

**46 Ponton Road, Nine Elms, SW8**

in the London Borough of Wandsworth

planning application no.2015/4504

**Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

**The proposal**

Demolition of existing buildings and redevelopment of the site to provide three buildings ranging from 10 to 13 storeys, comprising 357 residential units, 925 sq.m. of commercial / community floorspace, together with associated car parking, open space, landscaping and infrastructure works.

**The applicant**

The applicant is **Ponton Road LLP and the Railway Pension Nominees Ltd** and the architect is **Patel Taylor**.

**Strategic issues**

The principle of a high density, residential-led mixed use development of high quality design is in accordance with the **Vauxhall Nine Elms Opportunity Area** Planning Framework, delivering jobs and homes, and community floorspace. The design, scale, and appearance are in accordance with London Plan tall building and view management guidance.

**Affordable housing** is proposed on site in accordance with the OAPF (21%) however, the viability appraisal is still the subject of discussion in order to confirm that it is the maximum reasonable amount. The overall **residential quality** is in accordance with the Mayor's standards and the high **density** nature of the scheme is acceptable. The scheme proposes a mix of **unit sizes**, but it still needs to be demonstrated that the Council's local housing needs are met.

The principles of the scheme in terms of inclusive design and the play space provision are acceptable. Further discussion regarding **energy, parking** and **transport** impact, Df/CIL contributions is also required to ensure that the scheme fully accords with London Plan.

**Recommendation**

That Wandsworth Council be advised that while the application is generally acceptable in strategic planning terms the application does not fully comply with the London Plan, with the reasons and remedies set out in paragraph 73 of this report.

## Context

1 On 24 September 2015 the Mayor of London received documents from Wandsworth Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 4 November 2015 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Categories 1A, 1B and 1C of the Schedule to the Order 2008:

- *Category 1A: Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats.*
- *Category 1B: Development which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres.*
- *Category 1C: Development which comprises or includes the erection of a building more than 30 metres high and outside the City of London*

3 Once Wandsworth Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The Mayor of London's statement on this case will be made available on the GLA website [www.london.gov.uk](http://www.london.gov.uk).

## Site description

5 The site comprises a 0.8 hectare site within the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area (OA). It currently contains a vacant one-storey warehouse building formerly used by the Government and Dispatch Agency, with areas of hardstanding to the side and rear. The site is bounded by Ponton Road and the railway viaduct to the south, Mill Pond Lane and the former Christies Fine Art Warehouse to the east (currently being developed by the applicant), the Royal Mail sorting office and associated buildings and parking to the north, and a Metropolitan Police warehouse garage building to the west beyond. There are two vehicular access points from Ponton Road.

6 Ponton Road serves a number of surrounding industrial buildings including the former Christie's site, DHL depot, the Royal Mail site (via Post Office Way) and the Southbank Business Centre. Ponton Road will also serve the American Embassy and the Embassy Gardens sites, which are both currently under construction.

7 In addition to being within the VNEB OA, the site is within the Central Activities Zone, an Air Quality Management Area, an Archaeological Priority Area and Flood Zone 3a.

8 The nearest part of the Transport for London Road Network (TLRN) is the Nine Elms Lane A3205, located approximately 100m north. The nearest section of the Strategic Road Network (SRN) is the A3216 Queenstown Road, located approximately 750m west. The public transport accessibility level (PTAL) is currently 1b on a scale of 1a to 6b where 1a is the lowest and 6b is the highest. Forthcoming improvements to public transport including the Northern

Line Extension (NLE) stations at Battersea and Nine Elms have the potential to increase the PTAL in future.

## Details of the proposal

9 The proposal involves the demolition of the existing warehouse building on site, and construction of a mixed use development to contain 357 new dwellings together with 927 sq.m. of commercial and community floorspace, car parking, and associated open space and landscaping.

10 The development comprises a ground floor podium that would contain the commercial space, and car parking beneath. Above this would be amenity space and three linear blocks of flats running north to south, perpendicular to Ponton Road. Each block would range from 10 to 13 storeys.

11 The non-residential floor space would be made up of 615 sq.m. of flexible commercial floor space (Use Classes A1-A3/ B1/D1/D2) in a range of unit sizes, together with 310 sq.m. of community floor space.

12 Vehicular access to the site would be via Ponton Road, with an extension to Mill Pond Lane to the east that would access the undercroft parking and a new route to the west, known as School Lane that would provide for access to flats, servicing and deliveries. A total of 94 car parking spaces are proposed, along with resident and visitor cycle parking.

## Case history

13 GLA officers hosted a pre-application meeting with the applicant in July 2015, where the residential led mixed use redevelopment of the site was supported. The masterplanning principles suggested were welcomed, with suggested refinement in relation to layout, and further details being required on affordable housing, detailed design matters, public realm, strategic transport contributions, energy and inclusive design.

## Strategic planning issues and relevant policies and guidance

14 The relevant issues and corresponding policies are as follows:

- |                               |                                                                                                                                                                                                             |
|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| • Land use principles         | <i>London Plan; draft CAZ SPG</i>                                                                                                                                                                           |
| • Housing, affordable housing | <i>London Plan; Housing SPG; draft interim Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context, SPG</i>                  |
| • Density                     | <i>London Plan; Housing SPG</i>                                                                                                                                                                             |
| • Urban design                | <i>London Plan; Shaping Neighbourhoods: Character and Context, draft SPG; Housing SPG; draft interim Housing SPG; London Housing Design Guide; Shaping Neighbourhoods: Play and Informal Recreation SPG</i> |
| • Tall buildings/views        | <i>London Plan, London View Management Framework SPG</i>                                                                                                                                                    |
| • Historic Environment        | <i>London Plan; World Heritage Sites SPG;</i>                                                                                                                                                               |
| • Inclusive design            | <i>London Plan; Accessible London: achieving an inclusive environment SPG;</i>                                                                                                                              |
| • Sustainable development     | <i>London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy</i>                      |

- Transport and Parking *London Plan; the Mayor's Transport Strategy*
- CIL *London Plan; Mayoral Community Infrastructure Levy*

15 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the Wandsworth Core Strategy (2010), Site Specific Allocations and Development Management Policies Development Plan Documents (2012) and the 2015 London Plan (consolidated with Alterations since 2011).

16 The following are also relevant material considerations:

- National Planning Policy Framework and National Planning Practice Guidance;
- Minor Alterations to the London Plan;
- The Vauxhall Nine Elms Opportunity Area Planning Framework (March 2012);
- Wandsworth Core Strategy, DMPD and SSAD – 2<sup>nd</sup> proposed submission version (October 2014); Wandsworth Local Plan Review; Wandsworth Housing SPD and Planning Obligations SPD.

## **Land use principles – mix of uses**

17 The VNEB opportunity area planning framework (OAPF) land use strategy identifies the area in which the site is located as being suitable for high density mixed use housing led development. Wandsworth's Site Specific Allocations Document notes that the site is within the Nine Elms Parkside district, consistent with the OAPF. Development proposals within opportunity areas are expected to contribute towards meeting (or where appropriate exceeding) the minimum guidelines for housing and employment capacity as set in Table A1.1 of Annex 1, optimising residential and non-residential density.

18 Whilst there would potentially be a net loss of jobs on the site compared to existing, the provision of a housing led development, with employment generating commercial and community uses accords with the VNEB OAPF land use strategy and Wandsworth's local plan, and is supported in principle.

19 The site also falls within the Central Activities Zone (CAZ) as set out in the London Plan. This states retail provision should be focused on potential CAZ frontages. Potential CAZ frontages within the Opportunity Area have been identified at Battersea Power Station, with some at Vauxhall. Outside of CAZ frontages limited retail development is deemed to be appropriate in order to meet local need arising from new development and in order to create a sense of place that contributes vitality and vibrancy throughout the day, evening and weekend. The provision of active ground floor uses of the amount proposed, together with new routes and public realm is welcomed, given the likely footfall in the future and the residential population it would support.

20 The scheme includes 310 sq.m. of dedicated community floorspace to be used as a media hub and leased to a creative organisation. A draft cultural strategy has been submitted, and in addition to details regarding a likely end user, also sets out discussion that have taken place with adjoining landowners and Network Rail regarding use of the arches along Ponton Road. The provision of social infrastructure in the scheme is strongly supported, and should be secured in any s106 agreement agreed by the Council.

## **Housing and affordable housing**

21 The scheme is made up of the following mix of units:

Unit Type	Affordable				Private		Total	
	Intermediate		Affordable Rent					
<b>Studio (1P)</b>	0	0%	0	0%	9	3%	9	3%
<b>1 Bed (2P)</b>	24	0%	6	15%	57	20%	87	24%
<b>2 Bed (3P)</b>	12	33%	3	8%	37	13%	52	15%
<b>2 Bed (4P)</b>	0	0%	19	49%	157	56%	176	49%
<b>3 Bed (5P)</b>	0	0%	11	28%	22	8%	33	9%
<b>Total</b>	<b>36</b>	<b>10%</b>	<b>39</b>	<b>11%</b>	<b>282</b>	<b>79%</b>	<b>357</b>	<b>100%</b>

22 The scheme would contribute approximately 20% to Wandsworth's annual housing target of 1,812 homes, and would help meet the VNEB OAPF target of 20,000 new homes. This welcomed in principle.

#### Affordable housing

23 The scheme is proposing to deliver 39 units as affordable rented units, and 36 units as intermediate (shared ownership), which equates to 21%, based on units. The VNEB OAPF and Wandsworth's policy expectation is for a minimum of 15% on individual sites (with a commensurate higher CIL/DIF payment). It is noted that the Wandsworth's more recent local plan (2<sup>nd</sup> proposed submission version) sets out that in Nine Elms at least 15% should be affordable (up to an expected maximum of 20%) subject to viability assessment. In order to accord with the Council's policy and London Plan requirements to demonstrate that the maximum reasonable amount of affordable housing is being delivered, the applicant has submitted a viability assessment to the Council to support its assertions that an appropriate affordable housing offer is being made.

24 GLA officers consider that the provision of 21% affordable housing could be acceptable in principle, subject to the outcome of an independent assessment of the applicant's viability report by the Council's consultant and the full CIL tariff being secured. The assessment should verify the inputs and costs assumed by the applicant and the scenarios that have been tested in order to arrive at the affordable housing offer. Further discussion following the independent review would be appropriate and a draft of the s106 should be made available to the GLA at Stage II.

25 The scheme is proposing a split of 60:40 between affordable rent and shared ownership, based on habitable rooms, and is in accordance with the London Plan.

#### Housing choice

26 The scheme is made of a range of unit sizes, from studios through to 3-bed (5 person) flats. Whilst the overall provision of family units is low, at 9%, of the affordable rented units, 28% would be 3-bed. It is noted that London and Quadrant as joint applicant have inputted to the affordable housing mix, so it is understood that this would meet an identifiable local need. The Council should however, confirm that the proposed mix reflects its own housing requirements and its understanding of local demand.

#### Children's play space

27 Based on the Mayor's playspace SPG, 75 children are predicted to live in the development, of which 40 would be under the age of 5. This gives rise to a total child playspace requirement of 750 sq.m, of which 400 sq.m. is expected to be provided on-site and designed for under 5s.

28 The scheme proposes 2,180 sq.m. of shared residential courtyards at ground floor and podium level for use by residents. Of this, the applicant anticipates that approximately 440 sq.m. could be allocated as a formal play area for under-5s, which exceeds the minimum by 50 sq.m., and is welcomed. The Council should secure a condition setting out minimum requirements and details to be submitted. Older children would be accommodated through temporary play /fitness in the streetscape until the facilities in the Linear Park are constructed. This should also be secured by condition.

#### Density

29 The site currently has a public transport accessibility level (PTAL) of 1b, which is expected to significantly improve following the introduction of the Northern Line Extension. Although the London Plan density matrix would suggest a range of between 150-300 habitable rooms per hectare is appropriate for sites such as this, the VNEB OAPF envisages high density development for this site. The proposed residential density is 1,493 habitable rooms per hectare, and whilst higher than the range in the London Plan, is acceptable in the context of the VNEB OAPF and anticipated improvements to public transport accessibility. This is further reinforced by the quality of the public realm, amenity, open space and residential quality of the scheme.

### **Tall buildings and urban design**

30 The site is located within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA), which identifies building heights of around 8-10 storeys, and up to 70 metres, noting its location in the background/protected silhouette of the Westminster World Heritage Site, and in river prospects.

#### Strategic views and impact upon World Heritage Site

31 At a maximum height of 13 storeys (49 metres AOD), the scale and massing of the proposal would be appropriate for the location and would be lower in scale to nearby buildings that have been constructed, under construction or proposed. The proposal will be seen from a limited number of local and wider viewpoints, but in many views will be obscured by other development approved developments. The views analysis sets out the wireline of the scheme in all relevant LVMF views and indicates that it would not be visible in any strategic views or river prospects. Furthermore, it would not be visible in the backdrop to the Westminster World Heritage Site, in views from within the World Heritage Site, or impact upon its setting.

#### Layout and public realm

32 Overall, this is a high quality mixed use development, with a good level of street based activity and public realm that responds to future development immediately to the north of the site, providing new routes and links across this part of the opportunity area. As advised at pre-application stage, the podium arrangement that contains car parking, bin and cycle storage within the undercroft enables commercial and community based street facing frontages to be maximised. The podium is set back, increasing the area of public realm, and help reinforce Ponton Road as an active and shared route/public realm for movement through Nine Elms from New Covent Garden Market to the future school and linear park. Noting that the plans suggest that the works to Ponton Road are aspirational, details of the treatment and surfacing will need to be secured by s278 agreement with the Council.

## Residential quality

33 The mansion block typology and linear block arrangement enables the provision of dual and triple aspect units, with efficient core to unit ratios, and ensuring that there are no single aspect north facing units or single aspect units facing south towards the railway line. This arrangement also creates the opportunity to provide communal open space between the blocks, which is supported. The finger block arrangement and distances between the blocks ensure appropriate levels of privacy and daylight/sunlight, whilst giving a good level of enclosure to the public realm and semi-private amenity spaces.

34 The documents include a schedule of accommodation and assessment against the Housing SPG. This confirms that all residential units in the scheme would meet or exceed the minimum space standards set out in table 3.3 of the London Plan. As noted, all units are dual aspect, and in some instance triple aspect, there are no more than 6 units per floor, two lifts are provided per core, floor to ceiling heights exceed Housing SPG guidelines, and all units would have a balcony or a winter garden. Residential units facing the railway would also need to incorporate mechanical ventilation in order to maintain desirable internal noise levels and air circulation. The noise assessment also identifies the need for enhanced facade glazing to southern elevations. Specific conditions would be expected to secure these details.

## Heights and massing

35 The arrangement of the buildings in terms of height and massing is consistent with the parameters of the wider masterplan and does not encumber the scheme to the north at the Royal Mail site. The variation in heights and reversal of the centre block would provide a varied skyline across the site, particularly in views along the railway line and in the context of emerging schemes further to the east and west.

36 The design approach creates a coherent piece of streetscape, with buildings that are subtly characterful, reflecting the industrial and railroad heritage of the area (in the western block) and creating a sense of identity, arrival and address for residents. The architectural design has successfully introduced variation appropriate to the different building types, whilst following a coherent and consistent strategy of defined bottom, middle and top sections.

## Architecture

37 The use of contrasting coloured pre-cast concrete panels is welcomed in terms of appearance, forming a distinctive 'skin' to the north and south edges of the blocks, with a lighter and more reflective appearance to internal facades. The elevational treatment has been simplified and refined since pre-application stage, particularly along the railway elevation and this has addressed concerns that the elevations could appear overly dense in appearance. As discussed, the purpose of the framing elements, denoting the setback zones from Ponton Road has been questioned to date, but as noted by the applicant, their contribution in terms of framing the wintergardens and contributing towards privacy and shading to the south elevation is understood.

## **Inclusive Design**

38 The application is accompanied by an access statement that assesses all elements of the scheme, including public realm, approaches to main entrances, commercial spaces, and residential layouts. The site is level, and the scheme includes safe pedestrian zones, level access to commercial and community spaces, and shallow ramping at courtyard level. It is noted that the podium arrangement with steps from the public realm, means that external platform lifts are

being proposed to provide step-free access to the podium and also to the flats within Block C1. Whilst not ideal, the flats can also be accessed via the concierge and car park entrance core. The applicant will be expected to commit to maintaining the platform lift to a suitably high standard.

39 In relation to the residential accommodation, the applicant has committed to ensuring the homes meet the Lifetime Home standards and has indicated 36 units (10%) as wheelchair adaptable. Typical floor layouts demonstrating how each of the 16 Lifetime Homes criteria has been addressed and the layout of the adaptable units have been provided. The applicant should note that Building Regulation requirement M4(3) applies to these units and all units in the scheme are required to meet Building Regulation M4(2). This should be secured by condition. The accommodation schedule sets out that adaptable homes are distributed across tenure types and flat sizes, which is welcomed.

40 The proposal identifies 10% of the 94 car parking spaces as spaces suitable for wheelchair users. As noted in the Housing SPG, one space per wheelchair unit is expected, so with only 9 blue badge spaces for 36 wheelchair accessible units the scheme falls short of expected allocation and further discussion on this aspect would be appropriate prior to Stage II. Mechanisms will need to be secured in the parking management plan, to enforce and monitor the supply and future demand of the blue badge bays, to ensure that the development is accessible to those disabled people who rely on a car. This should be secured by condition.

## **Climate change mitigation**

41 In relation to energy efficiency measures, a range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development, with an estimated reduction of 43 tonnes per annum (11%) in regulated carbon dioxide emissions compared to a 2013 Building Regulations compliant development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include mechanical ventilation with heat recovery and low energy lighting and controls. Thermal bridging has not been considered at this stage and the modelling is based on SAP defaults. It is recommended that thermal bridging is considered at an early design stage as it could considerably impact on the buildings' performance.

42 The demand for cooling will be minimised through openable windows, balconies and overhangs providing external shading and solar control glazing where necessary. Air conditioning will not be provided and the applicant has committed to ensuring that the dwellings do not overheat. An overheating assessment has been carried out suggesting that the scheme passes the CIBSE overheating criteria under current and future climate conditions. It is recommended that the applicant also assesses risk of overheating on top floor flats and/or other orientations where fixed external shading is not present or less prominent than on the southern facade. DER and TER and BRUKL sheets have been provided however the overall site savings appear high relative to the results shown in the modelling outputs. The applicant should confirm the figures in Appendix B.

43 In terms of district heating, the applicant is proposing to connect to the VNEB district heating network (DHN), which is welcomed. Connection to the network should continue to be prioritised and evidence of correspondence with the network developer should be provided to demonstrate that communication is ongoing to arrange connection. Such commitments should be secured in the s106 agreement. The applicant is also proposing to install gas boilers to serve the development, should it come forward before the DHN is operational. The applicant is proposing to retain these boilers as back up following connection to the network. The retention of the boilers should be discussed with the network operator and only be considered if it does not impact on maximising the benefits from connection to the network.



44 The applicant is proposing to install a site heat network, which is welcomed. Confirmation is required that all apartments and non-domestic building uses will be connected to the site heat network, and provide a drawing showing the route of the heat network linking all buildings on the site. It is recommended that some initial estimates on likely heat losses from the network are considered and included in the early stage SAP modelling rather than relying on SAP defaults. The site heat network will be supplied from a single energy centre. This will be 200 sq.m. in size and would be located in the basement of block B. This should be secured by condition.

45 In relation to CHP, as noted above, connection to the VNEB DHN is proposed and in the absence of information about the carbon intensity of the network, the applicant has estimated potential savings for the second step of the energy hierarchy by assuming the installation of an on site CHP system. This is also considered the back up option if the VNEB does not come forward. The applicant has assumed an installed capacity of 90 kW<sub>e</sub> 150kW<sub>th</sub> for the back up gas fired CHP unit. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating. A reduction in regulated carbon dioxide emissions of 57 tonnes per annum (15%) would be achieved through this second part of the energy hierarchy however, the carbon savings appear low relative to the installed capacity proposed and the calculations in Appendix D should be reviewed.

46 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install 377 sq.m. of solar photovoltaic (PV) panels on the roof of the buildings, that will lead to 9% savings.

47 In summary, based on the energy assessment submitted, a reduction of 246 tonnes of carbon dioxide per year in regulated emissions is expected compared to a 2010 Building Regulations compliant development, equivalent to an overall saving of 35%. The carbon dioxide savings will meet the targets set within Policy 5.2 of the London Plan, however the comments above should be addressed and information provided prior to Stage II in order to verify the savings and demonstrate compliance with London Plan energy policy.

## **Climate change adaptation and flooding**

48 The site is located in Flood Zone 3a but is protected to a high level by the Thames tidal defences and as the applicant is proposing to reduce the surface water discharge from the site in line with London Plan Policy 5:13, the proposals are acceptable in flood risk terms. The scheme is also proposing a number of measures to reduce any risk from a breach of flood defences, including location of living accommodation on upper floors, flood resilient and resistant measures, safe access and egress, safe refuge and providing a flood response plan. Therefore the proposal is acceptable in flood risk terms.

49 The applicant has submitted a sustainability statement, and although Code for Sustainable Homes requirements has now fallen away, the proposals will be designed to achieve compliance with the relevant best practice guidance including Part L 2013 of the Building Regulations and a BREEAM 2014 'Very Good' rating. Brown/biodiverse roofs are proposed and surface landscaping, geo cellular storage beneath the podium, together with tanked rain garden will aid rainwater attenuation and reduce surface water runoff by at least a 50% reduction on the discharge rates of the current site, for the 1 in 100 year storm event.

50 Discussions are on-going between the applicant and Thames Water with regard to connection to the local sewerage network and pumping requirements. GLA officers are aware that there are significant capacity issues with the drainage system in the Vauxhall Nine Elms Battersea area. An Integrated Water Management Strategy is nearing completion for this area

and the applicant is urged to consider any recommendations arising from that study. In the meantime, the approach is considered to be in line with London Plan policy 5.13.

51 An overheating study has also been submitted, demonstrating that with the dual and triple aspects, and shading provided by balconies and framing will reduce risk of summer overheating.

## **Transport**

### Highways/Site Access

52 The site is served by Ponton Road, which runs south from Nine Elms Lane and is a cul-de-sac terminating in a turning area. The turning area currently acts as the site's main vehicular access. Following completion of the proposed development, smaller vehicles such as private cars would access the site using a gated crossover at the eastern frontage. Cycle access would take place at the same access but via a separate gate. This access would lead to a single level basement car park with secure cycle parking and refuse area.

53 Pedestrians would access the site using existing footways or from a new archway to the south, where a permeable link would be created passing through the railway viaduct. This would enable direct access on foot to the new Nine Elms station on Pascal Street, which is due to become operational by 2020. This improvement is critical to increase the site PTAL.

54 For larger vehicles the proposed development would replicate the existing access arrangements and turning area at the end of Ponton Road. Pedestrian and vehicle access for all public, staff and deliveries to the ground floor commercial units would also take place directly from Ponton Road at the site's southern frontage. Ponton Road would also become a shared space.

55 As all access roads for the development form part of the Borough Road Network, any changes will need to be delivered through a section 278 (S278) agreement with Wandsworth Council.

56 The access arrangements proposed are satisfactory to TfL in principle, and creation of a new pedestrian link to Nine Elms LU station is strongly supported.

### Public realm and cycling routes

57 TfL supports the proposal for a traffic-calmed shared space along Ponton Road and to significantly increase pedestrian permeability south of the site.

58 The landscaping strategy for this development must comply with the Nine Elms on the South Bank - Public Realm Design Guide 2015 which contains guidance on appropriate design, materials and street furniture for the VNEB opportunity area.

59 The applicant is reminded of the Nine Elms Cycling Strategy. TfL has a long term vision shared by Wandsworth Council and the Nine Elms Partnership for Ponton Road to develop beyond its current cul-de-sac form and eventually become a pedestrian and cyclist Viaduct through-route between Wandsworth Road and Thessaly Road. The scheme as proposed would allow for this. In addition, TfL is currently progressing new designs to improve Nine Elms Lane for all road users. The application contains out of date plans for Nine Elms Lane which should be updated and resubmitted.

### Car parking

60 The scheme proposes 94 car parking spaces for the residential element, of which 9 would be disabled parking bays. This equates to a ratio of 0.26 spaces per unit which is just above the maximum ratio set out in the OAPF. Ideally the number of spaces should be reduced to below 0.25 and that all wheelchair units are provided with parking spaces (i.e. 36) as noted in paragraph 40 above. Further discussion on this element is requested prior to Stage II. A car parking management plan (CPMP) should be secured by condition, and it would be preferable if car parking spaces are unallocated. All residents of the new development should be prevented from applying for local parking permits by use of planning condition or the Section (s106) agreement. Electric vehicle charging points (EVCPs) should be provided in line with London Plan standards (20% active and 20% passive provision) and secured by condition.

### Cycle parking

61 A total of 634 long stay cycle parking spaces are proposed, with 25 short-stay (external) spaces. This is in line with the latest London Plan standards and should be secured by condition with the detailed design approved by TfL. The provision of showers, lockers and changing facilities for staff within the commercial spaces should be provided.

### Trip Generation / Modal Split

62 Trip generation figures have been supplied in the TA and are satisfactory. TfL accepts the development itself would be unlikely to have a significant impact on the local highway network although cumulative development in the VNEB OA should be considered. The impact on the public transport network will be mitigated through the CIL contribution towards the measures set out in the VNEB DIFS including the NLE and bus capacity improvements.

### Cycle Hire

63 A new Cycle Hire docking station will be provided at the new LU station on Pascal Street approximately 200 m south. TfL requests that three year membership of the Cycle Hire scheme per household is funded by the applicant and secured via the s106 agreement, the current cost of which is £270 per unit.

### Walking and Wayfinding

64 The overall impact of the proposed development on the local walking environment would be acceptable in strategic transport terms. Legible London signage is being implemented in the area.

### Travel Plan measures, including Car Club

65 The framework Travel Plan is broadly satisfactory, subject to addressing the car club point above. A full TP for the development should be produced prior to occupation, once the initial occupants and land uses have been confirmed. This should be secured by condition.

66 It is noted that the proposals for the former Christie's site to the east (being developed by the applicant) include the provision of two Car Club parking bays on Ponton Road. These bays will be available for users of the application site and the surrounding area. At present, the submitted framework Travel Plan does not provide for free membership of the neighbouring Car Club, and therefore TfL requests that 2 years' free membership per new household is secured in the s106 in line with London Plan policies 6.13 and 8.2.

### Construction

67 A full construction logistics plan (CLP) should be secured by condition in line with London Plan Policy 6.3. This should consider and outline measures to protect cyclists, construction phasing, trips generated, site access arrangements, construction routes, co-ordination with other sites and cumulative impacts of construction traffic. The CLP must follow TfL's best practice guidance for Developers and Contractors, available from <http://www.tfl.gov.uk/info-for/freight/planning/construction-logistics-plans>. Data must be provided to TfL on request including accurate construction programme, vehicle movements and delivery origins/destinations.

68 The applicant's appointed construction contractor will also be expected to attend and engage with the TfL Construction Co-ordination Working Group for Battersea and Nine Elms to share information and co-operate with the site managers of neighbouring and nearby schemes. This should be secured by condition and discharged in consultation with TfL.

### Mitigation

69 The site is located within the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area, to which a Development Infrastructure Funding Study (DIFS) applies. Wandsworth Council has adopted a borough CIL, which covers the Nine Elms Area and covers the DIF. The development will generate approximately £1,129,150 of Mayoral CIL and £8,373,090 of Wandsworth CIL under the current floorspace proposals. The exact CIL payments would need to be confirmed prior to commencement.

## **Local planning authority's position**

70 The Council is due to report the application to Planning Committee in early December 2015, and officers are generally supportive of the scheme, which has been the subject of pre-application discussions.

## **Legal considerations**

71 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

## **Financial considerations**

72 There are no financial considerations at this stage.

## Conclusion

73 London Plan policies on opportunity areas, housing, design, tall buildings, World Heritage Sites, climate change and transport are relevant to this application. The application broadly complies with the London Plan however, further information and/or confirmation, as detailed below is required to comply fully.

- **Land use principles:** The principle of a residential-led mixed use development with commercial and community uses at ground floor is acceptable within the Vauxhall Nine Elms Opportunity Area.
- **Housing:** The provision of 21% affordable housing is in accordance with the requirements of the VNEB OAPF, subject to provision of the appropriate CIL payment and independent assessment of the applicant's viability appraisal to demonstrate that this is the maximum reasonable amount. Confirmation that the housing mix meets local needs should be provided. The principle of a high density development is acceptable. The residential quality and play space provision is in accordance with the Mayor's guidance.
- **Design:** The design is of a high quality with appropriate layout, heights and massing that responds to the surrounding context, with no impact on the World Heritage Site or strategic views.
- **Inclusive design:** The inclusive design provisions are welcomed, subject to confirmation. The 100% Lifetime Homes and 10% wheelchair flats should be secured by condition.
- **Climate change:** The scheme is proposing 35% savings however, further information is required in order to verify the carbon dioxide savings proposed and ensure compliance with the London, with conditions and planning obligations required accordingly. The approach to surface water drainage is acceptable, and appropriate sustainability measures should be secured by way of condition.
- **Transport:** The application is generally acceptable in principle and in accordance with the transport policies of the London Plan and VNEB OAPF, subject to reconsideration of parking spaces and allocation. Appropriate conditions, s106 obligations should be secured, in relation to cycle hire, car club, cycle parking, parking permits, pedestrian links, deliveries and servicing, car park management, construction logistics, and a travel plan. Mayoral and local CIL payments will also need to be secured.

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