

PLANNING APPLICATIONS COMMITTEE – 17TH FEBRUARY 2010

<u>Ref.</u>	<u>Address</u>	<u>Proposal</u>
2009/3372	Wandsworth Riverside Quarter, Point Pleasant/ Osiers Road, SW18	Erection of six buildings ranging in height up to fifteen-storeys and two single-storey commercial pavilions to provide approximately 8,712sq.m of commercial floorspace (including community and leisure uses) and 504 residential units (308 private/196 affordable). Provision of open space, new vehicular and pedestrian access points and associated parking.
01 October 2009 RE	Thamesfield	

SITE: 2.14-hectare site forming part of the 3.96 hectare former Shell Oil Terminal site located on the south bank of the river now known as the Wandsworth Riverside Quarter. The site was cleared following the grant of p.p. in April 2000 for a mixed commercial/residential development. The western part of the site (Phases I and II of the April 2000 permission) has been completed comprising: Buildings 1, 2, 3 and 4 fronting onto the river (nine and eight-storey blocks of flats with commercial uses at ground floor level), Building 7 (three-storey offices) and Building 8 (a two-storey sales building).

To the west is Prospect Quay, a mixed residential and business development ranging in height from two to six/seven floors and the grade II listed Prospect House. The grade II registered Wandsworth Park lies further to the west. The three-storey Cats Back public house immediately abuts the south-west corner of the site. The River Wandle forms the eastern boundary of the site with Feathers Wharf and the Western Riverside Waste Transfer Station on the opposite side of the Wandle. A footbridge over the Wandle gives access to Smugglers Way to the east. The site is visible from both Putney Bridge to the west and Wandsworth Bridge to the east.

The area immediately to the south comprises single/two-storey light industrial units in Osiers Road and Enterprise Way. An application was resolved to be granted at the January Planning Applications Committee for a mixed use development at Enterprise Way for the demolition of existing buildings and replacement with up to 21-storeys to provide 275 flats and 3508sq.m of commercial floorspace.

To the south-west, is Park House and River House a mixed business/residential development with residential development of 11-13 Point Pleasant and new mixed commercial/residential development at 1 Osiers Road. Several residential properties (Prospect Cottages – within the Wandsworth Town Conservation Area) exist at the southern-end of Point Pleasant, abutting the railway, which forms a physical barrier to Wandsworth Town Centre.

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

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The site is located within the Wandsworth Thames Policy Area, within the Wandle Delta, an Archaeological Priority Area and within a flood zone (2 + 3).

HISTORY: A number of permissions were issued over the years in connection with the former oil storage use.

In December 1996 a planning application was received for the erection of buildings ranging in height from three to eight-storeys and a seventeen-storey tower to provide 15,860sq.m. of commercial floorspace, four hundred and fifty, 1, 2, 3 and 4-bedroom flats, open space, riverside walk, boat mooring facilities, landscaping, underground parking for 932 cars together with new roads. As originally submitted, the application proposed a total of 555 residential units and 1,096 parking spaces.

In October 1997 The Secretary of State ‘called in’ the application indicating the following matters to be relevant: -

The impact of the seventeen-storey tower on views along the riverfront; the quality of design, particularly the seventeen-storey tower and the balance of high density housing; adequate accessibility to public transport, ability of existing roads to cope with the expected traffic and the amount of car parking; and any other relevant matters.

The application was reported to the December 1997 Planning Committee which expressed the following reservations: -

The overall amount of development is excessive in respect of the built form and density with an excessive amount of housing. Access to the site is limited and the level of development proposed would have major implications for traffic generation and access to the site. In particular:

The traffic assessment did not include potential traffic generation from the adjoining vacant site at 1 Osiers Road; the site is not conveniently located for public transport, the consultants traffic assessment is considered to be at the lower limit of the likely traffic generation from the residential development; the theoretical assessment of the Putney Bridge Road junction with Point Pleasant is based on assumptions making the assessment less reliable; Point Pleasant, near Osiers Road already suffers operation problems with existing users; the applicants traffic assessment is optimistic and fails to take full account of the site specific characteristics, and due to the fixed constraints relating to access to the site the only effective means of controlling the impact is to control the intensity of development and hence traffic generation.

The building heights are excessive and in particular, concern was expressed in respect of the seventeen-storey tower with regards to its height and location. The form and scale of the development was poorly related to and has a detrimental impact on Prospect Quay and nearby open spaces, the overall design was bland and failed to take advantage of such a significant site. The riverside walk was too narrow and there are no viewing areas. The internal arrangement of the proposed courtyards was cramped with inward facing units having poor outlook.

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There would be inadequate small-scale retail provision to cater for local needs given the isolated location of the site.

Following a public inquiry in June 1998, the Secretary of State refused planning permission in October 1998 on the following grounds: - design of the seventeen-storey tower, failed to demonstrate flair of imagination and would harm views of the southern bank of the reach of the Thames between Wandsworth and Putney, the settings of Prospect, Hurlingham Houses and the Hurlingham Conservation Area, no townscape benefits to outweigh the harm; design of the scheme as a whole failed to meet many of the main objectives and requirements of the Development Brief, is in overriding conflict with the key townscape and riverside policies of the UDP and strategic guidance which is not outweighed by compliance with other policies in the development plan, strategic guidance and other Government advice; the scheme failed to strike an acceptable balance between conflicting objectives of the Development Brief with an overemphasis on maximising the residential element of the scheme at the expense of other facilities, particularly the scale and quality of public and private amenity spaces although employment space provision was considered likely to make an adequate contribution to the local employment needs of the area; traffic assessments failed to show that the local road network could cope with the anticipated increase in traffic without causing a high level of congestion and other traffic problems likely to cause conditions harmful to road safety; the residential amenities of the occupiers to the east-facing flats on Prospect Quay would be harmed by the impact of the seventeen-storey tower and courtyard A; and no affordable housing.

June 1999: “Screening” opinion sought under the Environmental Impact Assessment Regulations 1999 as to whether an Environmental Impact Assessment would be required in respect of a mixed development.

June 2001: p.p. for the erection of buildings up to eleven-storeys in height to provide 15,920sq.m. of commercial floorspace and 422 flats (315 private/107 social housing); provision of open space, riverside walk, boat mooring facilities and landscaping; and provision of new roads and parking for 687 cars with a legal agreement dealing with a number of matters including the provision of a riverside walkway and urban piazza, the completion of the commercial floorspace, construction phasing, and road alterations.

Prior to the completion of the legal agreement and the issuing of the final permission, the Planning Committee, at their meeting in February 2001, approved amendments for use of the ground and first floor levels of Building 5 (3,226sq.m.) at the far eastern end of the site from the previously proposed D2 leisure use to commercial use (Class B1).

Various details subsequently approved.

January 2006: application (together with Environmental Statement) withdrawn for erection of nine buildings ranging in height up to twenty-eight-storeys to provide 18,911sq.m. of commercial floorspace (including a leisure centre and river centre) and 443 residential units (234 private/209 affordable). Provision of open space, new vehicular and pedestrian access points and associated parking.

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Other relevant decisions relating to the Wandsworth Riverside Quarter include:

July 2002: Borough Planner authorised to grant p.p. for amendment to planning permission dated 22nd June 2001 to include the reconfiguration of the public piazza and access at the western end of the site adjoining Prospect Quay; alterations to the western elevation of Building 1; hard and soft landscaping. Use of two-storey temporary marketing/sales 'pavilion' building at the western end of the site for retail/food and drink purposes on a permanent basis (subject to a variation of the original legal agreement to ensure that same provisions apply).

Dec 2003: p.p. use of two-storey marketing/sales 'pavilion' building western-end of site for Class A1 (shops), A3 (Food and drink) and B1 (Studios and offices).

July 2008: p.p. Erection of six buildings ranging in height up to fifteen-storeys to provide approximately 17,140 sq.m. of commercial floorspace (including community and leisure uses) and 391 residential units (211 private/180 affordable). Provision of open space, new vehicular and pedestrian access points and associated parking.

Other relevant decisions in the immediate area include:

October 1995: p.p. (subject to a legal agreement) for a mixed development of the site adjoining to the west (Prospect Quay), for the erection of three, eight-storey blocks comprising 63 residential units, 3000sq.m. of commercial floorspace within B2 units, restaurant, restoration of Prospect House as offices, underground parking for 101 cars and a leisure facility, riverside walk, new pontoons and moorings. The legal agreement required, amongst other items, the completion of the commercial floorspace.

December 1995: p.p. for an amendment to the 1995 Prospect Quay permission to include an increase in the number of residential units from 63 to 67 (by way of internal conversion), increase in car parking from 101 to 115 spaces and an increase in the number of moorings together with alterations (in total the scheme provides for 117 parking spaces). Permission was granted subject to a supplemental agreement (completed).

October 1996: p.p. refused for change of use of first and second floors on Block C, Prospect Quay from B1 (business floor space) to 8 flats (unacceptable loss of approved business floorspace).

March 1997: p.p. for conversion of 4 units in Block C from B1 to mixed business/residential units. August 2005 p.p. refused for conversion of 69 Prospect Quay from B1 to a residential unit (unacceptable loss of approved business floorspace).

1995-1999: a series of decisions issued in respect of Park House and River House (to the west) resulting in alterations and extensions to provide a total of 41 residential units whilst retaining 3459sq.m. of business floorspace (completed).

April 2005: p.p. (subject to a legal agreement) for demolition of 11-13 Point Pleasant and erection of a new building up to six-storeys in height (together with basement) to provide 72 flats (seventeen, 1 bedroom; fifty-five, 2-bedroom) (including 18 affordable units) with 67 car parking spaces and landscaping. The legal agreement required affordable housing, highway and pavement improvements and car park management plan. September 2005 variation approved to allow for amended vision

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splays (development nearing completion).

December 1999: p.p. (subject to a legal agreement) for the demolition of the former Morganite factory (1 Osiers Road) and erection of three, four and five-storey buildings to provide 52 flats, 4241sq.m. of business floorspace, basement gymnasium, 104 parking spaces, amenity space and landscaping. The legal agreement required a contribution to off-site works including road widening of Point Pleasant, phasing to secure completion of employment floorspace and a pedestrian/cycle link through the site from the north to south-end of Osiers Road (not implemented).

February 2005: p.p. (subject to a legal agreement) for redevelopment of 1 Osiers Road and refurbishment and extension of the existing warehouse building fronting Point Pleasant for mixed use purposes containing 128 apartments (38 affordable units) and 4,458sq.m. commercial accommodation for A2, B1 or D1 uses, basement parking for 131 cars, hard and soft landscaping and a pedestrian link from Point Pleasant towards Osiers Road. The legal agreement required completion of employment floorspace, pedestrian/cycle route, contribution to highway/pavement improvements, disabled/visitor parking provision for the affordable units, building set back for road widening, 25% affordable housing provision, parking/refuse management scheme (development nearing completion).

March 2005: the Committee resolved to grant planning permission (subject to a legal agreement) for erection of an extension (up to 25m high x 112m long x 55m wide) to the southern side of the existing Waste Transfer Station (WTS), Smugglers Way to the east to provide a new Materials Recycling Facility (MRF) and provision of a new exit ramp from the WTS and MRF and associated car parking. Use of the Feathers Wharf site to the west of the WTS as a constructors laydown area and for bulk recycling activities for a two-year period from the commencement of construction of the MRF. Legal agreement subsequently completed and p.p. issued August 2006.

July 2007: the Committee resolved to grant planning permission (subject to a legal agreement) for the erection of six buildings ranging in height up to fifteen-storeys to provide approximately 17,140sq.m. of commercial floorspace (including community and leisure uses) and 395 residential units (211 private/184 affordable). Provision of open space, new vehicular and pedestrian access points and associated parking. Legal agreement subsequently completed and p.p. issued May 2008.

DETAILS: Erection of a mixed development comprising:

- Six buildings ranging in height from eight to fifteen-storeys.
- Three single-storey buildings to provide B1 offices and refuse/lift to basement car-parking.
- 8712sq.m of commercial floorspace (including B1, A1, A3, A4, D1 and D2).
- 504 residential units (308 private/196 affordable).
- 522 parking spaces plus 706 bicycle and motorbike spaces.
- Provision of open space, a playground, new vehicular and pedestrian access points and riverside walk.

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The applications differs to the previously approved proposal by increasing the number of residential units by 109 from 395 to 504 with an increase in the number of private units by 97 to 308 and an increase in the number of affordable units by 12 from 184 to 196; an increase in height of Building 5D from five-storey to eight and Building 6B from seven-storey to nine-storey; introduction of commercial single-storey pavilions to the north and south end of the garden area between buildings 5C and 6A; a reduction in commercial floorspace of 8428sq.m from 17140sq.m to 8712sq.m; removal of the two-storey commercial podium between buildings 5A, 5B, 5C and 6A; reduction of 51 parking spaces from 573 to 522 with an increase in the number of residential spaces from 429 to 467; changes to the external elevation treatment and materials.

Form of development

The development would comprise a series of six individual buildings with four buildings (ranging in height from nine to fifteen-storeys) along the southern side of the east west access route through the site with a nine-storey building located at the far eastern end of the site and a separate eight-storey building on the southern side of the site, on the opposite side of Osiers Road.

Building 5A

Located to the south of the existing Building 2 of Phase I to comprise flexible commercial use (807sq.m.) to ground floor with eight-floors of residential use above comprising 58 units (9 affordable/ 49 private). Nine-storeys, total height - 43.1m AOD (35.25m).

Building 5B

Located to the south of existing Buildings 2 and 3 and to comprise of flexible commercial use (807sq.m.) with eleven floors of residential use above comprising 81 units (9 affordable/72 private). Total height - 53.6m AOD (44.68m).

Building 5C

Located to the south of existing Building 4 and comprises flexible commercial use (765sq.m.) with fourteen floors of residential use above comprising 108 units (33 affordable/75 private). Total height - 63.1m AOD (53.96m).

Building 5D

Located at the southern-end of the site adjacent to Osiers Road. This building will comprise a commercial use of the ground floor (3026sq.m.) with seven floors of 37 affordable units above. Much of the ground floor will be used for vehicular access from Osiers Road to the proposed refuse and energy centre, which will be located at basement level. This 'Energy Centre' will serve the requirements of the entire site. Total height - 38.46m AOD (31.36m). An increase in height of 10.5m.

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Building 6A

Located to the south-east of existing Building 4 and comprises flexible commercial use (1116sq.m.) with eleven floors of residential use above comprising 87 units (10 affordable/77 private). Total height - 52.54m AOD (44.6m).

Building 6B

The final building is located at the eastern end of the site adjacent to the River Wandle and will comprise a ground level Class D2 leisure centre together with a mix of commercial and retail uses (Classes A1, A2, A3 and A4) and a Class D2 community use (1815sq.m. total floorspace) with eight floors of residential use above comprising 133 units (98 affordable/35 private). Total height - 35.26m AOD (28.16m). Increase in height of 1.94m.

A two level basement would provide parking for 522 cars of which 4 would be allocated for the car club and 29 commercial spaces. There would be 22 visitor spaces at ground level.

Commercial Pavilions

Two commercial buildings to be sited at each end of the garden between buildings 5C and 6A. One on Eastfields Avenue 3.6m high x 20.3m long x 6.7m wide another to Osiers Road 3.6m high x 23.1m long x 6.7m wide, both with clear glass front and rear, metal panel frame and side walls. Buildings referred to by the applicants as Pavilions, would provide a further 376sq.m commercial floorspace (use class B1). The ground area between buildings 5B and 5C would be landscaped to form an informal public square to act as a pedestrian thoroughfare north-south.

The development proposes 652 secure bicycle spaces for the residential units and commercial use. A further 30 additional bicycle parking spaces would be provided for visitors. 24 motorcycle spaces are also proposed in the basement level. The development proposes a car club.

Proposed landscaping includes proposals for inter-tidal terraces at the north east corner of the site. The riverside walk would be brought through the site between Buildings 5C and 6A drawing the main riverside walk away from the intertidal terraces in order to reduce potential disturbance of the new inter-tidal terrace habitat and allow for linkages between the riverside walk and Wandsworth Town Centre. A play area was originally proposed at the south-east end of the site but the applicants offer a sum for improvements to the existing children's play area in Wandsworth Park.

Communal residential gardens are situated between Buildings 5A and 5B and between 5C and 6A to be enclosed at night by gates, Riverside terraces to the north of Building 6B and vegetated green roofs would be provided on Buildings 5D and 6B.

Phase III would have a density of 841 hrph and the overall Riverside Development, combined Phases I, II & III, would have a density of 660 hrph.

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Phase III: Plot Ratio:
235 residential units per hectare.

Comparative Accommodation Schedule

	Completed Phase I & II	Phase III Consented scheme (2006/5596)	New Phase III + Phases I & II
Site area (ha)	1.65	2.14	3.9
Private residential	203	211	512
Affordable	0	186	196
Hab rooms	625	1,154	1995
Resid floorspace (sq.m.)	25,106	40,549	73,415
Total no. units	203	397	708
Commercial floorspace (sq.m.)	6,422	17,140	15,156
Total floorspace (sq.m.)	31,529	57,689	88,571
Plot ratio	1.91:1	2.7:1	
Density (HR/H)	470	899	841
Car parking spaces	253	573	775
Bicycle/motor bike spaces	0	710	706

Applicants supporting material

Planning Statement: The statement concludes the development has regard to relevant policy; is of a high quality design; only increases the height of two buildings; the revised site layout and new materials provides a scheme similar to Phases I and II; increases permeability and pedestrian routes and responds to the redevelopment of the site to the south of Osiers Road; reduction in quantum of commercial floorspace makes the scheme more attractive to the market than the consented scheme; scheme meets objectives of the Council to provide mixed use development, providing active frontages and flexible commercial units suited to current and anticipated market conditions and small business occupiers; meets the Borough and the London Plan targets for delivery of housing mixes; reduces density of development from consented scheme and will provide more open space within the site; increase in affordable housing; reduction in car parking and overall trip generation from consented development; and will include initiatives to promote the use of public transport and will increase the shuttle bus facility already in use on the site.

Design and Access Statement: The report describes the proposed changes to the consented scheme and outlines the design benefits: Increased ground level amenity space in lieu of podiums which add to the feeling of openness and continue the theme of Phases I and II. The reduced building footprint and reconfiguration of the non-

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residential space creates more flexible and usable space. There is no increase in the height of the buildings over the consented scheme other than for buildings 5D and 6B.

The report concludes that the development would bring benefits to this unique site which, when completed, will be of an exemplary architectural standard and will serve as an important addition to the Borough.

Landscape Statement: This statement demonstrates the landscape principles and identifies opportunities for creating a new network of routes, public spaces, urban form and landscape. Potential uses and attractions of areas identified within the framework are assessed to determine if they could become 'live' development projects. The proposals are designed to build upon the existing stages of development achieved through new connections and the creation of new spaces and residential gardens within the site that adhere to their wider environment and embrace broad open vistas to the river and beyond. The strategy includes details of paving, street furniture, tree planting, lighting and artwork.

The strategy also includes a new space where the River Wandle meets the River Thames, by connecting the existing Thames Path to the main site's boulevard, Eastfields Avenue; residential gardens between the residential buildings; vegetated roofs to building 5D and 6B; proposals for the intertidal terraces (which will be protected from intrusive human disturbance through changes in level, balustrades and planting); a continuation of the Thames Path along the river frontage to the east, and improve connectivity to Wandsworth Town Centre (an alternative dawn to dusk route along the top of the intertidal terraces can be accessed from the Thames Path. Cyclists will be discouraged, through paving material choices to reduce possible disturbance to wildlife). The strategy also refers to the continuation of the existing two spine roads (Eastfields Avenue and Osiers Road), which will be extended eastwards towards the River Wandle together with a series of additional paths, public rights of way and cycle routes across the site.

The applicants previously offered a sum for improvements to the existing children's play area in Wandsworth Park which the Council is in receipt of and the same is now proposed.

Water collected from all the roofs will be part of the sustainable drainage element and an integral part of the vegetated roofs and intertidal terraces. Where practical, water will be stored at basement level for reuse for irrigation. In addition, open attenuation ponds on the upper levels of the intertidal terraces will capture, filter and store rainwater to discharge through the intertidal terraces.

The landscaping strategy also details concepts on materials, furniture, lighting, soft landscaping to the various public realm, ecological areas and residential gardens.

Statement of Community Involvement: The applicants appointed public relations to consult with local residents and other stakeholders prior to the submission of the application. A 6-day exhibition between 8-13th September 2009 was advertised via 720 letters and newsletters distributed to residents and neighbours of Wandsworth Riverside Quarter, a newsletter and on the Riverside Quarter Website.

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The applicants advise a total of 73 people attended the exhibition and in general feedback was very positive with some concerns and issues raised by a limited number of participants. 16 questionnaires were completed, with 3 participants making disagreeable comments towards the proposal. Overall, residents thought the new proposal was a marked improvement on the previous 2008 consented scheme. Residents liked the fact that the commercial space was being reduced and that the gardens were being moved to the ground floor, improving the feeling of open space and the aesthetics of the development. Mixed comments on density of the scheme.

Further issues raised included:

Traffic calming measures.

Height of buildings and light issues in regards to those living in close vicinity to building 5C.

Possibility of turning buildings round in response to proposed development south of Osiers Road.

Overdevelopment.

Lack of infrastructure.

Objection to routing of cycle path alongside river walkway.

Objection to the destination at the end of the site.

A better provision for visitor parking.

Environmental Statement: The purpose of the Environmental Statement (EIA) is to present the findings of the Environmental Impact Assessment and sets out the likely significant effects of the development. Where adverse significant effects are identified, means of mitigating these to offset or eliminate effects are proposed, where such measures are available.

Volume I: Written Statement: The assessment of the likely effects has been identified by reviewing existing (baseline) conditions relating to a particular aspect of the environment to establish the sensitivity of the particular environmental receptor to the development; identifying likely impacts on the environmental receptor; and, where the effects of the development on the environmental receptor are likely to be significant, identifying mitigation measures. Impacts are assessed in relation to the construction phase and impacts from the operation of the completed development. In some cases, effects predominantly occur either during construction e.g. archaeology and ecology or once the scheme is operational (e.g. visual and wind effects).

The EIA has addressed the following topics:

- effects on townscape and views, including effects on built heritage;
- archaeology;
- transport;
- air quality;
- noise and vibration;
- water resources and flood risk;
- soil and ground contamination;
- microclimate – wind, shadow, daylight and sunlight, light pollution, solar glare;

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- ecology;
- interference to TV and radio reception;
- economic and social effects; and,
- where relevant, cumulative effects with other developments.

The main findings of the EIA in respect of the above are summarised below.

Visual and Townscape Effects: A Townscape and Visual Assessment has been undertaken involving an appreciation of the existing townscape and features in the vicinity of the development including relevant conservation areas and listed buildings via visual images of existing views and projected views.

The assessment advises that the development would be unlikely to have any significant detrimental effects on views along the River Thames or on the setting and appearance of nearby listed buildings or conservation areas.

The report assesses the likely impact as follows:

- The visual effect of the development would be overwhelmingly positive.
- The proposal has been demonstrated to conform with those policies of the London Borough of Wandsworth that are designed to protect visual amenity and historic assets.
- The landscaping of the site and the decision to place all parking beneath the ground would provide an open setting for the development and an appropriate relationship with the bank of the River Wandle.
- The effects of the development on individual views would be overwhelmingly positive, on account of the quality of the architecture, the unusual form, the careful massing and above all the variety given to river prospects and other views by its verticality and sculptural qualities. It would be unlikely to have significant adverse effects in any of these views.
- In views from Wandsworth Park and Hurlingham conservation areas the visual intrusion represented by the development is justified by the quality of the architecture and the nature of the views affected.
- The development would enhance the setting of Prospect House.

In conclusion, the report advises that the development would have generally beneficial townscape and visual effects, and meets the requirements of the various relevant aspects of planning and design policy and guidance.

Archaeology: The archaeological assessment advises that the known resources of interest within the site comprise sediment deposits laid down during the Bronze Age to Roman Period, which are related to the changing position of the ancient channels of the River Wandle. An evaluation of the data has been undertaken, and advises that no further mitigation is required. The overall effect on archaeology would be of negligible significance.

Transport: The main findings of the traffic impact assessment in relation to the potential effects of the development are as follows:

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The proposed development provides significantly increased permeability for both pedestrians and cyclists, through the site to the River Thames; the proposed links to the riverside walk will encourage cycling and walking and opportunities to connect to existing networks surrounding the site.

The proposed development will encourage the use of public transport by making a contribution to the diversion of bus route 485 into the site with a potential increase in its frequency and providing a bus layover and rest facilities for bus drivers in line with the existing s106 agreement for the consented scheme.

A traffic analysis demonstrates the effect of traffic growth on the Putney Bridge Road junctions with Point Pleasant and Northfields will have a negligible effect on capacity. Modelling of the junctions shows that the effect of the proposed development has no material impact on the operation of the Putney Bridge Road junctions with Point Pleasant and Northfields. TfL proposed junction improvements at Wandsworth Gyratory are anticipated to address the congestion at Putney Bridge Road/Armoury Way.

Proposed onsite parking provision is within the Councils UDP standards and London Plan and which includes 4 parking spaces for a car club, and a generous level of cycle and motorbike parking.

The initiatives within the Travel Plan will further encourage reduced demand for private car use and promote alternative modes of travel. The combination of limited parking provision, good public transport links, pedestrian and cycle routes, shuttle bus service and car club will have a beneficial impact.

Air Quality: The report advises that the current air quality in and around Wandsworth Town Centre is deemed to be poor, due to emissions from local traffic, and does not meet Government Air Quality Objectives. As a result, parts of the Borough have been declared as air quality management areas.

The construction phase has the potential to affect surrounding air quality by dust and vehicle emissions. The presence of housing and other sensitive land uses, especially the housing to the north and west of the site, is recognised as an important factor in the planning for construction. Dust would be suitably controlled e.g. vehicle washing, screens, water spraying and regular monitoring implemented as part of the Construction Environmental Management Plan (CEMP). Increases in traffic emissions due to construction traffic would not bring about a significant adverse effect on local air quality.

The principal cause of change in air quality would be related to the traffic generated by residents of the development and those employed at the proposed commercial units at the site. The assessment has also considered the effect of the proposed combined heat and power (CHP) plant on air quality. Very slight change to air quality is predicted at streets around the proposed development once operational. Contributions to the altered air quality would be made mainly by the additional traffic rather than the CHP plant. It is suggested that such changes, however, would not be significant in terms of existing air quality, and hence would not warrant additional mitigation.

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Noise and Vibration: The most significant noise and vibration sources during construction and demolition are likely to be the excavation of the basement and the formation of piled foundations and basement walls by boring of the ground. Predictions of noise for the main construction phases show that the target noise levels would be met at key residential receptors. Additional measures would be adopted locally, such as local adjustment of plant operating times. With adoption of these measures, the target level would be achievable.

In relation to the completed development, the baseline noise survey results have been used to establish suitable noise controls that would be applied to mechanical plant to prevent effects to neighbouring properties.

Road traffic noise impact related to traffic generated by the development would be generally negligible and unlikely to be perceptible to people.

Water Resources and Flood Risk: The site is in a sensitive setting with regard to surface water resources, being located adjacent to the tidal River Thames and River Wandle, but at moderate to low sensitivity in respect of groundwater resources. The site is shown on the Environment Agency's indicative flood maps as being, in part, in areas subject to moderate and high risk of tidal flooding. However, an analysis of the ground levels at the site shows that the site is not at high risk of tidal flooding. Because of the potential sensitivity of the Rivers Thames and Wandle during the construction period, stringent protective measures would be implemented as part of the site CEMP to prevent the spillage of construction materials, contaminated soil, oil or chemicals to both surface and ground water. These would be based on pollution prevention guidance published by the EA. These measures would include use of oil interceptors and sediment traps, which would be incorporated within the construction site drainage system.

The construction of piles and the driving of borehole wells for the ground-coupled heat pumps would need to be carefully executed to ensure that contamination is not introduced to the regionally important chalk aquifer.

The effects, once the development is operational, of the ground coupled heat pumps on the chalk groundwater have been assessed and would be insignificant.

The development sustainable urban drainage strategy includes a combination of green roofs and direct discharge of rainfall run-off from the site to the tidal River Thames. These measures would reduce the potential for sewer flooding or overloading during the severest storms. The effect would be one of improvement over the current situation.

Soil Environment: The potential for past contamination of the site has been reviewed on the basis of historic maps. The past historic development of the site has included intensive industrial development from the mid-19th century including a variety of industrial processes and oil product storage and distribution. The site has been investigated extensively and contamination, in the form of the removal of layers of free product oil, has been removed from Phases I, II and III. The EA and LBW have

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accepted that the clean-up, which covers the Phase I and II sites, has met the necessary standards of decontamination.

Further specific decontamination would be undertaken in respect of Phase III, although free product has been removed. The measures in respect of the protection of surface and ground water quality during construction would be important elements in the contaminated land management strategy during construction.

Soil (some of which is contaminated), would be excavated in order to form the two-level basement construction. This would assist the reduction in risk of subsequent contamination of the chalk aquifer by foundation piling and borehole drilling for the GCHP system. These activities would only be commenced once the contaminated soil has been excavated out for the basement. It is anticipated that this measure would reduce the risks of contamination migrating vertically from the superficial soils of the site, through the London Clay into the underlying chalk.

The completed development would not have significant implications for groundwater or soil quality. A risk assessment carried out concludes that future residents, employees and users of the community facilities would not be at significant risk of exposure to past soil contamination.

Wind Microclimate: An assessment has been carried out using wind tunnel testing to predict the impact of the proposed development on wind conditions experienced within and around the site. This assessment has considered the impact of wind on both pedestrian comfort and the potential for strong winds to cause distress to people with reference to well-established and accepted wind speed criteria.

Based on the results, it has been established that the wind conditions within and around the development would be appropriate given the uses proposed, both for the partially and fully completed scheme.

Daylight, Sunlight and Shadow:

Effects on adjacent Residential Properties:

The assessment and the significance of effects has been evaluated in the context of guidance of the Building Research Establishment (BRE). Only the most sensitive rooms have been assessed due to the alterations to the proposed development by reference to the consented development.

The Vertical Sky Component (VSC) summary results concluded that only one room window would encounter a loss of daylight and sunlight of more than 20%, which is less than that suggested by the BRE guidelines. That window is one of four serving a living room which is fully compliant in terms of Average Daylight Factor (ADF) and as such does not pose an issue in terms of daylight.

All residential rooms surrounding the site show BRE compliance by reference to the consented scheme. Therefore, all rooms are acceptable in relation to daylight with a beneficial impact relative to the consented scheme. There are numerous living rooms

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that see gains in their winter and total sunlight hours and where there are windows with reductions, they are all well within the range suggested by the BRE guidelines. All of the main living room windows, which currently are able to enjoy good sunlight levels will continue to do so under the proposed situation and many windows which currently have poor sunlight levels will see improvements in those levels. The impact of the proposed development is therefore deemed beneficial by comparison to the consented scheme.

Daylight and Sunlight and Proposed Accommodation: The proposed development shows an improvement in daylight from the consented scheme and that all rooms in the buildings to the north would meet ADF and VSC criteria as specified within the BRE guidelines, with acceptable levels of daylight showing overall BRE compliance. Overall the impact in relation to the previously consented schemes will be minor beneficial with a higher proportion of Living Rooms achieving compliance than previously. The retained values are high for an urban area such as this.

Overshadowing: There will be only marginal alterations (predominantly beneficial) to the area of permanent shadow cast upon the existing open spaces between buildings and the BRE criteria is easily complied with. There is no permanent shadow cast upon the proposed open space therefore fully satisfying the criteria within the BRE guidelines.

Transient Overshadowing: The shadows cast by the proposed development would be less than the shadows cast by the original consented scheme. The reduction is as a result of the removal of the podiums. The gaps between the proposed massing would allow sunlight to penetrate through into areas of open space around the site. The impact of the proposed development would be beneficial in comparison to the consented scheme.

Ecology: A wide variety of ecological studies has been carried out in relation to the site, including vegetation, invertebrate, tree, bat and bird surveys over the past 2 years. These have been compared with earlier surveys carried out in 1999.

The site has some ecological interest for its shorebirds. This reach of the Thames is one of the richest for bird-life within the Inner Thames Estuary. In recognition of this habitat, enhancement and mitigation measures were included in the consented scheme, as implemented for Phases I and II. These included bird barges and measures to enhance the jetties. Recent bird surveys have shown that these measures have been successful in maintaining the ecological status of this part of the Thames.

The site itself now has little ecological interest and the effects of development would not be significant due to the lack of ecological interest. However, the landscape proposals include a variety of habitat improvement measures, including green roofs and the tidal terraces on the foreshore at the confluence of the Rivers Thames and Wandle. These would be anticipated to give rise to net beneficial permanent, local effects on ecology of moderate significance.

TV and Radio Reception and Interference: The assessment shows that there is a possibility that the development could interfere with TV reception particularly

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terrestrial TV signals due to transmission shadowing to the north-west, although signal reflection effects are expected to be negligible. The maximum extents of the TV reception shadows would be about 2km for the tallest building, and would be mainly over the River Thames. However, the assessment is worst-case and subject to substantial uncertainty as to the actual degree of interference with signals that may be experienced, although the likely extent of the maximum impact has been identified. Local effects on Buildings 1-4 would be expected.

Greater certainty exists that likely effects can be effectively mitigated on the basis of appropriate surveys to be undertaken before and after the development to assess the likely impacts, along with measures to ensure continuous access to TV transmissions in Buildings 1-4 throughout construction. If any interference is shown to be caused by the development then appropriate measures would be put in place at the appropriate time.

With the appropriate application of mitigation measures, the adverse impacts in relation to television interference can be fully mitigated. On this basis the residual impact of the development would be rendered negligible.

Economic and Social Impact: The development would accommodate about 350 jobs, covering a range of different types of jobs, including entry level posts as well as moderate numbers of high value, high skill jobs. The consented scheme would accommodate more jobs, at about 770, although this would occur only if space were to be let. An additional 165 jobs would also be created during construction, although more than half of these jobs would benefit areas outside of Wandsworth.

The new employees can also be expected to bring additional spending to the local area, potentially benefiting local businesses. The magnitude of this potential beneficial effect would be reduced with the proposed development compared with the consented scheme. The development would meet planning and regeneration policies at national, regional and local levels. The impacts would be beneficial and would not require mitigation.

To assess the potential effect on the capacity of local primary and secondary schools, the number of children expected to be associated with the development has been estimated. It has been shown that the estimated additional 30 primary school age and 37 secondary school children would have effect on the capacity of the schools in the local area that would be of negligible significance. This conclusion holds when the impact of other committed developments in the area, such as the Ram Brewery proposals, are taken into account. The number of children expected in the resident population of the proposed development would be about 25% higher than that of the consented scheme. This difference is not of significance.

The effect of the development on medical facilities has been assessed, taken on its own and cumulatively with the other three consented schemes in the area. The assessment concludes that there is sufficient capacity existing or planned to accommodate the requirements for medical facilities related to the development and committed developments.

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Cumulative Impacts: The transport assessment has taken account of the potential effects of additional demand on the highway network of the main committed developments in the area. These include a mixed use residential and commercial development on Osiers Road, a residential development of 11-13 Point Pleasant, the Battersea Reach mixed-use development, and the completed Wandsworth Riverside Quarter Phase I and II development and the Ram Brewery development. This assessment has shown the effect of traffic growth and committed developments on the Putney Bridge Road junctions with Point Pleasant and Northfields would have negligible cumulative effect on capacity. It can be concluded the cumulative impact of both consented and proposed developments would be less than that considered by the Ram Brewery Transport Assessment.

The assessments of air quality and noise have also considered the additional traffic flows from the committed developments. These assessments have shown that the cumulative effects on air quality and traffic-related noise would be of negligible significance. The potential cumulative effect of the proposed development, combined with the Ram Brewery proposals, on school capacity and medical facilities would be of negligible significance.

Volume II: Townscape Assessment: The Townscape and Visual Assessment involves an appreciation of the existing townscape and features in the vicinity of the development. Including an appreciation of the relevant conservation areas and listed buildings. The emphasis of the assessment approach has been to present verified visual images of existing views and projected views. The assessment of verified visual images of the development demonstrates that it would be unlikely to have any significant detrimental effects on views along the River Thames or on the setting and appearance of listed buildings or the setting and character of conservation areas nearby.

The assessment concludes that the visual effect of the proposed development would be overwhelmingly positive, in conformity with Council policies. It is designed to protect visual amenity and historic assets, landscaping at ground level would provide an open setting for the development and an appropriate relationship with the bank of the River Wandle. The development have overwhelmingly positive effect on individual views on account of the quality of architecture, the unusual form, careful massing and variety given to river prospects and other views by its verticality and sculptural qualities, in views from Wandsworth Park and Hurlingham conservation areas. The visual intrusion represented by the proposal is justified by the quality of the architecture and the nature of views effected, would preserve the setting of Prospect House, listed grade II and the incremental effects relative to consented development would be generally negligible, except close to the development where effects would be mainly beneficial.

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Volume III: Transport Assessment: The Transport Assessment gives details of the policy context, the existing transport network, base traffic flows, peak period traffic generation for the proposed development, future traffic flows and potential impact on the local highway network, public transport. The report also details potential improvements for pedestrians and cycle routes, facilities for waste management/vehicle servicing and mitigation measures.

The main conclusions are:

- The proposed development complies with national, regional and local, transport policy.
- The development site is in close proximity to 11 public bus routes which provide an average of 79 buses per hour on a typical weekday with access to an important range of destinations. In addition a dedicated private shuttle bus service connecting Wandsworth Riverside Quarter to East Putney London Underground Station provides buses three times per hour per direction in the weekday peak hours.
- Wandsworth Town mainline station is within 10-12 minutes walk from the site, which is typically served at peak times by 15 trains per hour.
- The statement claims the site is within public transport accessibility level (PTAL) 3.
- Improvements to existing pedestrian and cycle routes through provision of a new section of riverside walk and overall development would increase permeability through the site to the River Thames.
- The proposed development would encourage use of public transport by making a contribution to the diversion of bus route 485 into the site with a potential increase in its frequency, provision of a bus layover and rest facilities for bus drivers.
- The car club will reduce the need for residents to own cars privately.
- A river bus could provide direct links from the site to central London.
- The effect of traffic growth on the Putney Bridge Road junctions with Point Pleasant and Northfields would be negligible and any impact on the local transport networks will be offset by the mitigation measures (junction improvements to Putney Bridge Road/Point Pleasant; junction improvements to Wandsworth Gyratory; Real-time Bus information; Green Transport Plan).

Volume IV: Appendices:

As set out in the main ‘written statement’ above.

Volume V: Energy Assessment: The report sets out the calculations and considerations undertaken by the applicants to reduce energy consumption and carbon emissions for the whole development. The report concludes that the use of the following energy efficient measures will result in satisfying all the minimum legislation standards and best practice guidance:

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- High levels of insulation and largely sheltered facades to apartments will maximise passive benefits of solar gain in winter and control solar gain in summer.
- Proposed construction is proposed to be more airtight than the new Part L of the Building Regulations.
- Heat recovery to all ventilation systems in all commercial and residential areas will be installed to minimise ventilation loads and to ensure high levels of air quality.
- All areas will allow mixed mode ventilation via openable vents and windows.
- Responsive controls for all commercial areas to match ventilation rates and lighting illuminance levels to the building demand.
- Glazed areas in commercial areas fitted with high performance glazing to balance light and heat gains.
- Community district heating and cooling system to distribute energy efficiently in each building using ground source heat pumps as the main energy source.
- Specification of A rated domestic appliances will also reduce energy demand and will lead to a 29% reduction in carbon emissions caused by power demand for domestic appliances.

The energy strategy has been developed in line with the Energy Hierarchy of “Be Lean”, “Be Clean” and “Be Green” stages to reduce energy consumption of the development. Low carbon technology (i.e. CHP), energy efficient equipment and passive design would be incorporated into the scheme. A review of several on-site technologies was undertaken in terms of technical, physical and financial feasibility for the scheme. A joint community heating network is proposed with the developers of the adjoining Enterprise Way, Osiers Road development (application 2009/3017) which was approved at the January 2010 Planning Applications Committee subject to s106 legal agreement and referral to the Mayor.

Ground Source Heat Pump connected to open loop bores are also proposed (which will be designed in such a manner as to allow connection to a decentralised energy centre if one becomes available) to provide heating and cooling.

The heat pumps provide the annual heating demand and the CHP provides the annual hot water demand. The predicted overall reduction in CO₂ emissions would be 30% from the baseline, building Regulations Part L (2006) compliant scheme.

Volume VI: Daylight and Sunlight Assessment: As set out in the main ‘written statement’ above.

Non-Technical Summary: provided in accordance with the EIA regulations.

Heads of Agreement for Section 106: As part of their submission the applicants advise that they have already spent approximately £115,000 on upgrading the pontoons for the River Taxi Service which have been carried out in anticipation of the development and would have been a contribution in their own right. The following Heads of Terms includes a commitment by the applicants to retain the facility for the river bus.

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HEADS OF TERM	LEVEL OF CONTRIBUTION
Affordable Housing	186 affordable units (166 shared ownership; 20 social rented units).
Provision of Commercial Space	No more than 70% of the private residential units shall be occupied within each of the phases below within a particular building until the commercial floorspace within each building has been completed to shell and core: Phase I: Buildings 5A, 5B, 5C, 5D Phase II: Buildings 6A, 6B
Riverside Walk	£210,000 Bond
Intertidal Terraces	To be in place before occupation; Approval of a Management Plan; Hours of Access; £250,000 Bond towards removal of the Weir.
On-Site Highway Improvements	£320,000 Bond; Car Park Management Plan; Provision of Car Club with adequate parking space.
Off-Site Highways	£70,000 Bond for improvements to Putney Bridge Road/Point Pleasant junction; £150,000 Bond for further Public Highway Works; £30,000 Bond towards traffic calming.
Public Rights of Way	£135,000 Bond
Other Transport Improvements	£25,000 contribution towards Countdown linked to the life of the development; £5,000 towards cycle route signage; Continuation and upgrading of shuttle bus (until formal scheduled service has been introduced), subject to demand; Provision of turning/standing and rest facilities within the development for a bus service; Management and control of moorings and jetties (to include facilities for a river bus facility); Green Transport Plan; £500,000 towards funding a bus service for a period of 3 years payable upon completion of the development.
Local Employment Agreement	Increase original contribution by £42,000 (pro rata to the proposed number of units).
CCTV	£10,000 towards linking CCTV to Council system.
The Causeway	£30,000
Extending CPZ	£25,000
Wandsworth Park (improvements to children's play area)	£35,000 towards improved off-site play areas.
Construction Traffic	Wheel cleaning facilities and hardstanding area to be provided on site during course of construction.
TV and Radio Reception	Measures to include mitigation and any aspects arising.

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Interference	
Inspections Fees	£10,000
Energy Efficiency	Commitment to Energy efficiency.
TOTAL	£1,847,000 (incl. Bonds)

Applicant's response to GLA Stage 1 Report:

The applicant responded to the GLA stage 1 report with amendments to the proposal to increase floor to ceiling heights to the affordable provision to make them uniform with the private units and increased the number of affordable units. They state that the revised proposals for Phase III take account of discussions with the Housing Authority regarding the Council's needs and priorities and now includes 2 four bedroom social rented units to meet the needs of larger families as well as 16 three bedroom social rented units; 7 large one-bedroom flats designed for wheelchair user standard, designated as supported housing for residents with learning difficulties; affordability criteria that take account of the Council's requirements for the shared ownership units that not less than two-thirds of these homes to be affordable to purchasers with a household income of up to £35,000 that were not included in the consented Phase III application. The applicant states the latter change regarding the affordability of shared ownership is a significant factor in comparison with the consented scheme, which had no such restriction. It will reduce the payment that a Registered Social Landlord can reasonably afford to make to a developer for relatively high value homes in Wandsworth, compared with the proposed relaxation of income criteria currently proposed by the Mayor of London in the draft revisions to the London Plan. This proposed change to the affordable housing offer from the consented scheme will have a significant impact in bringing new homes genuinely within reach of Borough residents seeking to enter home ownership.

Development meet Lifetime Homes requirements: 10% disabled parking is provided, all residential units have lift access to basement parking and allocation of spaces will be based in proximity to the relevant residential core. Illuminated and covered level entrances to lobbies are provided, internal requirements meet Part M of the Building Regulations. The Play strategy provides active play features using natural material and textures as part of the landscaping. The residents' gardens provide flexible garden spaces that incorporate play objects and are not considered overly formal. A financial contribution for improvements to the existing children's play facilities in Wandsworth Park is proposed as per the consented scheme.

The proposed layout closely follows the principles and aspirations of the consented development defining public routes and connections north-south, spaces and landscaping with buildings enclosing garden space. The scale, materials and façade treatment has been formed to maximise views toward the River Thames, controls overlooking to adjoining buildings, controls solar gain, control the perception of height and mass at ground level, the form allowing for a differentiation of height between Eastfields Avenue and Osiers Road and forms a coherent visual identity to the riverside development. The form and massing reflects the consented scheme. The

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development is to an appropriate density and mix of residential units reflecting the needs and aspirations of the community. Minimum space standards have been met for all unit types except for one bed units, which are between 46sq.m and 50sq.m GIA, falling within current housing standards and all flats would meet furniture, access and activity space requirements set out in the Housing Corporation HQI form April 2008. 10% of the apartments are designed to BRE 'Wheelchair Housing Design Guide' and all units have access to either private or communal residential amenity areas.

All apartments achieve a minimum level 3 of the Code for Sustainable Homes with positive energy efficiency/CO₂ emission design measures with commitments to energy efficiency, water conservation and cycle storage facilities. Design and construction processes aim to limit environmental pollution. The riverside intertidal terraces are of ecological and biodiversity enhancement. Bus routing through the site, layout of bus stop/stand and drivers rest area are now provided and can be further controlled by condition. Further information on the methodology of traffic and questionnaire surveys provided.

The application has been amended: Changes to Building 5D comprise of replacement of render walls with brick to reflect with that proposed for the adjoining Enterprise Way/Osier's Gate development and provision of public art to the North elevation ground floor level. Elevational treatment to Building 6B changed to introduce uniformity of floor to ceiling heights required to bring the affordable housing accommodation up to the same standard as the private accommodation, horizontal openings, balconies and features throughout the building, bronze metal horizontal screens wrapped around the building, glazing to entire ground floor façade to form continual active frontage with A1/A3 spaces shown within North and South of the building and leisure centre use between with more accesses to building. Metal screening is shown as thicker at the south end of the building while gradually decreasing in width toward the north end serving to expose more glass to control solar gain and shading. The overall design is a reversion back toward that approved by application 2006/5596.

The make-up of the residential tenure is further amended to replace 9 private units to affordable to increase the total number of affordable residential units to 196 with 308 private, representing an increase from 26% of 28% affordable provision for the entire Wandsworth Riverside Quarter development including Phases I, II and III.

Three new single-storey buildings are now proposed to the northside of Osiers Road. to comprise a lift and refuse store, and two commercial buildings between buildings 5B and 5C and between buildings 5C and 6A to provide a further 397sq.m commercial floorspace (use class B1). The introduction of the new buildings in place of part of the gardens seeks to provide continuous active street frontage to Osiers Road bringing definition and enclosure to the private amenity spaces between the main buildings. Footpath routes between buildings 5A and 5B, 5C and 6A are redefined with gates which would be open during the daytime to focus a more definable route between buildings 5B and 5C in continuity with the main pedestrian route to the Thames to the north either side of existing building 3 of Phase I and II, with a change in paving material providing a clearer definition between the public and private realm.

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Further amendment: The commercial pavilion to Osiers Road between buildings 5B and 5C proposed as part of the amendment is now omitted and replaced by landscaped public square to act as a thoroughfare north-south. A single-storey commercial pavilion (B1 use class) is proposed to the north end of the garden area between buildings 5C and 6A facing onto Eastfields Avenue.

CONSULTATION: 6000 newsletters, 547 neighbour notifications, site and press notices. 9 letters of support. Economic benefit, correct mix of uses more affordable, removal of podiums and increased social vibrancy. 70 Objections which can be summarised in the following headings:

Transport/Congestion/Lack of Parking (46): Local highway network, junctions onto Putney Bridge Road and local bridges over River Thames congested. Cumulative impact of consented and future large developments within the area; danger for pedestrians and cyclists; inadequate parking on-site for number of residential units; lack of parking locally.

Height/scale of buildings/setting of River Thames and Impact/Overshadowing Wandsworth Park and Wandsworth Riverside Quarter (63): Buildings far too high, will not fit in with local surroundings. Buildings higher than existing – will be unsightly on local views. Thirteen-storeys will block views of the Thames. Buildings should not be higher than existing. What was supposed to be a quiet development supporting wildlife is going to be turned into a monster and totally out of character. Scale out of proportion with surrounding area. Tall blocks already blot the landscape. Very destructive of an already over planned area detrimental to the environment and current residents. High-rise living does not prove conducive to communities. Overbearing and will impact on Wandsworth Park. Should be a maximum of ten-storeys. Double the height of existing blocks – will dwarf buildings to the south. High buildings cut off the river from the rest of the community. Out of keeping. Do not need tall buildings in the area. Tall buildings take away the feeling of space. Only slightly less bulk than before. Overscaled relative to neighbours. Another set of high buildings is inappropriate. Out of proportion. Original application for less units and seventeen-storeys was refused – no justification to approve the current scheme. Out of character with park tree line. Overwhelming height. Building heights would be obtrusive, out of scale and jeopardise the current success of the completed phases – don't overdo a good thing. When viewed from a distance the site is not suitable for tall buildings. No other tall buildings nearby. Focal points are the spaces around the buildings – not the buildings. High buildings are subjective. Bulky dense buildings will overpower the river frontage. Tall buildings will visually compete with the town centre. Will create canyon effect. Tower blocks will destroy the skyline.

Scale and Density (32): The number of units should not increase from the originally approved scheme. Too big, too dense. Density is more than double the previously agreed amount. Density twice the maximum. Density ignored as applicants believe it is acceptable on design terms. Density policies must be suitable for the location The area is already overcrowded. Exceed GLA density guidelines. A massive development on local and regional level. Already too much development. Gross overdevelopment. Too many units, too intense. Need more open space and less flats. The area will

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become congested. Increase in number of residents in an already over populated area. Too much commercial floorspace. It is not a high density location.

Architecture/Design (24): Style inconsistent with existing phase. Design is unattractive, awful. No green space between the buildings. Classic views are ruined. Architecturally of little merit. Green spaces are only lawns on roofs. Does not respond to character. Will spoil the general outlook of the area. Will make what is a tasteful development a blot on the landscape. Plain ugly, monstrous. Dominant featureless towers. Out of proportion with buildings at the front. An eyesore. The character of this stretch of the river is different to other reaches, it is more green, low rise – the proposed development is not suitable. Massive wall like appearance. Design is old fashioned. Architectural massing, orientation and choice of materials are out of character with the existing development. Not sensitive to the environs of Wandsworth Park. Bad planning.

Further separate comments received:

Open space should be green with more trees; more open space needed; lack of landscaping; public space/environmental impact; pollution; ecology; poor layout/outmoded planning; policing implications; drainage; wind; light pollution; residential amenity; blight on the landscape; loss of view; setting of Metropolitan Open Land at Hurlingham Park, and Hurlingham Conservation Area as per Inspectors dismissal of seventeen-storey tower on riverfront at phase 1.

Insufficient affordable housing; affordable should be kept the same; Insufficient family accommodation; only small increase in affordable but 50% reduction in commercial; support increase in residential; too much commercial floorspace; do not need more offices; existing empty flats in area; house are needed/sufficient vacant commercial space.

Residential development in close proximity to established waste transfer depot would jeopardise management of waste centre hampering recycling targets.

Cumulative impact on social infrastructure/amenities; lack of community benefits, cumulative effect on local/public infrastructure; insufficient community uses; ensure provision of riverside walk at all times; pedestrian safety; disingenuous developers; already enough noise, pollution; crime on the rise; increased demand on local environment; local income tax will be exceeded; loss of view; greed; access; insufficient publicity.

Reservations but an improvement; number of good points and completion of the development would benefit the area; improvements made; more reasonable than previous plan; scheme has its positive sides in cleaning up some the area; support decrease in commercial floorspace.

Riverside Quarter Residents Association: Excessive density of the development; excessive heights of the proposed new blocks, especially blocks of 12 floors and over; excessive number of one and two-bedroom units, with insufficient family accommodation of 3 beds or more; cumulative impact on social infrastructure;

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inadequate visitor parking; replacement of reduced commercial with further residential units at expense of residents amenity, quality of the townscape with deleterious impact on the surrounding area. Supports: reduction of excess commercial and other non-residential floorspace; removal of podiums of non-residential building; architectural design; segregation of parking between Stages 1-2 and Stage 3 provision. Request deferral of a decision until adequate appraisal undertaken of cumulative social impact of all residential development in area and whether there is a need for new social infrastructure provision as development of area carried out in a piecemeal fashion.

Wandsworth Society: Raised strong objections in letters of 27th March and 9th May 2007 to the scheme finally approved. In summary our objections were to the following aspects of the 2007 scheme: the size, massing and plot ratio; the excessive height of the main blocks; the lacklustre and unoriginal design of the buildings; the lack of public open space; the intrusiveness and scale of the commercial areas at ground level; the damage to views from the park, on the riverside, and to; and from Wandsworth generally; the traffic problems created by poor site access; the lack of community benefits from the scheme; the domination of the existing Riverside Quarter; by a development entirely out of character with the area; the cumulative effect of this development on local infrastructure.

In the 2009 scheme we acknowledge that the much-reduced commercial element is less intrusive and we welcome the extension of ground-level open space. Otherwise objections still remain. There are a number of particular concerns wish to emphasise:

1. Blocks 5B, 5C and 6A are grossly out of scale with the blocks already built on the river frontage. Instead of taking their cue from the scale of the existing Riverside Quarter, they will dominate the skyline and the existing riverside buildings.
2. The scale of development is completely unjustified in an area of Wandsworth with such a low PTAL rating.
3. The increase in height of building 6B cannot be justified. On its approved scale, at seven-storeys high, it already dominates the sensitive area where the River Wandle meets the Thames and the addition of further height will only emphasise its overbearing nature.
4. Viewed from across the river the new blocks will fill the gaps between the riverside buildings and the finished scheme will present a solid wall of development on the river frontage.
5. The amount of affordable housing in the new scheme has been reduced from 47% (2007) to 37% (2009). In view of the ever-increasing demand for affordable homes in this area, think that the original approved percentage should be maintained.
6. The scheme, in common with many existing and proposed developments in the area, is dominated by 1 and 2-bedroom flats and this fails to help resolve current family housing needs in the borough.
7. If permission is granted, conditions or S106 agreement should ensure that:
 - (i) the riverside path between Block 6B and the two rivers remains open to the public at all times and that it will be 3 metres wide. (UDP para 118)
 - (ii) the highway improvements at the corner of Putney Bridge Road and Point Pleasant, that were a major consideration in the early stages of the scheme, will be carried out before this phase is

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completed.

(iii) community benefits- e.g. a kindergarten or health centre be provided – no such benefits appear in the proposed scheme.

8. Any decision must take account of the increasing cumulative effect on transport and services of this and other developments, proposed or begun, in the area.

Continue to deplore the practice of building one half of an approved scheme and then seeking to increase vastly the scale and content on the remaining half, particularly when the original scheme was the subject of a lengthy appeal process. The application is unacceptable and planning permission should be refused.

The Hurlingham Club: The buildings are vastly out of scale with the surrounding development, and the character of the riverside between Wandsworth Bridge and Putney Bridge; and they fail to preserve the setting of the grade II* Hurlingham House.

Whilst the current apartment block sits comfortably on the river frontage, the proposed tower blocks, by reason of their massing, bulk and scale, would create an unacceptable outlook from the Hurlingham Club, appearing over-dominant and having a harmful impact upon important local views from the Club and long distance views up and down the river. Views of, and along, the riverbank on both sides of the River Thames are an important characteristic of the Hurlingham Conservation Area and the proposals would only serve to have a negative impact on character and appearance.

The Hurlingham Club and Hurlingham Park are designated in the Hammersmith and Fulham UDP as Metropolitan Open Land. Tower blocks on the scale now proposed are inappropriate so close the edge of this open space. The application contravenes the spirit of the Thames Strategy which seeks to restrict developments to low rise. The consented scheme allows for avenues of open space between the individual blocks on a scale commensurate with the adjoining Wandle Creek. The proposed buildings destroy the permeability of those open views and degrade the setting of Phase I. Design is unsympathetic and out of character with the adjoining land.

An earlier application submitted in 1997 for a seventeen-storey tower block proposed for Phase I of the development was refused at public inquiry. The club believes many of the arguments made by the Inspector apply to this current proposal. One of those reasons was the adverse affect on views from our Grade II* Listed Building and the Hurlingham Conservation Area.

A further consideration in refusal of the 1997 application was the anticipated increase in traffic flow that would result from a major development on the site. Since that time several other large scale developments have taken place near by; traffic flows across and between Putney and Wandsworth Bridges, along Carnworth Road/Broomhouse Lane/Hurlingham Road has increased significantly, and the proposed development would only serve to exacerbate the traffic problem even further. The buildings present significant mass and destroy the permeability of views across the River. The introduction of 504 residential units will exacerbate the already overloaded road and

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public transport services in the area to the detriment of all. The Hurlingham Club requests the application be refused.

Rivermead Court Limited: Apartments facing the development will be considerably disrupted. Development would dwarf Rivermead Court. Proposed buildings are bulky tower blocks, out of scale and character with the present river frontage. Development would severely impact on view from south facing apartments. Proposed blocks would harm the symmetry and open spaces of the existing development as well as being out of character with the existing blocks. Development will exacerbate traffic problems.

Wandsworth Access Association: All lifetime homes to have full accessibility. Hoist areas to be incorporated into buildings with hoists to be built into ceiling. Switches to be at wheelchair height, LED electrical switches for mains (fuse box) at wheelchair height.

The amendments to the scheme were advertised by means of site notice and all previous objectors written to. No further comments referencing those changes were received.

Summary of statutory body responses:

GLA: The reduction in employment floorspace in this application does not raise strategic concerns. The principle of residential development on this site is acceptable, given the recently completed and permitted schemes to the north, and the sites location within walking distance of the town centre.

The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mix-use schemes having regard to overall target for the amount of affordable housing provision. 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. This should include a comparison against the viability report for the permitted scheme, particularly regarding the changes in cost of the scheme relating to the reduced commercial floorspace provision.

The proposal does not accord with strategic targets relating to tenure split. The applicant has not submitted any information to support the proposed tenure split, in particular there is no information regarding local housing needs. Although it is acknowledged that the previous permission comprised a similar tenure split to that proposed in this scheme, the applicant is still required to provide locally specific justification for the proposed housing provision. Given the high proportion of family social rented units, subject to confirmation of the Council's agreement, the proposed mix of units is acceptable.

The site has a public transport accessibility level of two. 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 (local services, the availability of school and health care places) surrounding

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the site and that a number of high-density schemes have been permitted in the vicinity of the site, which if constructed, would change the local context. The site will also benefit from the Council's proposed improvements to pedestrian links to the town centre. Serious concerns are raised regarding the design of the development, residential amenity standards, and the need to deliver the essential improvements to local public transport accessibility. Additional work is also required regarding the design of children's play spaces. These issues must therefore be fully addressed before the density can be considered acceptable.

Concern is raised regarding the accessible units and further information regarding Lifetime Homes is required.

Whilst the proposal appears able to accommodate the needs of the expectant child population, the design of the amenity spaces appear overly formal and should be further developed. No play treatment within the majority of communal spaces is indicated which is unacceptable and contrary to London Plan policies. Further information regarding the proposed improvements to Wandsworth Park as part of the previous permission, is required.

The proposed layout, though an improvement on the consented scheme, is not felt to provide the optimal layout and form of development. The reduction in commercial floorspace at ground level would improve the ground floor layout by widening some routes through the site whilst retaining active commercial frontages. There is a lack of enclosure and definition to the open spaces created and the surrounding routes, namely Eastfields Avenue and Osier's Road. There is a lack of clarity over the character and function of these spaces and their role in the local movement hierarchy. The three main spaces, and that between building 6A and 6B, therefore appear as little more than settings for the proposed buildings and this undermines the scheme. The applicant should revise the layout of the scheme to address these issues. The four fingers of development (buildings 5A, 5B, 5C and 6A) should be supplemented by the addition of further blocks between buildings 5A and 5B and Buildings 5C and 6A fronting Eastfields Avenue and Osier's Road. This would have the clear benefit of creating two properly resolved urban blocks with communal amenity space for residents at their centre, either at ground level or raised up on a podium above commercial uses at ground level with the benefit of clarifying the function of the space between buildings 5B and 5C as being a public open space serving the neighbourhood and providing a clear public route and line of sight between Osier's Road, Eastfields Avenue and the River Thames. The applicant should revise the scheme accordingly.

The design and layout of block 5D is unsatisfactory. This block should respond to the development proposals to the south and east in terms of its layout and facade treatment. The impact of the service access on the ground floor of this block on the residential amenity of both the units in the block and those of the neighbouring site is also a concern. The broad side of the proposed buildings would appear prominently in views from Wandsworth Park (listed grade II). The Council should ensure that it is satisfied that the impact of the revised proposals would not harm the character and setting of the park.

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There are reservations regarding the architectural form, facades and materials which largely mirrors the approach to the buildings to the north. Floor-to-ceiling heights of the affordable accommodation are lower than those of the private accommodation which is unacceptable. It would be clear from the external appearance of these buildings that they contained affordable accommodation and would not be tenure blind. Many units would not comply with the Mayor's draft Housing Design Guide guidance.

Improvements to disabled parking bays, design of shared space should ensure safe use for visually impaired people and provision of on-street drop-off and blue badge parking facilities required.

Strongly support improvements to the Thames Path, biodiversity and ecology measures. The Council is encouraged to secure the maximum reasonable amount of financial contribution for the delivery of a new river side walkway along the River Wandle, linking the River Thames walkway to the town centre.

The sustainability strategy fails to commit to the necessary sustainability measures required, and dismisses others without adequate justification. Water recycling, charging points for electric vehicles and more living roofs should be incorporated. The applicant should provide an assessment of the baseline emissions of the non-domestic element. The proposed energy efficient design is welcomed, however, the applicant should commit to improvements, specific targets and how they would be achieved.

Further investigations should be undertaken at this stage, in partnership with the adjacent applicant and the Council, to fully explore the possibility of connecting the two developments via a common heat supply and network and be reflected in an updated energy strategy. Improvements to the CHP proposals in conjunction with the adjoining developer are recommended.

The energy strategy needs to be more robust and detailed in its workings. The proposals reduce carbon savings by approximately 10% and would meet the majority of requirements. The applicant needs to review the proposals to maximise improvements, submit an alternative renewable energy strategy and assess the opportunity to provide photovoltaics panels which would not preclude the provision of living roofs.

Given the distance to the nearest bus stops and the most popular local rail and Underground stations, bus services should be extended into the area. However, it is unclear where the facilities will be located and whether they can be adequately provided. The satisfactory provision of this is essential to the acceptability of the proposals.

Survey of modal splits requires additional information regarding the level of occupancy at the time of the survey and the level of patronage of the private shuttle bus service currently in operation. Level of residential parking represents an overprovision of parking, which would undermine use of more sustainable modes of transport. The level of car parking for both residential and commercial elements should be significantly reduced in order to comply with London Plan.

Electric vehicle charging points are required. The proposals for the riverside walk are welcomed as this will realign the Thames Path national walking route along the riverside and improve conditions for walking and cycling. TfL requests further information

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regarding the intentions for the local routing of National Cycle Network Route 4 and signage through this development.

Further information regarding servicing proposals required. A management plan should be implemented in order to reduce the overall number of vehicles travelling to the site. A delivery and servicing plan will be required and should cover the whole masterplan site. A construction logistics plan is required. Given the site's location on the River Thames, the use of water-based transport for moving demolition waste and building materials to the site should be seriously considered and to materials consolidation in conjunction with potential redevelopment of the site to the south.

The travel plan is generally of a good standard; however, further work is necessary in order to consider the travel plan to be in general conformity with London Plan policies. TfL expects the travel plan to be secured, enforced, monitored and reviewed as part of the section 106 agreement which should retain the existing requirement for the applicant to provide a shuttle service to Putney and East Putney stations, sufficient to meet demand, until the commencement of bus operations within the Point Pleasant area.

£25,000 for real-time information signage, £500,000 to TfL to extend public bus services into the Point Pleasant area, provision of suitable bus stop and stand, driver facilities, and turning area to TfL's standards and agreement, retention of the existing requirement for the applicant to provide a shuttle service to Putney and East Putney stations, sufficient to meet demand, until the commencement of bus operations within the Point Pleasant area must all be secured as part of a section 106 agreement. TfL will need to be involved with the drafting of any section 106 agreement in relation to the above.

English Heritage: Regard should be had to the impact of the taller buildings on the surrounding heritage including Prospect House; other listed buildings in Wandsworth Town Centre, Fulham and nearby conservation areas and Grade II registered Wandsworth Park, views along the Thames and the Thames Strategy/Tall Buildings Guide.

English Heritage (Archaeology): Archaeological work began in 1998 with results showing that the potential was within the northwest corner of the site and the foreshore. There is no further archaeological interest represented by Phase III.

London Wildlife Trust: Does not have a planning officer to respond.

Civil Aviation Authority: Aerodrome safety rests with BAA and London Heliport.

BAA: Does not conflict with safeguarding criteria, no objection.

Natural England: No objections to the increase in height of Building 5D and 6B subject to the Council having no concerns with regards to overshadowing. Welcome the removal of the podiums will improve the opportunity to increase the amount of open space. No objections to the amendments.

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London Fire and Emergency Planning Authority: An undertaking should be given that access for fire appliances is to be provided as required by Part B5 of the Approved Document.

Port of London Authority: Use of the river for transport of construction and waste material to and from the site represents a sustainable method of transport consistent with the London Plan. If granted, a condition or S106 should require the applicant to investigate this matter further. The Council should be satisfied that Policy 4C.9 (safeguarding wharves adjacent or opposite) of the London Plan has been taken into account – and the Council should be satisfied that the Waste Transfer Station would not result in detrimental noise and air quality impacts being experienced at the proposed development site. Intertidal terraces at the north eastern corner of the site have recently been completed. The LPA should be provided with and further details of any works within the River Wandle. The local planning authority should attach a condition to any permission requiring the provision of riparian life saving equipment along the river edge to a standard recommended in the 1991 Hayes Report on the Inquiry into River Safety.

Should a bridge be proposed over the River Wandle, a condition should require the submission of details to ensure it is designed so as not to have a detrimental impact on navigation.

CABE: Unable to review the scheme due to lack of resources.

Environment Agency: Satisfied with the level of detail related to surface water management and the flood risk sequential test. The proposed development will only be acceptable if a planning condition is imposed requiring surface water drainage details based on suds system and an assessment of the hydrological and hydro geological context of the development.

Thames Water: It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended the applicant ensures that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

There are public sewers crossing the site. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building/structure or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings/structures, but approval may be granted in some cases for extensions to existing buildings. Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the planning application.

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Development should not be commenced until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority to determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Engineering Services: The proposal is located in an area of very poor public transport accessibility level, PTAL 1 and 2, with the nearest bus stops over 400metres away on Putney Bridge Road. Although not a mass transit facility at present, the Riverboat Services is available to residents for certain journeys (Putney/Chelsea Harbour/Embankment Piers) to and from Wandsworth Riverside Quarter. However, the public transport capacity analyses for the adjacent Enterprise Way development, has confirmed that while most of the trains stopping at Wandsworth Town in the evening peak hours 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, including the costs associated with the diversion/introduction of a bus service to this site, so as to encourage the prospective residents, staff and patrons of this development to use sustainable means of transport.

It is estimated that this development proposal would generate two-way movement of 138 and 162 vehicles in the morning and evening peak hours respectively (21% and 22% higher than the applicant's consultants) which are lower than the values predicted for the already approved scheme on this site. This development proposal generates significantly lower traffic than the approved one. The junction capacity assessment for the adjacent Enterprise Way development proposal, which showed an adequate spare capacity, has already included the vehicular trips associated with the Riverside Quarter 3. The development proposal would not have any significant adverse traffic impact on the adjoining roads. However, the applicant will be asked to make a financial contribution towards the implementation of measures to improve highway capacity encompassing a revised traffic arrangement by introducing dedicated right-turning lanes at Point Pleasant/Putney Bridge Road junction and potential signalization of this intersection.

The pedestrian route to Wandsworth train station and town centre requires improvement and contributions are sought to upgrade the footpaths for all users and provide enhanced lighting which would cost in the region of £250,000. A financial contribution towards implementing the proposed cycle route along River Thames to link with the existing route abutting River Wandle and beyond to King George's Park is also required.

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The development proposal is acceptable from the highway perspective, subject to the applicant paying costs for the proposed walking, cycling and highway capacity improvement measures, construction of the vehicle access junction with Osiers Road, bus route improvements, a travel plan, construction management plan and provision of secure shelters for the residential cycle racks.

HES: No comment.

Housing Services: The Director of Housing is not satisfied with the proposed tenure split for affordable housing, as it fails to respond to locally identified need and the Council's affordable housing policy as set out within the Core Strategy. To ensure that the intermediate units will be sold at an affordable level and meet the Borough's affordability criteria, an affordability assessment should be carried out confirming that the intermediate units will be sold at an affordable level and aimed at local people, ensuring that at least two thirds of the units can be purchased by purchasers with household incomes of £38,000 or less per annum, and that the maximum household income is no greater than £61,400 per annum (in accordance with the Mayor's income threshold as determined in the London Plan Annual Monitoring Report 5, February 2009). Given the high proportion of larger family units provided for social rent and the provision of supported housing units, the Director of Housing accepts the proposed unit mix for social rent, subject to the earlier observation that there are insufficient social rented units being provided, in relation to the Council's policy. The Director of Housing is not satisfied that all the units meet Homes and Communities Agency Design and Quality Standards or the minimum standards set out in the GLA's Draft Housing Design Guide. Due to concerns regarding the availability of grant and likelihood that, given the mismatch between the proposed tenure mix and the Council's affordable housing policy, and the HCA tenure mix requirements, the scheme will not attract HCA grant funding. Therefore further information is requested so that the applicant can demonstrate compliance with all the required standards for affordable housing.

DOLAS (Arts): Encourage the provision of on-site or contribution toward public art.

DOLAS (Refuse): The Council only collect domestic waste more than once weekly if it is stored in chain lift compactors of approximately 10cu.m. Recycling storage capacity should be no less than 33% of the residual waste capacity (and additional to it). Euro-bin are emptied once weekly, 504 flats would require suitable space for 77 for refuse plus 26 for recycling. Assuming 3:1 compaction for refuse and twice weekly emptying, this equates to 14.12cu.m of compactor storage, so suitable space for 2 refuse compactors of approx 10cu.m capacity is required. Assuming 2:1 compaction for recyclables (the maximum allowed) and twice weekly emptying, this equates to a single compactor of approx. 10cu.m capacity. Suitable space is therefore required for 3 compactors, plus additional space for an empty one to be deposited prior to the collection of a full one. This space appears to be proposed at the central collection point. If commercial waste collections and movement by site management staff of full eurobins from the residential basement storage rooms is proposed to be daily, this should be enshrined in covenants attached to the leases. There is no foreseeable need to make provision for the separate storage of glass. Bulky items will be collected once weekly upon request by the residents and at a charge.

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DOLAS (Ecology): welcome the vegetated roof proposal, however, no mention is made of the need to create microhabitats for these areas to be of full benefit for invertebrates and foraging birds. This will need to be addressed at detailed design stage. Welcome the references to maintenance and management of the landscaping scheme. The footpath to the far east of building 6B adjacent to the intertidal terraces should have minimal (and if possible no) lighting to safeguard the biodiversity value of which it has been created.

POLICY: The site is located within the Wandsworth Thames Policy Area and Wandle Delta Area. Specific UDP policies: GEN7 (Layout, form and design); GEN25, RDP1 (Pedestrian access, parking, servicing, waste); RDP4 (Areas outside industrial employment areas/mixed use developments); RDP6 (Accessible environments); RDP7 (Planning obligations); TBE1 (Layout and form of development); TBE2 (Development in existing streets); TBE3 (Safe environment); TBE4 (Impact on public spaces); TBE5 (Design and external appearance); TBE6 (High buildings); TBE8 (Views/skylines); TBE13 (Setting of listed buildings); TBE14/15 (Archaeology); TSC9 (Retail); GEN8 and R1 (Wandsworth Thames policy area); R2 (Riverside walk); R3 (Focal points); R9 (River Wandle); H9 (New build housing); H11 (New building standards); ON8 (Nature conservation); T2 (Development and traffic generation); T5 (Access for pedestrians); T6 (Cycle park provision); T9 (Off-street parking provision).

Specific Core Strategy Policies: 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); IS5 (Achieving a mix of housing including affordable housing); IS6 (Community services and provision of infrastructure); IS7 (Planning obligations).

COMMENT: This is a revised application for the final phase of the Wandsworth Riverside Quarter development. Essentially this takes a similar form of development as the May 2008 permission. The principle for a mixed-use residential led development comprising of tall buildings of twelve and fifteen-storeys high at the same locations as those now proposed has been established in the permission approved by Committee in 2007 and issued on completion of the S106 legal agreement in May 2008. The material considerations in the determination of this application are therefore as a result of the changes now proposed to the consented scheme and legislation. They are impact of increased residential units including transport, changes to affordable housing, reduction of commercial floorspaces, physical changes to layout and landscaping, height of buildings and external design.

The application now seeks to amend the heights of two-buildings, to the east side of the site adjoining the River Wandle Building 6B from seven-storeys to nine-storeys and to the south of the site adjoining the Enterprise Way development Building 5D from five-storeys to eight-storeys. On the basis of the consented scheme no objections are raised to those parts of this proposal which replicate the outstanding approval.

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The applicant has sought to demonstrate through graphic illustrations that the changes to heights would not affect the rest of the surrounding development including Phases I and II. Whereas the general appearance of the site in terms of height when viewed externally from along the river to either side and from Wandsworth Bridge would not be affected as the increases would appear in context with the greater heights consented already the changes made to each building initially caused officer concern due to the impact on their appearance when combined with materials and their design.

The increase in heights would not affect the surrounding townscape character, conservation areas or Wandsworth Park due to the position of those buildings proposed to be increased and relationship to surrounding existing and approved heights.

After initial concerns regarding materials, design, layout and affordable housing provision changes were made in all of those areas.

Materials and elevation treatments to building 6B reverted to the consented scheme to comprise of bronze anodised metal screen and glazing which benefits the appearance of the building.

The ground floor encompasses glazing to form an active frontage to the commercial uses with A1 or A3 uses at either end of the building bringing interest and attraction to the building.

The material changes to Building 5D to be in keeping with the recently approved Enterprise Way scheme would maintain continuity and reflect the urban form being created away from the riverside. A controlled public art installation to be agreed in conjunction with the developer and Councils Arts Officer would be formed to the north elevation adding visual interest at street level to Osiers Road. The buildings appearance, relationship with the surrounding area and relationship at street level would benefit from the amendments as previously the building was considered to be visually intrusive and unattractive.

Materials to the four tallest buildings central to Phase III, 5A, 5B, 5C and 6A are proposed to be amended from the previous palette of glazing, silver anodised metal cladding, glass louvres and balconies to now match with Phase I and II with vertical coloured render panels from above the ground level commercial frontages up to eleven-storeys introduced to maintain visual continuity and timber floor balconies the notable changes. The previous elevation treatment was arrived at following officer negotiations and was considered to appear suited to the size and scale of buildings to relieve the perception of bulkiness. The introduction now of large areas of blue rendered panels is considered to set that process backwards but maintains a principle previously arrived at in the earlier more prominent riverside phases albeit at a lower height.

The general layout of the current scheme is a continuation of the consented scheme but the ground level coverage is altered with the removal of the connecting podiums between the 4 central buildings 5A, 5B, 5C and 6A. The applicant advises the removal

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of large areas of commercial floorspace is informed by market advice of a lack of demand for commercial floorspace of the quantum consented in this area. The size of the commercial floorspace in the consented scheme was as a response to previous policy requirements for re-provision of employment floorspace to replace the former industrial uses. That policy requirement no longer applies to the same extent and a viability assessment submitted by the applicant supports the proposed quantum of uses. The amount of commercial floorspace now proposed is considered an appropriate level and would contribute to a suitable mix of uses for the location. The site is identified within the Core Strategy as a Focal Point and Mixed Use Former Industrial Area suitable for mixed uses such as small-scale shops, cafes and bars and those now proposed. A limit on the maximum proportions of Class A uses or restricting permitted development rights regarding changes of use within the Class A use should be considered in order to achieve a suitable balance.

The removal of the podiums allows for greater public use of the space between the buildings. The applicants advise of strong management of those areas and refer to the proximity of Wandsworth Park. The introduction of further single-storey buildings enclosing some of the spaces between the buildings would help with definition of those spaces and introduce active street frontages to both Osiers Road and to the north of the site whilst aiding the permeability of routes from the south through the buildings from Enterprise Way toward the River Thames. Further landscaping of the communal route through Buildings 5B and 5C would encourage informal public usage whilst gates to the routes through and adjoining the central buildings would be open from dawn until dusk aiding legibility.

The amount of affordable housing provision would represent an overall decrease in percentage terms from the consented scheme from 31% to 28% with 39% of Phase III being affordable housing. This application seeks to increase the number of residential units by 109 and provide 12 new affordable units, 11% of the total of new units. The tenure mix of 80/20 in favour of intermediate housing fails to comply with requirements of a 60/40 split in favour of social rented housing but this is as per the consented scheme. The affordable proposal and mix are justified by the findings of the affordable housing viability report which has been assessed by both the Council's Design Service to consider the build costs and by an independent affordable housing assessor on behalf of the Council. Both concluded the submitted details were generally correct and supportive of the applicant's submission for the affordable element. The units would meet Lifetime Homes requirements and be wheelchair user friendly. There is a need to encourage residential development rather than restrain it and to take into account the individual circumstances of the site. On that basis and the outstanding approval, the proposals in respect to housing provision are considered acceptable. Local infrastructure and services are satisfactorily demonstrated to withstand the increase in residential units and increased density.

The site is partly within public transport accessibility level PTAL 1 and part PTAL 2 but which is supplemented by the operators of the site providing a private shuttle bus to and from East Putney London Underground Station during peak morning and early evening hours. Contributions towards a new bus route planned for the site are proposed and on-site bus stops, stands and stop over facilities for bus drivers are incorporated within the proposal.

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Improvements to the highway within the site and to the immediately surrounding network as per the consented scheme are welcomed. The amount of vehicular activity is projected to be less than for the consented scheme and there would be adequate residential and commercial parking. Contributions and bonds offered by the applicant in accordance with the consented scheme for the improvement of localised junctions, cycle route signage, CCTV and pedestrian link improvements along The Causeway by s106 are acceptable. Improvements to the route through to Wandsworth Town Overground Station over the River Wandle, along the north edge of The Causeway and along Swandon Way are requested by the Engineer Services. The route is poorly aligned, in a poor physical condition, includes substandard layouts and entrances, is in need of improved lighting and signage; all would offer a significant improvement to a much needed pedestrian route. However, the cost has been estimated to be at least £200,000 and given the findings of the viability appraisal such a contribution has not been sought from the applicants. Members would need to consider the changes to the consented scheme, increase in housing provision, benefits to be derived from these works and the viability assessment provided by the applicants.

Details to control location and form of cycle storage should be submitted and provision of a larger number of electric vehicle charging points. The travel plan is supported in the main but needs amending to cover how residential and non-residential uses require different treatment, post-development implementation of monitoring and provision of interest free season tickets to staff employed at non-residential uses.

The sustainability statement works on presumptions and dismisses initiatives or good standards without justification and needs to consider water recycling.

No information of baseline emissions of the non-domestic element are provided but further commitment to improvements, specific targets and how they would be achieved should be provided in a revised statement. The energy strategy needs to be more robust and detailed in its workings.

Lack of information relating to the commercial space to achieve requisite minimum of BREEAM 'very good'. The reasons given by the applicant for dismissing solar photovoltaic panels are not very convincing given the low CO2 reduction through renewables. The exploration of establishing a heat network with the Osiers Gate development is welcomed and firm commitments to realising this should be supported.

Details of negotiations with the developers of the adjoining site at Enterprise Way for the provision of district heating network connection have been submitted which advises that the feasibility of implementing such a system will be subject to the compatibility and demand of the two developments heating systems, the programming of each of the developments such that the Enterprise Way development commit to being provided with energy from the Wandsworth Riverside Quarter energy centre prior to the installation of plant and the reaching of commercially agreeable terms between both developers.

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Conclusion: The scheme seeks to vary the previously consented scheme by increasing the height of two buildings by two and three-storeys respectively which would appear in context with the previously approved heights of fifteen, twelve and nine-storeys respectively without any undue harm to views within the site, along the River Thames or to adjoining buildings. The amended designs and changes in elevational treatment would appear to provide an appropriate form of development avoiding harm to the character of the site. The nearby conservation areas and Grade II Listed Wandsworth Park would not be affected by the changes to the built form and changes to layout and ground level treatments are accepted to form active street frontages and a suitable mix of enclosed private and public spaces between the buildings that permit ease of pedestrian movement through the site and toward the River Thames. The mix of uses and particularly housing provision is justified by an affordable housing viability assessment which has been independently verified as being acceptable with the affordable provision tenure split matching the consented scheme. The density and mix of uses matches expectations for the location with contributions provided to provide a bus route with highway and environmental improvement contributions. The revisions to the consented scheme are, therefore, considered to acceptable.

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 on the developer for: -

- Agreed phasing for the provision of affordable housing;
- Phased provision of the commercial floor space with no more than 70% of the residential units occupied until the commercial floorspace in each phase has been completed to shell and core;
- Provision of riverside walk and public rights of way;
- Provision of intertidal terraces (before occupation) including approval of management plan, hours of access and contribution to removal of Half Tide Weir;
- On-site highway improvements and car park management plan; provision of car club;
- Off-site highway improvement including bond for further improvements, improvements to Putney Bridge Road/Point Pleasant junction and traffic calming;
- Other transport improvements to include facilities for a river bus, Green Transport Plan, funding towards a bus service; provision of turning/standing and rest facilities within the development, contribution to countdown facilities, contribution to cycle route signage; continuation/upgrading of shuttle bus (until a formal bus service has been established);
- Management and control moorings and jetties (to include facilities for a river bus);
- Local employment agreement;
- Contribution to extending CCTV coverage;
- Contribution to upgrading the Causeway;

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- Contribution to improving children's play facilities in Wandsworth Park;
- Construction traffic;
- Mitigation measures regarding TV and radio reception interference;
- 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 required for parts of 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 (A3 uses).
09. Standard 15 Details of landscaping.
10. Standard 16 Completion of landscaping.
11. Standard 18 Details of protection for trees.
12. Standard 20 Archaeological investigations required.
13. Standard 29 Parking (including motorcycle and cycle provision) to provided and retained.
14. The leisure facilities and Class A3 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 41 No Structures on roof(s).
16. Details and means of lighting the access road, car park and pedestrian footpaths, including the positions and heights of any columns and means of preventing light spillage and pollution, shall be submitted to and approved in writing by the local planning authority prior to the implementation of the relevant parts of the access road, car park and pedestrian footpaths and shall be retained unless otherwise agreed in writing.
17. 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.
18. 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 relevant phase of development commences.
19. No building within each phase 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 of the relevant phase shall commence once the measures approved in the scheme have been implemented.

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20. Notwithstanding details shown on the approved drawings, further elevation details of balconies, windows, materials detailing and provision of green/living roofs shall be submitted to and approved by the local planning authority before each phase commences.
21. Notwithstanding the details submitted no development shall commence until a detailed sustainability statement has first been submitted to and approved in writing by the local planning authority.
22. No offices associated with vehicles.
23. Full details of any alterations to the Thames and Wandle riverside walls shall be submitted to and approved by the local planning authority before and alterations are carried out.
24. Details of a traffic management scheme for all construction traffic shall be submitted to and approved by the local planning authority prior to any development commencing on site. Such a management scheme shall be in place prior to any development commencing on site.
25. No development shall commence until details of a shared district heating and cooling network system to be shared with the adjoining Enterprise Way development shall be submitted to and approved in writing by the Local Planning Authority which shall thereafter be wholly implemented within the development unless otherwise agreed in writing by the Local Planning Authority.
26. No development shall commence until details of the bus stand/stop and facilities for bus driver rest facilities have first been submitted to and approved in writing by the local planning authority.