

**London Borough of Wandsworth  
Core Strategy 2010**

The Core Strategy identifies Nine Elms and north-east Battersea as the focus for considerable new development in the medium to long term and the potential for a dynamic new quarter providing new homes, jobs, social infrastructure, local shops and transport provision.

The Core Strategy identifies improvements to public transport provision as key to unlocking the development potential of the area.

Policy PL11 sets out detailed criteria for the development of the area.

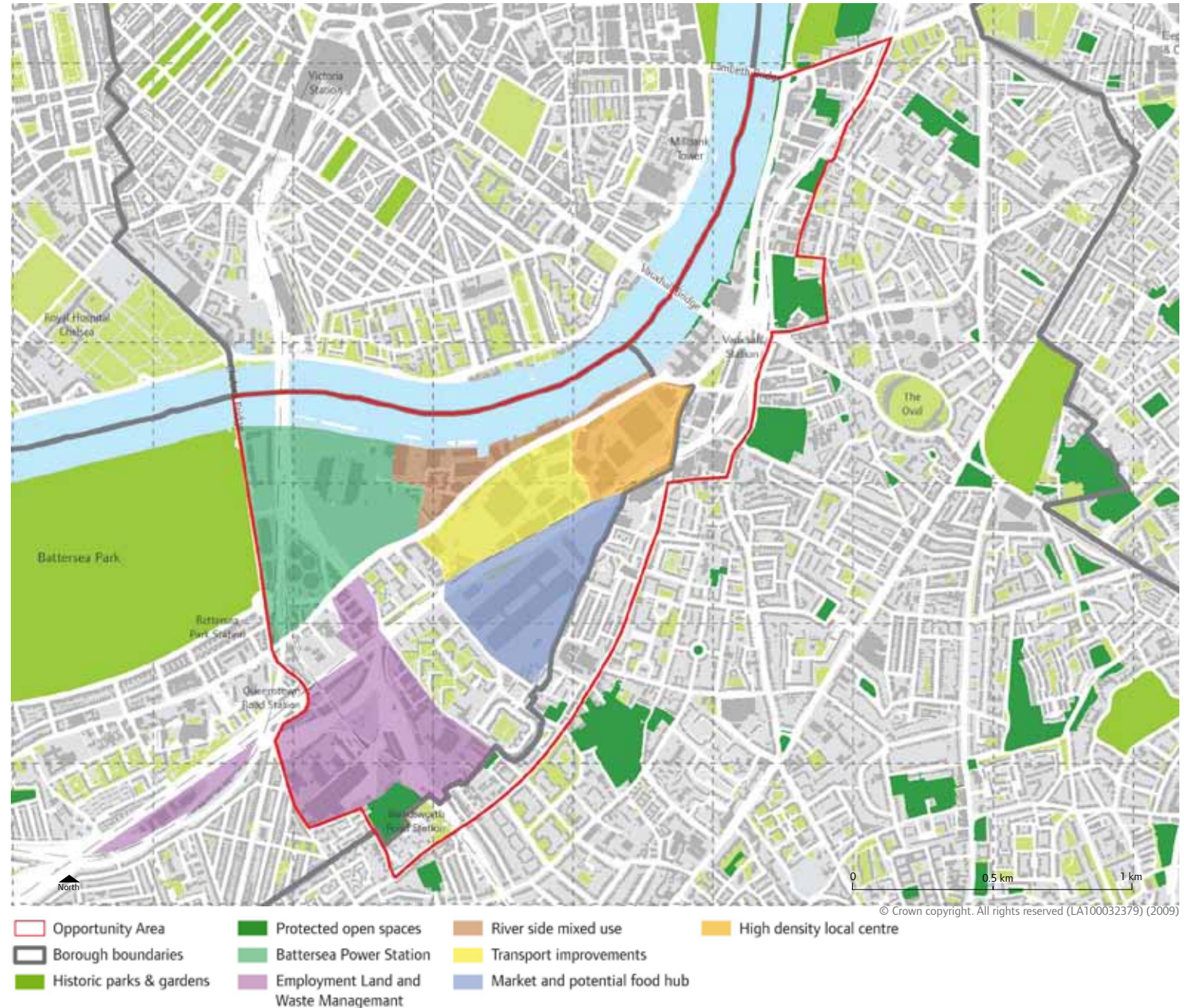


Figure 2.4 LB Wandsworth Core Strategy

### Policy PL 11: Nine Elms and the adjoining area in north-east Battersea

a. High density mixed use development will be promoted around Battersea Power Station and nearby sites to help create a “sense of place” and a dynamic mixed use quarter, including local shops and services forming a potential CAZ frontage, with improved public transport links.

b. New homes and jobs along the riverside will be provided through the redevelopment of existing low density industrial and warehouse sites, taking care to ensure that existing operations of the three safeguarded wharves are not prejudiced.

c. South of Nine Elms Lane the retention, consolidation and intensification of the wholesale market within the NCGM site and the development of a food hub will be supported, enabling the release of land near Vauxhall, in particular the Flower Market site, for high density housing. There is scope to maximise the potential of the area to contribute to London’s housing and employment needs, providing that capacity for those specific uses serving central London is met and adequate improved public transport provided. New residential led mixed use development can be developed around a permeable framework of streets with new urban spaces to provide valuable amenity space and giving a spatial

setting and adding value to new urban development.

d. High density mixed use development will be promoted around Vauxhall to help create a sense of place and improve the centre including improving local shops and services. Improvements to public transport will be sought, as well as new public open spaces in line with Policy PL4. Tall buildings may be appropriate in this area subject to the qualifications set out in Policy IS3 and the criteria based policy on tall buildings to be included in the Development Management Policies Document.

e. The Stewarts Road/Silverthorne Road area, which forms part of the Queenstown Road SIL, will continue to provide a reservoir of land for industry, logistics and waste management and enhancements will be sought to the environment of and access to the industrial area.

f. The Council will work with the GLA and Lambeth on developing the Opportunity Area Planning Framework to guide the comprehensive redevelopment of the whole area and to ensure that adequate infrastructure is available, including significant new public transport provision and strategic sustainable energy infrastructure.

g. Funding will be sought from planning obligations linked to developments on sites within the Opportunity Area.

h. Development in the Vauxhall/Nine Elms/Battersea Opportunity Area (including part of Vauxhall in Lambeth) within the Central Activities Zone (CAZ) should aim to meet targets in the London Plan of at least 8,000 jobs and 3,500 homes by 2026. At least 1,500 homes should be provided in the Wandsworth part of the Opportunity Area by 2016/17, with the potential for a further 8,500 homes or more in the longer term dependent on the provision of any necessary infrastructure. The future targets for the Opportunity Area will be reviewed as part of the work on the Opportunity Area Planning Framework and will be taken into account in the Site Specific Allocations Document.

i. Further details on the quantum and mix of development in the Nine Elms area, recognising the potential of the area within the CAZ, and the associated infrastructure requirements, will be provided in the Site Specific Allocations Document including the Area Spatial Strategy for Queenstown Road to Nine Elms.





**Site Specific Allocations Document (2012)**

The Site Specific Allocations Document sets out an Area Spatial Strategy for Nine Elms, which was informed by the OAPF. It identifies potential to deliver around 13,400 new homes and 20,000 jobs in the Wandsworth part of the OA, to be supported by transport, social, community and green infrastructure.

The Area Spatial Strategy and associated diagrams include preferred locations for key infrastructure, including the location of a new primary school, together with Wandsworth’s detailed strategy in relation to the development of Nine Elms.

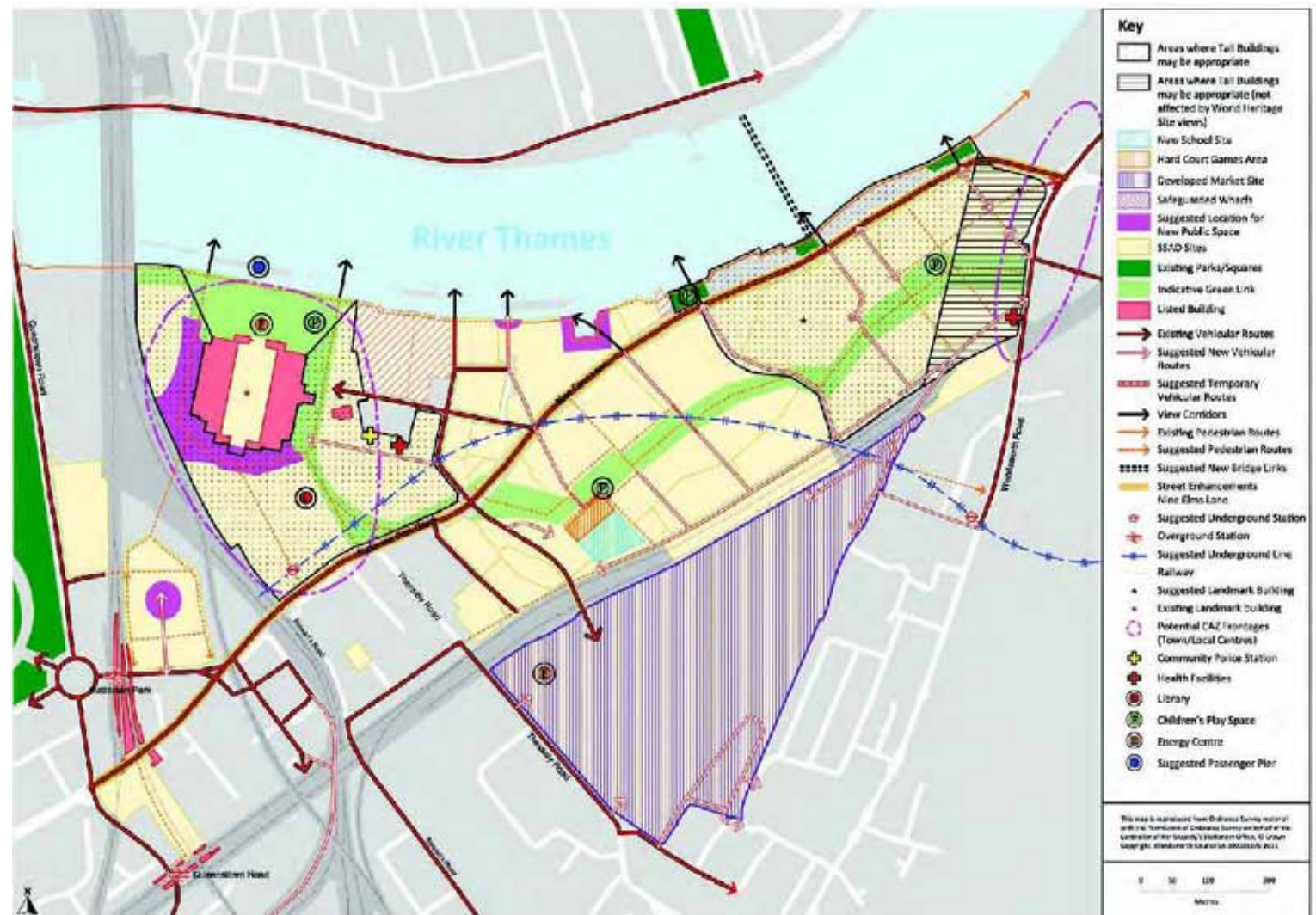


Figure 2.5 LB Wandsworth Area Spatial Strategy for Nine Elms

## 2.3 Material weight

OAPFs are produced in partnership with the Boroughs and enable strategic, cross Borough, area-wide co-ordination. Partnership working ensures better planning outcomes, which are based on local knowledge and consultation.

OAPFs do not create new policy but clarify it in a specific spatial context expressed in the form of words and diagrams. They also deliver consistency in policy terms and increase the likelihood of consensus being reached between planning authorities, key stakeholders and interested parties. They provide a platform for communicating between the strategic and local level, reinforcing common ground and resolving difficulties.

The content of each OAPF will vary based on the physical make up of the area, the range of development interests likely to come forward and the planning issues involved, but they all deal with a common set of principles.

Another key benefit of OAPFs is the opportunity to take a strategic and designed approach to spatial planning, specifically considering how key development sites fit together within the existing and emerging policy context.

Ultimately, OAPFs give greater certainty to the development process and achieve material weight through bringing together a sound evidence base upon which planning decisions are made, and through extensive consultation with key stakeholders, interested parties and the public.

In order to achieve maximum planning weight in decision making it is important that the OAPF is adopted only after a rigorous consultation process, which includes the following:

- It is consistent with the London Plan, from which its principle planning status is derived
- It is prepared in collaboration between the Boroughs and the GLA and is consistent with the Boroughs' adopted policy approach
- It is approved by the Mayor for consultation
- There is consultation with the Boroughs and other stakeholders
- It is subject to a full sustainability appraisal
- The results of the consultation are reported back to the Mayor and considered by him
- it is then formally adopted and published by the Mayor as Supplementary Planning Guidance to the London Plan
- it is used the boroughs as a material consideration in the determination of planning applications in the OA

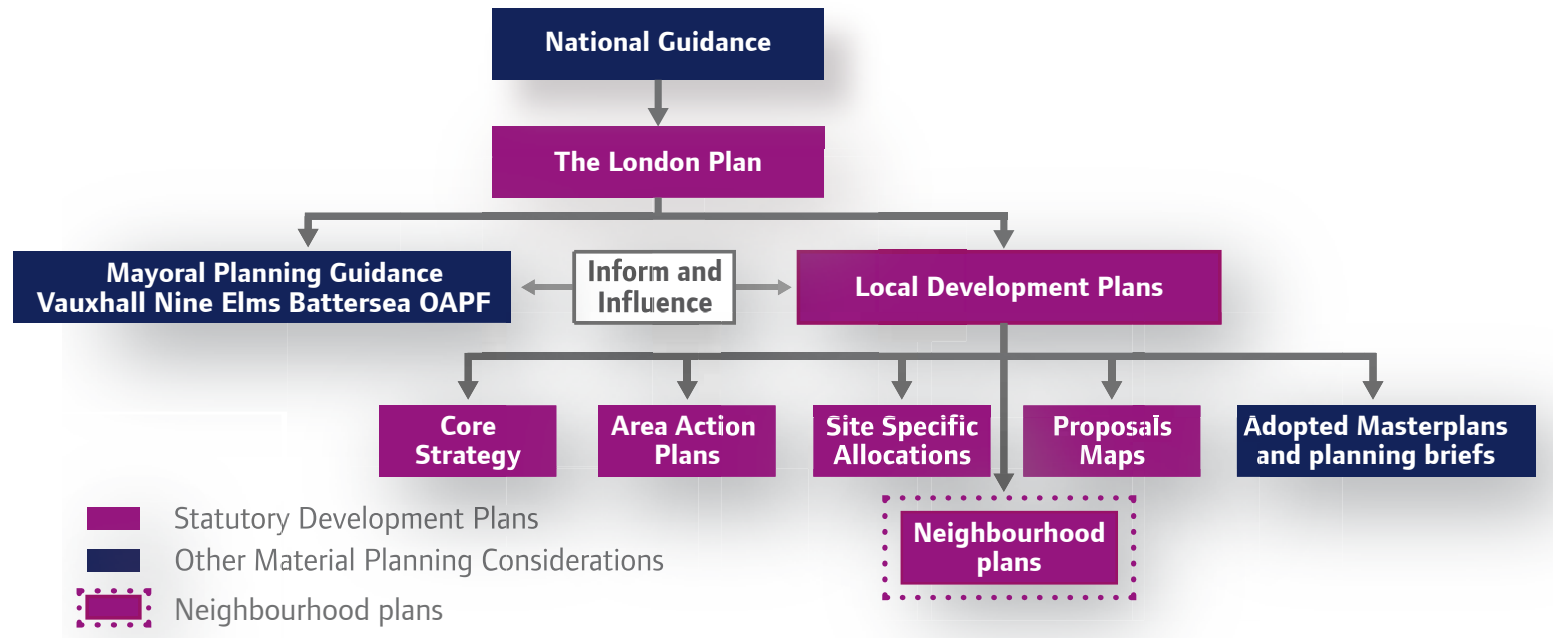


Figure 2.6 Material considerations



### **Planning Policy Statement 12: Creating strong safe and prosperous communities through Local Spatial Planning**

#### **Preparation of supplementary guidance by other bodies**

6.3 Supplementary guidance to assist the delivery of development may be prepared by a government agency, Regional Planning Body or a County Council or other body where this would provide economies in production and the avoidance of duplication e.g. where the information in it would apply to areas greater than single districts. Such guidance would not be a supplementary planning document. However, if the same disciplines of consultation and sustainability appraisal (where necessary) are applied, such information might, subject to the circumstances of a particular case, be afforded weight commensurate with that of SPDs in decision making. This may be more likely if the district/borough/city councils to which it is intended to apply endorse the guidance, or if the document is an amplification of RSS policy and it has been prepared by an RPB.



#### **GOL Circular 1/2008:**

2.22 From time to time the Mayor may consider it helpful to produce additional guidance to supplement the policies contained in the Spatial Development Strategy (SDS) and these may be taken into account as a material consideration. Such guidance could take the form of design guides, or area frameworks, or could supplement specific policies in the SDS. The guidance must itself be consistent with national guidance, as well as policies set out in the SDS. It should clearly be referenced to the relevant plan policy which it supplements. It should be issued separately from the SDS and made publicly available; consultation should be undertaken, and the status of the material should be made clear. Such material should be reviewed on a regular basis alongside reviews of the SDS.



