

PLANNING APPLICATIONS COMMITTEE – 7TH JANUARY 2010

| Ref. | Address | Proposal |
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| 2009/3017 | Units 1 -20 Enterprise Way, Osiers Road, SW18 | Demolition of existing buildings. Erection of 8 buildings ranging in height from 2 to 21 storeys comprising 275 flats of which 89 would be affordable; 3,587sq.m. of commercial floor space to include shops, financial and professional services (Class A1 and A2), restaurant, food and drinking uses (Class A3 and A4), office (Class B1), health and leisure uses (Class D1 & D2). Basement car parking provided for 165 vehicles with vehicle access onto Enterprise Way. Provision of landscaping and ecological enhancements, including new surfacing to Enterprise Way and Wandle riverside area. (An Environmental Impact Assessment has been submitted with the application). |
| 28 August 2009 NS | Thamesfield | |

SITE: 0.89ha site located near to the mouth of the River Wandle where it joins the River Thames. Enterprise Way runs west to east through the middle of the site culminating in a 'T' junction. Twenty, two-storey industrial units are located north and south of the road. Adjoining south of the units is the Linton Fuels Oils Ltd depot with the overland railway and embankment to its rear. North of the units is the vacant Riverside Quarter (Phase 3) land which has planning permission for buildings up to 15-storeys high comprising a mix of residential and commercial accommodation. Phases 1 and 2 have been completed forming a mixed use development of buildings up to 10-storeys fronting the River Thames.

Running from south to north along the east of the application site is Bell Lane Creek which forms part of the River Wandle. The site has a frontage onto the river for approximately 130m. A bridge provides pedestrian and cycle access across the river to Causeway Island and electricity switch house and then to the east of the river towards the Western Riverside Waste Transfer Station which is identified as a Safeguarded Wharf. Osiers Road adjoins to the west of Enterprise Way with one and two-storey industrial premises occupying the land. The grade II registered Wandsworth Park lies further to the west.

On the north bank of the Thames (within the London Borough of Hammersmith & Fulham) lies the grade II* listed Hurlingham House and Hurlingham Conservation Area which is adjoined to the east by three and four-storey residential development.

The site is identified in the Core Strategy: submission version, March 2009 as Mixed Use Former Industrial Employment Area (PL6), Wandsworth Thames Policy Area (PL9) and an Archaeological Priority Area (TBE14-15). Most of the site does not fall within a flood zone, though part of the east and south west fringes are within Flood Zone 2 and 3a. Public Transport Accessibility Level is 2.

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HISTORY: 1980: p.p. for redevelopment to provide industrial floorspace in twenty small units, involving widening of Osiers Road.

Unit 19: 1984: p.p. for change of use to a wine warehouse.

Unit 12: 1995: p.p. for change of use to storage and distribution (Class B8).

2000: p.p. for use of premises for printing and distribution purposes together with external alterations including installation of condenser units on rear elevation.

Unit 5: 2002: p.p. for provision of MOT Bay within the existing garage.

Unit 14: 2002: p.p. for use for purposes within classes B1, B2 and B8 (Business, Industry, Storage and Distribution - works to cars).

February 2009: Screening Opinion for demolition of existing buildings and erection of 7 buildings ranging in height between 6 and 18 storeys comprising 418 flats and 500m² of commercial floorspace. EIA required.

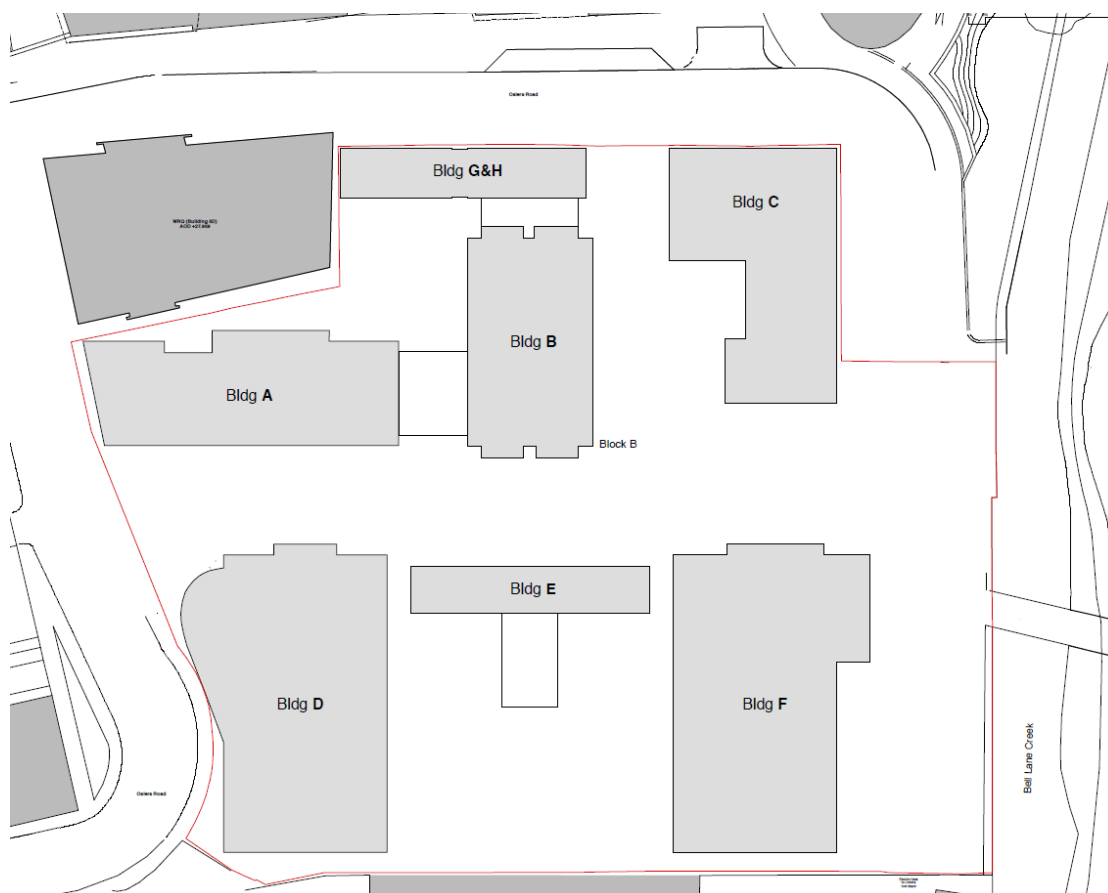
May 2009: Scoping Opinion for erection of buildings 2 - 26 storeys high comprising 301 flats and 3,580sq.m. of commercial floor space.

Other related history: Wandsworth Riverside Quarter:-

Planning permission was originally granted in 2001 for the redevelopment of the whole of this riverside site. Phases 1 and 2 along part of the river frontage and the south west corner of the site have now been built including 204 flats.

An application revising Phase 3 (the final phase) was submitted in 2006. It proposed six buildings up to 15 storeys high with 395 flats (of which 184 would be 'affordable'), approximately 18,000sq.m of commercial floorspace including offices, retail, restaurant/café/drinking establishments, leisure and community uses, underground parking, plus bicycle and motorbike spaces, provision of open space, new pedestrian and access points. The application was approved in May 2008 but has not been implemented. In October 2009 a further revised application has been submitted for the Phase 3 development proposing the erection of six buildings ranging in height up to fifteen-storeys to provide approximately 8,336 sq.m. of commercial floorspace (including community and leisure uses) and 504 residential units (317 private/187 affordable). The application is currently under consideration.

DETAILS: Demolition of existing buildings. Erection of eight buildings ranging in height from 2 to 21 storeys comprising 275 flats of which 89 would be affordable; 3,587sq.m. of commercial floor space with permission sought for shops, financial and professional services (Class A1 and A2), restaurant, food and drinking uses (Class A3, A4 and A5), office (Class B1), storage and distribution (Class B8), health and leisure uses (Class D1 & D2). The only commercial unit with a specific use sought (Class D1) is within Building D. The application includes landscaping and ecological enhancements, including new surfacing to Enterprise Way and Wandle riverside area.



Density: 1067hrph (mixed use development); 852hrph (residential only). Site area used for density calculation includes Enterprise Way and access roads (approx. 1200sq.m.).

Building A (31.95m AOD): Eight-storey building with top floor recessed from east (1.5m), south (3.4m) and west (4.6m – 6.2m) elevations. Building, including structural framework to south elevation, 37.4m - 40.3m long x 11.9m – 14.8m wide x 25.4m high stepping down to 22.4m at seventh floor. Building would include 33 flats comprising 6 x 1 bedroom and 27 x 2 bedroom flats. Three commercial premises at ground level including management facility/concierge linking to building B at ground floor level totalling 353sq.m.

Each flat would have a private balcony with the top floor flats provided with a terrace. Access for residential and commercial accommodation would be from the Enterprise Way. Refuse storage would be housed within the east elevation with capacity for 4 x 1100lt Eurobins. Materials include a steel framed, powder coated glazing system, red brick elevations with yellow stock brick vertical column inserts and structural glass balustrade to balconies. Projecting structural frame clad with a grey glazed brick.

Building B (72.9m AOD): Twenty-one storey building maximum, 15.9m wide x 29.6m long x 32.5m high. Building visually divided into north and south sections. North section (eighteen-storeys) would be set back at 15th floor level from the north elevation by 2m - 3.2m and east and west elevations by 2m. South section would be

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set back at 17th floor level from the south elevation by 2m – 3m and east and west elevations by 2m. The twentieth and twenty-first floors would have a further 2.2m set back from the south elevation. Building would include 83 flats comprising 30 x 1 bedroom, 48 x 2 bedroom and 5 x 3 bedroom flats. At ground floor there would two commercial units totalling 195sq.m. currently indicated on plan as gallery (Class D1) and studio (Class B1). Access for the residential properties would be via an entrance lobby/concierge fronting Enterprise Way and the proposed piazza.

The steel framed building has been designed so as to provide a series of horizontal louvers located to the south of the tower, and a metal louver system to the east and west facades which allow the occupiers to control the amount of light they wish to allow into their flats. Louvers would be of different colour depending on height and location with a clear contrast between the north and south sections of the building. The stepped floors would comprise a curtain walling system. Each of the flats would have a private balcony, with those on the north elevation fully enclosed with full height sliding glass screens and those to the south partially enclosed.

Building C (34.95m AOD): Seven, part nine-storey ‘L’ shaped building with structural framework to east and south elevations. Building, including structural framework, 14.4m - 32.5m long x 11.5m – 21.4m wide x 28.4m high stepping down to 22.4m at seventh floor. Building would include 34 flats comprising 6 x 1 bedroom, 26 x 2 bedroom and 2 x 3 bedroom flats. At ground floor there would be a commercial unit of 292sq.m. currently indicated on plan as café (Class A3).

Each of the flats would have a private balcony with one of the seventh floor flats provided with a terrace in excess of 100sq.m. Access for the residential properties would be via the proposed piazza linking Enterprise Way to the proposed extended Osiers Road. The commercial unit would have frontages on each side of the building. Refuse storage for the unit would housed on the west side of the building. Materials include a steel framed, powder coated glazing system, grey glazed bricks to the main elevations with a composite cladding panel to match glazing system and structural glass balustrade to balconies. Projecting structural frame clad with a yellow stock brick.

Building D (34.95m AOD): Nine-storey building with top floor recessed from each elevation by 1.2m – 2m. Main bulk of building, including structural framework to east and west elevations, 40.7m long x 20.9m wide x 28.4m high stepping down to 25.4m at eighth floor. At ground and first floor levels the building would have a curved projecting element extending out by up to 5.5m. 52 flats comprising 16 x 1 bedroom, 15 x 2 bedroom, 19 x 3 bedroom and 2 x 4 bedroom flats. All the accommodation would be affordable rented. The ground and first floor accommodation would comprise a single 1,309sq.m. unit designated for health/medical use (Class D1).

Each of the flats would have a private balcony. Access for the residential properties would be via Enterprise Way. The commercial unit would have frontages on each side of the building. Refuse storage for the commercial unit would be housed on the west side of the building. Materials include a steel framed, powder coated glazing system, grey glazed bricks to the main elevations with a composite cladding panel to match glazing system and structural glass balustrade to balconies. Projecting structural frame

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clad with a yellow stock brick. North and south elevations predominantly brick with a projecting composite clad wall. Green wall to ground and first floor of east elevation with continuous section extending to eighth floor. Glazed curtain walling system for curved projecting section of commercial unit.

Building E (11.35m AOD): Formed of two matching single-storey plus mezzanine level buildings comprising 206sq.m. of commercial floor space. Each building, 12m long x 6m wide x 4.8m high with the vehicle access to the basement car park forming the 6.6m gap between. North and south elevations predominantly glazed with 2m wide metal screens. Vines on tensile wire at first floor level south elevation for solar control. East, west and roof elevations consist of a rendered concrete perimeter frame.

Building F (34.95m AOD): Nine-storey building with top floor recessed from each elevation by 1.2m – 2m. Main bulk of building, including structural framework to east and west elevations, 40.7m long x 20.9m – 25.4m wide x 28.4m high stepping down to 25.4m at eighth floor and again to 18.4m where the building projects out for six levels in the north east corner. Within the building would be 37 affordable shared ownership flats and 36 private flats. The affordable would comprise 17 x 1 bedroom and 20 x 2 bedroom flats. The private would comprise 25 x 1 bedroom, 10 x 2 bedroom and 1 x 3 bedroom. Three commercial units (438sq.m.) would be located on the ground floor.

Each of the flats would have a private balcony. Access for the residential properties would be via Enterprise Way and internal courtyard. Refuse storage for the commercial units would be housed on the east side of the building. Materials include a steel framed, powder coated glazing system, grey glazed bricks to the main elevations with a composite cladding panel to match glazing system and structural glass balustrade to balconies. Projecting structural frame clad with a yellow stock brick. North and south elevations predominantly brick with a projecting composite clad wall and inset balcony (north only). Green wall to west elevation extending to eighth floor.

Building G/H (12.85m AOD): Two-storey building 32.2m long x 6.4m – 12.6m wide x 6m high comprising four commercial studios totalling 219sq.m. North and south elevations predominantly glazed with 2m wide metal screens with integrated signage. East and west elevations consists of a rendered concrete perimeter frame.

Basement: car parking provided for 165 vehicles with two way vehicle access onto the south side of Enterprise Way. 7 of the spaces would be allocated to commercial use, 3 spaces to a car club, 39 spaces to affordable housing and 119 spaces to private housing. 294 cycle parking spaces contained within the basement for residents (1.07 spaces per unit) and 36 spaces at ground floor. Space for 10 motorcycles will be provided. The refuse store for each of the residential blocks would be located in the basement along with the energy centre. The three car club spaces would be located in a designated bay on Enterprise Way.

Amenity space: Private balconies and terraces totalling 2,256sq.m. and ground floor communal areas (including public piazza through route) 2,275sq.m. Private and communal total 4,531sq.m. averaging at 16.5sq.m. per flat. Excluding public pedestrian routes and balconies less than 10sq.m. totals 6.85sq.m. per flat.

Following the original submission the application was amended to include the following changes:

1. Amendments to the 21-storey building including the reduction to the height of the building to the north, amendments to the external façade and amendments to the unit layout from 15th floor upwards resulting in reduction in the provision of three-bedroom flats from 9 to 5, the number of two-bedroom flats from 51 to 48 and an increase in 1-bedroom flats from 23 to 30.
2. Amendments to the ground floor landscaping design for both public and private spaces.
3. The inclusion of a play strategy identifying specific play uses within the north and south courtyards.
4. Amendments to the ground floor layout of buildings A, B and C including extending at ground floor level so buildings A and H link to B. Amendments to the ground floor internal layouts of buildings D, E and F including the squaring of the north-east corner where previously it was angled back.
5. Amendments to the basement car park with an increase in the allocation to affordable units by 6 to 39, a reduction in spaces for the private units by 1 to 119, the reallocation of the 7 spaces for the health use to all commercial uses and the relocation of the 3 car club spaces to street level.
6. Amendments to building plans for building A, C, and D identifying wheelchair accessible units.
7. Amendments to the north elevation of Block C.
8. Provision of an Affordability Assessment.
9. Increase in the overall area of PV panels proposed from 50m² to 100m² to increase the renewable contribution from 0.4% to 0.8%.

The application is accompanied by a Planning Statement; Transport Assessment; Travel Plan; Design and Access Statement; Sustainability Statement with appended Energy Statement; Statement of Community Involvement; Wandle Pedestrian Links Framework; Landscape Design Strategy with Biodiversity Strategy; and Affordable Housing Statement; Play Strategy and Three Dragons Viability Toolkit Assessment.

Planning Statement: The document describes in detail the planning application and assesses it against national, adopted regional and local planning policies including: Urban Design Framework for the Wandle Delta, March 1999; Wandsworth Core Strategy Submission Version, March 2009; Core Strategy – Stage 1 Urban Design Statement, June 2009; and English heritage and CABE Guidance on Tall Buildings, July 2007. The document seeks to demonstrate that there is a detailed and historic development plan policy context which supports the type of development proposed. In the assessment of the relevant issues it states that the proposal does not give rise to any material harm and generates a number of regeneration benefits.

Transport Assessment: The report presents national, regional and local government guidance on transportation matters including sustainability and parking. The baseline conditions of the site and local area are examined with accessibility to jobs, retail, leisure and healthcare appraised. With Wandsworth Town Centre a 600m walk and transport hubs available at Wandsworth Town Station and East Putney Underground Station, it is considered that convenient access to local amenities are available.

It is proposed to reduce the width of Enterprise Way to 6m, increase the width of the pedestrian footways with the speed limit reduced to 20mph to reflect the change in land uses and residential nature. It is not considered that there are capacity issues with the pedestrian link bridge over the River Wandle and improved linkages to Wandsworth Riverside Quarter (WRQ) will provide long term moderate beneficial significance for pedestrians and cyclists.

All servicing of the development will take place at street level from Enterprise Way. Loading and unloading will be undertaken from a shared surface lay-by facility on the north side of the road. The development is anticipated to generate a maximum of 3 delivery vehicle movements during peak servicing hours which are unlikely to coincide with peak highway operational hours. This equates to 26 movements across the course of the day. Refuse collection for both commercial and residential waste will take place from temporary storage holds at ground level. 165 basement parking spaces would be provided at a ratio of 1 unit to 0.64 car parking spaces for private residential and 0.35 spaces per affordable unit. 3 spaces would be made available for a car club.

The assessments show that the junction of Putney Bridge Road with Point Pleasant will be operating within capacity during all scenarios tested. Taking WRQ Phase III into consideration the maximum Ratio of Flow to Capacity (RFC) would be 0.390 with a queue length of 0.63 at afternoon peak. For sensitivity purposes the TA has also considered the impact that would result from the redevelopment of neighbouring industrial Osiers Road site in combination with the proposed traffic generated from the application site, existing baseline flows and the committed development flows of Riverside Quarter. The study finds that if the scheme were to be developed in accordance with the assumptions made, the additional impact on the highway network would still be within acceptable operational parameters at a maximum RFC of 0.877 and queue length of 4.97 turning right onto Putney Bridge Road at morning peak.

Putney Bridge Road is served by three bus routes. Spare capacity exists on all services in AM peak except the 220 where standard capacity is exceeded by 8%. When considering the existing use of buses from the commercial uses on Enterprise Way, the proposed development would generate a relatively low number of additional bus trips over the three routes. For London Underground Services it was established that there was 85% and 91% spare capacity under standard and crush conditions respectively travelling south bound at East Putney Station. In the north bound direction there was 40% and 60% spare capacity. The net increase in trips resulting from the development would not have any significant issue on capacity.

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For overland rail services at Wandsworth Town Station during the AM peak hour of 8.00 – 9.00 the average capacity excess (excluding trains with spare capacity) is 116%. There are no trains in the peak PM period that operate over capacity. It is considered that the development would generate a relatively low number of rail trips when considered over all services to and from Wandsworth Town Station.

The construction phase would result in a 5% increase in vehicles travelling along Point Pleasant (south of Osiers Road) which would not result in significant worsening in the operation of the local highway network.

Mitigation for the development impact incorporates consideration of new cycle and pedestrian routes to link the site and Wandsworth centre, adoption of a Travel Plan and car park strategy, contributions towards the provision of a new bus loop to Osiers Road as part of the WRQ Phase III development, contributions towards station improvements at Wandsworth Town Station and improvements on the Putney Bridge Road/Point Pleasant junction should they prove necessary in the future.

Travel Plan: Objectives are to establish sustainable travel principles for the commercial units; to minimise single occupancy vehicle trips; to support car free lifestyles; and raise awareness of sustainable modes of transport available for residents and employees travelling to and from the site. Measures to achieve objectives include the appointment of a Sustainable Travel Manager and Travel Plan Co-ordinator prior to occupation of the site; provision of 330 cycle parking spaces; provision of £100 to the first residents for input towards a cycle purchase, car club membership etc. to promote alternative uses to the private car; implementation of a Car Park Management Plan; production of a residential and commercial travel packs; carrying out of travel surveys in years one, three and five to assess objectives and targets.

Design and Access Statement: Explains and illustrates the process that has led to the development proposal covering issues such as context analysis, urban design, architectural, landscape and environmental design issues including access. The Statement considers existing land uses, building heights, open spaces, frontages, view and vistas, vehicular access, parking and public transport. It explains the design history, including the community involvement and sets out the vision and objectives of the proposals: To transform the site into a processional route to Wandsworth centre; integrate the public realm, including wide pavements to Enterprise Way; provide active frontages generated by a mix of uses along Enterprise Way and the Wandle Riverside; create a strong visual landmark for the Wandle Delta; provide private and affordable housing; orientate the building form to maximise sunlight penetration for apartments and amenity space; provide green roofs for ecology benefits; create an accessible environment which incorporates the principles of inclusive design. The key aspiration of the site is to promote a safe sustainable and vibrant mixed-use community, providing both affordable and private housing as well as commercial spaces whilst enhancing the setting of the river Wandle and connectivity to the site by enhancing pedestrian links through to Wandsworth Town Centre.

The tall building design evolution is outlined with it assessed against the CABE and English Heritage Guidance 2007 including the buildings relationship to surrounding context, historic context, transport infrastructure, the architectural quality, sustainable design and construction, the credibility of the design, the contribution to public space and facilities, the effect on the local environment, contribution to the permeability of the site and the provision of a well designed environment. Sketches are also included demonstrating the design evolution of the tall building, alternative heights, massing and elevation treatment options. The elevational treatments for the north, south, east and west elevations have considered sunlight daylight and wind related issues along with general aesthetic treatment with elements of colour.

The design and elevation treatment of the lower buildings on the site are assessed in a similar manner with different sketched options identified. The evolution of the footprints of the buildings and ground floor layouts are explored with the final option considered to have improved interaction to the north of the site, improved allocation of amenity space, a single vehicle access ramp and smaller commercial units to attract a greater diversity of uses. The landscaping masterplan is outlined.

Sustainability Statement including Energy: Provides a review of the proposed development in relation to a sustainability framework devised from national, regional and local policy. A target rating of ‘Good’ has been set for the commercial element of the development level 3 of the Code for Sustainable Homes. The sustainability appraisal illustrates that the development would contribute to a range of sustainability objectives including: The effective reuse of previously developed land to provide a mixed-use development; the incorporation of design measures to maximise the use of natural systems and minimise the need for mechanical ventilation/cooling/heating; ecological enhancements with the inclusion of green roofs, living walls, soft landscaping, tree planting, river wall enhancements and bird nesting boxes; provision of recycling facilities for residential and commercial uses; the inclusion of Lifetime Homes Standards and wheelchair accessible units in all residential buildings; incorporation of the principles of ‘Secured by Design’.

The Energy Strategy considers use and emissions taking account of the GLA’s hierarchical approach. A range of energy efficiency measures are included, including improved insulation values, lighting controls and improved air tightness, together with passive solar design features. The combined effect of the energy efficiency measures is estimated to be an 11.1% reduction on baseline emissions. A 140kw combined heat and power unit will reduce carbon emissions by a further 28%. The inclusion of 50sq.m. of photovoltaic panels will provide a further reduction of approximately 0.4%.

The feasibility of including renewable energy sources has been assessed. Wind turbines: the average wind speed on the site is not sufficient for the application of this technology. Large turbines also have noise implications. Biomass Combined Heat and Power: limited space on site for the delivery and storage of biomass fuel. Fuel Cells: new technology not tested for reliability and commercial viability. Solar Thermal Systems: limited roof space available and competing planning/design factors for this space. Biomass Heating: problems with deliveries of fuel supplies and air pollution. Ground Source Heat Pump: expensive technology with average paybacks of more

than 25 years. Cooling load is about 1% of the overall building energy. Solar Photovoltaics (PV) Panels: limited by amount of roof space and competing alternative uses such as terraces.

Connectivity to the district heating scheme of adjacent Wandsworth Riverside Quarter Phase 3 site has been considered. It is not viewed as possible at the moment as each development will commence at different times and the adjoining energy centre has no spare capacity or space to house additional plant. The energy centre on site will be designed such that it could be adapted to accommodate a district heating interface unit for Osiers Gate to be connected to in the future.

Statement of Community Involvement: Barratt Homes began consultation with the public formally in Spring 2009. Prior to this meetings had taken place with the LPA and GLA. Over the last 6 months Barratt Homes have distributed a newsletter to 1,700 local residents as well as holding a two day long public exhibition attended by over 60 people. Since the appointment of Bell Pottinger Public Affairs in March 2009, a telephone number, email and post address has been supplied and managed by BPPA, providing further information to residents and other stakeholders on request.

Wandle Pedestrian Links Framework: Aims to examine and assess the current pedestrian links through Wandle Delta with particular emphasis on the route running south-north from Wandsworth High Street to Wandle mouth. The document assesses existing, consented and proposed schemes that provide enhancements to the Wandle pedestrian routes, identify future development potential and make recommendations for the realisation of potential opportunities and improvements. The main proposal identified is a new pedestrian route running from the application site along the west side of Bell Lane Creek within the Linton Fuels site, under the railway bridge via a new bridge, then across to the Causeway via a link bridge. From here the route would follow the north edge of Bell Lane Creek to a further new bridge and through route linking to Dormay Street. It should be noted that the framework is a supplementary document and its content does not form part of the proposals.

Landscape Design and Biodiversity Strategy: An attractive new plaza would replace the old roadway on Enterprise Way, linking the north and south portions of the site with a shared surface. Two new private squares would be created providing amenity and play space for residents. The larger of the courtyards is to the south of Enterprise Way between buildings D and F. This would be the main 'garden square' within the development and would provide an enclosed green space for residents. There would be a temporary vegetation screen along the southern boundary to soften the edge to the Linton Fuels site. The second private amenity space is located in the north west of the development site, south of building G. The third space, a new public linear park, would encourage permeability north south through a landscaped space including water features and semi-mature trees. A positive contribution to the streetscape would be made with the planting of semi-mature trees.

All buildings will support bio-diversity living roofs. Three habitat types would be created with colour providing all year round visual interest. These comprise low-nutrient stony grassland, continuous sward calcareous grassland and multi-species sedum roof. Bio-diverse living walls also form part of the building design. The roofs

and walls provide strong aesthetic qualities, sustainable drainage with habitat and foraging opportunities for invertebrates, birds and bats. Timber troughs would be secured to the river wall and plug planted to provide additional vegetation and habitat opportunities. Artificial refuges will be incorporated within the river walk and elevations of the buildings for Black Redstarts, House Sparrows, Swifts, Burrowing hymenoptera, Kingfishers and Bats. The existing inefficient street lighting along the bank of Bell Lane Creek will be replaced with more ecologically sensitive lighting installations with the Wandle a commuting and foraging route for bats.

Play Strategy: The development generates a requirement for 750sq.m. of child play space which is an absolute maximum as it includes play space requirements for 11-15 year olds which can be accommodated in Wandsworth Park. The scheme provides 1,032sq.m. of dual use space which is identified as an area suitable for child play within the southern courtyard. This space is located adjacent to the areas identified for social rented housing which accommodates the larger family units. The courtyard incorporates several key activity zones for children to sit, crawl, climb and explore. The courtyard to the north is provided for residents within A and B also with a view that the space be available for the commercial uses surrounding.

Affordable Housing Statement: The quantum of affordable housing proposed represents 32% of the overall units, 34% of the overall habitable rooms and 33% of the overall residential floor space. It comprises 16 x 1-bedroom, 15 x 2 bedroom, 19 x 3 bedroom and 2 x 4 bedroom social rented units; 17 x 1 bedroom and 20 x 2 bedroom shared ownership units. 11% of the of the affordable units designed to wheelchair standards. Five units will have been identified as been suitable for special needs housing, including 3 x 1-bedroom, 1 x 2-bedroom and 1 x 3-bedroom (Amended from 8 x 1 bedroom flats).

The GLA/Housing Corporation Development Control Toolkit has been applied in order to demonstrate that the scheme is incapable of supporting either any increased S106 contributions or affordable housing. The residual value produced by the toolkit is in the order of £3,606,000 showing that no further S106 contributions or affordable housing can be delivered as it falls below the Existing Use Value. Any increase in contributions or affordable housing would render the scheme unviable.

The affordability assessment demonstrates that depending on the level of the initial tranche sold, (assuming an overall average of 30% in line with the toolkit assumptions) the required income levels for the two bed units with the standard 2.75% rent charge on the unsold equity, ranges from £41,000 to £47,000. This range is comfortable below the £60,000 income threshold set out in the Mayor's London Plan

Environmental Statement: The applicants have submitted an Environmental Statement (ES) under the Town and Country Planning (Environmental Assessment) (England and Wales) Regulations 1999. The ES is divided into three volumes, comprising the main text of the ES, accompanying figures and a series of technical appendices. A non-technical summary is also provided.

The Environmental Statement describes the likely significant environmental effects of the development during construction and following its completion. Where significant

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adverse effects are identified, the ES sets out methods to prevent, reduce or offset these effects, which are collectively known as mitigation measures.

A summary of the Environmental Statement is provided. In conclusion, the applicant's Environmental Statement has been assessed by officers to ensure it meets the EIA Regulations 1999 and whether it contains sufficient information to determine whether or not planning permission should be granted, and the planning conditions/obligations that need to be attached to a permission.

The Environmental Statement including the further information is considered to meet the EIA Regulations and provide satisfactory levels of information in order for a proper assessment to have been undertaken of the environmental effects of the development proposals. The details in the ES are considered to be sufficiently comprehensive to provide a robust EIA and allow for a comprehensive assessment of the environmental impacts of the proposed development.

Development Programme, Demolition and Construction: The demolition and construction works are to be divided into two stages with the area to the south of Enterprise Way commencing prior to the works to the north. This is to allow the ongoing and uninterrupted use of Enterprise Way. The overall demolition and construction works would take 36 months commencing summer 2010. A site specific Construction Environmental management Plan would be prepared to control and manage the potential environmental effects.

Socio-economics: Assessment has been made of the likely significant socio-economic effects of the development upon the local and regional economy and social infrastructure. The construction programme would generate in the region of 58 direct full time equivalent jobs and a total construction force expenditure of approximately £326,800, though there would be a loss or displacement of approximately 66 existing jobs from the site. The proposed commercial floorspace within the development is expected to create 129 new jobs on site when fully occupied. Private and affordable housing would be provided and once fully occupied would result in an increase in local spending by £4.4 million annually. The increase in population is likely to have an effect on the demand for health care services; however this is viewed as negligible with two GP surgeries with assumed capacity within 1km of the site and the creation of a health centre as part of the development. The increase in population would result in increase demand for education. With seven LPA primary schools within 1km of the site and ten LPA secondary schools in the borough with surplus capacity the demand for additional school places could be accommodated. The development would provide children's play space with Wandsworth Park located within 400m walking distance. Secure by Design principles have been incorporated into the scheme.

Transport and Access: Refers to conclusion of Transport Assessment (above). The construction phase would result in a 5% increase in vehicles travelling along Point Pleasant (south of Osiers Road) which would not result in significant worsening in the operation of the local highway network. Following the completion of the development the majority of main mode peak hour trips would be by non-car modes. Underground and rail services would be the most used public transport modes. The development would generate a relatively low number of additional bus trips when considered over

all three routes that run along Putney Bridge Road during peak periods. The development will accommodate a proposed bus service from the adjacent WRQ development which would enhance accessibility to public transport and increase bus network capacity. The net increase in resulting underground trips from East Putney would be negligible and without significant effect on capacity. During AM peak hour services from Wandsworth Town operate at 11.5% above the maximum capacity. On average the development would result in an additional 3 passengers per train travelling east bound towards Waterloo. There are no services that have been identified which have passengers in excess of capacity in the PM peak period. In most cases the existing highway network would have adequate capacity to cope with increases in traffic. However, it is anticipated that Osiers Road and Point Pleasant would be affected during morning and afternoon peaks with a 15% and 30% increase respectively in flows on Point Pleasant south of Osiers Road and less than a 5% increase to Putney Bridge Road. The reason for the large percentage increase to Point Pleasant is that the existing roads are lightly trafficked. There are no capacity issues with the pedestrian link bridge over the River Wandle and improved linkages to Wandsworth Riverside Quarter (WRQ) will provide long term moderate beneficial significance for pedestrians and cyclists.

Noise and Vibration: The assessment included a comprehensive baseline monitoring survey of the site together with the identification of local receptors which would be sensitive to noise and vibration. The existing noise levels in the vicinity of the site are predominantly influenced by the railway line to the south. Train induced vibration was evident, but would be attenuated by the distance of the train tracks and the proposed development such that no further mitigation measures should be necessary. The nearest off-site receptors were identified as the existing occupiers of flats at Wandsworth Riverside Quarter, Linton Fuels Oil depot and a mixture of commercial and industrial buildings. The daytime and night-time noise levels have been compared with the Noise Exposure Categories defined in PPG24. Most of the proposed building facades fall within NEC B, some of the east, south and west facades of the buildings closest to the railway fall within NEC C. As such, mitigation would be required to ensure appropriate internal noise levels for residents. During the demolition and construction works a number of measures would be taken to minimise the amount of noise and vibration including the implementation of the Construction Environmental Management Plan (CEMP). Additional traffic generated by the completed and operational development is likely to result in a negligible to minor adverse significance to surrounding residential properties.

Air Quality: The site is located within an Air Quality Management Area. The assessment considers the likely effects of the development in relation to demolition and construction activities and the completed scheme. During the demolition and construction phases there would be a risk of significant adverse effects resulting from emissions of fine particles and dust. The area within 50m of the site is at greatest risk though there are no sensitive receptors currently within this area. Emissions of dust and fine particles will be controlled and mitigated through the implementation of a site-specific CEMP. Small increases of emission from construction vehicles are anticipated and the effect is considered to be temporary and not significant enough to require mitigation. The completed development is not expected to produce any new areas of exposure to pollution levels above EU limits or national air quality

objectives, and air quality effects are predicted to be negligible with the basement gas CHP energy centre predicted to have inherently low emissions with flues rising above roof level. Air quality is therefore judged not to be a significant consideration.

Ground Conditions and Contamination: No intrusive site investigations have been undertaken to date. As such, the potential presence of pollutants in the underlying soil and groundwater cannot be quantified. However, historical data sources demonstrate that whilst the site has been used predominantly for warehouse storage and distribution uses the surrounding areas have been occupied by a number of potentially contaminating land uses including gas works, chemical works, brewery and railway. Such land uses could have caused contaminated hotspots such as organic material or ground gas from the decomposition of hydrocarbon compounds relating to fuel storage and inorganic compounds including heavy metals. The redevelopment would encompass ground investigation and remediation to identify and mitigate the potential risks associated with any ground contamination. Materials excavated would be subject to the requirements of relevant waste management regulations. The ground, groundwater and land quality would be protected during the construction phase through a series of controls. On completion of the development the risk posed by contamination of future occupants and the environment would be negligible.

Water Resources and Flood Risk: The Statutory Flood Defence Level on the reach of the Thames, including Bell Lane Creek, is 5.41m AOD. The site falls within an area classified by the Environment Agency as Flood Zone 1. Thus the site is considered to have an annual probability of flooding from tidal or fluvial sources of less than 0.1% indicating a low risk. At 5.9m to 6.5m AOD, all parts of the site are at a level above the Statutory Flood Defence Level. The site is connected to the existing foul sewer network and to date no records of foul water drainage flooding have been identified and an initial assessment has indicated that the existing sewer has sufficient capacity to deal with the increase in numbers of residents, though further checks with Thames Water may be required. Surface water run off from the site is likely to decrease in volume with the provision of grassed landscaping and green roofs. Environmental controls would be needed during the construction phase to mitigate against potential effects to the adjacent watercourse.

Townscape, Built Heritage and Visual: The development would deliver a significant change in the character of the site with the introduction of a residential tower, seven other lower buildings and associated public realm. All the buildings would have high quality modern façade treatments which would assist in regeneration of this area and transform it into a high quality townscape with improved public realm and recreation amenity. 25 viewpoints around the site have been assessed and found to have a range of beneficial, negligible and adverse effects. In views from Putney Bridge and Wandsworth Bridge, east and west of the site the tower would create a visual landmark identifying the Wandle Delta as a beacon for regeneration. The most adverse visual effects is anticipated to be from Wandsworth Park to the west and the Hurlingham Conservation Area to the north where for both the tower would break the skyline rising in virtual isolation above the trees.

Archaeology: Site surveys together with a review of various historical information sources and consultation with English Heritage have been undertaken to determine the

effect of the development upon potential archaeological deposits present at the site. The site lies within the Wandle Valley Archaeological Priority Area. The site has a moderate potential primarily for Mesolithic/Neolithic and Bronze Age palaeoenvironmental remains, a moderate potential for the Iron Age and Roman Periods and a low potential for the Palaeolithic, Saxon, medieval and post-medieval periods. Construction activities and processes have the potential to have significant adverse effects on archaeological remains through excavations and basement construction, piling and foundation structures. A programme of archaeological evaluation would be undertaken prior to, and during the demolition and construction works. Geotechnical investigations will be monitored and depending on results, mitigation in the form of geoarchaeological boreholes and archaeological evaluation may be required. If archaeological remains are revealed during evaluation, a programme of investigation, recording, post excavation and publication would be implemented to record and remove archaeological remains as a further mitigation measure.

Ecology: Overall the existing site is considered to be of low ecological value. The main habitats are the buildings and bare ground with small, isolated patches of shrub and amenity grassland and planted trees. The adjacent Bell Lane Creek forming part of the River Wandle is however of ecological value, forming part of the Thames and Tidal Tributaries Site of Interest for Nature Conservation (SINC). Bats have been recorded as using the river for commuting with foraging patterns identified along the eastern tree line of the Wandle. A range of waterfowl species were also present at the mouth of the river in addition to a healthy number of young fish and invertebrates. The Environment Agency has observed that the half tide weir at the mouth of the River Wandle has considerable effects on the physio-chemistry of the Wandle upstream of the weir and a knock-on impact on the associated floral and fauna. During the demolition and construction phase a number of measures would be employed to safeguard any potential adverse effects on habitats and wildlife including the implementation of best practice construction techniques to minimise noise pollution and littering. It is considered that the loss of the low value site habitats, flora and fauna would not result in any significant effects. The additional shading of the completed development would be extremely unlikely to adversely impact upon the fauna or flora of the River Wandle and is unlikely to have measurable impact on the river eco system. The losses would be more than compensated for by the habitat enhancement measures included as part of the development which include ground floor landscaping, green roofs, river wall enhancements and provision of artificial bird and bat refuges.

Daylight, Sunlight, Overshadowing and Solar: The closest residential buildings to the site are the WRQ Phases I and II buildings located approximately 100m north east of the site. The Vertical Sky Component (VSC) calculations find that the readings to windows of this development would only vary by a small amount and remain well in excess of the 27% benchmark for good day lighting. Within the proposed development with the exception of one, every habitable room would benefit from daylight that satisfies BRE criteria. There would be a complete variation in the receipt of sunlight depending on aspect. Areas of permanent overshadowing would be formed mainly in triangular patterns to the north of each block. The extent of which varies

through the year. The effect of the development in relation to solar glare is considered to be negligible.

Wind: The effects of the development on wind conditions have been assessed in relation to the comfort and safety of pedestrians within and around the development. Wind conditions within the site would be suitable for pedestrian thoroughfare and ingress/egress to entrances in relation to recreation activities. The area north of Block B would be suitable for recreational activities from spring to autumn, however would be too windy for outdoor seating in winter months. Without mitigation the through route between Building B and C would be only suitable for long periods of sitting in the summer. Areas south and east to the café (Building C) would be suitable for sitting from spring to autumn, however as with the southeast and southwest corner would benefit from landscaping mitigation to extend amenable conditions. The private garden in the south of the site between Building D and F would have localised areas that would be suitable for prolonged periods of outdoor seating, at least during the summer. Otherwise, conditions would be suitable for more general recreational activities. Again, landscaping mitigation would be required to overcome the long-term, local, and adverse effects of minor significance.

Television and Radio: The impact on radio and television reception from the development has been determined by a desk based study. The receptors which have the potential to be affected by disruption are the residential properties within Wandsworth Riverside Quarter to the northwest and the residences on Point Pleasant to the west. The study concluded that the reception of radio signals, satellite and cellular communications would not be affected by the development. Block B, the tallest building, would result in an electromagnetic shadow to the northwest of the site for terrestrial television. As a result there would be an effect of minor adverse significance. However, any impairment to terrestrial television signals would be improved by realigning aerials, upgrading equipment or switching to digital services. All detailed mitigation would be informed by a detailed pre- and post-construction measured interface survey.

Cumulative Effects: It is considered that the greatest likelihood of effect interaction, and hence significant effects, would occur during the demolition and construction phases, not once the proposed development is complete. The main effect interactions that are likely to arise from demolition and construction works include temporary, short term adverse significance in relation to demolition noise, air-quality (dust and vehicle emissions), risk of from accidental spillages and contamination of the soil and ground water resources, townscape character and views. The cumulative effect arising from combined completed developments would have a beneficial effect on the socio-economics with the provision of housing, increased employment and spending. The cumulative schemes would have a minor adverse effect on Osiers Road traffic and associated noise conditions and the bus provided as part of WRQ Phase III would improve access to public transport. The cumulative effect on air quality is considered to be negligible. The overall effect on surface water run-off, the capacity of local sewers and resulting flood risk is considered likely to be negligible. Overall the development would have a long term, local and off-site effect of moderate beneficial significance in relation to townscape character. In the context of WRQ III the buildings would have negligible to moderate beneficial impact on views. In terms of

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daylight/sunlight although the cumulative effect on WRQ Phases I and II is considerable, the effect on the buildings would almost wholly due to the already consulted WRQ Phase III development. All relevant rooms within the WRQ Phase III scheme would retain day lighting that would satisfy BRE criteria and would not cause permanent overshadowing effects. In respect to wind, areas of the site would benefit from landscaping schemes to extend amenable conditions, suitable for prolonged periods of seating.

Heads of Agreement:

As part of their submission the applicants advise that they have already spent £70,000 on the production of the Wandle Links Framework document and £30,000 on the Wandle Highway Bridge Feasibility report. The following items are offered to be included in any Section 106 Agreement:

| HEADS OF TERM | LEVEL OF CONTRIBUTION |
|---|--|
| Affordable Housing & parking spaces: | 89 flats and 39 parking spaces. |
| Provision of Commercial Space | No more than 70% of private residential units shall be occupied within each particular building until the commercial floorspace within each building has been completed to shell and core. |
| On-Site Highway Improvements | Car Park Management Plan; Provision of Car Club; Provision of electric charging points; Shared service and provision of Enterprise Way. |
| Off-Site Highways | £100,000 bond for improvements to Putney Bridge Road/Point Pleasant junction. |
| Public Rights of Way | Routes through north-south of site and east-west. |
| Local transport contributions towards:- Wandsworth Town Station Bus Services River Transport | £750,000 to include £350k sought by TfL for bus service over 3 years. |
| Other transport Improvements: | £500,000 towards the implementation of the Wandle Delta Links Framework including:- <ul style="list-style-type: none"> - improved pedestrian & cycle links to Wandsworth town centre and station; - pedestrian bridges over river; - lighting/CCTV. |
| Extending CPZ | £5000 (agreement to be excluded from any future CPZ) |

| | |
|-------------------------------------|---|
| Wandsworth Park | £35,000 towards improved off-site play areas. |
| Construction Management Plan | Wheel cleaning facilities and hard standing area to be provided on site during course of construction; Route through site for pedestrians and cyclists shall be permanently retained during construction. |
| TV and Radio Reception Interference | Measures to include mitigation and any aspects arising. |
| Inspection fees | £15,000 of on site works. |
| Total | £1,405,000 |

CONSULTATION: Site and press, 3300 newsletters delivered, 56 neighbour letters. 72 objections:

(39) Density: Too dense; figures off the scale; gross over development in an area with poor accessibility to public transport; density falls foul of extremely poor public transport links; 309 dwellings/ha exceeds government guidance; reduction in height of tall building would help reduce density; crammed into a potentially elegant riverside site; no schools, police, doctors, parking; more pollution, crime and noise; in secondary position compared to Riverside Quarter which fronting Thames justifies a higher density; all problems stem from the overdevelopment; 309 unit per hectare far exceeds allowable density of 70-170 units per hectare for this location as set out in London Plan 2008.

(63) Tall building/Architecture: 21-storey tower is too high; clear anomaly; out of character and proportion; has little visual appeal; ugly eye-sore; grossly out of place; a skyscraper in the wrong place; not an architecturally iconic landmark for the area; materials and design look distinctly average; will clash with consented WRQIII; will look like an Eastern European ghetto tower; colour scheme more 70s not very 21st Century; similar to an old style sink estate of the 60s; artist's illustrations misleading; in fact not very slender at all; very wide, garish and forbidding façade; would dominate the landscape of the Wandle and Riverside Quarter area; will turn this part of Thames into a canyon; out of keeping with the local environment area; completely disregards the height limitation imposed by Riverside Quarter's latest phase; WRQ's blocks sloping down to 6-storeys would suggest lower height blocks beyond; exceeds considerably maximum height of current structures; will affect light to Osiers Road site; will cast a shadow over all; affect river views in this beautiful river location; will spoil views from Wandsworth Park; will turn a potentially 'rural' riverside site into yet another faceless and characterless concrete area; dull, unimaginatively designed blocks; already too many tall buildings on river; there should be no buildings over 10-storeys; no buildings over 6-7 storeys; should not blight skyline' architecture seems amazingly cuboid and therefore old fashioned; can't it be beautiful; badly designed; concrete jungle; unsustainable; better landscaping required; needs to be far more intimate and low key; monolithic eyesore; should reflect original character in development form such quality low rise; 1999 Urban Design Framework for the

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Wandle Valley suggests a 'landmark building' for the other side of the River Wandle and not this site; previous tall building proposals have been refused or withdrawn; contrary to Wandsworth Site Specific Allocation Document which states buildings over 12-storeys will generally be unacceptable and only considered in exceptional circumstances.

(27) Environment: development would result in ecological damage due to lack of sensitivity towards River Wandle and natural features; Wandsworth Park already overused; proposed improvements to area are laughable in relation to scale of proposed development which adds noise, light, general rubbish pollution to an ecologically sensitive area.

(54) Traffic/Parking/Transport: development would generate immense increased traffic for existing roads of Point Pleasant and Osiers Road; number of car parking spaces is insufficient for the density of the scheme; cars will illegally park on surrounding roads; roads too narrow to cope; barely coping now; already too busy at commuter times; should explore new access from south under railway bridge; insufficient cycle parking; no electric charging points; no visitor parking; hazardous junction between Putney Bridge Road and Point Pleasant will have to handle more traffic; Putney Bridge Road and one-way system already seriously overcrowded; require separate cycle path to avoid collisions with pedestrians; no provision has been made for surface level parking; would object to a road bridge over the Wandle.

The increase number of residents would place further pressure on already fragile local public transport infrastructure; Wandsworth Town Station is already overburdened; cannot get on over crowded trains as it is; alternative means of transport must be planned and implemented prior to any new development; public right of way through Enterprise Way must be kept open during construction; inadequate transport infrastructure in area cannot accommodate more residents; pavements far too narrow on existing roads; most people travel by train rather than bus; unsustainable to continue to build massive residential developments in light of poor public transport; boat service of limited help; who would pay for cost of dredging?; nothing in the plans improves the transport situation; suggested improvements are derisory.

(36) Use: Classes as noted within the application are too broad i.e. the application contains every user class; A5 takeaways would generate unsightly waste on the streets and River Wandle; proposed uses would bring nothing to the community; D1 and D2 too broad – could be a rehab clinic; why more office space when there has been empty offices near Point Pleasant for 12 years; yet more 'retail, restaurant, food, drinking' is a ploy to placate planners into thinking the development is 'vibrant', hence highly desirable; Primary Care Trust facility is in wrong location, more suitable to town centre; GLA policy to protect traditional industry and storage sites; upset existing established businesses are being forced out of Enterprise Way; existing businesses provide useful services; loss of traditional industrial employment; businesses will be adversely affected; commercial units cannot be let at Riverside Quarter; already have 2 NHS units in new developments which both are empty; need a dentist, doctor and small supermarket; lack of light industrial units in Wandsworth; severely affect existing local businesses.

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(36) Other: scheme must be viewed in consideration to Wandsworth Riverside Quarter Phase III and Ram Brewery; should be no affordable housing in this area; no joined up thinking; essential for a proper estate management and gardening strategy as Oyster Wharf a disgrace; not enough larger flats, only 15 x 3 bedroom flats; noise pollution with increase in numbers; increase security risk; should not be constructed adjacent to Linton Fuels – potentially hazardous site; no allowance for key worker housing; number of social rented units very high; negligible benefits from development; lack of amenity space for number of flats; no play areas for children.

GLA (Stage One): London Plan policies on employment, housing, design, inclusive design, Blue Ribbon Network, climate change mitigation and adaptation and transport are relevant to this application. The application complies with some of these policies but not with others, for the following reasons.

Mix of uses and employment: The proposed mix of uses on site is in accordance with London Plan policies.

Housing: The applicant proposes 32% of the units be affordable (34% by habitable room). This equates to 89 units. Further discussions are required with the applicant and the Council regarding the financial information provided to confirm that the maximum reasonable amount of affordable housing has been provided. The proposal is in accordance with London Plan policies 3A.5 and 3A.9, and draft replacement Plan policies 3.8, and 3.12A, regarding tenure split and mix of units. However, the proposal does not include sufficient information regarding play space, and raises concerns with regard to wheelchair accessible housing. Due to the lack of information regarding residential quality and amenity, and children's play space, the proposed density cannot be considered acceptable at this stage. Further discussions are also required to confirm that the maximum reasonable amount of affordable housing is being provided. Consequently, the proposal does not comply with London Plan policies 3A.3, 3A.5, 3A.10, 3D.13, and replacement Plan policies 3.4, 3.6, 3.8 and 3.13.

Density: Notwithstanding the emerging context for the area, the proposed density is in excess of both the urban and central setting for a site with a PTAL of two. To be considered acceptable a high-density scheme must meet the highest standards of design, have good residential amenity standards, deliver an appropriate mix of units and provide adequate play and amenity space. The application demonstrates that there are adequate facilities surrounding the site, particularly in the context of the Council's proposed improvements to pedestrian links to the town centre, and that a number of high density schemes have been permitted in the vicinity of the site. Further information is required regarding the residential amenity standards, residential quality and children's play space, before the proposal, including therefore its density, can be considered acceptable.

Design: Generally, the ground floor layout would appropriately front the surrounding public routes with active commercial frontages and residential entrances. However, the design of the development raises concern relating to ground floor layout and residential quality. The proposal does not therefore comply with London Plan Policy 4B.1, and draft replacement London Plan policies 3.5 and 7.3. The tower is well proportioned and slender, and the lower blocks are appropriately scaled. In the context studies provided in the submission documents, the taller element would integrate with the proposed layout

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and does not appear out of scale with the emerging local context, particularly the completed and permitted development to the north. However, it is important that the Council consider the height to be acceptable in the immediate local and wider context on the basis of a full townscape and visual impact assessment.

Inclusive design: The proposal is broadly in accordance with London Plan Policy 4B.5 and draft replacement Plan Policy 7.2 relating to providing an inclusive environment, however a number of minor detailed comments are provided for consideration at the detailed design stage.

Blue Ribbon Network: Whilst the proposal is broadly acceptable, the applicant should develop the river frontage to provide a more natural environment in accordance with London Plan Policy 4C.3 and Policy 5.10 of the draft replacement London Plan. The Council is also strongly encouraged to ensure that the Wandle Delta Links Framework is further developed.

Climate change mitigation and adaptation: The proposals include a range of energy efficiency measures, including improved insulation values, lighting controls and improved air tightness, together with passive solar design features to maximise benefit from winter sun whilst preventing overheating in the summer. The combined effect of the energy efficiency measures is estimated to be an 11.1% reduction against baseline emissions. Whilst the proposed energy strategy is broadly acceptable, the applicant should work in partnership with the site to the north to deliver a district heating connection, in accordance with London Plan Policy 4A.6 and draft replacement Plan Policy 5.6. This link should be secured by the Council through any future grant of planning permission. The applicant has considered a range of renewable energy technologies, and has proposed the installation of 50 sq.m. of photovoltaic panels. This will reduce carbon dioxide emissions by a further 0.4%. Further information should be submitted to demonstrate that the opportunities to install photovoltaic panels have been maximised. This should include roof plans illustrating the proportion of roof space available for PV. The applicant should also provide sustainable drainage measures and measures to re-use water, and charging points for electric vehicles in accordance with the Sustainable Design and Construction SPG, and policies 4A.14 and 4A.16 of the London Plan, and draft replacement Plan policies 5.13 and 5.15.

Transport: In order to mitigate the impact of this development and improve accessibility to local public transport, TfL requests a contribution of £350,000 over three years towards new/improved bus services to Riverside Quarter and £15,000 towards improvements to TfL's Strategic Walk Network. TfL considers the level of residential car parking to be acceptable in this instance and in line with London Plan Policy 3C.23 *Parking strategy* and draft replacement London Plan Policy 6.13 *Parking*. Clarification regarding the number of disabled spaces for the health centre use is also required. Additional information is also needed regarding the means of access by members of the public to the car club vehicles, along with details of the provision of electric vehicle charging points in relation to the requirement set out in draft replacement London Plan Policy 3C.13 *Parking*.

A number of transport concerns have been raised, particularly in relation to bus facilities, cycle parking, the proposed travel plan, the pedestrian realm, non-residential

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and disabled car parking, access to car club vehicles, and provision for electric vehicles. Consequently, the proposal does not comply with London Plan policies 3C.2, 3C.17, 3C.20, 3C.22, 3C.23 and 3C.25, and replacement Plan policies 6.3, 6.7, 6.9, 6.11, 6.13, and 6.14.

On balance the application does not comply with the London Plan. Suggested changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan.

Councillor Maddan: Have carefully considered this application and the supporting documents. Have also read the Wandle Riverbank Development Plan published in 1999. Also aware of the proposed improvements agreed as part of the Ram Brewery consent. Prime concerns relate to the over development of this part of an 'island' site, without having proper regard for the residents already living there, those who are due to live there as part of the WRQ (3) development for which planning consent has already been given, albeit that there is an application due for consideration to amend that consent, and those who will be living within the Osiers Gate development itself, and ultimately the residents of any other areas in the vicinity to be developed in the future.

It is agreed by the applicants that the PTAL rating of the site is 2. It is my opinion that it is unsustainable to have a development of this size with such a low PTAL rating, without causing the residents a great deal of hardship and inconvenience, and if not abated a significant impact on the surrounding area.

The Transport and Access report (JLK0119) submitted with the application and the Transport Assessment submitted by WSP, only serve to highlight the considerable shortcomings of public transport in the area, and increase my concerns.

At Para 8.4.8 of the Transport and Access report, the junction of Putney Bridge Road and Putney High Street in the vicinity of Putney Bridge, is dismissed in two lines. This junction is already at full capacity during the morning and evening peaks and any increase in vehicle traffic, as demonstrated during the recent closure of Upper Richmond Road, will lead to gridlock.

At Para 8.4.18, the text refers to 12 trains an hour, and refers the reader to Table 2. In Table 2 reference is made to 6 trains an hour to Hounslow, 2 trains an hour to Kingston and 2 trains an hour to Weybridge, a total of only 10 trains an hour. Closer examination of the route shows that two of the trains that go to Hounslow, are on their way to Weybridge, which in reality means there are only 8 trains an hour.

The report is riddled with substantial inaccuracies, which cast doubt on any of the findings of the consultants. Para 8.4.21 makes mention of Thames Clippers operating fast river buses and so they do. But they do not come anywhere near Wandsworth at the present time. They come no further upstream than Millbank and Vauxhall Bridge.

Para 8.5.14 deals with the removal of spoil and construction traffic. I am concerned that spoil lorries will be leaving the site and travelling via Armoury Way, Fairfield

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Street, Wandsworth High Street to reach the motorway network. Insufficient consideration has been given to this aspect of the application.

Referring to Chapter 14 of the WSP Transport Assessment headed Mitigation and Transport Strategy, para 14.3.1 states ‘the sites accessibility will be improved through the ... associated bus service’. The bus service referred to is Route 485 which runs from 7am to 8pm, Monday to Saturday, twice an hour, between Wandsworth Ram Street and Hammersmith via Barnes Village. The provision of this route, which does not go near a transport interchange in either direction until it reaches Hammersmith, will do very little to help the public transport infrastructure and does not actually improve the PTAL rating.

Para 14.3.4 states that a ‘programme of expansion (of the River Boat Service) is set to coincide with the 2012 Olympics’ There is no planned programme of expansion planned for upriver services. All planned expansion is scheduled for the downstream section between Central London and Docklands.

Para 14.3.5 states that there is planned use by South West Trains of longer trains on the network into Waterloo. Again this is decades into the future and does not increase the PTAL at all.

Para 14.3.7 it states that SWT are planning ...to provide a canopy on the up platform at Wandsworth Town station. This is a red herring and nothing to do with improving access to public transport.

Para 14.4.1 refers to the signalling of the junction of Putney Bridge Road and Point Pleasant, and whilst this is being considered, the layout of the junction and its proximity to the railway bridge, would make this very difficult and expensive.

Do not think that the submitted mitigation serves to mitigate the acute shortage of public transport at all. It is a clumsy attempt to cover up the fact that the site has a very low PTAL rating and that the development in its current form is totally unsustainable.

Believe that there should be no further high density development on this site and adjoining sites until a proper assessment is carried out, and plans implemented to improve the PTAL rating substantially.

On a minor note, I am concerned that the open space between the two nine storey blocks to the south of the site should be gated and not available to the public. The application refers residents to the proximity of Wandsworth Park as the nearest play area. I think this is stretching the proximity of the park a bit too far.

Not convinced that the daylight and sunlight survey provides sufficient reassurance that the shadow cast by the eastern 9 storey block will not have an adverse impact on the vegetation and other life forms along the western bank of the River Wandle.

Stuart King, Labour’s Parliamentary candidate for Putney, Roehampton and Southfields: Any consent will require the developers to properly integrate the

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affordable aspects of the development with the shared ownership and market-value housing so that neighbours will be unable to tell which properties are of which tenure. Some element of affordable parking must be coupled with the provision of affordable housing. Believe that a higher proportion of this development could and should be affordable, given the shortage of affordable housing in Putney and the social polarisation of the area.

Has serious concerns about the impact of the huge amount of additional traffic this development will create not least Riverside Quarter has not been completed. Modest Point Pleasant will become a major traffic intersection. Increasingly compelling for there to be a new station on the Waterloo mainline serving the Riverside Quarter.

Cannot support the 21-storey block. The Thames in this part of London is being turned into a canyon by gross overdevelopment, unsympathetic to the traditional character of our riverside. Unlike any other building proposed or given permission on the riverside quarter. 21-storeys is also equivalent to one of the Putney Place towers rejected last year. It is taller than Putney Wharf and although it could be dwarfed by the Ram Brewery towers that is a condemnation of those plans than an argument for this building. Would urge planners to work with developers to explore different options for the site which would have a lower tower or no more than 15-storeys. Tower would set an unwanted precedent. Ask that the development not be gated.

English Heritage: Do not consider that any archaeological fieldwork need be undertaken prior to determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted under this application.

Cory Environmental and Western Riverside Waste Authority (separate letters): Statutory body responsible for the treatment of the waste collected by the London Boroughs of Hammersmith & Fulham, Lambeth, Wandsworth and the Royal Borough of Kensington and Chelsea. Particularly keen that the Council avoids repetition of the difficulties caused by the Riverside West development and Anchor House in particular. The Western Riverside Waste Transfer Station site is a strategic wharf safeguarded by planning policy for the transport of freight by river. Planning policy is very specific with respect to developments adjacent to such waste management sites and it is extremely surprising therefore that the developer has made little or no mention of this in its planning application. Planning Policy Statement 10 (Planning for Sustainable Waste Management), The London Plan and the Council's Core Strategy (Submission Version) seeks to preserve the strategic site with consideration given to the sensitivity of developments on adjoining land. The proposal would result in many new noise sensitive receptors being located in large new development blocks situated in close proximity to the western flank of the Authority's site (approximately 130m away at the nearest point). Many of these future residents would also directly overlook the site.

The noise report suggests the provision of secondary glazing might be appropriate but there are no specific details of commitments to action thus cannot be relied upon. Balconies with double glazing would offer no mitigation in any event. The experience gained from Anchor House proves this to be completely unsatisfactory. Concerned

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that this residentially led mixed use proposal would potentially jeopardize the future use of the Western Riverside Waste Transfer Station site for waste management purposes. This would be contrary to national and local planning policy objectives. To date, little or no attempt has been made in the Planning Application or Environment Statement to consider this important potential land use conflict, its policy or appropriate mitigation measures.

Metropolitan Police Authority: Development of this scale will have significant implications for the MPA's resources in seeking to ensure a safe and secure environment is created. The proposed development will have a material impact upon policing provision within the local area as additional floorspace proposed will generate the need for an increased police presence. Consider it appropriate that the impact of this development proposal is mitigated through the use of planning obligations in order to assist the provision of the required policing facilities within the development. A development of this scale is likely to necessitate floorspace of approximately 150sq.m. to accommodate a neighbourhood policing unit. The space will be required to shell and core fitting and at a peppercorn rent for a period of 25 years minimum. The proposals must comply with the Secure by Design.

Natural England: After careful consideration of the information provided it is our opinion that the proposal does not significantly affect any priority interest areas for Natural England, therefore we do not object to the proposal. The Environmental Impact Assessment has been undertaken in an appropriate manner, and in line with guidance that would be issued by Natural England. The mitigation and biodiversity/ecological enhancements proposed, especially within the Ecological Sub Strategy are welcomed and supported. Recommend that if minded to grant permission that there are secure measures to enhance the natural environment.

NHS Wandsworth: The overall design of this scheme appears to be appropriate within the context of the surrounding development. It is though noted that while the residential units appear from the plans to be provided with balconies that there is little or no green space provided by the plans even in comparison to that offered by neighbouring developments. The Environmental Statement considers the noise and vibration impact of the development on the surrounding area (particularly during the demolition and construction phases) and the sound within residential units once constructed from traffic and the like. However, it appears there has been little consideration to the horizontal or vertical transfer of noise and vibration. This is an element of the Code for Sustainable Homes which requires higher standards of sound insulation than required by Part E of the Building Regulations. The use of acoustic treatments to walls and floors is essential given the impact on mental health of incursions on privacy and sleep which can be caused by 'noisy neighbours' and the strain this can create within a community.

Pleasing to see the level of consideration given to facilitating healthy and active lifestyles through the provision of walk ways and cycle paths to increase connections with Wandsworth Town Centre. At the same time it appears from the walk isochrones map that more work is required to ensure that Wandsworth Town train station is accessible as it currently appears to be in excess of 15 minutes walk from the

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development suggesting that residents are likely to use other modes of transport increasing car journeys and reducing those on foot.

Barratt Homes has offered the PCT a premises of c. 1,300sqm. This appears to have been motivated by the desire to support the viability of the project and to fulfil the council's planning requirement that employment be retained on the site. The developer expects the PCT to take this on at market value of £25/sq ft. At the same time the Socio Economic section of the Environmental Statement appears to present the view that there is no requirement for a health facility within the vicinity. Though there could be a case for the creation of a health facility to serve a new community neither the size of this development nor the wide Wandle Delta would support this as the population increase would only support a single handed practice which it is widely acknowledged does not offer the highest quality of primary care.

It is clear that the reasons which make the site undesirable for most commercial uses – low foot fall and transport connectivity – also mean it is not the ideal location for a health centre to serve the wider population. It should also be noted that the site does not offer a close strategic fit with the PCT's polyclinic plans described through the Battersea and north Wandsworth and South Wandsworth consultations. However, the new population generated by the development would place pressure on existing and planned health services.

While the EIA considers the GP to population ratio it does not consider the space available to within practices to serve this population. It is stated within the Wandsworth Local Development Core Strategy (submission version March 2009) that it is a strategic aim to "Provide for the needs of and improve access to educational, social, welfare, health, community, police and prison services." It also states that planning obligations "will include contributions towards infrastructure and transport schemes, in particular public transport, walking and cycling improvements, educational, community and health facilities and services, open space and play facilities, addressing barriers to employment by developing learning and skills and child care provision, emergency services and ecological and environmental enhancements where appropriate."

It is therefore suggested that financial contributions to health services should be made as part of a Section 106 agreement. The NHS London Healthy Urban Development Unit (HUDU) model has been used to calculate the impact of this development on health services. The contributions suggested by this are £343,617 capital and £926,788 revenue.

Note from the Planning Statement (Section 9) that the developer has calculated the overall Section 106 value as £500,000. It has been confirmed by HUDU that this appears very low for a development of this size. It is worth noting that the Planning Statement, while drawing comparison with contributions from other schemes in the vicinity, fails to show the full extent of the Section 106 agreement for the Ram Brewery and Buckhold Road developments which was in the order of £41m rather than the implied £510,000.

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There are a number of points which should be noted in relation to the ES consideration of health.

- The document makes reference to the Bolingbroke Hospital (in addition to Bolingbroke Hospital at St John's Therapy Centre). This site closed due to health and safety concerns. Though it is the PCT's desire that health services be provided from the site in future this is dependent on the sale and development of the site by St George's Healthcare NHS Trust. The PCT seeks to offer primary care services from this site to serve the Northcote locality and children's services given the high birthrate in that area of the borough;
- While it is stated in discussion of required GP:Patient ratios that the development is not in a deprived area - and this is strictly speaking true - Super Output Area 19 at the north end of Southfields within which Wandsworth Medical Centre is located falls within the lowest 20% of SOAs in England. SOAs 11, 13, 14 and 18 in neighbouring Latchmere ward also all fall within the bottom 20%; and;
- The discussion of GP requirements does not account for the population expected for both the other Wandle Delta developments or Ram Brewery and Buckhold Road developments.

The PCT objects to these plans until such time as it receives demonstration of the necessity of the low headline value of planning contributions and see health within the S106 agreement. It would otherwise appear that it may be necessary for the developer to reconsider the design in order to increase the viability of the plans and allowing the provision of health services to ensure the sustainability of this development, the wider community and mitigate against any negative impact on the health services of the existing population.

Riverside Quarter Residents Association: Not objecting to any redevelopment of the site, but believe the current proposal falls short of the opportunities of this site and the benefits they could bring to this distinct area of the Wandle Delta. Main objections are 1) the over intensification of development though unreasonable housing density and commercial provisions; 2) townscape and the appropriateness of a 21-storey tower in this location; 3) excessive provision of 1 and 2 beds units – 242 of 275 total.

Density is nearly the same as sought for town centre development of Ram Brewery. Makes a mockery of the current London Plan PTAL ratings of 1-2, yet the planning consultant argues, should be designated with the highest PTAL rating of 4-6 due to their assumption the site setting should be within a Central Urban Classification and has good planned transport connectivity.

Cannot see any justification for a 21-storey tower block on the basis that it would act as a landmark and beacon for activity. The position of the tower overlooking the Wandle is very much at odds with the ecological sensitivity of the site. Also too close to latest scheme for Riverside Quarter. Had been led to believe that any new development would not exceed height of vertical façades. Adds little to the order and visual continuity of the area and would have been better positioned along the southern part of the site at a reduced height. The street plan and permeability of the scheme is a positive, high quality architecture and beginnings of a link to the town centre, however due to density and inappropriate townscape features we request application turned down.

Thames Water: It is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure storm flows are attenuated or regulated into the receiving public network through on or off site storage. Advise that with regard to sewerage infrastructure we would not have any objection to the planning application. A Trade Effluent Consent will be required for any effluent discharge other than a 'domestic discharge'. Recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Recommend installation of a properly maintained fat trap on all catering establishments. With regard to water infrastructure no objections.

The Tonsley Residents' Association: Development will obscure and impact on and around the river. Oppose in principle the 21-storey building and 4 others at 8-storeys. Related impact to the environment and local infrastructure need careful detailed consideration. Have specific concerns relating to the non-technical summary document. Under Existing Land-Use and Activities the ready access and use of Wandsworth Town Station by the users and occupiers of the development is stated. However, the station already operates at significantly over capacity with no immediate or strategic expansion plans. Therefore the impact of additional volumes of customers will be significant. Such a large development will give rise to further road traffic impact and chaos of the whole area with the A3 already significantly burdened.

Wandsworth Society: The proposed change of use of this area from industrial employment to mixed-use residential/commercial in the submitted version of the LDF Core Strategy is yet to be approved. The proposals should be governed by existing UDP policies. The loss of yet more (affordable) small industrial units in Wandsworth comes at just the time when ever-increasing number of residential developments create a demand for the services that such services provide, from small builders to car repairs. Provision should be made for a number of small industrial units at rents that can be afforded.

The density is stated to be 864hrph which is considerably higher than the maximum recommended by the London Plan of 300-650hrph for sites such as this with a PTAL rating of 2.

Objected to the high rise proposals approved for the adjoining Riverside Quarter development but this proposal includes a tower block several storeys higher than any other buildings built or planned between the River Wandle or Wandsworth Park. The tower will be obtrusive on the Wandsworth skyline and will dominate and overshadow the residential area. Its height should be restricted to that of Riverside Quarter. Computer generated images that claim to show how little the development will affect the skyline are full of tricks to diminish the obtrusiveness of the tall block.

It is clear, from the plans showing areas of shade during various times and months of the year, that the River Wandle and the riverside walk will be seriously affected by lack of sunlight for considerable periods, above all during the afternoon in the spring and winter months. The 21-storey building will be particularly damaging.

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There is no public transport within a reasonable distance from the site which has a PTAL rating of 2. This problem is demonstrated by the adjoining Riverside Quarter development finding it necessary to provide its own mini-bus service to stations and bus stops. Poor access: With the development including such high intensity activity as restaurants, food and drinking, shops and health and leisure provision, in addition to the 275 flats there is likely to be congestion in this relatively narrow access road.

Find it unacceptable that a development of this number of flats provides so small an area of natural landscaping for residents to sit in. A few planters along the central spine road is not an adequate substitute. There is an opportunity to provide an area of open natural space alongside the Wandle, that would not only remedy this lack of amenity space but make a pleasant contribution to the riverside environment. This would be in keeping with the proposals for a linear Wandle Park and link well to the planned river-edge walk on the Riverside Quarter site.

Wandsworth Access Association: It is noted that the Design and Access Statement refers to complying with Part M of the Building Regulations. Would like to ensure that all fixture and fittings (kitchens, toilets etc) are at wheelchair height including windows. All other flats should be treated as life time homes and that kitchens should be fully accessible or easily adapted for wheelchair use. In particular, recommend that within Block D, showers/toilets and wet room areas should all have handrails and toilet seats in contrasting colours, preferably taps on sinks to be fitted with lever type, anti-slip flooring and flat drainage rather than gully type. WC's to be fitted with a spring type hinged arm support. Pull cord with a neon light for the deaf to be provided in case of emergency and also be of a length which is easily accessible if a wheelchair bound person was to fall on the floor. Hearing loop system to be provided at public entrance/reception. Block D - Lifts to be fitted out with control panels at wheelchair height together with Braille for the blind. All landings and stairwells should be well lit with colour contrast between walls and railings. Ensure that disabled parking spaces are marked correctly, are well lit and that there is enough space for manoeuvring a wheelchair.

The London Borough of Hammersmith and Fulham: No comments

The Royal Borough of Kensington and Chelsea: No comments.

The Civil Aviation Authority: Should consult any aeronautical safeguarding maps – no objection.

Health and Safety Executive: PADHI+ advice “Don’t Advise Against” (i.e. no objection).

Engineering Services: This proposed development has been assessed in the context of the relevant UDP policies as follows:

Policy T1: This policy states that development generating substantial numbers of trips will only be permitted if public transport services, facilities and interchange are adequate or will be improved to meet its travel needs. This development proposal is located in an area of very poor public transport accessibility level. The public

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transport capacity analyses detailed in the Transport Assessment Report prepared by the applicant's consultants, WSP, has confirmed that while most of the trains stopping at Wandsworth Town in the evening peak hours (1700hrs to 1900hrs) have ample residual capacity to accommodate the additional passenger demand ensuing from this development, 62.3 per cent of the trains leaving Wandsworth Town for the central London in the morning peak (0700hrs to 0900hrs) are considerably over capacity with no room to absorb these supplementary passengers.

Moreover, using bus's standard capacity, the bus Route No.220 leaving Wandsworth for Harlesden in the morning peak is also above capacity. The nearest bus stop to this site is a long walking distance away near the junction of Putney Bridge Road with Frogmore. There is therefore the need for the applicant to make a significant contribution towards enhancing the public transport infrastructure in the vicinity of this site so as to encourage the prospective residents, staff and patrons of this development to use sustainable means of transport.

Policy T2: This policy is against any development that would generate sufficient traffic to harm the environment or, create congestion or hazards on the road network. Concerning the potential vehicular journeys ensuing from this development proposal, we have used a London-based trip database (TRAVL) to forecast the magnitude of these trips. This analysis has shown that, based on comparable sites' travel survey, the residential aspect of this development (25,381sq.m GFA) would result in an additional two-way movement of 78 and 65 vehicles in the morning and evening peak hours respectively (0800-0900hrs and 1700-1800hrs correspondingly), with the equivalent figures for the Medical Centre part (1404sq.m GFA) being 51 and 29 vehicle movements. It is also forecasted that the office segment of this development (1776sq.m GFA) would generate two-way movement of 17 and 21 vehicles in the morning and evening peak hours respectively while the Café and Gallery parts of the development would generate 4 and 6 vehicle movements during the two periods, in the same order.

Overall, this development proposal would generate two-way movement of 154 and 121 vehicles in the morning and evening peak hours respectively. Our projected vehicle trips are some 50 and 25 percent higher than WSP's in the morning and evening peak hours, correspondingly. Nevertheless, WSP's analysis of the capacity of the critical Point Pleasant/ Putney Bridge Road junction, which included the predicted trips for the potential redevelopment of the adjacent light industrial units for 247 residential units, which would have catered for these differences, has demonstrated that the surrounding roads have sufficient capacity to cope with the additional traffic generated from this development, with the results showing only 5 westbound vehicles queuing to turn right onto Point Pleasant.

Notwithstanding, the applicant has also proposed some travel plan initiatives, which would curtail the use of motorized vehicles for journeys to and from this site. We have therefore concurred with WSP that this development proposal would not have any significant adverse traffic impact on the adjoining roads and that the revised traffic arrangement around this area would improve the capacity of the immediate highway network. However, the applicant will be asked to make a financial contribution towards the implementation of measures to improve highway capacity by

introducing dedicated right-turning lanes at Point Pleasant/Putney Bridge Road junction.

Policy T5: This policy only supports new developments that provide safe, secure and direct access for pedestrians, connected to existing pedestrian routes in the surrounding area. There is the River Thames walking route abutting the northern perimeter of this site, which connects to Enterprise Way via a footbridge over Bell Lane/River Wandle which in turn links with the footway on Smugglers Way and, eventually to Old York Road which leads to Wandsworth Town station. In the southerly direction, this route also connects with that running along King George's Park and ultimately links with Earlsfield train station. WSP's last 3 years to 2008 accident analyses have indicated that only 3 slight pedestrian injury accidents occurred around Point Pleasant, Putney Bridge Road and Osiers Road. Nonetheless, there are some concerns with the poor footway conditions in terms of the critical route to Wandsworth train station and town centre as follows:

- The footway of The Causeway at the northeastern end of this development, which suddenly terminates before River Wandle's pedestrian bridge, is substandard and would need to be upgraded and linked with the adjacent footbridge. This problem is also compounded by the encroachment caused by the badly positioned bollards on this footway and vehicles observed using this end of the footway to turn round. The southern section of this road leading to Armoury Way will also require enhancement to incorporate a dedicated pedestrian footway especially taking into account the bendiness of this road from Armoury Way.
- The footway of Smugglers Way, from its intersection with The Causeway and southerly up to Swandon Way, is poor with obvious cracked pavement slabs, uneven surface and very limited dropped kerbs to assist the mobility-impaired and parents with pushchairs/buggies.
- The footway along Osiers Road is narrow and lack features to assist the vulnerable pedestrians. Even its newly constructed footway section near its junction with Point Pleasant, has uneven surface.
- The footway of Point Pleasant is substandard especially between its junction with Osiers Road and Putney Bridge Road.
- Pedestrians would also benefit from raised entry treatment at the junctions of Osiers Road with Enterprise Way and Point Pleasant and, traffic calming measures along Osiers Road as well as improved lighting on the walking routes identified above.

Policy T6: This policy stresses the need for a safe and convenient cycle access, cycle parking facilities and links with existing or proposed cycle routes. There are existing cycle routes surrounding this site which the residents, staff and patrons of this development can use for their journeys to and from this site and to the nearby Wandsworth Town station. The applicant has proposed 366 cycle racks as detailed on the Basement Floor Plan No.A2088 SITE 199 P14. Nevertheless, we will require the applicant to make a financial contribution towards implementing the proposed cycle route along River Thames to link with the existing route abutting River Wandle which in turn connects with that along Neville Gill Close and eventually to King George's Park

Policy T9: This policy states that development will be permitted if an appropriate level of off-street car parking is provided subject to the maximum levels set out in Appendix 3. The applicant has proposed 163 car parking spaces including 18 for the disabled, 3 for the car club and 7 for the Heath Centre plus 10 motorcycle spaces, as indicated on the Basement Plan.

In conclusion, this development proposal is acceptable from the highway perspective, subject to the conditions that the applicant shall:

1. enter into an agreement with the Council under S.278 of the Highways Act 1980 appended to the S.106 agreement to pay for the costs associated with implementing the proposed walking, cycling and highway capacity improvement measures to address the highway problems in the vicinity of this development, as identified under Policies T2, T5 and T6 above and, the construction of the vehicle access junction with Osiers Road.

Reasons: To ensure the free flow of traffic and, improve the conditions for pedestrians and cyclists at this location.

2. contribute, by way of S.106 agreement under the Town & Country Planning Act 1990, towards increasing the capacity of the public transport infrastructure, in the vicinity of this development, as highlighted under Policy T1 above.

Reasons: To enhance the public transport at this location with a view to encouraging the residents, patrons and staff of this development to use sustainable means of transport.

3. submit a travel plan document for the whole site, to the Transportation team for approval.

Reasons: To encourage the residents/patrons/staff of this development to use sustainable means of transport.

4. submit a construction management plan document to the Highway and Traffic Team for approval.

Reasons: To ensure the free flow of traffic at this location.

5. provide secure shelters for the residential cycle racks

Reasons: To encourage the residents/patrons/staff of this development to use sustainable means of transport.

Transportation Section: Overall do not think the travel plan is adequate, as it lacks clarity in places and does not relate well enough to the transport assessment. If planning permission were to be granted for this application would recommend a condition to submit a revised travel plan for approval and that the approved plan should be implemented thereafter. Aspects of the plan could be incorporated into a S106 agreement if one is proposed.

HES: The submissions acknowledge that the site has a strong potential for areas of contamination and that risks to future site users, post redevelopment, and controlled waters needs to be assessed and resolved. They propose to carry out a full site

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investigation and risk assessment, which will form the basis of a design mitigation and remediation strategy to be implemented as part of the redevelopment works. They also propose that post-remediation validation should be undertaken - that is, verification that the developed site is suitable and safe for the proposed uses and the wider environment.

If consent is granted a condition requiring that details of a scheme of mitigation against external noise be submitted for approval will need to be attached. The proposed A3, A4 and A5 uses will require a kitchen extract system and the applicant must give early consideration to the ventilation of the kitchens as low level extraction may not be practical and could result in nuisance to neighbouring residential apartments and businesses. An area for the location of plant associated with the commercial uses must also be given early consideration to prevent noise disturbance and some form of condition relating to the plant.

Director of Housing: Concerned about the applicant's proposal to include a cascade mechanism in the Section 106 agreement for the level of affordable housing. Do not see a requirement for a cascade mechanism. Therefore, the applicant is required to provide further details of their proposals relating to the cascade mechanism before it can be considered as an acceptable mechanism to include in the section 106 agreement.

Because the wheelchair units have been proposed on floors 4-8, the applicant **MUST** ensure that the lifts comply with Building Regulations, relating to the provision of independent standby generators that will be activated in the event of an emergency resulting in the loss of power.

Require that an affordability assessment is carried out, confirming that the intermediate units will be sold at an affordable level in line with the Council's policy.

Propose that a total of 10 x units on floors 4 and 5 are to be for people with learning disabilities. This would comprise of 2 x wheelchair accessible units, 1 x 1bed units, 1 x 2bed unit and 1 x 3bed unit on both floors 4 and 5, allowing for the varying housing and care needs of this client group to be met and for robust management due to the cluster formation of the units.

DOLAS Amenity Services (refuse): Our minimum requirement for refuse storage is to provide suitable space for one 1100 litre bin for every 6 households. With 33 flats at Block A, this equates to space for 6 rather than 5 refuse bins. 2 recycling bins is fine for up to 36 flats. The proposed bin allocation for Block C looks fine. Must ensure that suitable space/arrangements for residents to present bulky items of waste for collection is provided. Please ensure that arrangements are in place to enable at least one stream of commercial waste to be recycled.

DOLAS Parks, Commons, Open Spaces & Leisure Facilities: Wandsworth Council's Cultural Strategy includes within it's vision "foster a sense of place and belonging within neighbourhoods and communities of the borough". The Cultural Strategy Action plan includes in Places for Culture; "Encourage the provision of Art in the Public Realm" to support this aim.

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The Landscape Strategy appears to require a significant increase in detail and no strategy exists to outline the provision of artwork or to explore the opportunities that exist to integrate artwork into the scheme. This would support the overarching aims ' to create a sense of place" and ensure high quality, attractive public space to celebrate the industrial heritage of the site and create focal points at identified points within the development/riverside.

A Public Art Strategy would support numerous aims stated within the application documents.

DOLAS Tree Section: No comments.

Children's Services: No comments.

Economic Development Office: No comments.

Ecology: No comments.

POLICY: Unitary Development Plan, 2003: RDP1 (Pedestrian access, parking, servicing, waste); RDP4 (Mixed use developments); RDP5 (Resource and energy conservation); RDP6 (Creating accessible environments); RDP7 (Infrastructure and utilities); RDP8 (Community facilities); RDP9 (Hazardous substances); RDP10 (Flooding); RDP11 (Pollution); RDP13 (Contaminated land); R1 (Wandsworth Thames Policy Area); R2 (Riverside walk); Focal points); R9 (River Wandle); TBE1, TBE2 (Layout and form of development); TBE3 (Safety and security); R11 (Causeway Island); R13 (Development in vicinity of Wharves); TBE4 (Wind/light/ enclosure of public spaces); TBE5 (Design and external appearance); TBE6 (High buildings); TBE8 (Views); TBE10 (Conservation areas); TBE14, 15 (Archaeology); GEN1 (Sustainable development); GEN2 (Regeneration); GEN3 (London-wide objectives); GEN4 (Disabled Access); GEN5 (Energy); GEN6 (Protect character and heritage); GEN7 (Layout, form and design); GEN8 – GEN11 (The River Thames and Riverside); GEN12 (Protect/ enhance residential areas); GEN13 (Range of housing); GEN15 (Maximise employment potential); GEN19 (Community services); GEN20 (Improving leisure and recreation facilities); GEN21 (Open space); GEN22 (Provide open spaces); GEN23 (Protect natural environment); GEN25 (Promote sustainable relationship); GEN26 (Transport); GEN27 (Improved public transport, cycling and walking facilities); H3 (Protect/ enhance character and amenity of residential areas); H9, H11 (New housing development); BIN1 (New business development); CS2 (Loss of community facilities); CS7 (Health care); ON6 (Historic parks); ON7 (Green chains); ON8 (Nature conservation); ON9 (Trees); T1, T2, T3 (Land use and transport); T5 (Walking); T6 (Cycling); T7 (Servicing of non-residential development); T9 (Car parking); Supplementary Planning Guidance: Guidelines for Housing Development (November 2001).

Core Strategy: PL1 (Local distinctiveness); PL2 (Flood risk); PL3 (Transport); PL4 (Open space and natural environment); PL5 (Provision of new homes); PL6 (Local economy); PL7 (Industry and waste); PL9 (River Thames and the riverside); PL10 (The Wandle Valley); PL12 (Central Wandsworth and the Wandle Delta); IS1 and IS2 (Sustainable development); IS3 (Design and townscape); IS4 (Protecting and enhance environmental quality); IS6 (Community services and provision of infrastructure); IS5 (Affordable housing); IS7 (Planning obligations).

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COMMENT: The main issues in the consideration of this application are the principle of redevelopment of the former industrial site for a mixed use development; the access, scale and layout of the proposed buildings; the impact on the amenities of neighbouring sites and properties; the standard of accommodation provided for future residential occupiers, affordable housing, amenity space, access and refuse; the implications for transport, parking and the existing road network; and issues of sustainability and the environment, including the River Wandle.

Principle of Development:

Under the emerging Core Strategy the redevelopment of those industrial sites now designated as Mixed Use Former Industrial Employment Areas (MUFIEA) for mixed use redevelopments, including a residential component, will be acceptable where it can be demonstrated that wider regeneration benefits can result from the proposals and that net employment floorspace equivalent to at least existing employment space is provided.

Employment floorspace:

The existing buildings at Enterprise Way provide 3,579sq.m. of employment floorspace, which is formed of 20 light industrial units including vehicle garage, art warehouses, toy and organic food distributors. The proposed development would include 3,587.5sq.m. of replacement employment floorspace comprising flexible, modern units of varying sizes able to accommodate both small and medium sized businesses. The space created for the commercial premises could potentially provide attractive accommodation for a range of future occupants.

The planning statement gives the proposed replacement floorspace breakdown as a range of uses (Classes A1-A5; B1; B8; D1; D2 and Sui Generis). Whilst a mix of uses is welcomed within focal point of activities, Class B8 (Warehouse and distribution) uses are considered to be inappropriate to MUFIEA designations and are generally only acceptable within areas of Strategic Industrial Land and Locally Significant Industrial Areas. Modest shops and food and drink uses could form an important part of the identified focal point but should not dominate the employment uses in this out of town centre location with modern flexible business space (Class B1) particularly encouraged. In this respect it would be necessary to control the extent of the different uses by way of planning condition. On the basis of the information provided it is not envisaged that designated take-aways would contribute positively to the location and therefore with the Class B8 use should not form part of any such permission.

The only specific use sought for a particular building within the proposals is the health facility (Class D1) within the ground and first floor of Building D. At 1,404sq.m. this would form a substantial portion of the employment floorspace. It was originally submitted that the Primary Care Trust (PCT) would occupy the facility but following consultation the Wandsworth NHS has confirmed that they would not be interested in taking it on. Nevertheless it is the intention of the applicant to retain it as a health use and in combination with the other range of commercial uses could combine to provide beneficial employment and social infrastructure.

Discussions are ongoing regarding the provision of funding for the Council's Economic Development Officer and/or the provision of Barratt Homes Limited own workplace apprentice schemes which have been undertaken at other sites.

Townscape and Built Environment – Scale, Access and Layout:

The layout of the buildings takes a rational approach making efficient use of the site whilst managing to accommodate a mix of housing types, commercial floorspace along with the creation of some new public realm. The ground floor layout would appropriately front the surrounding public routes with active commercial frontages and residential entrances. The buildings would combine to make strong defined street frontages and the siting of a taller element in the middle north part of the site is an appropriate response to the WRQ Phase III scheme.

The lower residential buildings range in height between seven and nine storeys with attractive facades that are well articulated and framed in brick with deeply recessed glazed balconies above a ground floor of glazed commercial units. The brick framing spans two storeys and diminishes the massing of the buildings. Where they occur, penthouse storeys are set back with timber clad and glazed elevations. At ground level, further visual interest is provided by simple, two storey commercial studio buildings, framed in brick with fully glazed facades. These architecturally slick units are a very attractive feature of the scheme. In addition they perform two important functions: linking the higher blocks to enclose the resident's private gardens and at the same time maintaining the continuity of active frontages to Enterprise Way and Osiers Road.

Tall Building Assessment: In the assessment of the tall building it is necessary to apply the Council's own policies along with CABI/English Heritage guidance.

Policy TBE6 of the UDP requires that high buildings, that is those which significantly exceed the prevailing height of the surrounding buildings, will only be permitted where the site (a) has a high level of public transport accessibility; or (b) is at a focal point of activity; or (c) has the potential to enhance existing, or create new views or vistas. The proposal meets one of the three criteria set by policy TBE 6 in that this site is within a focal point of activity.

Policy IS 3 of the Core Strategy – Submission version states that tall buildings may be appropriate in locations which are well served by public transport, such as town centres, or at other defined focal points of activity, providing they can justify themselves in terms of the benefits they bring for regeneration, townscape and public realm. Emerging policy, currently out to consultation, in the LDF to guide tall buildings proposals suggests that the criteria set out in the CABI / EH guidance will apply to buildings over 9 storeys and that buildings over 18 storeys are unlikely to be acceptable.

1. Relationship to Context: The site lies close to the River Wandle and within the zone which has undergone considerable change. This is where all the existing high buildings are already or, are being proposed (Ram Brewery). This is the rationale

behind the Stage 2 Urban Design Study identifying the area closest to the Wandle as appropriate for the taller buildings within this urban quarter. The context on this and adjoining sites is currently one of low, mostly single storey industrial sheds and the aspiration is to replace these with new development that clearly defines new streets with frontage buildings. This has been achieved with new development at The Radial and this proposal reflects the layout form there with new active frontages giving character and definition to new public spaces. The 21-storey building would measure 72.9m AOD. For comparison the highest WRQ Phase III building is 61.9m AOD, the two highest stepped riverside blocks of Battersea Reach to the northeast are 53.25m AOD and Tower A, adjacent to Wandsworth Bridge is 63.36m AOD. Further north, Bridges Wharf measures 57m AOD.

2. Effect on Historic Context: The tall building will be visible from Wandsworth Park, which is listed on the register of historic parks and gardens. The buildings already permitted on the adjoining WRQ Phase III site will also be visible from the Park and will appear above the tree line that forms the Park's eastern boundary. The tall building proposed will form a part of the new skyline and may not, on its own, be unduly intrusive.

3. Effect on World Heritage sites: Not applicable to this case.

4. Relationship to Transport Infrastructure: Accessibility to public transport is poor and the site has poor pedestrian connections especially to the east and south. To be considered acceptable new development must make significant contributions to the improvement of both public transport accessibility and to the improvement of pedestrian links to both Wandsworth Town centre and to Wandsworth Town Station. This proposal will only be acceptable in terms of this criterion if the contributions to improvements are substantial and deliverable.

5. Architectural Quality: The tall building proposed will appear slim when viewed from the north and south and wider from the east and west. The architectural treatment addresses the issue of bulk from the east and west and will help reduce the apparent bulk of the building and encourage the impression that this is a slender and elegant structure. In response to comments amendments were undertaken to reduce the apparent scale of the eastern and western elevations. Principally this relates to the relationship of the upper four storeys (levels 18, 19, 20 and 21) which benefit from a different material to the lower levels. The amendments seek to promote a variation to break up the east and west elevations to enable the single building to appear as two entities when viewed from longer distances. These elevational amendments attempt to limit the perceived scale of the building and add interest to the skyline. The tower is well grounded with active uses at ground level. It also adjoins a potentially attractive new public space where a café restaurant facility is proposed.

6. Sustainability – design and construction: Each elevation has been designed in response to its specific orientation. As a result the north, east, south and west elevations have different architectural solutions to ensure energy efficiency and appropriateness to the natural elements. The building would also achieve Code for Sustainable Homes level 3 and BREEAM 'good' rating for the commercial floor space.

7. Credibility of the Design: There is no reason to believe that the architectural quality of the building proposed will not be followed through in the finished building. Stringent conditions should be applied to ensure the architectural quality is delivered.

8. Contribution to Public Space and Facilities: The tall building is part of a development that will help deliver the Council's vision for the area and substantially transform a currently poor environment. There will be a new pedestrian friendly street, a new stretch of attractive riverside walk and a completely new public pedestrian link running north south through the site. In addition the layout form can be extended to the south to provide the starting point for the first crucial stepping stone in the link south to the town centre.

9. Effect on the Local Environment: The Environmental Impact Assessment assesses the micro-climate overshadowing and night time appearance of the tall building. It concludes that the development would not have a significant impact on points of ecological sensitivity.

10. Contribution made to Permeability: See 8 above – in addition the development will define existing routes with active building frontages and create one new public route that aligns well with the proposed development to the north (WRQ Phase III). The development will deliver safe and attractive through routes that are of considerable public benefit.

11. Provision of a Well Designed Environment: The development is well designed and fit for purpose.

Density:

The London Plan outlines the need for development proposals to achieve the highest possible intensity of use compatible with local context, the design principles of the compact city and with public transport accessibility. At 1067hrph when taking into consideration the commercial uses (852hrph for residential only) the proposed density is in excess of both the urban and central setting for a maximum PTAL of 2 within the London Plan. For urban character areas with a PTAL of two to three the London Plan provides a guidance of 200-450hrph. For central character areas with the same PTAL the guidance is 300-650hrph. For purposes of comparison the consented WRQ Phase III density is 899hrph (mixed use development) and 653hrph when combined with Phases I & II. The riverside development of Battersea Reach, York Road with a PTAL of 3-4 had a density of 883hrph (mixed use development). Under the London Plan the density of the proposed development would be suited to an area within 800m of a metropolitan or major town centre location with high PTAL levels of 4-6.

In justification of the high density the applicants argue that there are adequate facilities that surround the site, a number of high density schemes have been permitted in the vicinity of the site and accessibility would improve with the provision of bus service and implementation of the Pedestrian Links Framework to provide more desirable pedestrian routes to Wandsworth town centre. To be considered acceptable a

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high density scheme must be of exemplary design and have high residential amenity standards including play and amenity space. The applicants would strongly contest that this is the case.

Housing – Accommodation Standard, Type and Mix:

The development would provide 275 flats, comprising, 100 (36.4%) 1-bedroom; 146 (53.1%) 2-bedroom; 27 (9.8%) 3-bedroom and 2 (0.7%), 4-bedroom flats. The proposed unit mix would provide a range of dwelling sizes including a large proportion of 1 and 2 bedroom flats. Whilst a mixed and balanced community is sought the low numbers of three and four bedroom flats within the private accommodation is perhaps appropriate in recognition of the limited ground floor private amenity area available for families.

The details submitted indicate that the unit sizes, layouts and access arrangements to each of the buildings would be generally appropriate. The properties would receive reasonable levels of light and throughout the development a minimum distance of 20m between directly facing habitable rooms is maintained. Buildings D and F would be located in close proximity to the Linton Fuels Oils Ltd depot meaning that should it be redeveloped in the future careful attention would need to be given to ensure the preservation of the amenity of the nearest flats in terms of outlook, daylight/sunlight and privacy. The noise assessment found that most of the proposed building facades fall within Noise Exposure Category (NEC) B, with some of the east, south and west facades of the buildings closest to the railway falling within NEC C. As such mitigation would be required to ensure appropriate internal noise levels for residents but on the basis this is carried out effectively would not preclude the use of the site for residential purposes or pose a conflict of interest with the continued operations at the Western Riverside Waste Transfer Station.

Each of the flats would have its own private balcony or terrace with additional outdoor space in the form of two communal garden areas at ground level. Excluding the balconies of less than 10sq.m. each of flats on average would have just over 6.6sq.m. of amenity space, which is below the 20sq.m. sought for Thames Policy Area developments. The inclusion of balconies of under 10sq.m. into the equation would take the total provision to approximately 12sq.m. per flat and including the public piazza between Buildings B and C would total 14.88sq.m. on average. With a relatively large number of flats being located on a limited site it is always going to be difficult to achieve the minimum level of amenity space sought under Council policy. The location of the Wandle and Thames riverside walks nearby and Wandsworth Park approximately a 400m walk offer some mitigation to the shortfall and the provision would be in excess of the London Mayor's requirements.

The quality of the communal amenity areas would be mixed. Being surrounded by commercial ground floor uses and near permanently in shade on the 21st March the north ground floor communal garden would most likely be of greater benefit to the commercial occupiers as opposed to the residential that looks down upon it. The south amenity courtyard would be larger offering a much better area for residents to relax or play with the children's play landscape strategy proposing a range of interactive activities.

Affordable Housing:

The London Plan and the Council's emerging Core Strategy seek the maximum reasonable amount of affordable housing on mixed use schemes such as this. The London Plan sets a target of 50% but in its application acknowledges the need to encourage rather than restrain residential development, take into account the individual circumstances of the site and economic viability. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.

The development would incorporate over 32% affordable housing provision which equates to 34% of the total habitable rooms or 89 units. This scheme proposes 52 affordable rented units (58%) and 37 shared ownership units (42%). Calculated on a habitable rooms basis, the scheme proposes to provide 165 affordable rented habitable rooms (64%) and 94 shared ownership habitable rooms (36%), thereby meeting the 60:40 affordable rent to shared ownership target. The tenure split for the affordable housing is acceptable.

The 89 affordable housing units would comprise 33 (37.1%), 1-bedroom, 35 (39.3%), 2-bedroom, 19 (21.3%), 3-bedroom and 2 (2.2%), 4-bedroom flats. With high dependency accommodation included as part of the mix it is considered that the overall mix is appropriate.

An Economic Viability Report giving justification for the level of affordable housing has been provided indicating that the inclusion of further affordable units would not be feasible. The provision is considered to be substantially in accordance with London Plan target and acceptable.

The development would be built to Lifetime Homes standards and at least 10% of the units would be wheelchair accessible in the affordable and private accommodation.

Impact to Local Amenity:

With a vacant site to the north, a river to the east and industrial uses immediately to the south and west, the site at present does not have any residential properties immediately adjoining it. The Environmental Impact Assessment found that there would be no significant impact following the completion of the development to existing local residents in terms of noise, vibration, sunlight/daylight, air quality or wind. Given the distances involved, matters of privacy and enclosure should also not be problematic. Issues surrounding transport are discussed later in this report.

Of the potential impacts it is perhaps the overshadowing issues associated with the tall buildings that would pose the main threat to residential amenity with the shadow of the 21-storey tower extending to the completed parts of Wandsworth Riverside Quarter (WRQ) towards early to mid morning. However, in the context of the shadow cast by the consented WRQ Phase III scheme the extent of additional shadow created is of limited consequence. Daylight and sunlight calculations find that in the main the development would not significantly harm the levels of light received by the flats

within the consented WRQ Phase III scheme to the north of Osiers Road. As would be expected with such substantial buildings the public and private amenity areas between the blocks would experience a greater amount of shade and the quality of the local environment within the space would be reduced. However, the extent of shadowing would not conflict with British Research Establishment (BRE) guidance with no more than two-fifths of the listed amenity areas outside of permanent shadow on the 21st March.

The consented and proposed Building 5D of the WRQ Phase III scheme which would be located to the north-west corner of the Enterprise Way application site, south of the proposed extended Osiers Road would however be adversely affected with the eight and 21-storey buildings neighbouring the site. The proximity, height and orientation of the buildings to each other would result in the first floor residential amenity area being in permanent shadow at certain times of year and certain habitable rooms just falling short of the recommended amount of natural daylight received.

In urban built up areas it is generally accepted that there is often some mutual impact between adjoining developments. At this juncture of the two sites it is unfortunate to see that there appears to have been little constructive dialogue between the two applicants in the layout and design of the buildings resulting in compromised amenity and townscape issues. That said, it should be noted that a number of the most affected windows are a result of being poorly located directly on the boundary of the adjoining sites. In these circumstances it is difficult to protect the amenities of the development, but with scheme yet to commence it would not appear too late to reconsider the relationship between the two. One possible townscape advantage of the consented building 5D over the proposed is that there would not be such a pronounced and potentially awkward step between it and the two-storey studio block of Building G and H within the Enterprise Way application.

Sustainability, Energy and Environment:

Sustainability: Developments should seek to minimise carbon dioxide emissions, adopt sustainable design and construction measures, prioritising decentralised energy supply, and incorporate renewable energy technologies with a target of 20% carbon reductions from on-site renewable energy. A sustainability strategy has been submitted as part of the application which demonstrates the sustainable design and construction measures. The measures include the use of sustainable construction materials, incorporation of design measures to maximise the use of natural systems and minimise the need for mechanical ventilation/cooling/heating; ecological enhancements with the inclusion of green roofs, living walls, soft landscaping, tree planting, river wall enhancements and bird nesting boxes; water efficient sanitary-ware and provision of recycling facilities for residential and commercial uses.

A target rating of ‘Good’ under BREEAM has been set for the commercial element of the development and level 3 of the Code for Sustainable Homes. The development should strive to achieve a ‘Very Good’ rating for BREEAM.

Energy: The Energy Strategy considers use and emissions taking account of the London Plan’s hierarchical approach. A range of energy efficiency measures are

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included, including improved insulation values, lighting controls and improved air tightness, together with passive solar design features. The combined effect of the energy efficiency measures is estimated to be an 11.1% reduction on baseline emissions. A 140kWe combined heat and power unit will reduce carbon emissions by a further 28%.

The CHP unit would be used to contribute heat for the hot water consumption and space heating in the residential dwellings and commercial units as well as generating electricity that could be supplied back to the grid. The inclusion of the photovoltaic panels within the scheme is welcomed, however, overall the reduction in predicted carbon emissions from the 100sq.m. of panels (0.8%) would fall considerably short of the 20% sought. The Energy Strategy does evaluate the potential for further on site renewable measures to be included within the scheme with the aim of achieving the 20% reduction in predicted carbon emissions, however each of the alternative sources is ruled out as unworkable or financially unfeasible. The 100sq.m. of photovoltaic panels would utilise much of the available sun receiving roof space whilst retaining a balance with the green roofs and terrace amenity space.

The single CHP energy centre located in the basement is designed to be adaptable for connection to a wider district heating system should this become available in the future. Given that the Riverside Quarter Phase III application has recently been submitted there is a drive for the developments to have a combined energy centre from the outset to maximise potential energy savings. Discussions have taken place between the two applicants, however concerns remain from the applicants with the opportunity to realize the district heating connectivity dependent on timing (i.e. that the district heating connectivity will be available in time for the first occupation of Enterprise Way) and financial viability (i.e. that the district heating connectivity will be available at commercially acceptable rates and terms). On this basis, the applicants make provision for an on-site energy centre and community heating network should the connectivity between the two developments prove, in due course, to be unviable.

Environment: The application has been accompanied by a Wandle Pedestrian Links Framework document, Landscape Design Strategy and Biodiversity Strategy. Each of the documents seeks to improve the environmental quality of the area with the upgrading and extension of the existing riverside walk with the introduction of new habitat potential within the built site itself and as part of the river wall. The removal of the half tide weir and the Old Mill Weir is identified as a positive opportunity for the River Wandle. Such measures could reduce siltation, improve habitats for fish and invertebrates and increase the foreshore for bird feeding at low tide. The Environmental Impact Assessment finds that the additional shading of the completed development would be extremely unlikely to adversely impact upon the fauna or flora of the River Wandle and is unlikely to have measurable impact on the river ecosystem. The losses are said to be more than compensated for by the habitat enhancement measures included as part of the development.

Transport - Traffic Generation, Parking Access, Servicing and Public Transport:

Traffic: The development would generate two-way movement of 154 and 121 vehicles in the morning and evening peak hours respectively. These projected vehicle

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trips are some 50 and 25 percent higher than those stated in the Transport Assessment in the morning and evening peak hours, respectively. Nevertheless, the Transport Assessment's analysis of the capacity of the critical Point Pleasant/ Putney Bridge Road junction, which included the predicted trips for the consented scheme at WRQ and the potential redevelopment of the adjacent light industrial units on Osiers Road for 247 residential units, has demonstrated that the surrounding roads have sufficient capacity to cope with the additional traffic generated from this development. Being the main vehicle access point in and out of the riverside quarter area it is essential that it remains functional without adverse traffic conditions.

To mitigate any such harm arising from the development the applicant has proposed some Travel Plan initiatives with the aim of reducing the use of vehicles to and from the site. The Travel Plan would need to be amended to the Council's agreement and would be binding through a S106 Agreement. Funds would also need to be made available for improvements to the Putney Bridge Road/Point Pleasant junction should it be necessary in the future.

Car parking: A total of 158 residential car parking spaces are proposed including 19 disabled spaces which equates to 0.57 spaces per unit. Seven spaces will be allocated to the commercial uses and three car club spaces would be located in a designated lay by on Enterprise Way. Nine of the spaces would have electric charge points. In addition to the dedicated parking a number of daytime-only commercial permits would be issued, which would utilise vacant residential parking. 39 spaces would be allocated to the affordable housing equating to 25% provision. The applicant has confirmed that these would be transferred to the Registered Social Landlord free of charge with those occupiers deciding to take on a parking space required to pay the proportion of service charge associated to the continued operating of the basement. From the applicant's experience the proportion of parking spaces is adequate with the allocation undersubscribed in previous developments. The RSL has confirmed this to be the case. Overall, the allocation of parking spaces to flats is considered appropriate given the objective of reducing car ownership and the applicant's agreement to residents being excluded from any future such controlled parking zone. Further details of how the visitor and commercial parking allocation would be managed should be sought and implemented as part of the car parking management plan.

A total of 294 covered cycle parking spaces are proposed for the residential element within the basement car park. 36 further spaces would be distributed throughout the public realm for visitors and the non-residential elements of the scheme. The quantity and location of the cycle parking is viewed as acceptable.

Public Transport: This development proposal is located in an area with poor accessibility to public transport. Wandsworth Town Station is located approximately 800m from the site and the nearest bus stop over 600m on Putney Bridge Road. The public transport capacity analyses detailed in the Transport Assessment Report has confirmed that whilst most of the trains stopping at Wandsworth Town in the evening peak hours (1700hrs to 1900hrs) have residual capacity to accommodate the additional passenger demand ensuing from this development, some trains leaving Wandsworth Town for the central London in the morning peak (0700hrs to 0900hrs) are at or over capacity.

Moreover, using bus's standard capacity, the bus Route No.220 leaving Wandsworth for Harlesden in the morning peak is also at or above capacity. There is the need therefore for the applicant to make a significant contribution towards enhancing the public transport infrastructure in the vicinity of this site so as to encourage the prospective residents, staff and patrons of this development to use sustainable means of transport.

As part of the consented WRQ Phase III development there is a commitment to extend Osiers Road and provide a bus stop for a service to the area. The development has agreed to contributing towards an additional bus for a period of three years which would result in two services an hour. TfL are uncertain at this stage of the exact route but it is anticipated to include both Wandsworth and Putney town centre. Should it be an extension of the 485 between Wandsworth and Hammersmith then consideration will need to be given to extending its running hours as at present the last bus to leave Wandsworth and Hammersmith is at 19.30 hours during the week and even earlier at the weekend. The provision of a bus would improve accessibility to public transport but it should be noted that it would not change the PTAL level of 2 and that the provision of the service is dependent on the successful completion of WRQ Phase III. Only once it is completed will the bus service commence. Other local transport contributions could be put towards Wandsworth Town Station and the river boat services. Whilst the funds could be put towards improving the experience of using the transport modes it would be unlikely to result in increased carrying capacity.

Pedestrian/cycle routes: There are existing cycle routes surrounding this site which the residents, staff and patrons of this development can use for their journeys to and from this site and to Wandsworth Town Station. With the development, the important route through the site connecting Osiers Road and the pedestrian bridge would be enhanced for pedestrian and cyclists and a new route linking Enterprise Way and Osiers Road to the north provided. With any such development of the Linton Fuels site in the future there may be an opportunity to provide a further link east to west across the site. The applicant has produced a Wandle Delta Links Framework to support the application which seeks to establish a designated pedestrian and cycle route from the River Thames to the town centre as outlined in the Core Strategy: Proposed Submission. The contents of the document are fully supported and the maximum amount of financial contribution for the delivery of the link should be sought. The timing of the links provision would be dependent on the future land availability of the relevant sites. This document has also provided a cost against the proposed links of c.£1,000,000. Contributions would also be sought for improving the footways to Wandsworth Town Station and Putney Bridge Road bus stops.

Flooding, Trees, Archaeology:

Providing sustainable drainage techniques are incorporated, the risk of flooding associated with increased surface water runoff from the site is assessed as being low with the site located within Flood Zone 1. With the risk from groundwater flooding within the site also assessed as manageable and site levels set above the Statutory Flood Defence Level it is considered that the type of development is an appropriate use of land with respect to fluvial flood risk.

There are number of mature trees running along the side of Bell Lane Creek with younger specimens of less visual amenity value located on the east boundary of the site. These younger trees would be lost as part of the redevelopment but importantly the mature trees would be retained with further planting throughout the development as part of the landscaping strategy.

The desk based study identifies the potential for archaeological remains in the area. Further investigative work, which would be secured by condition, would need to be undertaken prior to works commencing on site.

Environmental Statement:

As stated in the “Details” section of this report above, the applicants have submitted an Environmental Statement under the Town and Country Planning (Environmental Assessment) (England and Wales) Regulations 1999. In conclusion the applicants Environmental Statement has been assessed by officers to ensure it meets the EIA Regulations 1999 and whether it contains sufficient information to determine whether or not planning permission should be granted, and the planning conditions/obligations that would need to be attached to a permission should the Committee resolve to approve the proposal. The Environmental Statement including the further information is considered to meet the EIA Regulations and provide satisfactory levels of information in order for a proper assessment to have been undertaken of the environmental effects of the development proposals. The details in the ES are considered to be sufficiently comprehensive to provide a robust EIA and allow for a comprehensive assessment of the environmental impacts of the proposed development.

Section 106 Agreement:

If the development were to be approved a number of items that should form the basis of a Section 106 have been sought by the Council. These include a contribution towards the cost of a single lane bridge (cost approx. £5million) for vehicles over the River Wandle should this be assessed as desirable or necessary in the future; a total public transport contribution of £1,075,000; a sum of £1,011,500 to fully implement the Wandle Delta Links Framework document, including works to weirs for fluvial and ecological enhancements, plus improved pedestrian routes to Wandsworth town Station; a Local Employment Agreement of £105,000; works to Wandle Park of £35,000; a bond of £100,000 for improvements to the Putney Bridge Road/Point Pleasant junction and £5000 towards extending the Controlled Parking Zone should it prove necessary in the future.

Excluding the contribution to the vehicle bridge over the Wandle River this amounts to £2,331,500 in financial contributions.

The applicants have offered £1,390,000 (excluding inspection fees) with £750,000 designated to local transport (£350,000 for the proposed bus); £500,000 towards the Wandle Delta Links Framework implementation; works to Wandle Park of £35,000; a bond of £100,000 for improvements to the Putney Bridge Road/Point Pleasant

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junction and £5000 towards extending the Controlled Parking Zone should it prove necessary in the future.

The Section 106 Agreement would also secure the provision of affordable housing, affordable car parking and commercial floor space. The provision of a car club with allocated spaces on site, Car Park Management Plan, Travel Plan, electric charge points for vehicles, public routes through the site and a Construction Management Plan. A bond associated with the S278 Agreement would be required for the onsite highway works to Enterprise Way and the Riverside Walk.

The Wandsworth NHS has requested a contribution of £1,270,405 towards improved health services. This is split between a capital contribution of £343,617 and a revenue contribution of £926,788. In response the applicants state that there is no justification for the quantum of financial contributions set out by the PCT and no clear direct reasonable and necessary test applied to this. On this basis they do not accept that a contribution is payable, and are of the opinion that the PCT have failed to provide any formal justification as to why the floorspace as advocated within the development is not now acceptable to them.

The Metropolitan Police Authority have sought a unit of 150sq.m. at a peppercorn rent for 25years. Whilst the request for a police neighbourhood office in this location is a little surprising, the applicants are open to further discussions with the MPA, though the estimated cost to the developers of a 25year peppercorn rent is in the region of £400,000 and the indications at this stage are that it is unlikely to be agreeable.

Conclusion:

In many ways the proposals present a rational and efficient use of the site, managing to accommodate a mix of housing types and commercial floorspace. The proposed employment space is considered of a good standard for business and social infrastructure use in line with the requirements of the newly designated Mixed Use Former Industrial Employment Areas. The layout of the buildings and architecture combine to make a bold composition that would contrast to the design and materials of the WRQ developments. The predominant use of traditional brick and glass for the lower blocks should mean that they have longevity and in design terms not appear dated or tired in the decades to come.

The 21-storey tower challenges the policy framework for development here as did the 15-storey WRQ Phase III proposals in 2007. With this aspect of the scheme the judgement for the Committee is whether the benefits the scheme would bring for regeneration, townscape and public realm justify its inclusion in the proposals.

The very high density of the development in a poor PTAL area also poses a challenge to the policy framework. For the density to be considered acceptable the scheme must meet the highest standards of design, have good residential standards, deliver an appropriate mix of units and provide adequate play and amenity space. On each of these the scheme delivers, though there is a judgment to be made on whether it goes far enough.

The Transport Assessment does not foresee overriding problems on the road network from additional car journeys and the amount of parking. The offer of contributions towards a bus service and improvements to pedestrian links to Wandsworth town centre would in some way help improve accessibility to and from the site though given the PTAL rating and scale of development the sum offered is substantially less than that sought.

RECOMMENDATION: Subject to any direction by the Mayor of London, and subject to the applicant paying the costs of preparing and completing a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990 in a form to be approved by the Borough Planner in consultation with the Borough Solicitor comprising obligations that the developer:-

- a) Provision of affordable housing and parking;
- b) Provision of the commercial floor space with no more than 70% of the residential units within each building occupied until the commercial floorspace has been completed to shell and core;
- c) A contribution for training and employment needs/ provision of a workplace co-ordinator;
- d) Shall construct and transfer the riverside walk and its links and allow access by cyclists and pedestrians;
- e) Shall construct and maintain the public access route through the site throughout construction;
- f) Shall provide public rights of way;
- g) Cost of extending the controlled parking zone;
- h) Shall submit and adhere to a car parking management plan;
- i) Shall submit and implement a car club scheme;
- j) Shall provide the following transport mitigation measures; provision of a car club, a travel plan, construction traffic management plan, and a financial contribution to off site highway works, public transport and improved pedestrian and cycle links as proposed in the Wandle Delta Links Framework document;
- k) On-site highway improvements;
- l) Contribution to improved facilities within Wandsworth Park;
- m) Construction Management Plan;
- n) Mitigation measures regarding TV and radio reception interference;
- o) Inspection fees.

the Borough Planner be authorised to grant p.p. subject to the following conditions:-

01. Standard 01 3 years.
02. Standard 05 Details of those parts of the site not covered by buildings.
03. Standard 06 Details of boundary treatment.
04. Standard 07 Details of site levels.
05. Standard 08 Details of materials.
06. Standard 09 Details of refuse.
07. Standard 11 Details of soundproofing (between commercial and residential floors).
08. Standard 14 Details of ventilation equipment (food and drink uses).

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09. Standard 15 Details of landscaping, including planting of river wall, landscape management plan and public art.
10. Standard 16 Completion of landscaping.
11. Standard 17 Replacement landscaping.
12. Standard 18 Details of protection for trees.
13. Standard 29 Parking (including motorcycles and cycle provision) to be provided and retained.
14. The leisure facilities and Class A3 and A4 uses shall not be open to the public other than between the hours of 0800 and 2330 and all activity associated with such leisure facilities and uses shall cease by 2400.
15. Standard 40 No telecommunications equipment.
16. Standard 41 No structures on roofs.
17. Details of means of lighting and any street furniture to be installed to the access roads and public/private areas, including the positions and heights of any lighting columns and means of preventing light spillage and pollution, shall be submitted to the local planning authority prior to the development of commencing and shall be retained unless otherwise agreed in writing. A lighting survey shall be carried out to show that the lighting scheme for the development will not be greater than Lux level 0-2 in the buffer zone. The Environment Agency considers background levels to be a Lux level of 0-2. Artificial lighting should be directed away from the river corridor and focused with cowlings.
18. No development shall commence until details of the noise insulation measures have been submitted to and approved by the local planning authority. The approved measures shall be installed prior to the commencement of the occupation of the residential premises.
19. The public entrances shall be designed to ensure satisfactory access for people with a disability, details of which shall be submitted to and approved by the local planning authority before the relevant phase of the development hereby permitted commences.
20. Notwithstanding what is shown on the approved plans full details of any ventilation grilles to the basement car park shall be submitted to and approved by the local planning authority before the development commences.
21. No development shall begin until a scheme to deal with contamination of the site and the removal of hazardous materials has been submitted to and approved in writing by the local planning authority. The above scheme shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk to the water environment when the site is developed. Development shall commence once the measures approved in the scheme have been implemented.
22. Standard 42 No offices associated with vehicles.
23. The development shall have no more than 500 sq.m. total gross floor area of Class A Use, 1,500 sq.m. total gross floor area of Class D1 Use and 300sq.m. total gross floor area of Class D2 Use unless otherwise agreed in writing by the local planning authority.
24. The development hereby approved shall be built to a minimum standard of Code for Sustainable Homes Level 3 and “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM). Prior to the commencement of the use (or occupation) of the approved

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- buildings a copy of the Post Construction Certificate verifying that the Code for Sustainable Homes Level 3 and “Very Good” BREEAM rating has been achieved shall be submitted to the local planning authority.
25. Details of the final energy strategy including calculations demonstrating how a reduction in predicted carbon emissions through on site renewable energy generation will be achieved shall be submitted to the local planning authority prior to the commencement of development. The approved measures shall be implemented as agreed.
26. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage shall take into account tidelocking scenarios and include attenuation storage where required to accommodate for periods of high tides. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
27. The development permitted by this planning permission shall only be carried out in accordance with the following mitigation measures detailed within the approved Flood Risk Assessment (FRA) produced by Barnard & Associates dated August 2009 (ref: 07015) :
1. *Finished floor levels for all residential uses are set no lower than 5.41m above Ordnance Datum (AOD).*
 2. *Ensure that the proposed basement is set back from the flood defence wall and ground anchors/tie rods, that it is appropriately tanked to prevent water ingress and that all openings, ventilation apertures and access ramps will have crest levels set above the statutory flood defence level of 5.41m AOD.*
 3. *Safe access routes into and out of the development are identified for use by the occupants and if necessary the emergency services and a flood warning plan is agreed by the local planning authority emergency planner.*
28. Prior to commencement of the development a survey of the existing river wall to establish the landward extent of ground anchorage systems, the structural integrity and stability of the wall including needed intrusive investigation / testing, shall be submitted to and approved in writing by the local planning authority. The scope and the details of the survey shall be agreed prior to its commencement.
29. There shall be no storage of materials within 8 metres of the Bell Lane Creek. This must be suitably marked and protected during development, ideally with fencing erected on the landward side of the buffer zone, and there shall be no access during development within this area. There shall be no fires, dumping or tracking of machinery within this area.
30. Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and

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arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

31. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.
32. The implementation of the development shall be fully compliant with the Environmental Statement.