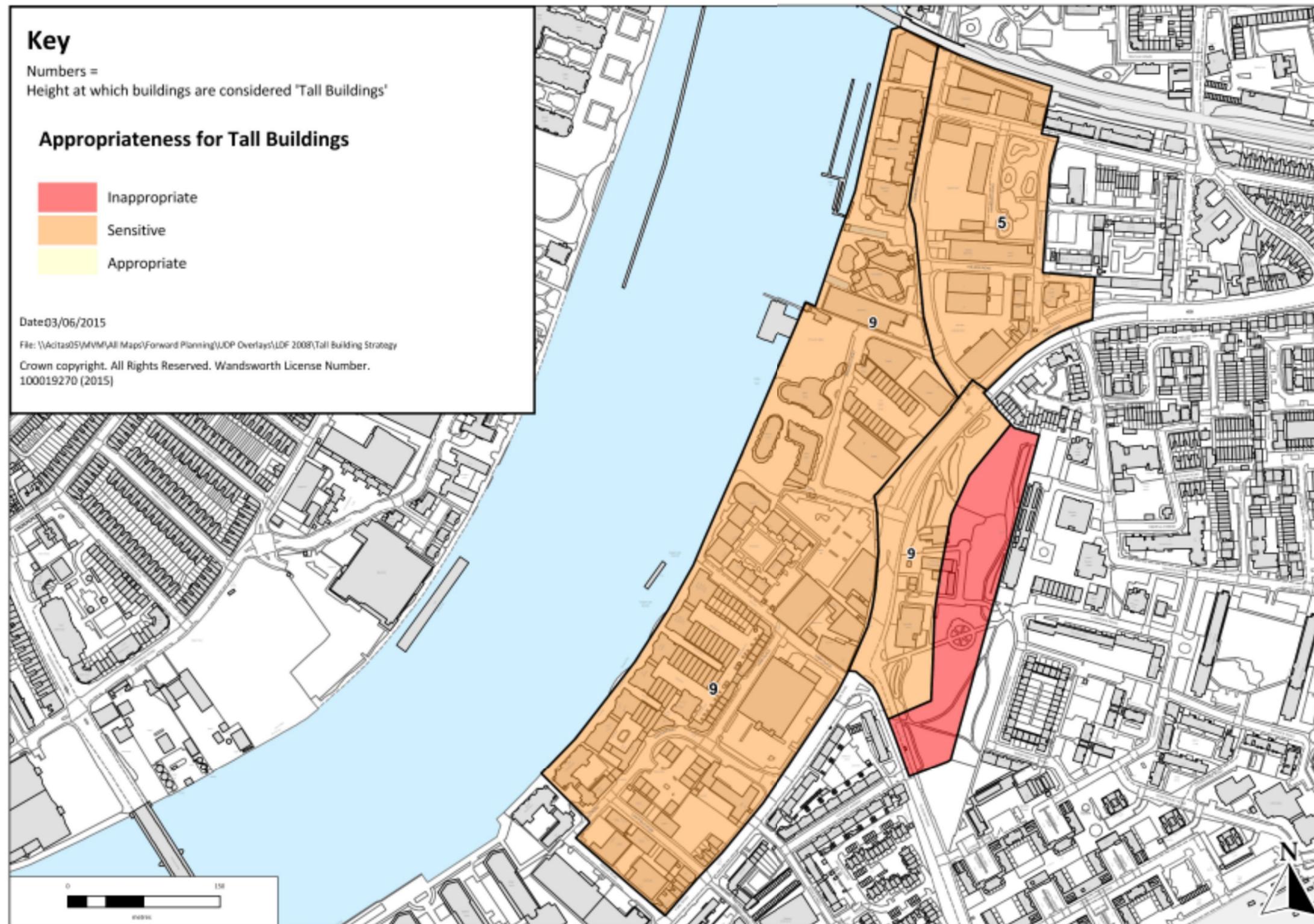
The development of these two sites represents one of the most significant potential contributions to place-making in the area. In addition to a new link and public realm at the Heliport Industrial Estate there is considerable potential for development on the north (Dovercourt site) and south side (Prices Candles site) of Bridges Court to be coordinated to deliver an attractive new 'destination' place in the form of a cluster of shops, bars and restaurants. This would provide access to services locally within walking distance from all parts of the focal point and would perform an important function in linking the Winstanley and York Road Estates with the Thames riverside. New development on the west side of York Road, together with new frontage buildings and community facilities on the east side, as shown by the Winstanley / York Road Estates Masterplan, has the potential to positively transform the character and quality of the public realm of this currently traffic dominated corridor.

### **4. Winstanley and York Road Estates.**

The Masterplan shows how new development has the potential to define York Road with new frontage buildings that would create a new and distinctive character to the street. Clear breaks in the frontage development allowing views through to York Gardens have the potential to contain high quality public realm to create new places that facilitate the integration of the estates with their surroundings. These new spaces, together with community facilities and local services on either side of York Road will encourage movement across York Road and through the area.

### **5. Homebase site / Plantation Wharf site / Gartons Industrial Estate site / Travelodge Hotel site.**

This cluster of sites at the southern end of the area represents one of the other significant opportunities to create a new 'destination' quarter based on the arts and creative workspace. The development of the Homebase site should redefine the character of the frontage to York Road with distinctive new buildings and coordinate with development opportunities at Plantation Wharf, the Gartons Industrial Estate and the Travelodge Hotel sites. Development of these sites have the potential to provide new, high quality public realm as a setting for new businesses with an emphasis on creative activities. This would transform the location and enable it to become a vibrant series of places for people to enjoy.



Lombard Road/York Road Riverside Focal Point - Tall buildings policy

## Tall Buildings

The designation of the Lombard Road / York Road Riverside area as a focal point of activity is justified by the clearly defined benefits in terms of regeneration, townscape and the public realm that would be achievable as a direct consequence of co-ordinating development across a number of sites.

The benefits that can potentially be achieved from development provide a justification for taller buildings in specific locations in the area.

The Core Strategy Tall buildings policy IS3 sets out the Council's approach to tall buildings and identifies broad locations where they may be appropriate – in this case the York Road / Lombard Road Riverside Focal Point. This area has been the subject of further assessment in the Stage 2 Urban Design Study. See Tall Building Assessment diagram above.

The location is considered to be sensitive to tall buildings and the height at which development in this focal point will be considered to be tall is 9 storeys in that part of the area that was Thames Policy Area. In the part of the focal point outside the former Thames Policy Area (i.e. east of Lombard Road), the height at which development will be considered to be tall is 5 storeys. That part of the Winstanley & York Road Estates Masterplan area fronting York Road that is included within the focal point is shown as being a location where the height at which development will be considered to be tall is 9 storeys. The York Gardens open space, to the east of the frontage to York Road will be retained and is a location where tall buildings would be inappropriate.

### Opportunities for Tall Buildings

Tall buildings can provide enhanced legibility for movement by signposting routes and potential destinations. They can also enhance a sense of place and local identity as well as providing an attractive townscape with a varied and interesting skyline.

The whole of the focal point area is considered to be sensitive to tall buildings generally but tall buildings may be achievable on certain sites in the area, if it can be successfully demonstrated that the building concerned would enhance townscape, legibility, public realm and enable infrastructure improvements.

The sites within the focal point where tall buildings could possibly be justified are in locations where there is greatest potential to secure improvements to connectivity, public realm and place-making. It is considered that the following sites are those where tall buildings could be located, subject to satisfying the criteria of the tall buildings policy in DMPD Policy DMS 4:

- 12- 14 Lombard Road
- 36 Lombard Road
- Dovercourt site York Road
- Prices Candles site – Bridges Court
- York Road Business Centre, Yelverton Road
- 37 Lombard Road (Travis Perkins)

- 19 Lombard Road, 80 Gwynne Road
- Winstanley & York Road Estates (excluding the retained and reconfigured York Gardens open space)
- Homebase, York Road
- Plantation Wharf, Gartons Way - York Place
- Gartons Industrial Estate, Gartons Way
- Travelodge Hotel 200 York Road.

The impact of any proposals for tall buildings on the operation of the heliport will be taken into consideration on all relevant sites.

### Decentralised Energy Networks

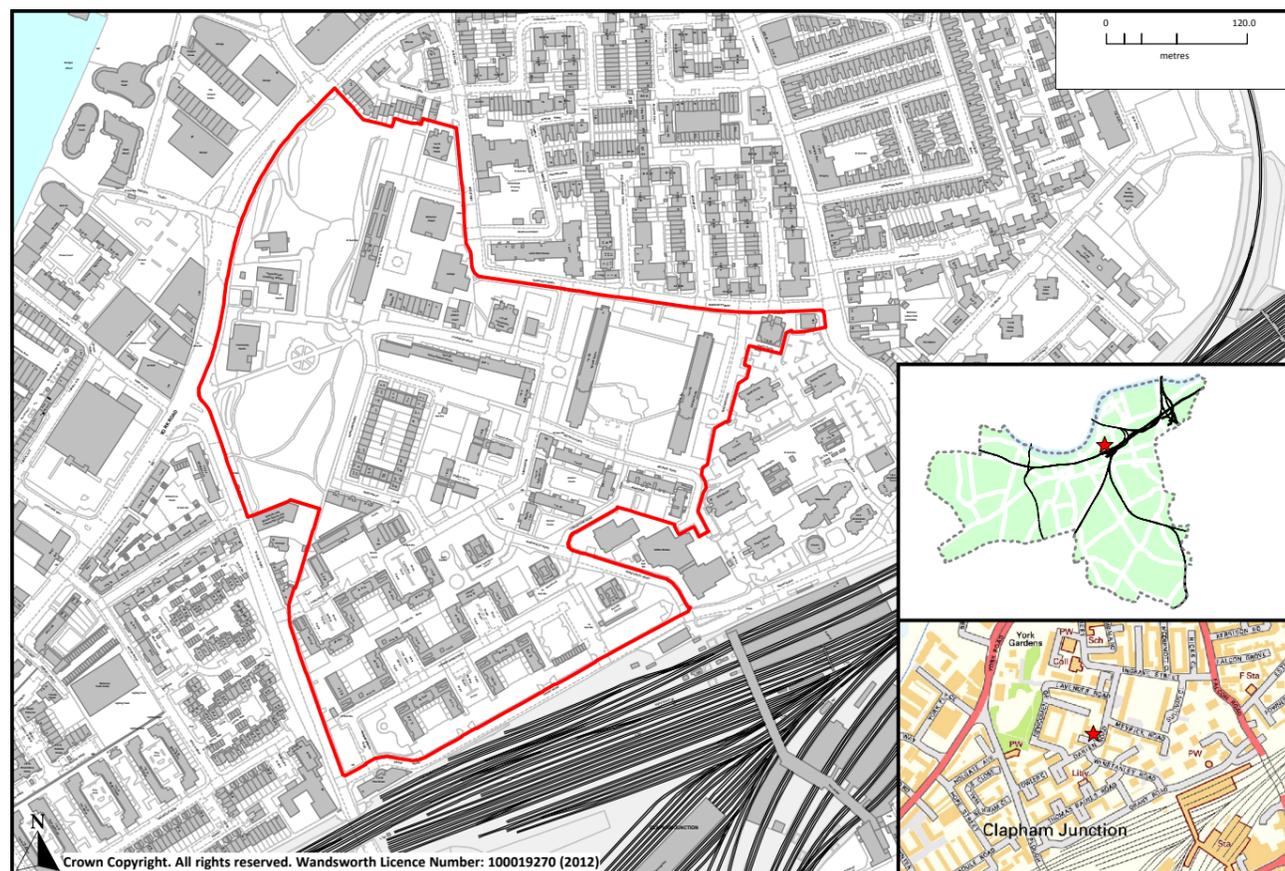
All development located within the area will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map unless it can be demonstrated that it would not be technically feasible or economically viable to do so. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant Energy Masterplan.

### Infrastructure

The provision of a pedestrian footbridge adjacent to the Cremorne Railway Bridge is seen as an essential element of the Area Spatial Strategy. The increased level of development associated with the designation of the area as a focal point will lead to higher Community Infrastructure Levy (CIL) receipts in the area which could be used in part to contribute to the funding of the bridge. Funding from CIL will be used to supplement funding from Transport for London and potential private sponsorship of the bridge.

### 3 Sites

#### 3.1 Winstanley/York Road Estates, SW11 (part) (SSAD site 64B/4.1.8)



**Map reference number:** 1.

**Site Area:** Approx. 17ha (whole site)

**Ward:** Latchmere

**Description:** Residential housing consisting of York Road Estate to the north-east, Winstanley Estate to the south-west, and York Road Community Centre with surrounding open space and playground to the north-west.

To the south is the Clapham Junction National Rail and London Overground station. To the north the site is bound by Ingrave Street with lower level housing beyond, and to the north-west, York Road bounds the site with a mixture of industrial, commercial and residential uses fronting the riverside beyond. Outside this SSAD site area, to the south-east, is the privately owned Falcons Estate. This covers a site area of approximately 2.6ha. There are two residential blocks of approx. 19 storeys each and lower level blocks surround. Beyond is Bramlands Close on the corner of Grant Road and Falcon Road, a mixed-use area forming the northern most part of Clapham Junction Town Centre. The principles for redevelopment of this particular site are outlined in site allocation 4.1.4 of the SSAD.

The built form of the estates consists predominantly of residential blocks. The Winstanley Estate (approx. 805 properties) is characterised by five-storey blocks to the south, with taller eleven-storey towers on Winstanley Road, and a single twenty-storey tower, Sporle Court, to the north. Beyond this Winstanley includes some lower level housing with two-storey houses on Ganley Court, and three-storey accommodation to the east, south of Meyrick Road. Density approximately 103 ha.

York Road Estate (approx. 614 properties) is characterised to the east by Holcroft and Scholey House, which are nine-storey blocks fronting one another, forming the boundaries to an open space, approx. 0.64ha. To the west, the estate includes some lower level development including Battersea Chapel and the Thames Christian College School, as well as 2 no. residential towers of sixteen storeys each, and further to the west, adjacent to York Gardens, the estate is bound by another nine-storey block, Pennethorne House. Density approx. 166 dwellings per ha.

York Gardens, approximately 3.3ha, provides public open space, an adventure playground, and community centre & library.

The part of the site adjacent to York Road forms part of the Lombard Road/York Road Riverside focal point of activity.

**Current Use:** Residential and community use.

**Policy Context:** The site lies within a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8). Core Strategy Policy PL13 identifies opportunities for renewal of the York Road and Winstanley Estate area. Core Strategy Policies PL5 (Provision of New Homes) and IS5 (Achieving a mix of housing including affordable housing) address the provision of new housing, and the protection of community uses is in accordance with Core Strategy Policy IS6 and DMPD Policy DMC1. York Gardens is a protected public open space (Core Strategy Policy PL4 and DMPD Policy DMO1).

The Mayor has designated the Clapham Junction to Battersea Riverside Area, focused on this site, as a Housing Zone. Housing Zone designation provides a framework to develop new, flexible and innovative ways to utilise funding, investment, planning tools and assets to realise the potential of large development areas. This secures a commitment from the GLA to support the Council's long term improvement plans for the Winstanley and York Road regeneration and to work with other public sector bodies (e.g. TfL and Network Rail) to unlock the development potential of the area.

**Site Allocation:** Residential and community use, with convenience shopping.

**Justification:** This area suffers from poor through routes and linkages, particularly with the town centre to the south and riverside to the north. The post-war form of development provides predominantly residential blocks isolated from street frontages with limited natural surveillance, and poor quality building design and layout. There are opportunities for improvements to the quality of housing, public spaces and access to convenience shopping. To consider these issues more closely and identify the options available an Area Masterplan is due to be commissioned which will set a long term vision for the area in terms of housing, social and community infrastructure and the environment.

**Flood Risk:** The site lies within flood zone 3a. Site Specific Flood Risk Assessments will be required for all developments and should utilise SFRA breach model results. Proposed mitigation measures should include the provision of safe access and egress routes, focus of the FRA is likely to be surface water management. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** Clapham Junction Station adjoining to the south is Locally Listed and within the Clapham Junction Conservation Area. The site is within an Archaeological Priority area (DMPD Policy DMS2).

**Design Principles:** The Masterplan sets out an urban design strategy that will provide a framework to enable the following broad objectives to be achieved:

- provision of a network of safe and attractive routes through the area for pedestrians and cyclists;
- creation of safe and attractive public realm that minimises opportunities for crime and promotes a strong sense of place;
- improvement and re-provision of existing social housing;
- identification of opportunities for new housing to meet local needs including provision of market housing to support the regeneration of the area;
- improvements to public transport accessibility; and;
- improvements to the local environment and public realm and provision of a coherent landscape design strategy.

In the achievement of the above broad objectives the following specific design requirements should be addressed:

- Measures that will encourage better integration with the surrounding area and greater permeability. In particular, define improvements to existing routes and identify any potential new routes that will facilitate walking and cycling to and from the Thames Riverside, Clapham Junction Station and the town centre.
- Consideration of development capacity/density in identified locations across the area, including taking account of context in terms of the relationship to existing development and good public transport.
- The safety and security of all public realm, including open spaces and parking areas and where necessary propose specific measures to design out opportunities for crime and anti-social behaviour.
- Social infrastructure provision including: leisure provision; the replacement of existing local services (including places of worship); opportunities to collocate/relocate other services such as health; and consideration of impact on and future provision of education/school places as the area is regenerated and developed.
- Measures to improve the attractiveness and efficiency of the north side of Clapham Junction Station and its approaches. Including a particular focus on addressing the poor urban environment at the Falcon Road end of Grant Road/Bramlands Avenue and the challenges arising from the bus stands and turning area there.
- Improvements to York Gardens, including reconfiguration and development of the open space that will make it safer and a more attractive amenity for residents to use and enjoy, and better and more diverse use of public spaces throughout the area.
- Within the Lombard Road / York Road Focal Point new development should provide an active frontage to York Road, with buildings set back to allow new tree planting to define the road corridor. The frontage of buildings should not be continuous but broken with generous new

public spaces at the three points where newly defined routes to the Thames riverside will be provided. The skyline of new buildings on the York Road frontage should be varied and taller elements (see -Tall Buildings below) can be considered at the three points where routes emerge and new public realm is provided. The justification for taller buildings in these locations is that they have the potential to allow the delivery of high quality public realm at ground level and could be positive features in the townscape.

- Consideration of the housing types and options which: deliver quality homes that address residents' expectations and needs; aim to meet a diverse range of needs with consideration given to providing a range of tenures including low cost rent and home ownership housing, market housing for sale, and structured private rent housing tailored to meet local residents' needs.

In practice achieving these objectives will require a comprehensive plan for estate renewal and it is anticipated the density of development will increase in order to deliver such a scheme. This will be in the context of the high Public Transport Accessibility level this area enjoys with reference to the London Plan's Density Matrix. The Masterplanning exercise is expected to lead to a Masterplan report that will include a delivery option and a development blueprint for the area (supported by appropriate reports) which will be used as informal planning guidance.

**Tall Buildings:** In accordance with Core Strategy Policy IS3d, tall buildings in the majority of this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in the area outside the Lombard Road/York Road Riverside Focal Point will be considered to be tall is 5 storeys. The height at which buildings will be considered to be tall buildings in the Lombard Road/York Road Riverside Focal Point is 9 storeys. Tall buildings could be achievable in the 3 locations indicated above and would need to be justified against criteria set out in DMPD Policy DMS4.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

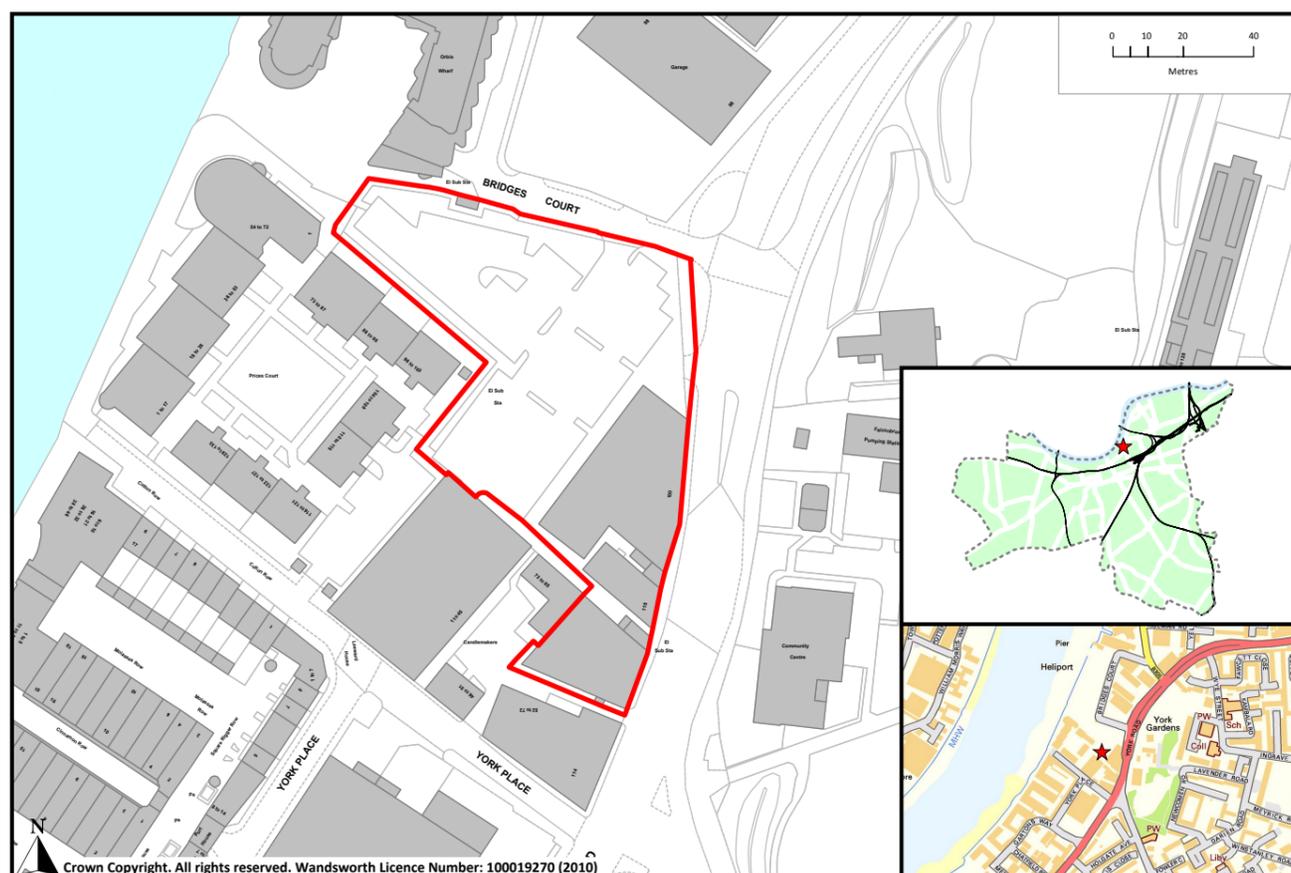
Depending on the type and scale of development proposed through the Master Planning process, Thames Water have identified that there may be capacity issues in relation to water supply and waste water. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to an overloading of the water supply or existing waste water infrastructure.

**Open Space:** The site is partially located within an Open Space Deficiency Area.

**Nature Conservation:** The site is partially located within an area of deficiency in access to nature.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.2 110 York Road, Battersea (Former Prices Candles factory), SW11 (SSAD site 102/10.2)



**Map reference number:** 2.

**Site Area:** 0.79 ha.

**Ward:** St Mary's Park.

**Description:** The site is located east of Prices Court flats and west of York Road. A car park forms the majority of the site.

**Current use:** Car park and candle shop.

**Relevant planning history:** Planning application 2012/1444 (refused). Demolition of existing buildings at 100 and 110 York Road, and redevelopment of the site to provide a mixed residential/commercial scheme, comprising a terrace of 6 three-storey houses fronting Bridges Court; a five/nine-storey development fronting York Road; retention of 112 York Road, with the enlargement of the existing building to insert an additional floor, and the erection of extensions to provide up to four further floors above (six-storeys in total). The overall development would provide a total of 115 residential units (including 27 affordable housing units); 142 sq ms of retail (class A1) floorspace; 694 sq ms of retail/car showroom (class A1/sui generis) floorspace, and 624 sq ms of office/light

industrial (class B1) floorspace. Reconfigured and new vehicular and pedestrian access would be provided to the site from Bridges Court with 102 parking spaces at basement and ground level together with cycle parking and associated landscaping, servicing and plant areas.

**Policy context:** The site lies within a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and the replacement of B1- B8 and related SG use is required subject to the criteria in DMPD Policy DMI3. It is proposed that a new Important Local Parade should be created on the frontages to York Road and the south side of Bridges Court where DMPD Policy DMTS 6 will apply. Any proposals involving an enhanced retail offer outside this area will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Residential led mixed use development.

**Justification:** The site lies in a Focal point of activity and the Thames Policy Area and it is suitable for mixed use development, including residential development.

**Flood Risk:** The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required to and should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto York Road. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is located within an archaeological priority area (refer DMPD Policy DMS2).

**Design principles:** The existing Victorian candle factory buildings fronting York Road are an important historic feature providing character and a sense of place and should be retained. Development of this site, together with the Dovercourt site to the north, has considerable potential to provide high quality public realm with a new improved connection to the riverside. New buildings should be arranged to provide a generous new public space leading to the Thames riverside defined by active frontages including retail, restaurants and bars to form a new Important Local Parade. This means that new buildings should be set back from and face Bridges Court and York Road with frontages that include active uses at ground floor level with frequent entrance doors and windows. The skyline of new buildings on the York Road frontage should be varied and this is a site where a tall element could be appropriate given the desirability for a significant contribution to public space provision. The justification for a tall building in this location is that it would have the potential to allow the delivery of high quality public realm at ground level and could be positive feature in the townscape. The layout, massing, height and design of new buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm.

**Tall buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys. A tall building could be achievable in this location and would need to be justified against criteria set out in DMPD Policy DMS4.

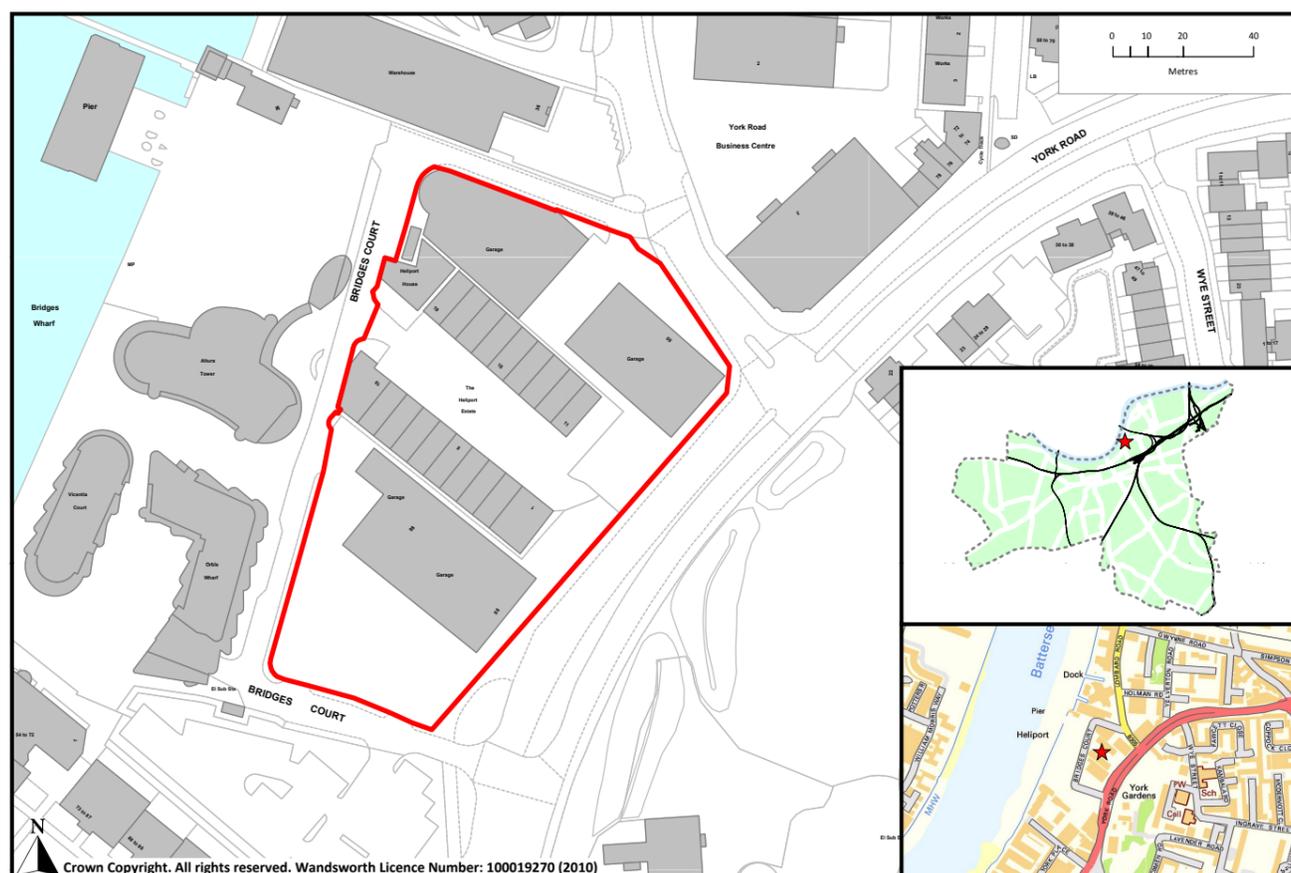
**London Plan Density Matrix Classification:** Urban.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge . Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to pedestrian links between York Road and the Riverside Walk will be sought and improvements to Bridges Court and its junction with York Road will also be required.

**Nature Conservation:** The site is located within an area of deficiency in access to nature.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.3 Dovercourt site (including 98 York Rd, Heliport House and the Heliport Industrial Estate), York Road, SW11 (SSAD site 103/10.3)



**Map reference number:** 3.

**Site Area:** 1.19 ha.

**Ward:** St Mary's Park.

**Description:** The site is located north of York Road and south of Bridges Court. The London Heliport lies adjacent to the site. The site comprises of Lookers Car Showrooms, the Heliport Estate, and Heliport House.

**Current use:** The majority of the site is occupied by car sales showrooms (formerly Dovercourt, now Lookers) and associated parking- Sui Generis (SG) use. The Heliport Estate, and Heliport House comprise a range of B1 and B2 uses.

**Relevant planning history:** Planning application 2015/5308 (Resolved to approve subject to legal agreement) for south part of the site (98 York Road) comprising proposed mixed use development comprising erection of a mixed-use development up to 17-storeys to provide car showroom and workshop and 173 residential units. Public realm improvements to Bridges Court and York Road. Planning application 2013/1239 (Approved) for north east part of the site (50 Lombard Road) for demolition of the showroom and workshop and construction of new showroom and workshop linking

with existing car compound to the north along Bridges Court to provide extended facilities including parking on three levels. Planning application 2013/6052 (Approved) for north west part of the site (38 Lombard Road) for erection of a 15-storey residential tower to provide 14 residential flats constructed over the existing five-storey mixed use office and residential Heliport House building (20 storeys high in total).

**Policy context:** The site lies within a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and the replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3. Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Mixed use development including residential, incorporating replacement of B1 - B8 and related SG use in accordance with DMPD Policy DMI3.

**Justification:** The site lies within in a Focal point of activity and the Thames Policy Area and is suitable for mixed use development incorporating replacement employment floorspace including residential development.

**Flood Risk:** The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto York Road. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is located within an archaeological priority area (refer DMPD Policy DMS2).

**Design Principles:** Bridges Court has the potential to be a location for new high quality public space that would serve as a destination and an attractive route to the Thames riverside from York Road. The development of this site should contribute to the provision and quality of this new public space connection. In addition, when the Heliport Industrial Estate is developed a new route for pedestrians should be provided through the site from York Road to Bridges Wharf. Development should be arranged so that active building fronts define the existing street frontages and frontages to new public space. This means that new buildings should face Bridges Court, Lombard Road, York Road and the new route through the site with active frontages that include frequent entrance doors and windows. The skyline of new buildings on the York Road frontage should be varied and this is a site where a tall element could be appropriate given the desirability for a significant contribution to public space provision. The justification for tall buildings in this location is that they would have the potential to allow the delivery of high quality public realm at ground level and could be positive features in the townscape.

**Tall buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys. A tall building could be achievable in this location and would need to be justified against criteria set out in DMPD Policy DMS4.

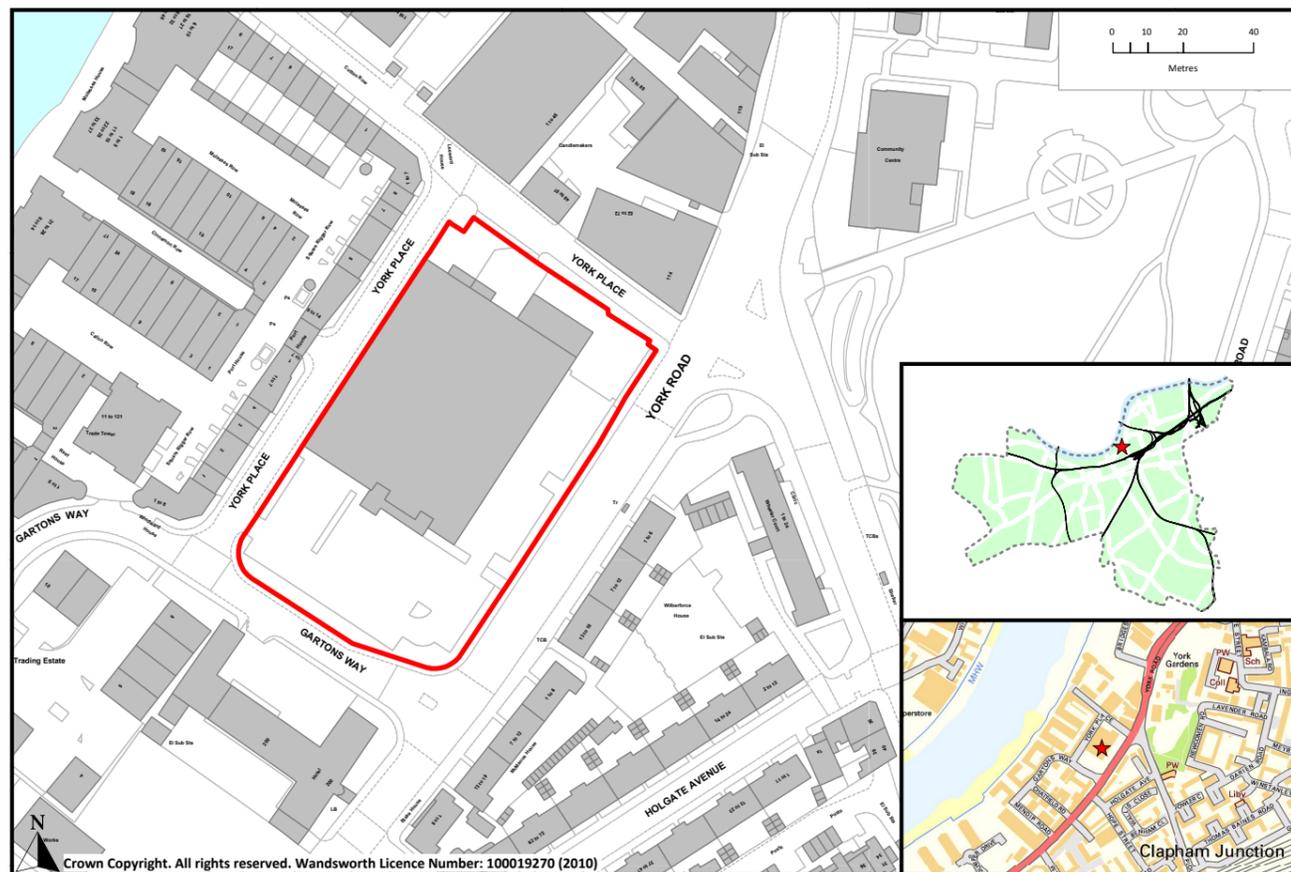
**London Plan Density Matrix classification:** Urban.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge . Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to Bridges Court to bring the road up to an adoptable standard will be sought, along with potential further pedestrian links between York Road and Bridges Court leading to the Riverside Walk and improvements to the junction of Bridges Court with York Road .

**Nature Conservation:** The site is located within an area of deficiency in access to nature.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.4 Homebase York Road, SW11 (SSAD site 104/10.4)



**Map reference number:** 4.

**Site Area:** 0.81 ha.

**Ward:** St Mary's Park.

**Description:** The site lies west of York Road and is bounded by York Place Road and Gartons Way residential streets.

**Current use:** A1 retail use.

**Relevant planning history:** Planning application 2015/0881 (Approved) for redevelopment of the Homebase site to mixed use comprising Class D1 floorspace (approximately 5,710 sqm) together with 254 dwellings. Buildings of 6 to 21 storeys high.

**Policy context:** The site lies within a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and the replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3. Any proposals involving an amended retail offer will require assessment against DMPD Policy DMTS2 and DMO8.

**Site Allocation:** Residential led mixed use development including potential for arts and cultural uses on ground floors.

**Justification:** As the current use of the site is A1 and the site lies in the Thames Policy Area and a Focal point of activity it is suitable for mixed use development including residential development. Potential for arts and cultural uses have been identified.

**Flood Risk:** The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is located within an archaeological priority area (refer DMPD Policy DMS2).

**Design principles:** This is an important location in the focal point area where a cluster of sites together have the potential, when developed, to become a new creative quarter. This site occupies a key main road frontage to York Road and development here should aim to create a distinctive new place that will positively transform the character and townscape quality of York Road. Development should signpost positive change in the area with high quality architecture and new public realm on the surrounding street frontages in particular York Road and York Place. New development should be arranged so that the existing mature trees on Gartons Way and York Road are retained and new building fronts should define the perimeter of the site with active uses at ground level. This means that new buildings should face Gartons Way, York Place and York Road with frontages that include entrance doors and windows. The skyline of new buildings on the York Road frontage should be varied and this is a site where a tall element could be appropriate given the desirability for a significant contribution to public realm provision and the desire for creative workspace. The justification for a tall building in this location is that it would have the potential to allow the delivery of high quality public realm at ground level and could be positive feature in the townscape.

**Tall buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys. A tall building could be achievable in this location and would need to be justified against criteria set out in DMPD Policy DMS4.

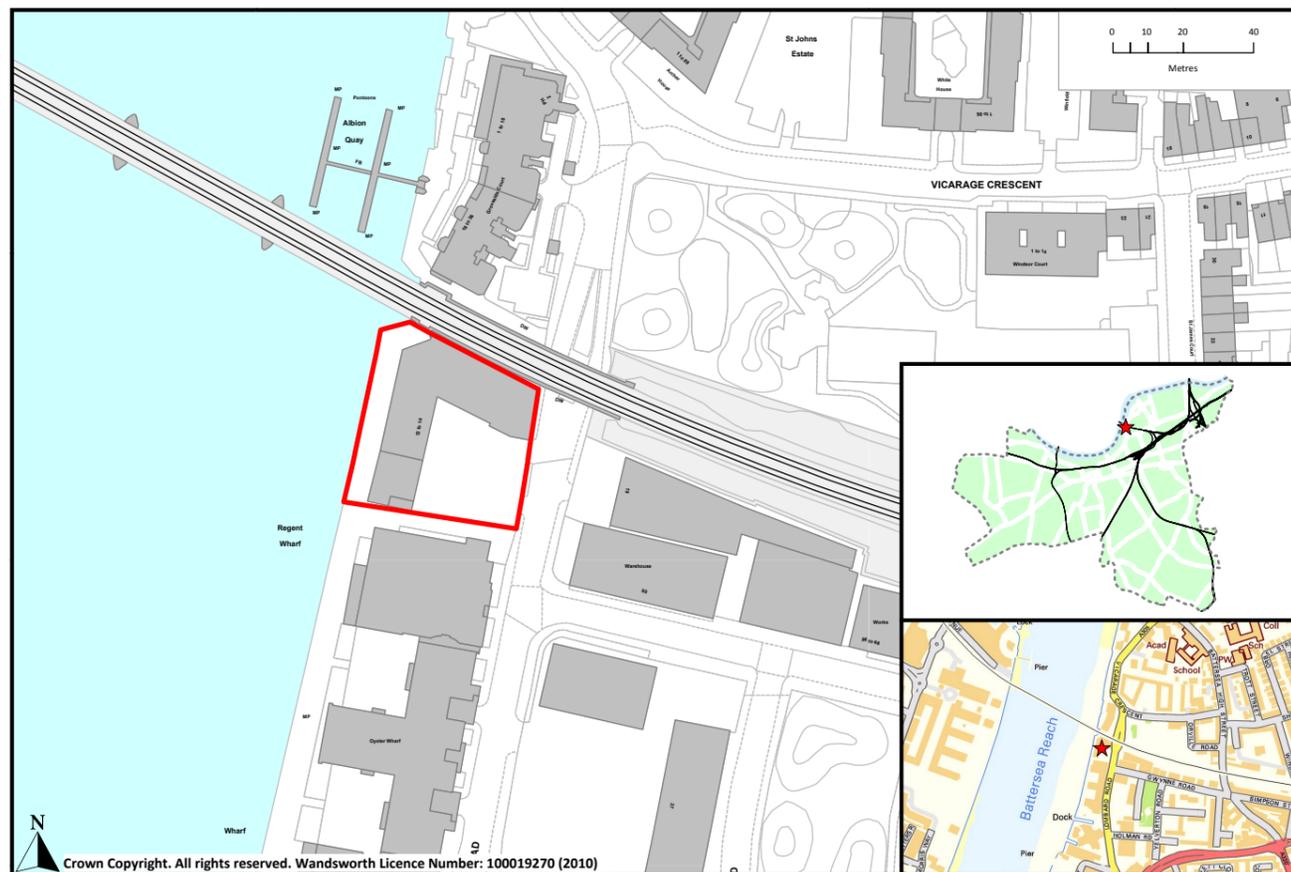
**London Plan Density Matrix classification:** Urban.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to junction of Gartons Way with York Road should be considered.

**Nature Conservation:** The site is located within an area of deficiency in access to nature.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.5 12-14 Lombard Road, SW11 (SSAD site 105/10.5)



**Map reference number:** 5.

**Site Area:** 0.23 ha.

**Ward:** St Mary's Park.

**Description:** The site is located on the Thames Riverside and is bounded by residential use to the south and the Grade II\* listed Cremorne Bridge (West London Extension Railway Bridge) to the north.

**Current use:** B1a Offices.

**Relevant planning history:** Planning application 2014/6909 (Approved) for redevelopment of 0.25 ha site involving excavation and construction of 28 storey building to provide 135 flats and commercial floorspace; including new riverside walk and footings for the proposed footbridge. Planning application 2012/5261 (Approved) for construction of a new pedestrian footway bridge adjacent to the existing Cremorne Railway Bridge across the River Thames linking the London Borough of Wandsworth with the London Borough of Hammersmith and Fulham.

**Policy context:** The site lies within a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and the replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3. Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Mixed use development including residential, incorporating replacement of B1 - B8 and related SG use in accordance with DMPD Policy DMI3.

**Justification:** The site lies within a Focal point of activity and the Thames Policy Area and requires replacement of B1-B8 or related SG use, while residential use as part of a mixed use development is appropriate.

**Flood Risk:** Located within flood zone 3a. A site specific Flood Risk Assessment is likely to require detailed breach modelling to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** Grade II\* listed Cremorne Bridge (West London Extension Railway Bridge) adjoins to the north. The Battersea Square Conservation Area lies to the north. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

**Design principles:** This is an important site where new development can make a considerable contribution to place-making, public realm, the riverside walk and the delivery of the new Thames footbridge adjacent to the Cremorne Railway Bridge. New development should be arranged to provide a new public space as part of a new extension to the riverside walk that includes a connection through the arch of the Cremorne Bridge to extend the river walk to the north. Any building must be set back from Lombard Road to extend the width of the footway and improve pedestrian amenity. There should be active building frontages to a new riverside walk alongside the River Thames, Lombard Road and a new public route between Lombard Road and the River Thames. In addition development should be sited carefully to allow a sufficiently generous space for the landing point of the new foot bridge in the sites north west corner. The grade II listed bridge structure should be enhanced by any proposal. The justification for a tall building in this location is that it would have the potential to allow the delivery of public realm, the riverside walk and enable the installation of a new Thames footbridge adjacent to the Cremorne Railway Bridge. A tall building in this location could be positive feature in the townscape.

**Tall buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys.

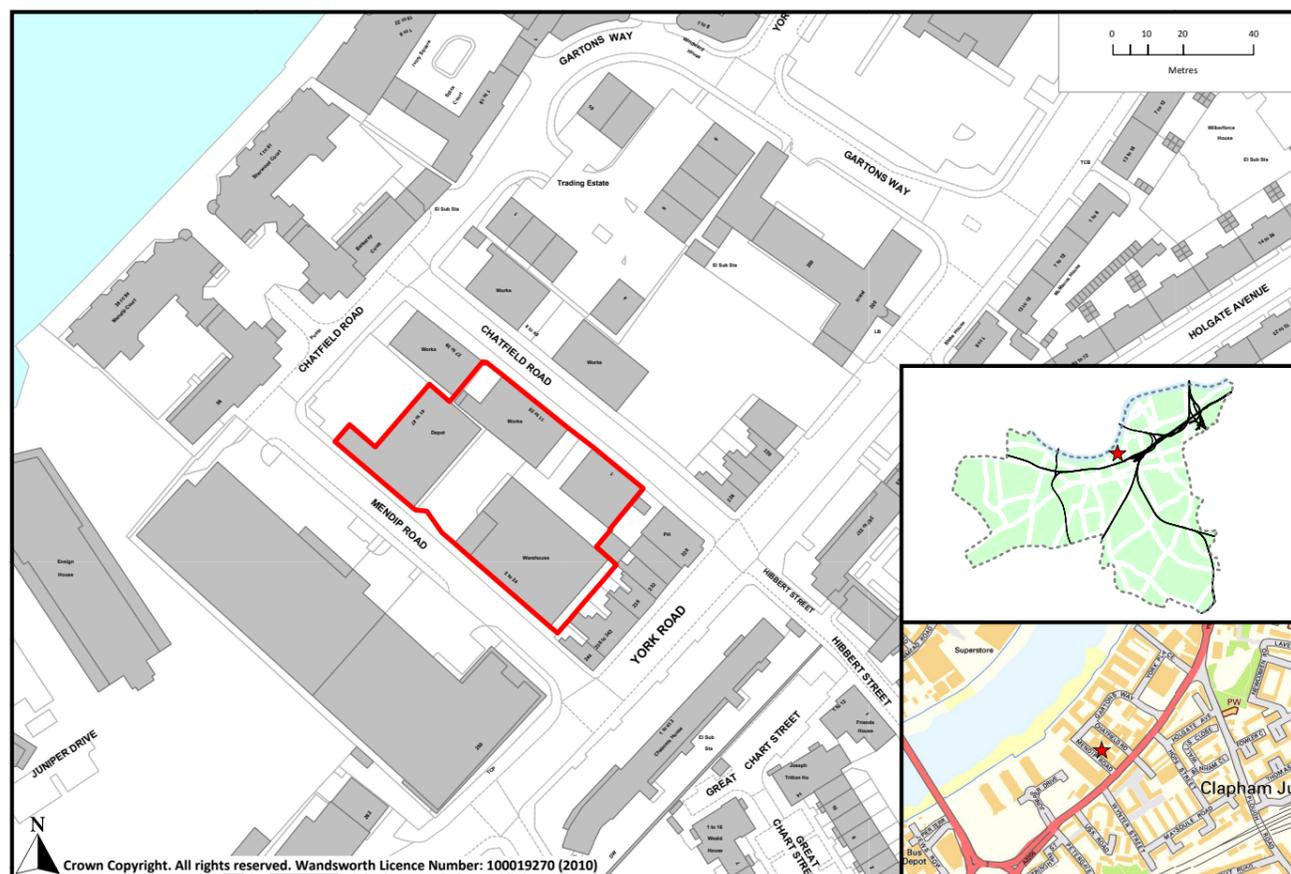
**London Plan Density Matrix classification:** Central.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge . Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. This should provide an extension to the Riverside Walk through the site linking the Oyster Wharf Site to Groveside Court through one of the arches beneath the railway. Improved pedestrian links, including a link between the Riverside Walk and Lombard Road along the south side of the railway will also be sought.

**Nature Conservation:** The site is partially located within an area of deficiency in access to nature.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.6 41-47 Chatfield Road , SW11 (SSAD site 106/10.6)



**Map reference number:** 6.

**Site Area:** 0.31 ha.

**Ward:** St Mary's Park.

**Description:** The site is bounded by retail units fronting York Road to the south. Industrial and warehouse uses surround the rest of the site.

**Current use:** Storage and warehousing.

**Relevant planning history:** Planning application 2014/4301 (Approved) 1-9 Chatfield Road and 2-24 Mendip Road (south east part of site) for demolition of existing building, excavation to form two floors of basement accommodation and construction of four floors above ground to create new six storey building, to be used for vehicle storage, including kitchen facility on Chatfield Road frontage and three split level ancillary residential units.

**Policy context:** The site is located in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8), a Mixed Use Former Industrial Employment Area (DMPD Policy DMI2a) and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and the replacement employment floorspace is required (DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Mixed use development incorporating replacement employment floorspace and residential use.

**Justification:** This site lies within a Focal point of activity and a MUFIEA where mixed use development including replacement employment floorspace is appropriate.

**Flood Risk:** The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required which should contain flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is located within an archaeological priority area (refer DMPD Policy DMS2).

**Design principles:** The site would be suitable for a mixed-use development with business on the ground floor and residential to upper floors. The density of development should be such that will enable it to relate satisfactorily to the character of the surrounding area whilst achieving the provision of good quality mixed use development and a high standard of residential accommodation, taking into account amenity and space standards, and appropriate parking provision. The existing street pattern provides the basis for a tight knit development with frontages to both Chatfield and Mendip Roads. The uses at ground floor should seek to build upon the active frontages in the locality. Entrances to ground and upper floors should be directly from the street.

**Tall buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys.

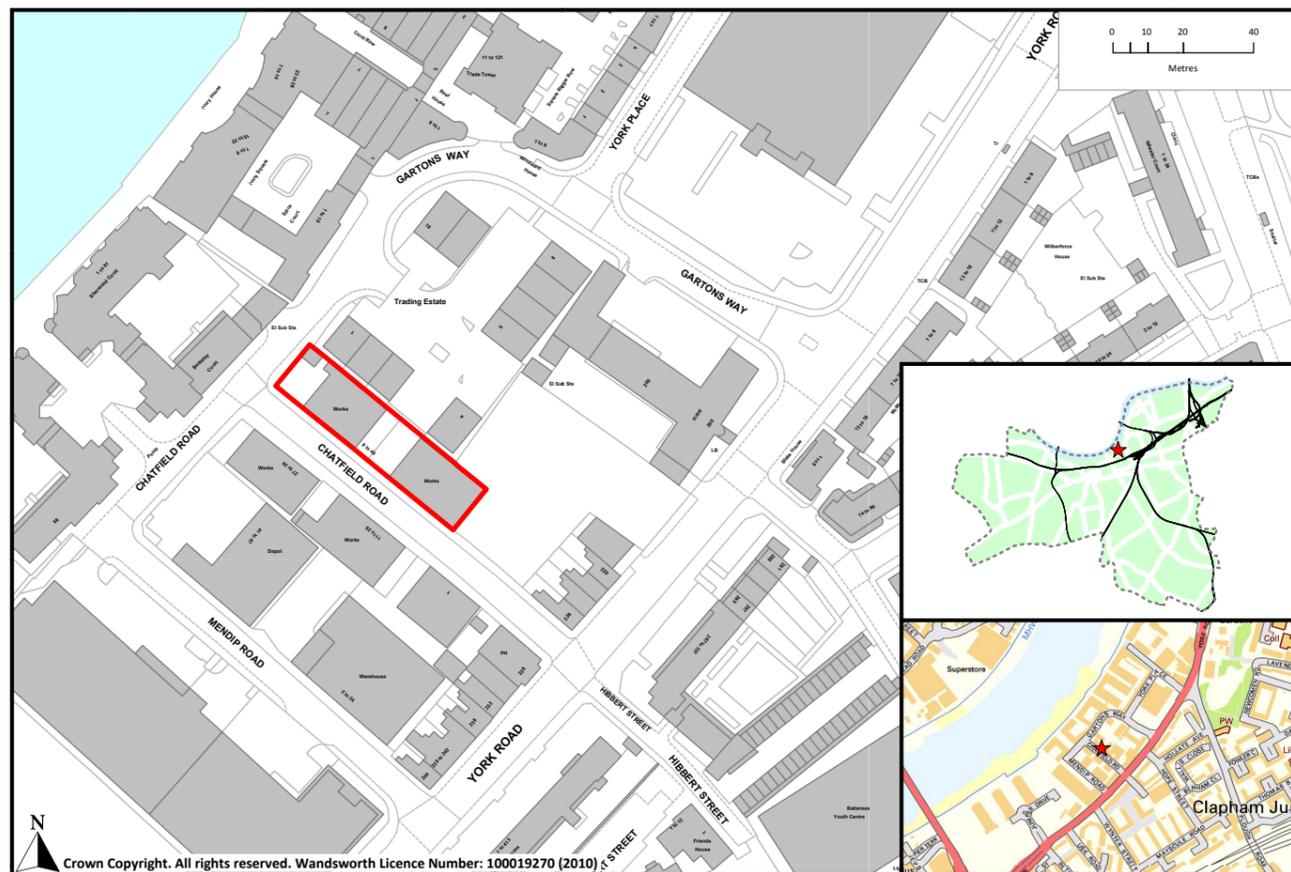
**London Plan Density Matrix classification:** Central.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to the footway around the frontages of the development will be sought and improvements to junction of Gartons Way with York Road should be considered.

**Open Space:** The site is partially located within an Open Space Deficiency Area.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.7 8-40 Chatfield Road , SW11 (SSAD site 107/10.7)



**-Map reference number:** 7.

**Site Area:** 0.10 ha.

**Ward:** St Mary's Park.

**Description:** The site is bounded by Chatfield Road industrial estate to the north, south and east. Chatfield Road medical centre is located to the west of the site.

**Current use:** Site under construction.

**Relevant planning history:** Planning application 2009/1593 (approved). Demolition of existing buildings. Erection of six-storey building plus basement car park to comprise 38 flats and 448sq.m. of commercial (Class B1) floorspace.

**Policy context:** The site is located in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8), a Mixed Use Former Industrial Employment Area (DMPD Policy DMI2a) and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and replacement employment floorspace is required (DMPD Policy DMI2).

**Site Allocation:** Mixed use development incorporating replacement employment floorspace and residential.

**Justification:** As part of any redevelopment of a site within a Focal point of activity and a MUFIEA, mixed use development including residential development is appropriate where replacement employment floorspace is provided.

**Flood Risk:** The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required which should contain flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is located within an archaeological priority area (refer DMPD Policy DMS2).

**Design principles:** New buildings should face Chatfield Road with active frontages that include entrance doors and windows. Massing should be carefully arranged with consideration for the amenity and development potential of adjoining sites.

**Tall buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys.

**London Plan Density Matrix classification:** Central.

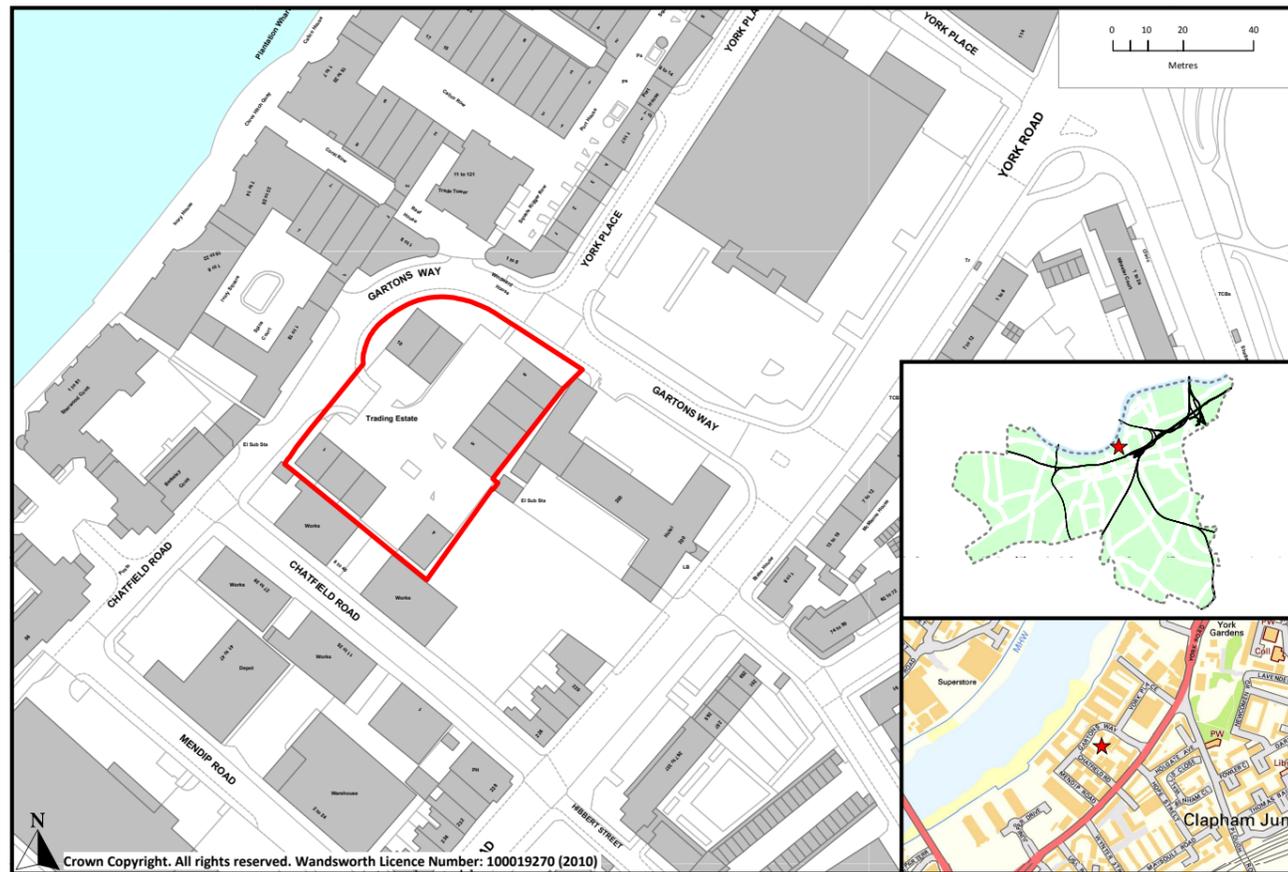
**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to junction of Gartons Way with York Road should be considered.

**Nature Conservation:** The site is partially located within an area of deficiency in access to nature.

**Open Space:** The site is partially located within an Open Space Deficiency Area.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.8 River Reach Business Park (Gartons Industrial Estate), Gartons Way, SW11 (SSAD site 108/10.8)



**Map reference number:** 8.

**Site Area:** 0.36 ha.

**Ward:** St Mary's Park.

**Description:** The site is an industrial estate bounded by residential use to the north and industrial uses to the south.

**Current use:** Industrial estate.

**Relevant planning history:** Outline planning application 2009/1594 (withdrawn). Demolition of existing buildings. Erection of buildings up to six-storeys high plus basement car park to provide 80 flats and 1951 sq ms of commercial floorspace (Class B1).

**Policy context:** The site is located in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8), a Mixed Use Former Industrial Employment Area (DMPD Policy DMI2a) and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and replacement employment floorspace is required (DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Mixed use development incorporating replacement employment floorspace and residential.

**Justification:** As part of any redevelopment of a site within a Focal point of activity and a MUFIEA, mixed use development including residential development is appropriate where replacement employment floorspace is provided.

**Flood Risk:** The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required which should contain flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. The SFRA indicates that the ground levels on the site are above peak flood levels. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is located within an archaeological priority area (refer DMPD Policy DMS2).

**Design principles:** This site is within a cluster of sites that together have the potential, when developed, to become a new creative quarter within this part of the focal point area. It has a frontage to Gartons Way and development here should aim to provide a new public space at the junction of Gartons Way with York Place to link with and extend the improvements possible between Homebase and Plantation Wharf and in so doing contribute to the creation of a distinctive new destination. With this objective in mind development should contribute to the vitality of the area with new commercial uses that include opportunities for affordable creative workspace. Buildings should be arranged so that new buildings define any new public space and the perimeter of the site with active uses at ground level. The justification for a tall building in this location is that it would have the potential to allow the delivery of high quality public realm at ground level and could be positive feature in the townscape.

**Tall buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys. A tall building could be achievable in this location and would need to be justified against criteria set out in DMPD Policy DMS 4.

**London Plan Density Matrix classification:** Central

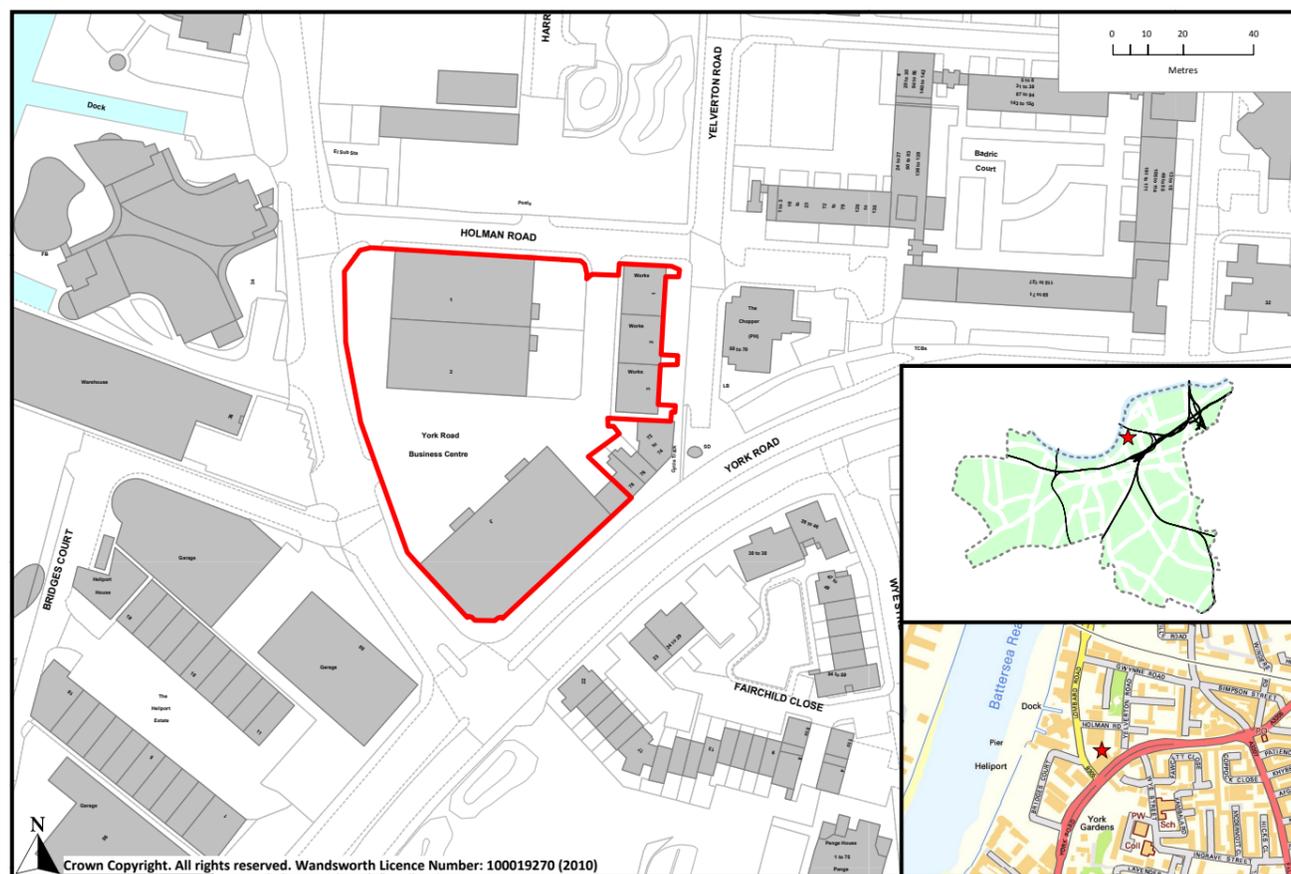
**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge . Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to junction of Gartons Way with York Road should be considered.

**Nature Conservation:** The site is partially located within an area of deficiency in access to nature.

**Open Space:** The site is partially located within an Open Space Deficiency Area.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.9 York Road Business Centre, Yelverton Road, SW11 (SSAD site 109/10.9)



**Map reference number:** 9.

**Site Area:** 0.7 ha.

**Ward:** St Mary's Park.

**Description:** The site is bounded by residential use.

**Current use:** Business centre.

**Policy context:** The site lies in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8), and a Mixed Use Former Industrial Employment Area (Core Strategy Policy PL6 and DMPD Policy DMI2a) where mixed use redevelopment including residential is promoted and replacement of employment floorspace is required (DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8. The Council will consider proposals involving the retention of over 500sq.m of B8 Use. Applications should, however, demonstrate that the B8 Use over this threshold would be compatible with the residential and other uses proposed (DMPD Policy DM12) and with the existing and potential use of adjacent sites and the impact on the Council's overall strategy for the area.

**Site Allocation:** Mixed use development incorporating replacement employment floorspace and residential use.

**Justification:** As part of any redevelopment of a site within a Focal point of activity and a MUFIEA, mixed use development including residential development is appropriate where replacement employment floorspace is provided.

**Flood Risk:** The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**London Plan Density Matrix classification:** Central.

**Historic Environment:** The site is located within an archaeological priority area (refer DMPD Policy DMS2).

**Design Principles:** New development should be arranged so that building fronts define the perimeter of the site. This means that new buildings should face York Road, Lombard Road and Holman Road with frontages that include entrance doors and windows. The skyline of new buildings on the York Road frontage should be varied and this is a site in a strategically significant location at the junction with Lombard Road where a tall element could be appropriate, if it can be successfully demonstrated that the tall building could be a positive feature in the townscape.

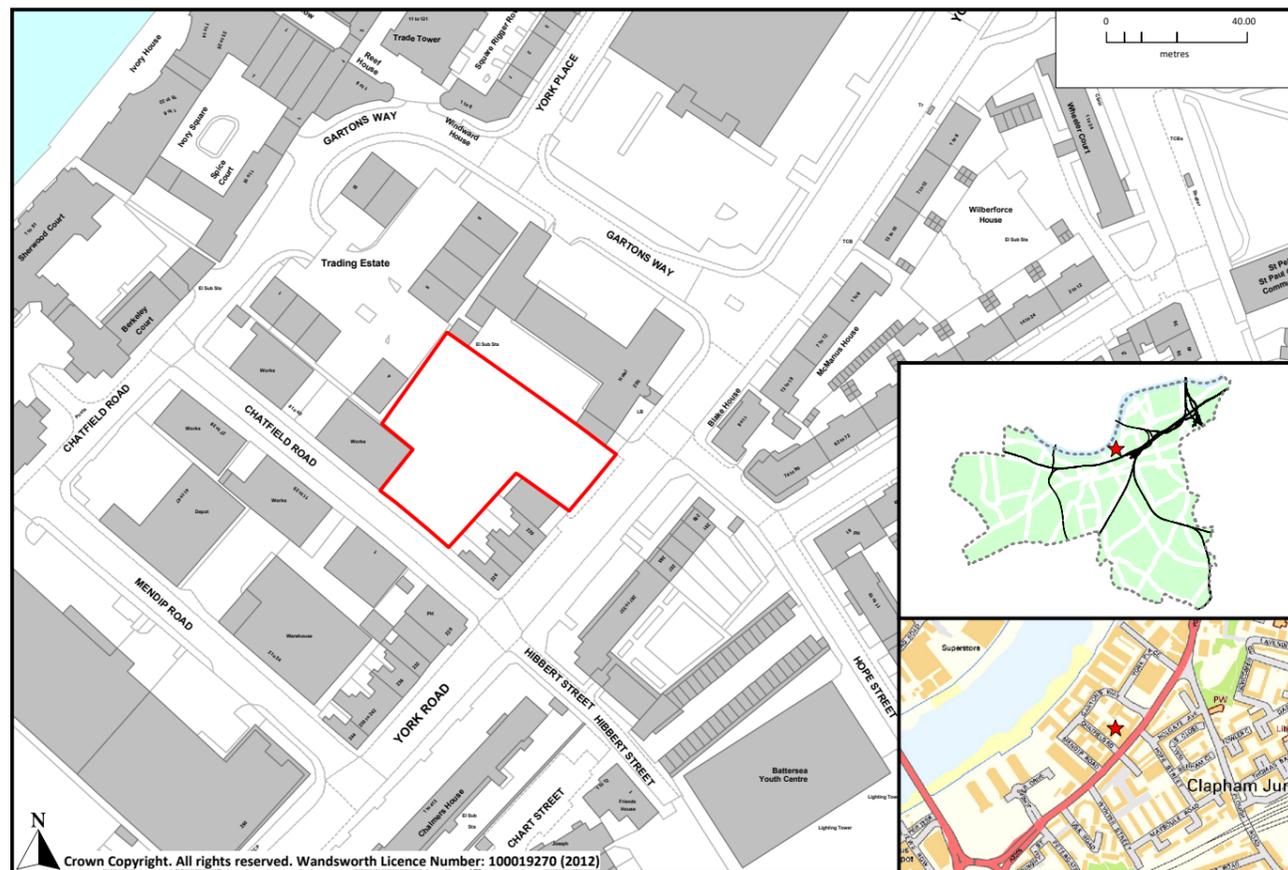
**Tall buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 5 storeys. A tall building could be achievable in this location and would need to be justified against the criteria set out in DMPD Policy DMS4.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Development will be expected to promote access and use by sustainable transport modes, including provision of a car club.

**Nature Conservation:** The site is located within an area of deficiency in access to nature.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.10 208-214 York Road & 4 Chatfield Road, SW11 (SSAD site 109A/10.10)



**Policies Map reference number:** 10

**Site Area:** 0.19 ha

**Ward:** St Mary's Park.

**Description:** Vacant site formerly comprising two-storey industrial building fronting York Road and single-storey to rear. Servicing to both buildings off Chatfield Road. Existing three to five-storey Travelodge hotel adjoins site to east, vacant workshop to west with commercial parade beyond. Four and five storey blocks of flats opposite.

**Current Use:** Vacant, formerly industrial use. (Approx. 1,680 sq ms of floorspace).

**Relevant Planning History:** Planning application 2014/4626 (Approved) for redevelopment of the site to provide a total of 51 residential units, 362 sqm of retail space (use class A1), 155 sqm of office space (use class B1a) in buildings of 4 to 6 storeys.

**Policy Context:** The site is located in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8), a Mixed Use Former Industrial Employment Area (DMPD Policy DMI2a) and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and replacement employment floorspace is required (DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Mixed use development incorporating replacement employment floorspace and residential use.

**Justification:** As part of any redevelopment of a site within a Focal point and a MUFIEA, mixed use development including residential development is appropriate where replacement employment floorspace is provided.

**Flood Risk:** The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required which should contain flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** Within an Archaeological Priority Area requiring investigation prior to demolition and construction (see DMPD Policy DMS 2). There are no listed buildings or conservation areas in or nearby.

**Design Principles:** New buildings on Chatfield Road and York Road should be designed with active frontages incorporating frequent entrances and windows to allow a high level of surveillance to the public space. Building heights will be restricted within the back-land area of the site to protect the amenities of adjoining occupiers and the development potential of adjoining sites.

All residential units should be arranged to benefit from good sunlight and daylight; north facing single aspect units will be resisted.

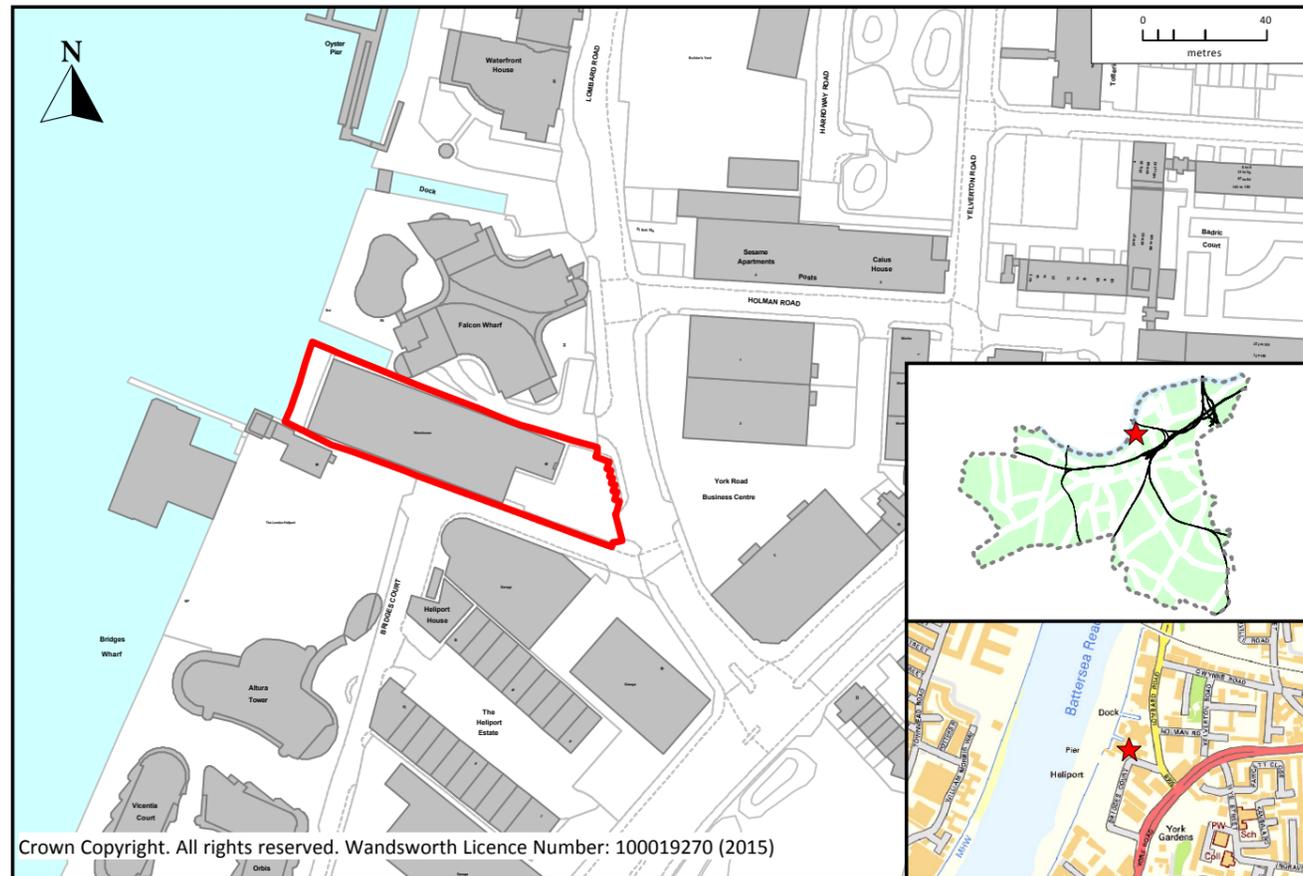
**Tall Buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys.

**London Plan Density Matrix classification:** Central.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.11 36 Lombard Road, SW11



**Policies Map reference number:** 11

**Site Area:** 0.30 ha

**Ward:** St Mary's Park.

**Description:** Single storey warehouse building with a narrow frontage to Lombard Road and riverside walk on western boundary and partly on southern boundary. Battersea Heliport and industrial buildings lie to the south with 17 storey Falcon Wharf development to the north.

**Current Use:** Timber yard.

**Relevant Planning History:** Planning Application 2009/2151 - (approved) - Retention of a free-standing three sided internally illuminated pole sign within front forecourt of the building.

**Policy Context:** The site lies within a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and the replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3. Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8. Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Mixed use including residential and replacement employment floorspace.

**Justification:** The site lies within a Focal point of activity and the Thames Policy Area where mixed use development including replacement of B1 - B8 or related Sui Generis use is appropriate in accordance with DMPD Policy DM13.

**Flood Risk:** The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is within an Archaeological Priority area (DMPD Policy DMS2).

**Design Principles:** The Area Spatial Strategy shows that development of this site has the potential to improve the amenity of the existing link from Bridges Court to the riverside walk to the north of the Heliport and provides the opportunity to create a new public space on the riverside enhancing the vestige of the former dock between this site and Falcon Wharf to the north. In order deliver these improvements a building set closer to the Lombard Road frontage with a smaller footprint than the existing building and which includes a tall element could be appropriate. Massing must be sensitive to the proximity of adjoining residential buildings and the need to protect resident's amenity.

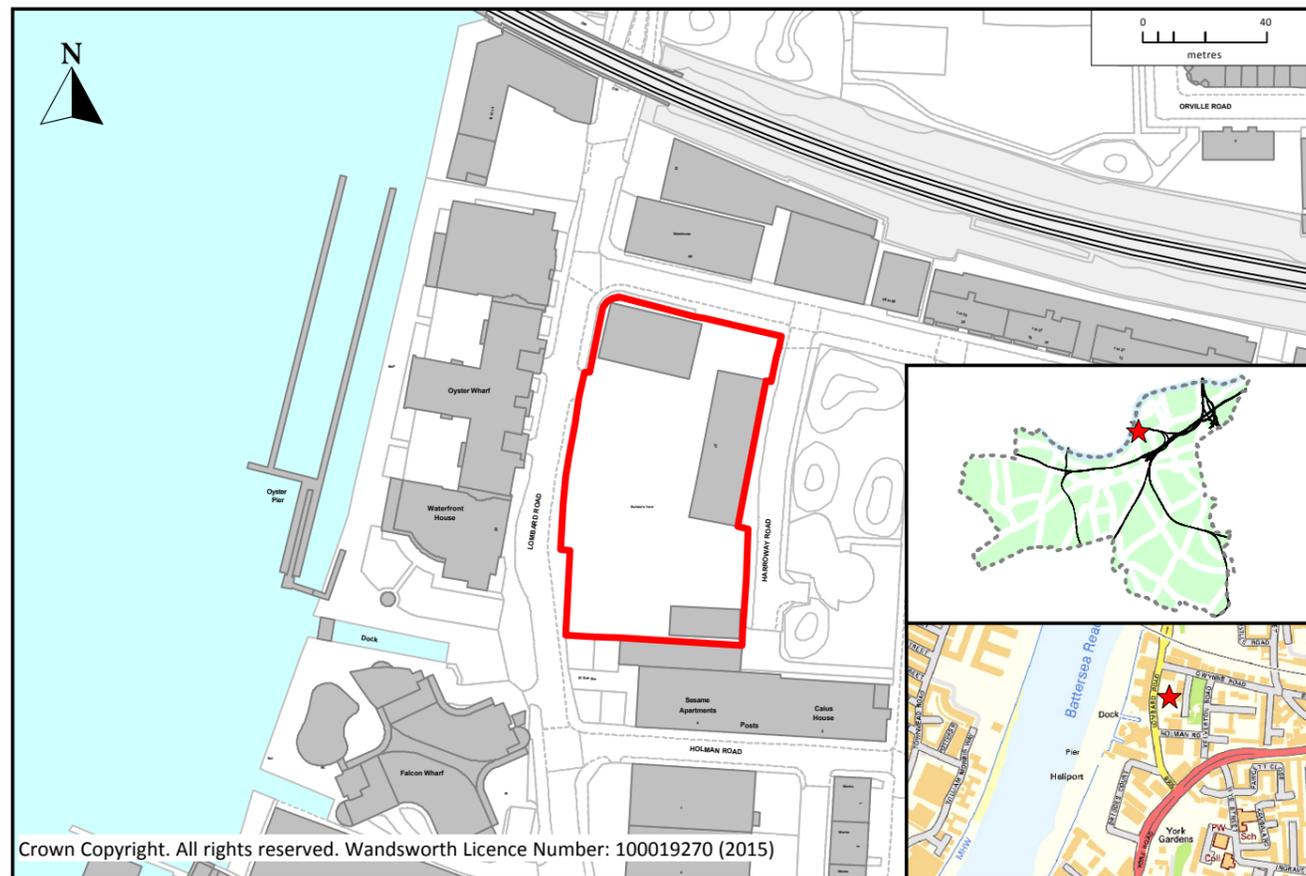
**Tall Buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be achievable. The height at which a development in this location will be considered tall is 9 storeys. A tall building could be achievable in this location and would need to be justified against the criteria set out in DMPD Policy DMS4.

**London Plan Density Matrix classification:** Central.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.12 37 Lombard Road (Travis Perkins), SW11



**Policies Map reference number:** 12

**Site Area:** 0.61 ha

**Ward:** St Mary's Park.

**Description:** The site comprises low level sheds with associated open storage and has frontages to Lombard Road, Gwynne Road and Harroway Road and adjoins the Harroway Gardens open space to the east. Oyster Wharf - 9 storey residential flats adjoin to the west.

**Current Use:** Builder's merchant.

**Relevant Planning History:** None.

**Policy Context:** The site lies in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8), and a Mixed Use Former Industrial Employment Area (Core Strategy Policy PL6 and DMPD Policy DMI2a) where mixed use redevelopment including residential is promoted and replacement of employment floorspace is required (DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Mixed use development incorporating replacement employment floorspace and residential use.

**Justification:** As part of any redevelopment of a site within a Focal point of activity and a MUFIEA, mixed use development including residential development is appropriate where replacement employment floorspace is provided.

**Flood Risk:**

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** Battersea Square Conservation Area lies to the north. The site is within an Archaeological Priority area (DMPD Policy DMS2).

**Design Principles:** This is a prominent site with frontages to Lombard Road, Gwynne Road and Harroway Road and adjoins the Harroway Gardens open space to the east. The existing use as a builder's merchant with its low level shed-like structures, associated open storage and utilitarian security fencing detract from the character of the surrounding public realm. Redevelopment of the site and the replacement of the existing use and buildings offers an opportunity to make a significant improvement to the townscape quality of Lombard Road, Gwynne Road and the Harroway Gardens open space. The improvement of the site's surroundings to create a public realm that is safe and attractive is a priority design objective. This can be achieved by ensuring that new buildings define the street with active frontages that make a positive contribution to the pedestrian environment and enhance personal safety and security. Commercial floorspace is appropriate at ground floor level on the Lombard Road frontage, whilst residential use at ground floor level may be appropriate on the Gwynne Road and Harroway Road frontages. It is important that new development takes full advantage of the site's location adjoining Harroway Gardens and should be designed to substantially improve the amenity and appearance of the open space.

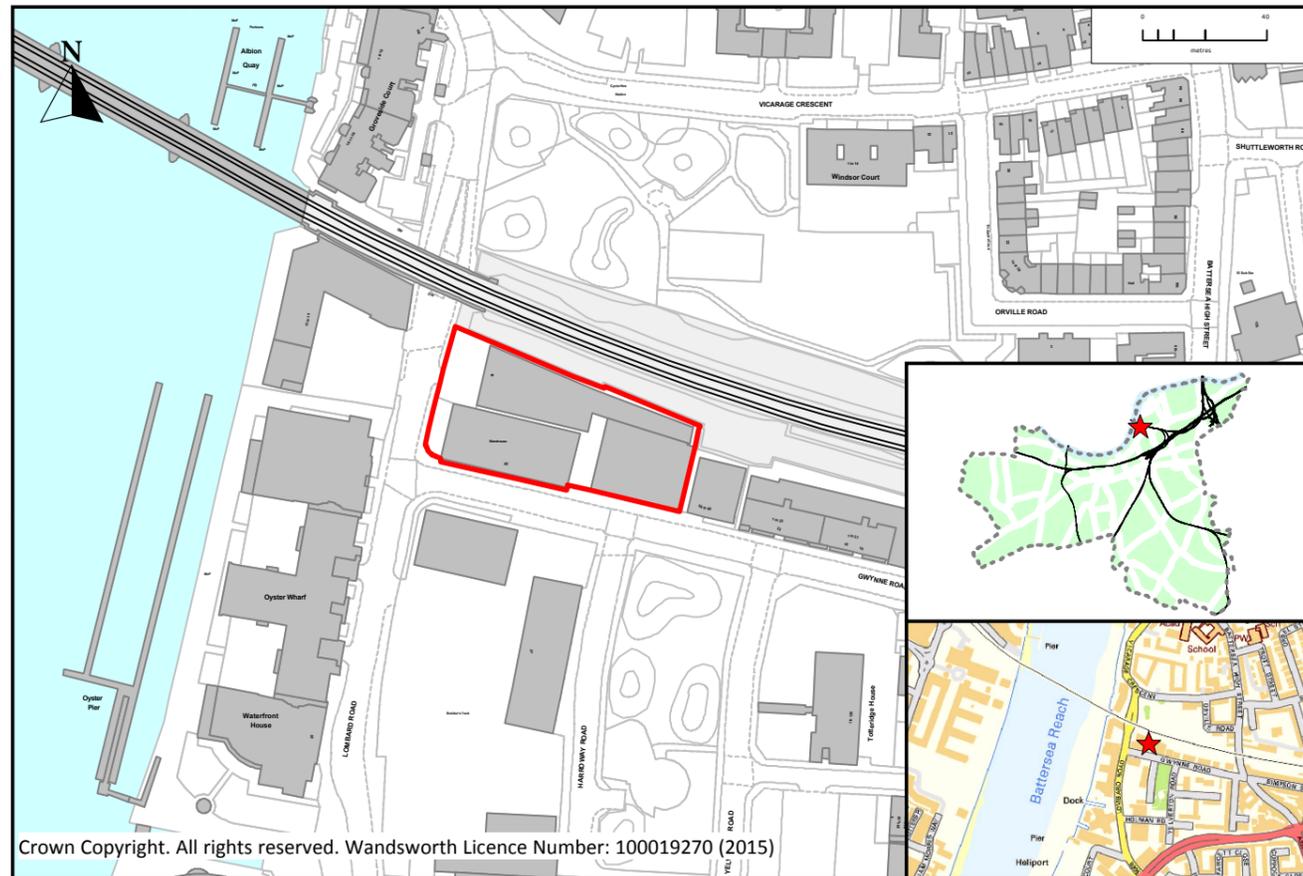
**Tall Buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 5 storeys. A tall building could be achievable in this location and would need to be justified against criteria set out in DMPD Policy DMS 4.

**London Plan Density Matrix classification:** Central.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.13 19 Lombard Road, 80 Gwynne Road, SW11



**Policies Map reference number:** 13

**Site Area:** 0.30 ha

**Ward:** St Mary's Park.

**Description:** Two storey industrial/warehouse/storage buildings; adjoining buildings and uses similar with Oyster Wharf, 9 storey residential flats on the Thames riverside to the west.

**Current Use:** Industry and warehouse / storage.

**Relevant Planning History:** Planning application 2007/0936 (approved) - Installation of large tap projecting from southwest corner of building at first floor level. 2011/2810 (approved) - Installation of various new illuminated advertisement signs including fascia signs, reception signage and free-standing signage on front forecourts.

**Policy Context:** The site lies in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8), and a Mixed Use Former Industrial Employment Area (Core Strategy Policy PL6 and DMPD Policy DMI2a) where mixed use redevelopment including residential is promoted and replacement of employment floorspace is required (DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Mixed use development incorporating replacement employment floorspace and residential use.

**Justification:** As part of any redevelopment of a site within a Focal point of activity and a MUFIEA, mixed use development including residential development is appropriate where replacement employment floorspace is provided.

**Flood Risk:** The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** Battersea Square Conservation Area lies to the north. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

**Design Principles:** Development of this site provides an opportunity to substantially improve the character and the appearance of this part of Lombard Road and Gwynne Road. Development of the adjoining site at 12-15 Lombard Road should enhance access to the riverside and provide new public realm at the point where the new footbridge will cross the Thames and this site should be developed to coordinate with and extend the improvements. There is potential for new public realm on the Lombard Road frontage, especially at the junction with Gwynne Road and potential to improve pedestrian and cyclist crossing facilities in this location. Buildings fronting Lombard Road and Gwynne Road should define the street frontages with active uses at ground floor level. Enhancement of the appearance of the brick railway bridge / viaduct will be sought and mature trees on the south facing railway embankment adjoining the site should be retained. In order to deliver the public realm and infrastructure improvements a tall element may be appropriate on this site, subject to consideration against policy DMS4.

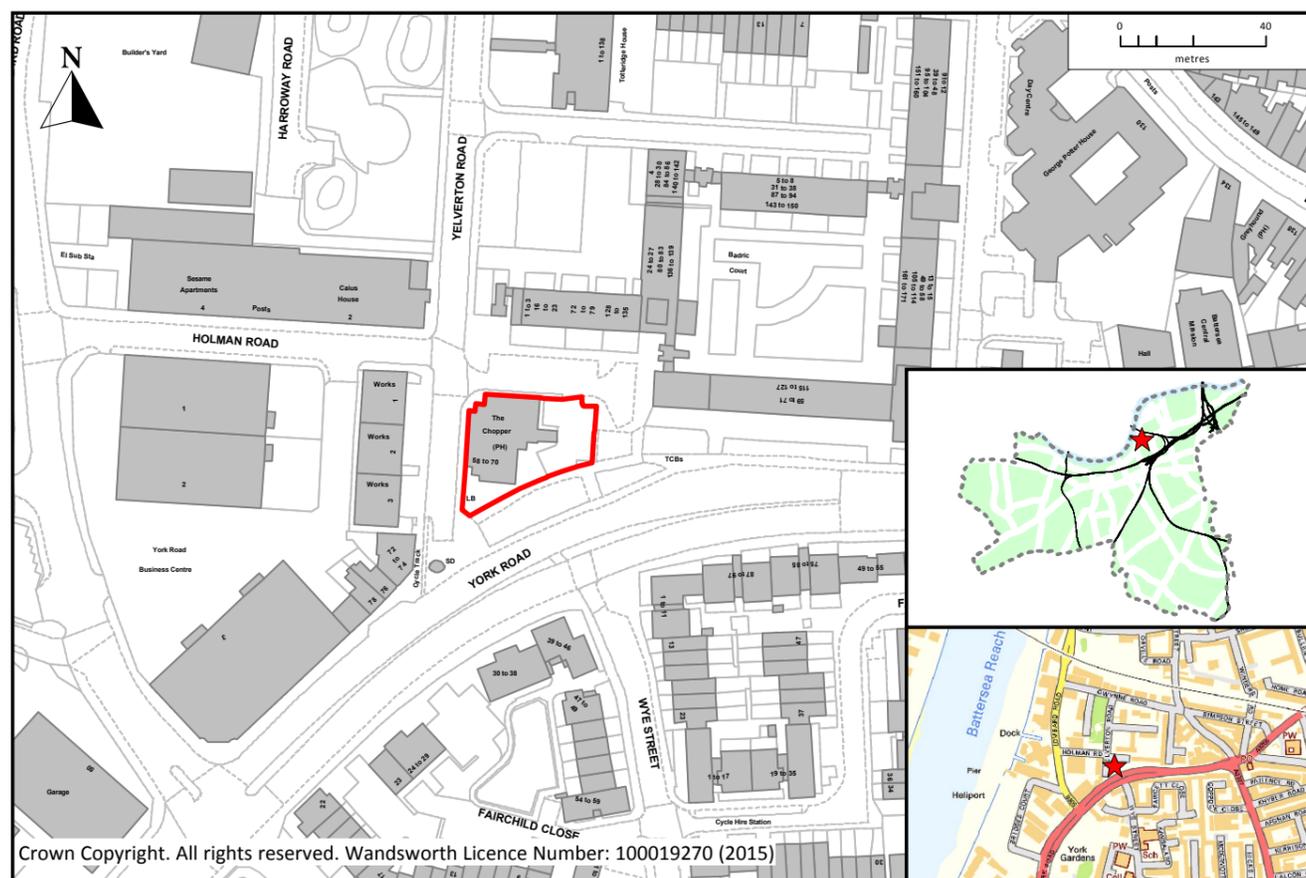
**Tall Buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 5 storeys. Any new building at or above 5 storeys must satisfy the criteria in DMPD Policy DMS 4.

**London Plan Density Matrix classification:** Central.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.14 58-70 York Road (The Chopper Public House), SW11



**Policies Map reference number:** 14

**Site Area:** 0.08 ha

**Ward:** St Mary's Park.

**Description:** Single storey former public house with 3 storey residential accommodation over. Single storey industrial units adjoin to the west with local authority flats to the north.

**Current Use:** Vacant - former public house.

**Relevant Planning History:** Planning application 2013/3190 (approved) - Demolition of existing buildings and redevelopment to provide a mixed use development comprising flexible shop/financial and professional services/café/restaurant/drinking establishment uses (Classes A1/A2/A3 and A4) and 29 flats within a new 5-storey building with car and bicycle parking and associated works; Planning application 2013/6160 (approved) - Demolition of existing buildings and redevelopment to provide a mixed use development comprising flexible (Class A1 or A2 or A3 or A4) shop/financial and professional services/café/restaurant/drinking establishment use and Class C3) residential use (36 flats) within a new six storey building, with 10 car parking spaces, 43 cycle spaces and associated works. Planning application 2015/5307 (Under consideration) for demolition of existing building and redevelopment

to provide a mixed use development comprising units in flexible (class A1 or A2 or A3 or A4) shop/financial and professional services/café/restaurant/drinking establishment use and (Class C3) residential use (39 flats) within a new six storey building.

**Policy Context:** The site lies in a Focal Point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) where mixed use redevelopment including residential is promoted. Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Residential led mixed use development.

**Justification:** The site lies in a Focal Point of activity where mixed use redevelopment including residential is promoted.

**Flood Risk:** The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is within an Archaeological Priority area (DMPD Policy DMS2).

**Design Principles:** New buildings should define all street frontages with active uses at ground floor level. The opportunity to improve the amenity and appearance of Yelverton Road and the cul de sac running to the north of the site should be realised by the layout and design of the new building and high quality landscape works.

**Tall Buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 5 storeys.

**London Plan Density Matrix classification:** Central.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.15 Plantation Wharf, Gartons Way, York Place SW11



**Policies Map reference number:** 15

**Site Area:** 1.81 ha

**Ward:** St Mary's Park.

**Description:** Mixed use riverside development ranging from 2 - 4 storeys with a 13 storey residential tower.

**Current Use:** Residential and commercial (B1).

**Relevant Planning History:** Planning application 2011/1749 (approved) - Works on river foreshore and part of the riverside path including installation of piles, pontoons and access bridge, ramp and entrance gate, to provide a public passenger landing pier with associated 9 private residential moorings and provision of 2 leisure craft moorings. (Amendments include reduction in distance of passenger landing pier from river walk by 5m, adjustments to siting of pontoons and reduction in height of access bridge by up to 1.3m.); various Prior Approval Applications (Prior Approval Given) - Proposed change of use from office (Class B1a) to residential (Class C3) to provide residential flats. Planning applications 2014/6629 and 2014/6784 (Resolved to approve subject to legal agreement) for additional floors at Leeward House, Reef House and Windward House to provide residential flats.

**Policy context:** The site lies within a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and the replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3. Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Residential with replacement employment floorspace.

**Justification:** The site lies within a Focal Point of activity and the Thames Policy Area where mixed use development including residential and replacement of B1 - B8 or related Sui Generis use is appropriate in accordance with DMPD Policy DM13.

**Flood Risk:** The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is within an Archaeological Priority area (DMPD Policy DMS2).

**Design Principles:** This site forms part of a cluster of sites that together have the potential, when developed, to become a new creative quarter within this part of the focal point area. The site has a frontage to York Place and Gartons Way and development here should aim to contribute to pedestrian priority in York Place and provide a new public space at the junction of Gartons Way and York Place. These improvements should link with and extend the improvements possible at the Homebase site and in so doing contribute to the creation of a distinctive new destination. Specific contribution to creating new public realm in Gartons Way and York Place, improving links to the riverside walk and access to the river bus service to be located at the western end of Coral Row and new public space within Ivory Square. This is a site where tall buildings may be appropriate to enable place-making and public realm improvements to be achieved. The justification of tall elements will be required and these will be assessed against DMPD Policy DMS 4.

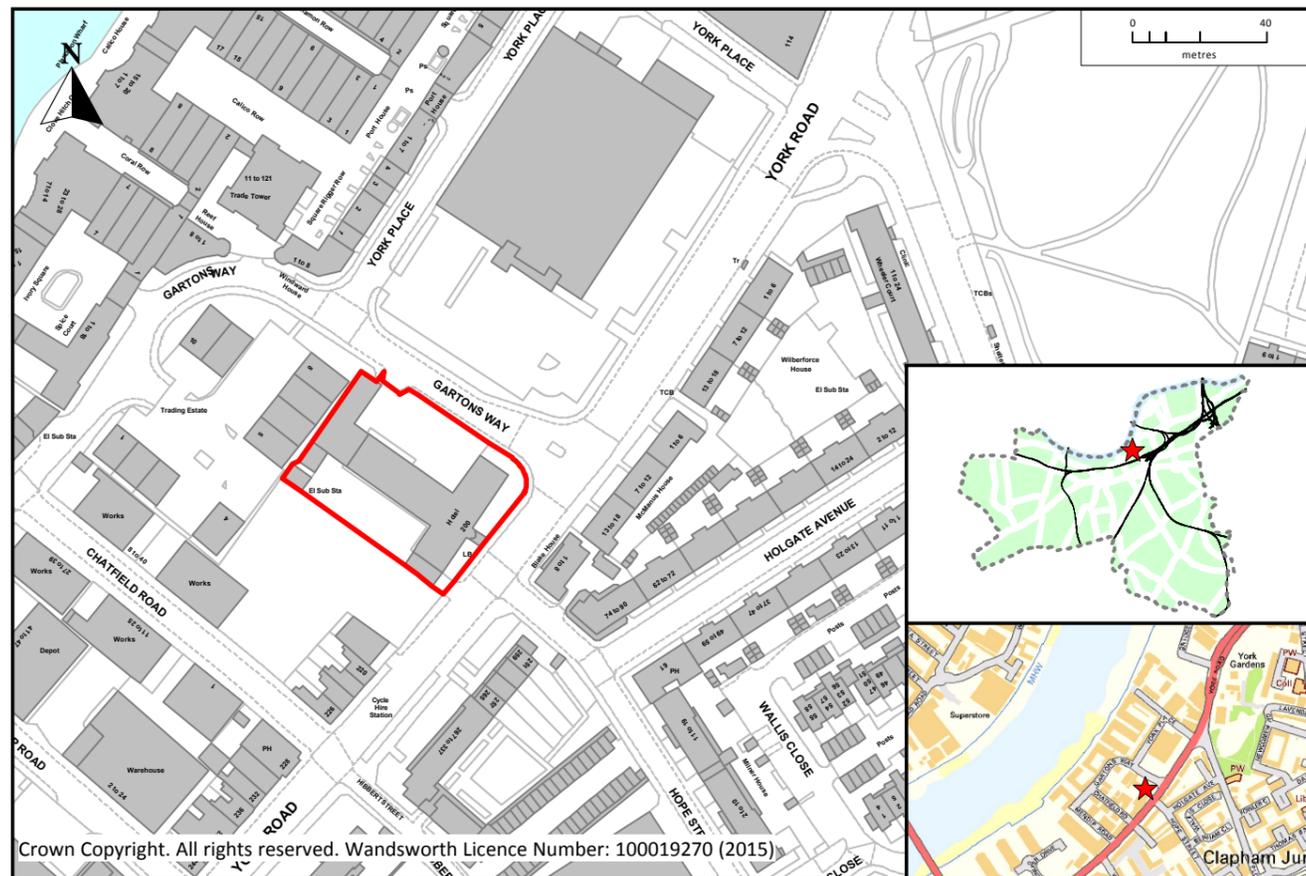
**Tall Buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys. Any new building at or above 9 storeys must satisfy the criteria in DMPD Policy DMS 4.

**London Plan Density Matrix classification:** Central.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

### 3.16 Travelodge Hotel, 200 York Road, SW11



**Policies Map reference number:**

**Site Area:** 0.25 ha

**Ward:** St Mary's Park.

**Description:** 3-5 storey former office building, now converted to use as a hotel. Development site adjoins to the south and Homebase store to the north. 4 storey residential flats fronting York Road opposite.

**Current Use:** Hotel.

**Relevant Planning History:**

**Policy Context:** The site is located in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and replacement employment floorspace is required-(DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

**Site Allocation:** Mixed use including residential.

**Justification:** The site lies within a Focal point of activity and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted.

**Flood Risk:** The site is **located** within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

**PTAL rating:** The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see [www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat) for the latest rating(s).

**Historic Environment:** The site is within an Archaeological Priority area (DMPD Policy DMS2).

**Design Principles:** This site forms part of a cluster of sites that together have the potential, when developed, to become a new creative quarter within this part of the focal point area. The site has a frontage to Gartons Way and York Road and development should aim to contribute to the townscape and pedestrian amenity in York Road and contribute to the provision of a new public space at the junction of Gartons Way and York Place. Any new development must be complementary to the development of the River Reach, Gartons Industrial Estate, Homebase and Plantation Wharf sites and should contribute to the vitality of the area with new commercial uses that include opportunities for affordable creative workspace. The justification for a tall building in this location is that it would have the potential to allow the delivery of high quality public realm at ground level and could be positive feature in the townscape.

**Tall Buildings:** In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys.

**London Plan Density Matrix classification:** Central.

**Infrastructure:** The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list ([www.wandsworth.gov.uk/cil](http://www.wandsworth.gov.uk/cil)) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

**Decentralised Energy:** The site is located within a decentralised energy opportunity area.

