Winstanley and York Road Estate Regeneration

Hybrid Application

Environmental Statement: Non-Technical Summary

Town And Country Planning Act 1990 - Application For Planning Permission

Waterman

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Wandsworth

1. INTRODUCTION

This Non-Technical Summary (NTS) has been prepared by Waterman Infrastructure & Environment Ltd ('Waterman IE'), on behalf of Winstanley and York Road Regeneration LLP (hereafter referred to as the 'Applicant'), in support of a hybrid planning application (part in detail and part in outline) for the redevelopment of the existing York Road estate, York Gardens and part of Winstanley estate (hereafter referred to as the 'Site') located in Clapham Junction, south-west London.

The Site is located within the administrative boundary of the London Borough of Wandsworth ('LBW') and occupies approximately 11 hectares (ha) of land. It is bounded to the north and north-west by York Road; to the east by Ingrave Street and Wye Street; and to the south and west by Winstanley Road.

The redevelopment of the Site (hereafter referred to as the 'the Development') would provide buildings between 3 and 31 storeys above ground, comprising a number of uses including residential dwellings; community facilities including a Community and Leisure Centre (including a library and Children's centre); office, retail, and workspace floorspace; GP surgery; parking and cycle spaces; and the re-provision of open space.

An Environmental Impact Assessment (EIA) has been undertaken by Waterman IE to assess the environmental effects of the Development. The EIA is reported in an Environmental Statement (ES) which has been prepared to accompany the planning application. The ES describes the likely significant environmental effects of the Development and this document, known as a Non-Technical Summary (NTS), summarises the EIA process and ES in non-technical language.

The Development is described further in Section 4 of this NTS.

2. ENVIRONMENTAL IMPACT ASSESSMENT METHODOLOGY

An EIA is a formal procedure that must be undertaken for certain types of development, in accordance with the Town and Country Planning (EIA) (England) Regulations 2017 (hereafter referred to as the 'EIA Regulations'). The EIA systematically assesses the likely significant environmental effects of a proposed development. It is reported in an ES which has been prepared to accompany the planning application. The ES describes the likely significant environmental effects of the Development, following best practice guidance using established methods such as surveys, reviews of available reports and data, computer modelling, consultations with relevant organisations, and specialist assessments.

One of the early stages of the EIA process involved undertaking a 'Scoping Study' to identify the likely significant environmental effects that could arise from the Development and, therefore, determine the focus of the EIA. The Scoping Study is submitted to the local planning authority (LPA) in order for them to provide comments on the proposed scope of the EIA.

The formal EIA Scoping Report was submitted in May 2018, with a Scoping Opinion received from Wandsworth Borough Council (WBC) on 28 September 2018.

As a result of WBC's Scoping Opinion, specific technical topics have been assessed to determine whether the Development will give rise to significant effects, both beneficial and adverse

3. Existing Land Uses and Activities

As previously noted, the Site is broadly bound to the north and north-west by York Road, to the east by Ingrave Street and Wye Street, and to the south and west by Winstanley Road. The Site location is shown in Figure 1 and the planning application boundary is shown in Figure 2.

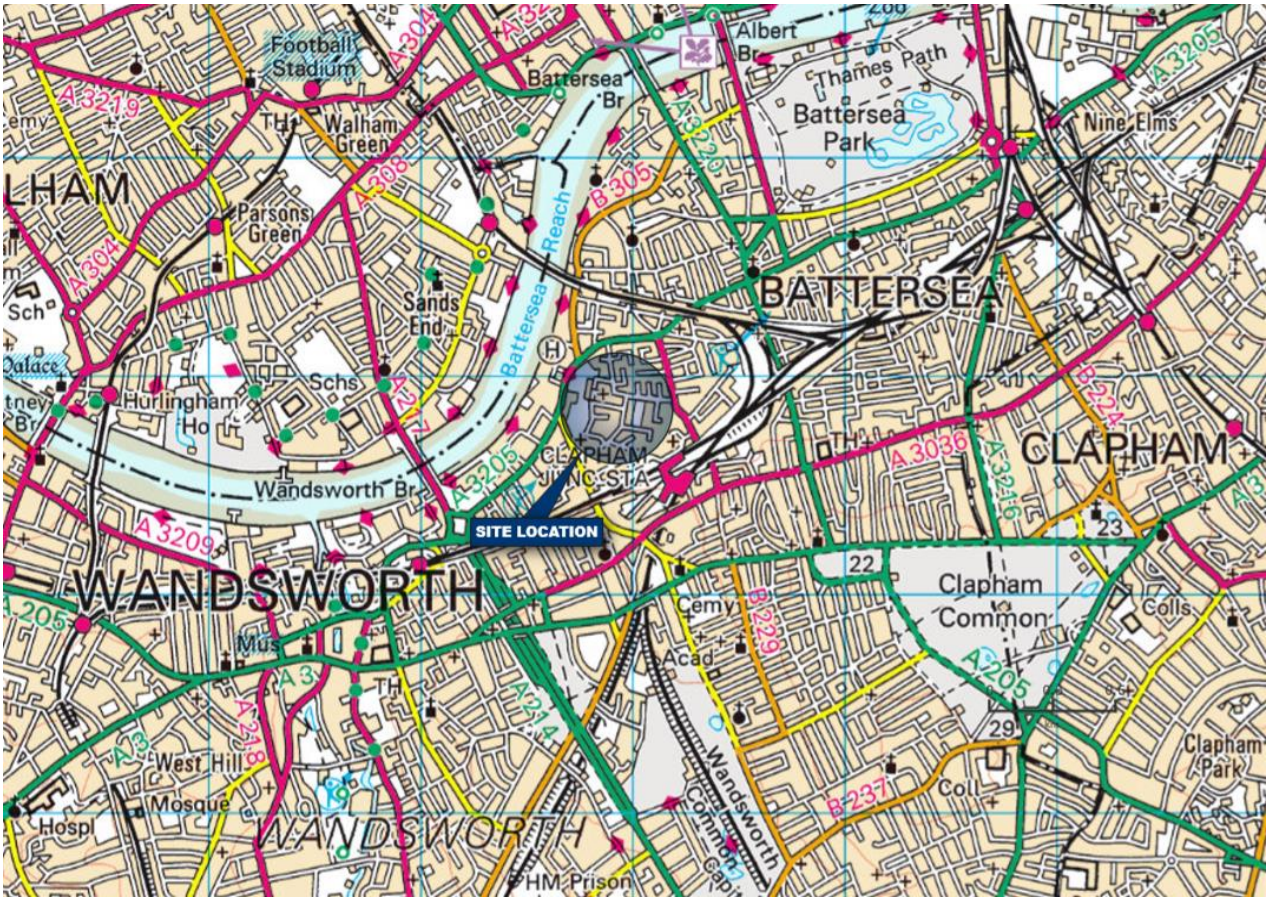

Figure 1: Site Location

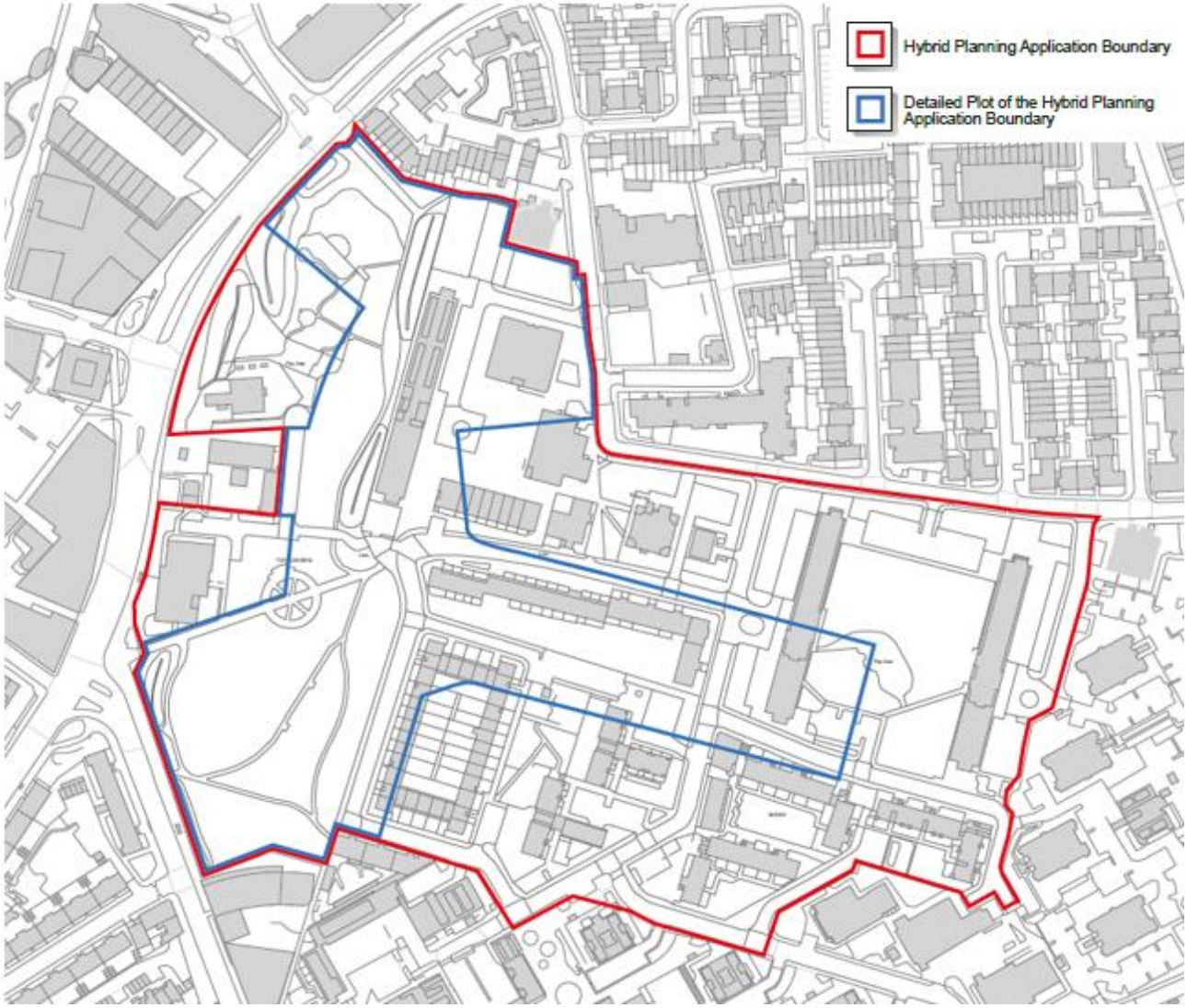

Figure 2: Planning Application Boundary

The existing buildings within the Site are generally occupied and are up to 15 storeys above ground in height, amounting to approximately 65,000 square metres (sqm) Gross Internal Area (GIA). The Site currently comprises primarily residential properties, along with a community centre, York Gardens (a designated Site of Local Importance for Nature Conservation (SLINC)), Battersea Chapel, Thames Christian College, a small number of retail units, and a number of amenity / open spaces between blocks.

In terms of the existing surroundings, the Site is located within a largely residential area of Clapham Junction, with residential land uses situated to the north, east and west of the Site, and student accommodation located adjacent to the south of the Site at Winstanley Road. The Falconbrook Pumping Station (currently undergoing extensive refurbishment works) is located immediately adjacent to the west of the Site.

Other land uses in the surrounding area include:

- Clapham Junction Railway Station, approximately 100m to the south of the Site;
- Falconbrook Primary School, to the north-east of and directly adjacent to the Site;
- Battersea Mosque, approximately 80m to the east of the Site;
- The London Heliport, approximately 175m to the north of the Site;
- Battersea Fire Station, 135m east of the Site; and

- The River Thames, approximately 180m to the north west of the Site.

4. THE DEVELOPMENT

Overview of the Development

The Development, for which a hybrid application is being submitted, is formed of the 'Detailed Proposals' and 'Outline Proposals', the areas of which are shown on Figure 3.

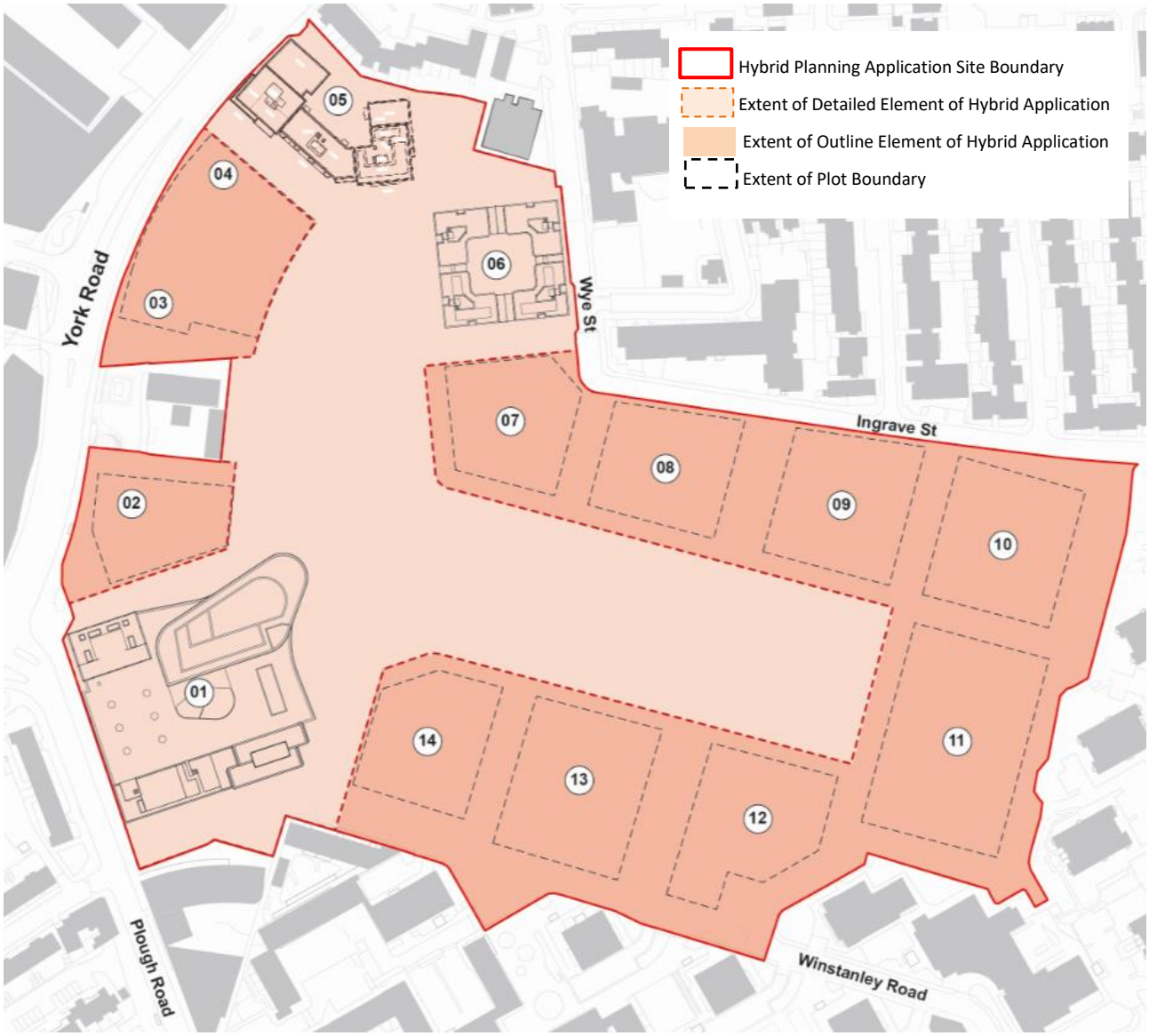

Figure 3: Location and Layout of Detailed (Blocks 1, 5, and 6) and Outline Proposals

The Development would comprise buildings within 13 Development plots ranging from 3 - 31 storeys above ground level, organised around York Gardens Park, which would occupy the centre of the Site. The Development would provide up to 2,550 residential units, alongside retail space, commercial space for office use, leisure space, a GP practice, a children's centre, landscaping and re-provision of York gardens, and car parking.

The Detailed Proposals would provide:

- 502 residential dwellings (comprising a mix of studio to 6 bedroom units); of these 502 units, 132 would be replacement units for those currently living on Site. These units would be a mix of private sale, intermediate (e.g. shared ownership) and affordable (e.g. social rented) homes;

- Approximately 2,865 square metres (sqm) Gross External Area (GEA) of retail / commercial floorspace (Use Classes A1 - A5 / B1 / D1 / D2);
- 14,000 sqm GEA of community and leisure floorspace (Use Class D2); and
- York Gardens park (2.49ha).

The Outline Proposals would provide:

- Up to 2,048 residential dwellings (comprising an indicative mix of studio to 7-bed units) across a mix of tenures, including affordable, intermediate, shared ownership, affordable and private rented, and private sale. Of the maximum 2,048 units, 205 would be replacement homes for people currently living on Site;
- Approximately 6,955 sqm GEA of retail / commercial / community floorspace (Use Class A1 - A5 / B1 / D1 / D2); and
- The realignment of Winstanley Road, providing a connection between Grant Road and York Road.

The Outline Proposals set the principles of how the elements submitted in outline will come forward in the future and allows flexibility for delivery. These principles set out the amount, uses and height of development, but a number of details would need to be applied for at a later stage. These would be subject to subsequent approval by WBC at a later date, through a number of further planning applications, known as reserved matters applications. The maximum elements of the Outline Proposals are governed by a document known as the Design Code, which sets out the maximum parameters to be stuck to during the reserved matters applications.

The Detailed Proposals comprise Blocks 1, 5, and 6 and York Gardens Park, and the Outline Proposals correspond to Plots 2, 3 / 4, and 7 – 14, as shown on Figure 3. Figure 4 shows an illustration of the Development once complete and operational and is purely indicative at this stage.

The Detailed Proposals

Block 1 would be sub-divided in to three sub-blocks (1A, 1B and 1C). Sub-block 1A would be 31 storeys above ground (the tallest element of the Development) and provide residential units. Sub-block 1B would provide commercial space and rise to 2 storeys above ground, whilst sub-block 1C would also provide residential units in a tower of 20 storeys above ground. In total, Block 1 would provide 239 residential units. The Leisure and Community Centre within Block 1 would provide:

- Leisure Centre, including an 8-court sports hall, 3No. swimming pools, fitness suite, 3No. fitness studios, 2 No. therapy rooms and changing areas;
- Community Hall;
- Café;
- Library including adult, teenage and children's areas; and
- Children's Centre and nursery with outdoor play area.

A basement would be constructed underneath Block 1 which would provide 16 private parking spaces, 9 disabled parking spaces, bin stores and an energy centre for Blocks 1, 5, 6 and Plots 2, 3 / 4 and 7.

Block 5 would range from 5 to 13 storeys above ground, and provide 136 residential units (of which, 71 would be replacement homes for those currently living on Site). A total of 429.5 sqm of retail / commercial space would also be provided at the ground floor, fronting on to York Road.

Block 6 would be 7 storeys above ground, and be entirely residential, providing 127 residential units. Of these 127 units, 63 would be replacement homes for those currently living on Site.

The Outline Proposals

The Outline Proposals would include the construction of the remainder of the buildings within Plots 2, 3 / 4, and 7 – 14, the rehousing of remaining residents and the demolition of the rest of the existing buildings on Site. A brief description of the Outline Proposals is provided below.

Plots 2 and 3 / 4

These plots would be mixed-use, with up to 4,107 sqm of community or commercial uses at the ground floor and up to 536 residential units above. These buildings would have maximum heights of between 19 and 24 storeys above ground.

Plots 7, 8 and 9

These plots would be entirely residential and provide up to 424 homes. These buildings would be a maximum of 9 storeys above ground around the edge of York Gardens Park, and step down to 5 storeys above ground towards Ingrave Street.

Plots 10 and 11

In total, up to 535 residential units would be provided across Plots 10 and 11. Plot 10 would provide affordable homes and up to 1,136 sqm of commercial space, currently proposed for a new health centre. Plot 11 would be entirely private rented units and has the potential to include a basement. Plot 10 would be allowed a maximum height of up to 9 storeys above ground, whilst Plot 11 would have a maximum allowable height of 19 storeys above ground in the north-west corner, 15 storeys above ground in the north-east and south-west corners and 9 storeys above ground in the south-east corner. A second energy centre is proposed within either Plot 10 or 11 to provide heating and energy to the remainder of the Plots.

Plots 12, 13 and 14

These plots would be entirely residential and provide up to 553 homes. These buildings would be a maximum of 11 to 9 storeys above ground around the edge of York Gardens Park, and step down to 5 storeys above ground towards Winstanley Road.

Figure 5: Illustrative Image of the Development (view south-west from Block 5)

Vehicular Access

Vehicular access to the Site would be from Ingrave Street and Winstanley Road. Five vehicle accesses would be provided on Ingrave Street, with a further four provided on Winstanley Road. A main, shared surface, circulatory road would be provided around York Garden, with access and egress via Winstanley Road and Ingrave Street.

Additionally, vehicular access and egress would also be provided in between each of the Blocks and Plots along Winstanley Road, Ingrave Street and to and from the Falcons Estate.

There would be no vehicular access, except for emergency and service vehicles, from York Road.

Car and Cycle Parking

The Development would include up to 333 car parking spaces, 170 of which would be re-provided for the residents being re-housed on Site. Of these 333 spaces, 139 would be disabled spaces, 194 would be standard spaces and up to 40% of spaces would be allocated for electric charging. For residents, 5% of spaces would be disabled use, and for commercial, leisure and community uses, spaces would be allocated as required for disabled use.

The Development would also provide a maximum of 5,270 cycle parking spaces across the Development, 4,711 of which would be long-stay spaces and 559 would be short-stay spaces. Long-stay spaces would be provided within each Block / Plot, whilst short-stay spaces would be provided in surrounding civic spaces and streets.

Amenity Space and Public Realm

Approximately 5.5ha of publicly accessible open space would be provided across the Development. This would include York Garden Park in the centre of the Site, with further landscaping surrounding the Blocks / Plots, in the form of pedestrian priority shared surfaces, accessible / usable amenity green space, ornamental planting, dedicated areas of accessible play and fitness space, civic space, landscaped amenity green space, trees and hedgerows, and public footpaths / pedestrian circulation.

Additionally, approximately 20,160 sqm of play space would be provided across the Site.

The Development would include a mixture of soft and hard landscaping areas. It is proposed that green roofs, featuring a mixture of plants to improve biodiversity would be provided across buildings within the Development.

All residential units within the Detailed Proposals of the application would have access to either private gardens or private balconies. Communal amenity space would also provide residents with access to semi-private, soft landscaped areas including play space. Including private open space within the Development, the total open space provided across the Development would amount to 7.09ha.

Drainage, Energy, Sustainability and Waste

The drainage strategy for the Development would provide a betterment over the existing, and would conform to Environment Agency, Greater London Authority and WBC requirements. Sufficient capacity would also be provided for the recommended climate change scenarios.

Two energy centres would be provided within the Block 1 and either Plot 10 or 11 to provide heating and hot water to the Blocks / Plots. In line with recommended standards, the Development would achieve a 35% improvement in carbon dioxide (CO_2) levels over the existing.

Communal waste stores would be provided for residents at the ground floor and residents would separate their waste in to non-recyclables and mixed recyclables. Collections would be undertaken by WBC once per week (unless agreed otherwise). For commercial units, waste storage would be dependent on the tenant and collections would be privately organised by the tenant.

5. Alternatives and Design Evolution

In line with the EIA Regulations, the ES provides a description of the reasonable alternatives to the Development, which were considered by the Applicant and how the environmental effects were compared across the alternatives. In addition, a description of how the design of the Development evolved over time is presented.

EIA guidance also requires that the option of doing nothing (the 'No Development' scenario) is also considered, as it is good practice to consider the evolution of a site in the absence of specific proposals. The 'No Development' scenario would entail leaving the Site in its current state; however, given the allocation of the Site within both WBC's and the Greater London Authority's (GLA's) policy, the 'No Development' scenario would result in a missed opportunity for providing more and improved residential units (including affordable housing), retail, business, community and leisure space. A 'No Development' scenario (where the Development does not come forward) has not been considered because of the reasons outlined above. In terms of alternative sites, uses, technologies, scales and sizes, no reasonable alternatives were considered by the Applicant due to a number of reasons including: the Site has been allocated by WBC and the GLA for redevelopment including housing uses, and appropriate technology would be used to minimise environmental effects where required (but is not considered to be an alternative).

However, how the existing Site may change naturally over time has been reviewed and the following changes are considered likely:

- Crossrail 2 is due to pass through Clapham Junction, and a new station would be built and complete by 2030;
- There is likely to be an increase in traffic, but air quality is likely to improve as cars use new technology and new standards are brought in for emissions; and
- Other new schemes would be brought forward in the area, and this would alter the amount of daylight, sunlight and overshadowing, the wind microclimate and the townscape character of the area surrounding the Site.

In terms of design evolution, the Development has undergone a number of design iterations as a result of the Site's constraints and opportunities; particularly those relating to daylight and sunlight, wind microclimate, townscape and visual, and transport and access effects. The final Development design emerged as a result of these factors, together with an extensive programme of consultation with WBC and other relevant consultees.

6. Development Programme and Construction

Planning for demolition and construction works, in particular for the Outline Proposals, is indicative at this stage and the programme and activities may be subject to some change as the detailed design is developed. For example, the number of vehicles required to export the demolition and construction waste in relation to a particular building or area of the Site would be dependent on the progress of the works, and the ability to re-use or recycle materials on Site. Nevertheless, sufficient planning has taken place at this stage to enable the identification of likely significant environmental effects relating to the demolition and construction of the Development.

Based on an indicative programme, it is anticipated that the Development would be built over a period of approximately 16 years. Site preparation, relocation of existing residents, demolition, construction and development would be phased, starting in 2020 and finishing in 2036, when the entire Development would be complete and operational.

Hours of Work

Hours of work would be agreed with WBC. It is likely that the standard hours of work would be:

- 08:00 to 18:00 hours Monday to Friday;
- 08:00 to 13:00 hours Saturday; and
- No working should be undertaken on Sundays or Public / Bank Holidays.

No demolition and construction activities would be undertaken out of hours without prior agreement with WBC and, except in cases of emergencies, WBC would be notified in advance and the appointed Contractor(s) would advise nearby residents.

Environmental Management

The nature, extent and magnitude of likely adverse effects associated with demolition and construction works are largely dependent on the implementation of effective management controls e.g. employment of dust prevention methods and use of properly maintained plant.

Prior to the start of any works on Site, a Construction Environmental Management Plan (CEMP) would be prepared in accordance with relevant guidance, for agreement with WBC. The purpose would be to:

- Identify potential adverse environmental issues associated with the demolition and construction of the proposed Development;
- Specify measurable limits and targets;
- Detail the mitigation measures to be undertaken; and
- Specify the management tools and procedures required.

7. SOCIO-ECONOMICS

A socio-economic assessment has been undertaken using a wide range of information sources. These sources include planning policies, guidance and standards, population census data and professional experience acquired of similar development schemes. A summary of the baseline conditions, assessment conclusions and significant effects is provided below.

A review of baseline conditions has been undertaken across different geographic scales. The Site is located in Latchmere ward (the local area), and data for Latchmere ward are often compared to LBW, London and Great Britain as a whole to understand trends in the data. Notable baseline data shows the following:

- The unemployment rate in Latchmere ward is higher than that of LBW and job density (the number of jobs available per person) is lower in Latchmere ward than for London and Great Britain (i.e. there are less jobs available);
- Latchmere ward has almost double the percentage of social rented homes, and fewer people own their own home, when compared to LBW as a whole.
- The Site is located within the 30% most deprived areas in England (this is based on the weighting of a number of different indicators);
- Both state-funded primary and secondary schools within the catchment area for the Site have capacity for new pupils;
- On average, GP surgeries within 1.5km of the Site have limited capacity, but there are some GP surgeries which are oversubscribed;
- Of 11 dentists identified within 1.5km of the Site, 8 were taking on new NHS patients at the time they were surveyed; and
- There are 20 areas of open space within 1.5km of the Site, including 6 large open parks.

During demolition and construction, the Development is estimated to generate up to 336 full time jobs over 16 years and bring in an additional £207.6 million to the local economy based on the use of local suppliers, additional wages for workers, and an additional £4.5 million based on the use of local business (for example, buying lunch). This is considered to be a temporary, minor to major beneficial effect.

Once complete and operational, the Development would provide between 388 and 421 additional jobs from the leisure, commercial and office uses on-Site. Employees at the Development would bring in between £32.4 million and £35.2 million to the local economy based on their spending of wages and an additional £324,00 to £352,000 per year based on the use of local businesses. This would have a minor to moderate beneficial effect.

Up to 2,550 new homes would be built and would contribute to meeting the targets for new homes across London, resulting in a moderate to major beneficial effect. New residents would bring in an additional £30.4

million to the local economy through the spending of money at local businesses, paying bills and using local services. This is considered to be a moderate to major beneficial effect. In addition, WBC would generate £683,334 in additional Council Tax from the new residential units per year, resulting in a moderate beneficial effect.

New people living in the Development would put pressure on local services, including schools and dentists, and this would likely have a minor adverse effect. A payment, known as a Community Infrastructure Levy (CIL) payment, would be made to the local authority which may, in part, contribute towards providing both primary and secondary school places and dental services in the local area. Where this money is spent is dependent on the community needs identified by the local authority (in this case WBC). Should WBC use the money on providing school places and dental services, this effect would be reduced to insignificant. Should a different infrastructure need be identified, and the CIL money is spent elsewhere, then the effect would remain minor adverse.

However, the Development would provide a new medical centre, a new library and Community and Leisure Centre, and replacement publicly accessible open and play space, all of which are considered to be beneficial for the local area. The development would result in a minor beneficial effect on GP surgeries and a major beneficial effect on the demand for open and play space. No mitigation measures would be required.

8. TRANSPORT AND ACCESS

The existing Site is in a good location for sustainable transport, being close to Clapham Junction railway station, several regular bus routes, river boat services, and passed by Cycle Superhighway 8. Existing access through the Site for pedestrians and cyclists is generally good but often low quality. Cycle and pedestrian facilities outside the Site are variable but generally present. The local road junctions are busy, but operate adequately.

The assessment of the transport effects of the Development was made by first establishing the current circumstances in and around the Site at the time the application is submitted for planning; i.e. in 2018. Future forecasts are then made for the time the Development would be completed (i.e. 2036) by increasing traffic levels to include projected future housing and job growth in the surrounding area. These forecasts are made for a scenario where the existing Site is assumed to be left as it is, and for a scenario where the Development occurs. The difference between these two future scenarios is therefore the effect of the Development.

The demolition and construction works would create some additional traffic over the 16 year programme, including additional lorries, vans, etc. This would have a temporary, moderate adverse effect on traffic but would be managed through a Construction and Logistics Plan (which is required before work can commence on Site). Amongst other documents, this would manage deliveries and other traffic to ensure that it occurs outside the busiest periods of the day and those times when there is spare capacity on the local network. This would reduce the effect to a temporary, minor adverse effect. There would be the potential for road closures and diversions to allow access to the Site during demolition and construction, and this would have a temporary, minor adverse effect. No mitigation is proposed for this effect.

The Development would encourage walking and cycling through the reduction of car parking spaces on-Site (discussed further below), increasing the number of cycle parking spaces on Site and by making the Site a more pedestrian and cycle friendly environment (through the design of the Development). It is expected that the measures put in place for walkers and cyclists would result in a permanent minor to moderate beneficial effect once the Development is complete and operational.

Generally, traffic levels in the area without the Development are anticipated to grow by approximately 17% - 19% over the period 2018 through 2036. Meanwhile, the Development reduces the amount of parking on Site from an existing 651 to a proposed 333 spaces. This parking reduction, combined with the location of the Site adjacent to Clapham Junction railway station, a number of bus routes, Cycle Superhighway 8, and Clapham itself, ensures that new trips generated are captured by sustainable transport modes (i.e. public transport, walking and cycling). The numbers of these public transport trips are generally expected to be within the daily variation and capacities of the existing public transport network, resulting in an insignificant effect on

underground, light rail, national rail, tram and river boat services. Bus trip increases are likely to be more substantial and would likely result in a permanent minor adverse effect. This may require increased capacity to local services which would be explored with TfL. Despite the development of the Site, the overall traffic expected in the area in 2036 with the Development is increased by approximately 3.6% in the morning peak (i.e. the morning rush-hour) and 3.5% in the evening peak periods than would be the case if the Development were not to proceed. This increase is within the amount that traffic varies on a day-to-day basis and therefore is not expected to have a significant effect on road traffic levels. Whilst an insignificant effect on traffic is likely, there is expected to be an effect on journey times (an increase of approximately 4 minutes), which would result in a moderate adverse effect. Mitigation through the Travel Plan is likely to reduce this effect to minor adverse.

The Development would improve the road network within the Site when compared to the existing situation. It would also re-align Winstanley Road and provide an access through to Plough Road. In terms of highway design and the effect of this on road traffic, this is expected to have an insignificant to permanent minor beneficial effect.

A Travel Plan would be prepared to properly manage parking on Site, and generally, the design and location of the Development encourages the use of sustainable transport modes and ensures that the surrounding area can continue to function well, even in the face of generally increasing traffic in the area and across London.

9. AIR QUALITY

The Site is located within an Air Quality Management Area (due to exceedances of some national air quality objective values) and an Air Quality Focus Area, due to an exceedance of a European Union's (EU) air quality objective value for nitrogen dioxide and high levels of human exposure. The baseline air quality has been measured at locations around the Site, using diffusion tubes which allow a better understanding of the nitrogen dioxide levels in the area. These data showed that the nitrogen dioxide levels are currently exceeding the EU's objectives in 10 locations out of 20 that were monitored in and around the Site. These data have fed in to the assessment of the effects of the Development. A number of sensitive receptors surrounding the Site have been identified, including existing residents, schools, and future residents, and an assessment has been carried out of the likely effects from the Development on these receptors in terms of air quality.

During the demolition and construction works, there would be potential for dust to be generated from the Site; however, a range of mitigation measures would be put in place to reduce dust emissions and the overall effect would be insignificant. Mitigation measures would include the preparation of a Dust Management Plan (DMP) and CEMP, which would recommend best practice measures for managing dust generation.

The Development is also likely to increase the number of heavy goods vehicles on the surrounding roads during demolition and construction, and there would be a need for diesel operated machinery on Site during demolition and construction works which may affect local air quality. However, when compared to the baseline concentrations which were determined through monitoring and modelling, changes to air quality as a result of demolition and construction works are likely to be minimal and the effect would be insignificant.

Modelling was undertaken to assess the effects of the completed Development on air quality. An assessment of the emissions from two energy centres (which would contain machinery required for heating and hot water) in Block 1 and either Plot 10 or 11 once the Development is complete and operational has demonstrated that, at sensitive locations off-Site, the effect of the energy centre machinery on air quality would be insignificant. On Site, the emissions from the plant would not result in any new receptors (i.e. the new buildings and residents) experiencing unacceptable air quality.

The Development would lead to a general reduction in traffic movements on the local road network, as the number of parking spaces would be reduced when compared to the existing Site. The Development would, however, extend Winstanley Road to create a through road between Grant Road and Plough Road, which would lead to an increase in vehicle movements close to some existing receptors. The assessment has shown that the combined road traffic and energy plant effects would be insignificant at sensitive receptors off-Site. Nevertheless, a number of measures would be implemented to improve air quality more generally, including

the provision of electric vehicle charging points and the production and implementation of a Travel Plan, to encourage the use of sustainable transport in accordance with best practice.

The assessment has demonstrated that future residents and users of the Development would experience acceptable air quality, with pollutant concentrations below the air quality objectives. Additionally, the Development has also been shown to meet the London Plan's requirement, that new developments are at least 'air quality neutral' or better, and do not worsen air quality any further.

10. Noise and Vibration

Baseline noise and vibration monitoring in and around the Site was carried out to understand the current factors influencing noise and vibration. Noise sources which currently affect the Site are primarily car and bus traffic from the surrounding roads, trains arriving and departing from Clapham Junction railway station, the nearby heliport, and air traffic overhead which is travelling to Heathrow Airport.

Demolition and construction works would include activities that would likely increase noise levels temporarily and potentially cause vibration within, and close to, the Site. The implementation of noise and vibration control and management measures via the CEMP, such as the use of modern, quiet and well-maintained machinery, would help to reduce temporary noise and vibration disturbance at nearby receptors to reasonable levels.

Noise as a result of demolition and construction works, would have a temporary, major adverse effect on nearby sensitive receptors. This would be reduced to insignificant to temporary minor adverse once mitigation is in place (such as implementing measures in the CEMP).

During the most intensive period of demolition and construction work, it is anticipated that there would be a peak of 180 two-way vehicle movements per 10-hour operational day. This equates to a 40% increase in percentage of vehicles using the local road network per day at peak construction. Guidance indicates that the traffic noise generated would result in a temporary, adverse effect of minor significance, however this would be reduced to insignificant once the CEMP and CLP are implemented.

In terms of vibration effects during demolition and construction, it is expected that there would be a temporary, minor adverse effect on sensitive receptors (as a result of perception from people), but that this would be reduced to insignificant once the CEMP is implemented. Effects on buildings resulting from vibration would be insignificant.

Noise generated by traffic once the Development is complete and operational (for example servicing and delivery, and residents) is expected to result in insignificant effects, and as such, would not require any mitigation measures. Fixed building services plant within the Development would be designed to achieve suitable noise levels and not cause disturbance to existing and future occupants of the Site and surrounding area, and therefore, effects would be insignificant.

Non-residential uses of the Development (e.g. retail, commercial and leisure uses / services) would be subject to standard controls (such as limiting noise levels of equipment), likely to be secured through planning conditions. Combined with the Development's external building material, used to control noise levels, and the implementation of a Servicing and Deliveries Plan, it is expected that any noise effects associated with non-residential uses of the Development would be insignificant.

Noise monitoring would be undertaken once the Development is complete and operational to show compliance with WBC's planning requirements.

11. Water Resources and Flood Risk

The Site is in an area at risk from tidal flooding from the River Thames (located approximately 180 metres to the north-west), but the Site benefits from the Thames Tidal Defences which protect the Site from flood risk from the River Thames. Nevertheless, the Site is still at risk of tidal flooding as there is a potential situation where the defences are broken in a severe event. The Site is also considered to be at risk of surface water and sewer flooding, which occurs when the sewer / drainage systems below ground are too full. An Outline

Drainage Strategy and Flood Risk Assessment has been prepared to assess the potential effects from the Development and ensure that the design of the Development adequately addresses flood risk and drainage.

During demolition and construction, there is a risk that the Site may be affected by surface water, groundwater and sewer flooding, resulting in temporary minor adverse effects. However, mitigation measures would be put in place to reduce the effect, for example, by ensuring the design of foundations do not hit groundwater and suitable temporary drainage is in place. This would render the effect insignificant. Risks from any other flooding sources are anticipated to be insignificant.

Once the Development is complete and operational, there are expected to be insignificant effects on flood risk from all sources, except surface water flooding, as the Development would not increase flood risk on the Site or elsewhere beyond the Site boundary. Due to the intended drainage strategy, the risk from surface water flooding is expected to improve, resulting in a permanent, minor beneficial effect. This is in line with National and local policy as well as Environment Agency guidelines. The potential for tidal flooding because of the defences breaching is still a possible risk, and the Development has been designed to ensure that there are no vulnerable uses (including housing) on the ground floors and that the Site is built up enough to reduce flooding to the buildings. As such, this is considered to be an insignificant effect.

It has been identified that there would be an increased demand for water supply, resulting from the complete and operational Development; however, it is anticipated that the implementation of the Thames Water Resource Management Plan would ensure that water demand is met within London, and therefore within the Development. As such, the overall effect on water supply would be insignificant.

12. ECOLOGY

A number of ecology surveys have been carried out at the Site, including habitats, birds and bat surveys, and a single Important Ecological Feature (IEF) has been identified, York Gardens Site of Local Importance for Nature Conservation (SLINC), that could be significantly impacted upon by the Development.

During the demolition and construction works, the majority of the SLINC would be cleared, resulting in a temporary moderate adverse effect. However, mitigation and enhancement would be provided once the Development is complete and operational. A CEMP would be implemented during demolition and construction to ensure that the roots of trees which are to be kept on Site are not impacted by heavy machinery and to ensure any hazardous substances which may affect ecology are stored and used appropriately. This would result in a temporary, moderate adverse effect. There is also the potential for indirect effects on ecology, for example dust, during the demolition and construction works. This is considered to result in a temporary, minor adverse effect, but would be mitigated through measures from the CEMP to reduce the effect to insignificant.

Once the Development is complete and operational, around 5.5ha of open space would be provided, including enhanced habitats for ecology such as the provision of additional trees, hedgerow and shrub planting and the creation of a wildflower meadows. This would result in an insignificant effect. However, in addition to this, bird and bat boxes, which encourage these species to nest, roost and use the Site, would be fixed to trees and incorporated in to buildings to encourage biodiversity. Whilst the Development would result in the loss of the current SLINC, the proposed open space and biodiversity measures included within the Development are expected to provide the same, if not better, ecological value as the SLINC and this would result in a permanent, minor beneficial effect in terms of ecology once bird and bat boxes are included.

A Landscape Ecological Management Plan (LEMP) would be produced to ensure that the landscaping is managed correctly so that the maximum benefit is achieved across the Site. Whilst a number of measures are included across the Development to improve biodiversity, the Development still results in the loss of a SLINC, and as such, on balance, these measures are considered to be insignificant.

13. ARCHAEOLOGY

An assessment of the Development on potential below ground archaeological assets has been undertaken.

There are no designated heritage assets on Site, although the Clapham Junction Conservation Area is located 25m to the south. There are numerous listed buildings located within this Conservation Area, none of which have any association with the Site. Additionally, there are no other designated heritage assets (Scheduled Monuments, Registered Battlefields, Protected Wrecks, or World Heritage Sites) within the vicinity of the Site. The north-west corner of the Site lies within the Wandsworth Archaeological Priority Area, which has been designated as such because it may contain historic artefacts associated with human activity along the river in this location (as the River Thames has shifted over time, and development has encroached on the River).

Further work has been carried out in the form of a desk based geo-archaeological model which plots the likely ground conditions of the Site and determines whether or not there is a likelihood for archaeological items to be found. The results showed that the north-west corner of the Site has a low to moderate potential for prehistoric remains.

The likely effects of the Development on any potential archaeological remains would be associated with demolition and construction, during the excavation of basements and insertion of foundations, with effects likely to be permanent, adverse and of minor to moderate significance, given the potential archaeology which may be encountered on-Site. Accordingly, archaeological mitigation has been proposed in the form of monitoring over site investigation works to determine any further locations of archaeological interest and a more detailed geo-archaeological model is likely to be required. If required, a watching brief over demolition / construction works would also be implemented as appropriate. The archaeological mitigation would be secured by means of an appropriately worded planning condition. With mitigation in place, effects are considered to remain as permanent, adverse and of minor to moderate significance, however this would reduce to permanent, minor adverse if a contribution to an agreed research programme were to be secured.

There would be no likely effects on archaeological assets once the Development is complete and operational.

14. WIND

Wind tunnel testing of a physical scale-model has been combined with long-term wind statistics appropriate to the Site to provide a detailed assessment of pedestrian and roof-terrace level wind conditions in and around the Site, in accordance with the industry standard / best practice criteria for pedestrian safety and comfort. The assessment considers the suitability of conditions for existing and proposed pedestrian activities such as passage through the Site, pedestrian access at building entrances and recreational uses of amenity areas.

Climate statistics indicate that the dominant winds at the Site blow from the south-west throughout the year. Wind speeds are generally highest during the winter season, when the most frequent strong winds blow from the west-south-west. North-east winds are also common during the spring and summer, with wind speeds being generally lower during the summer. Existing wind conditions within the Site and within the immediate surrounding area are considered suitable for current pedestrian activities.

During demolition and construction, effects are likely to be insignificant, and no mitigation measures would be required.

Because of the programme of demolition and construction of the Development, there is a potential situation whereby part of the Development could be complete and operational, whilst other parts of the Site would be cleared areas, and some existing buildings would not yet have been demolished. This situation was tested, and the only significant effect requiring temporary mitigation measures was within the Block 1 Community and Leisure Centre outdoor seating area. With temporary mitigation measures, this effect would likely be insignificant.

The taller blocks within the completed Development are generally well orientated with respect to the most frequent strong winds from the west-south-west. In addition, the Development includes proposals for substantial landscaping which helps alleviate wind flows across the Site.

Potential effects with regards to pedestrian safety are therefore limited to the north-west corner of the Maximum Parameters for Plot 2. However, as demonstrated by the Illustrative Scheme, this potential long-term, adverse

effect of major significance is expected to be reduced to insignificant during the detailed design of Plot 2, and the Development is therefore considered likely to have an insignificant residual effect on pedestrian safety.

Across both the Maximum Parameters and the Illustrative Scheme, effects relating to pedestrian comfort in terms of pedestrian access to and passage through the Site, ingress / egress at entrances and recreational activities at amenity spaces are likely to be long-term, adverse of minor to moderate significance, reducing to minor significance on the implementation of mitigation and / or enhancement measures.

All other effects are considered to be insignificant.

15. DAYLIGHT SUNLIGHT, OVERSHADOWING AND SOLAR GLARE

Assessments have been undertaken to establish the likely significant effects of the Development upon the amount of daylight, sunlight and overshadowing received by properties and amenity areas neighbouring the Site. The road junctions which may be affected by reflections from the glazing of the Development (known as solar glare) have also been assessed.

Daylight and sunlight effects on surrounding properties have been assessed based on the number of windows facing the Development. The relevant guidelines which set the standards for daylight and sunlight are known as the BRE Guidelines.

Currently, not all of the windows at surrounding properties meet the BRE Guidelines for daylight and sunlight. Where this is the case, the percentage change to these windows as a result of the Development would be higher, resulting in worse effects proportionally.

The effects to daylight, sunlight and overshadowing during demolition would be beneficial until the point of construction. Following demolition of the existing buildings, daylight, sunlight and overshadowing levels at the Site and the immediate surrounds are likely to steadily increase in magnitude as the Development is built. As the construction works continue the levels of daylight, sunlight and overshadowing received by neighbours for the Site would trend towards those of the complete and operational Development which are set out below.

Due to the indicative demolition and construction programme of the Development, there is potential for part of the Development to be complete and operational, whilst other parts of the Site remain clear, and some existing buildings would not yet have been demolished. This situation was tested, in total the assessment considered the daylight and sunlight effects to Ganley Court, Gagarin House, Shepard House, Farrant House, Chesterton House and Darien House, and the overshadowing effects to communal amenity areas and play-space between Ganley Court, Gagarin House and Shepard House, Chesterton House amenity area, amenity area west of Darien Road, Shepard House amenity area, Jackson House amenity area, and the private gardens of Ganley Court, Shepard House, Darien House and Farrant House.

Overall, for daylight, Gagarin House, Shepard House, Farrant House and Chesterton House would experience temporary minor adverse effects, whilst Ganley Court and Darien House would experience temporary moderate adverse effects. For sunlight, Ganley Court, Farrant House and Chesterton House would experience an insignificant effect whilst Gagarin House would experience a temporary minor adverse effect, and Shepard House and Darien House would experience a temporary moderate adverse effect. In terms of overshadowing, the communal amenity area and play-space between Ganley Court, Gagarin House and Shepard House, and the Darien Road amenity area would experience a temporary minor adverse effect, the Chesterton House amenity area would experience a temporary moderate adverse effect, whilst all other assessed amenity areas would experience insignificant effects.

Once the entire Development is complete and operational, for daylight it is likely that there would be 22 instances where neighbouring properties would experience a minor adverse effect, 14 instances where they would experience a moderate adverse effect and 29 instances where they would experience a major adverse effect. The effect to the remaining 58 receptors would be insignificant.

For sunlight, once the Development is complete and operational, there would be 9 instances where neighbouring properties would experience a minor adverse effect, 7 instances where they would experience a

moderate adverse effect and 20 instances where they would experience a major adverse effect. The effect to the remaining 20 receptors would be insignificant.

In terms of overshadowing at nearby amenity areas once the Development is complete and operational, it is likely that the effects would range from insignificant to major adverse.

For solar glare, of the 11 locations assessed three are considered to experience an insignificant effect while four would experience a minor adverse effect. The remaining four viewpoints located on York Road would experience a moderate adverse effect.

Whilst a number of significant adverse effects are reported, these are based on the maximum parameters (due to the nature of the planning application as discussed within the introductory sections of this NTS). It is unlikely that the maximum parameters would be constructed, and therefore the effects reported are the worst-case scenario and may in reality be less than those reported.

16. Townscape and Visual Effects

The Site does not contain any statutorily designated heritage assets and is not located in a conservation area. 39 heritage receptors (including Grade I and II Listed Buildings, locally listed buildings and conservation areas) have been considered within the heritage assessment. The Site is located as a Focal Point as set out in local policy documents, which means that it may be an appropriate location for taller buildings. The Site does not fall within any views identified as being important by the GLA or WBC. A number of townscape and visual receptors have been identified, divided in to 10 character areas within and around the Site and 40 views from locations surrounding the Site (including both long and short-distance views) respectively.

During demolition and construction, there may be temporary, minor adverse effects on some heritage, visual and townscape receptors. These effects are likely to result directly due to the positioning of cranes, but also indirectly, as a result of dust and noise effects which may affect the setting of some receptors.

In relation to the completed and operational Development, there is considered to be an insignificant to minor adverse effect on Shaftsbury Park Conservation area, which is 700m away from the Site. The Conservation Area currently has a uniform architecture and building heights which adds to its heritage value. From some views, the Development would disrupt this uniformity, resulting in the above-mentioned effect. No other effects are identified on heritage receptors.

Once complete and operational, the Development would bring forward a number of tall towers which would form new elements to the skyline and would be to a high quality design. In terms of townscape, there is considered to be a major beneficial effect on Character Areas 1 and 7 and a minor to moderate beneficial effect on Character Area 5. All other effects would be negligible to minor beneficial. The impact to visual receptors, including local residents and people moving through the wider area, would generate an insignificant to moderate beneficial effect. There are no significant adverse effects to visual receptors arising from the Development.

17. Cumulative Effects

Two types of cumulative effects have been assessed:

- Type 1 Effects: The interaction of the individual effects during construction upon a set of defined sensitive receptors; for example, noise, traffic and visual intrusion; and
- Type 2 Effects: The combined effects arising from other reasonably foreseeable schemes (as shown in Figure 6).

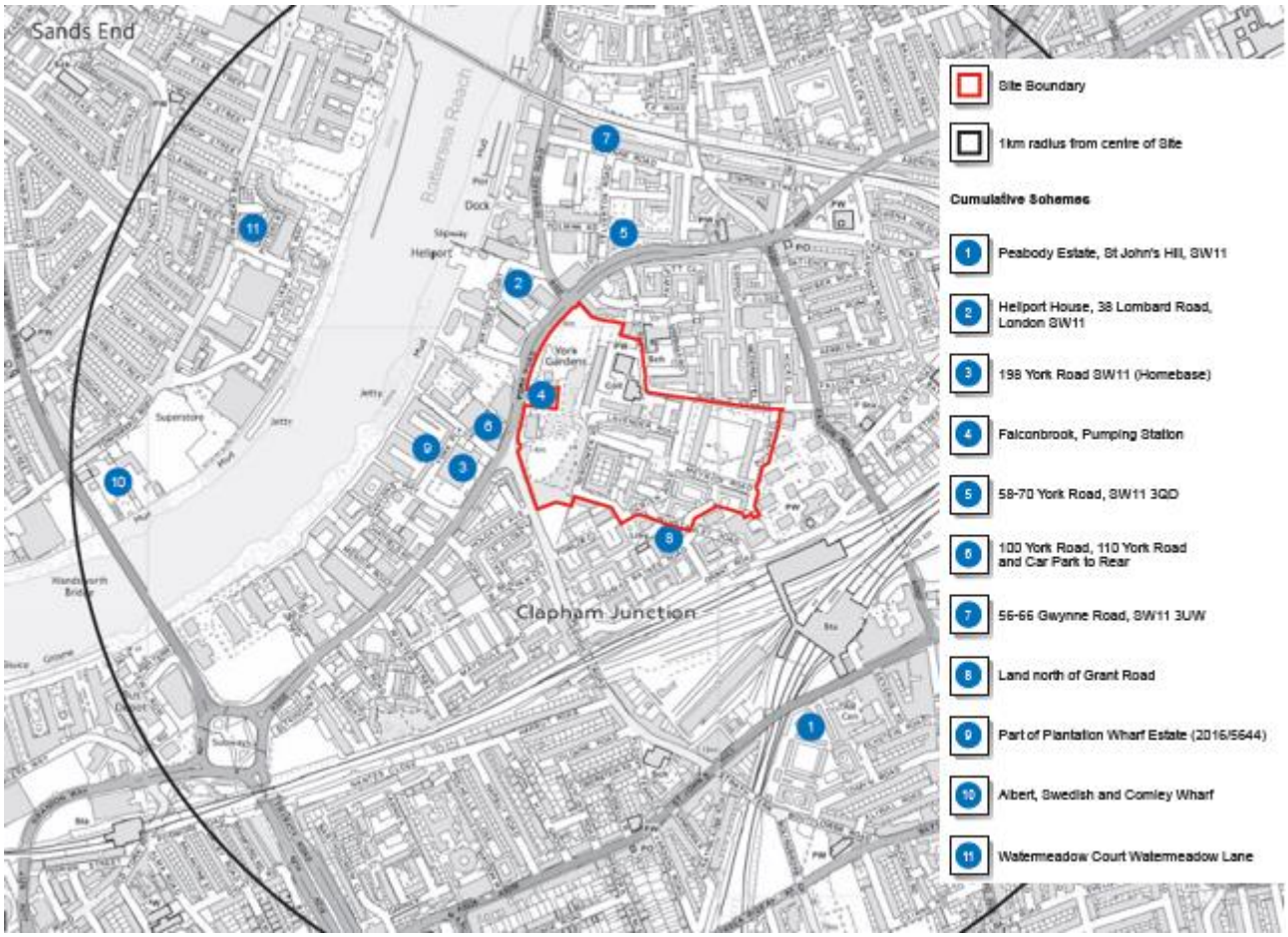

Figure 6: Location of Cumulative Schemes for Type 2 Effects

During construction, a combination of effects arising from the Development in isolation (i.e. Type 1 Effects) would likely arise from noise, daylight, sunlight, and overshadowing and townscape and visual effects. The implementation of mitigation measures, such as through the CEMP, would minimise the effects to existing residents and occupants, and users of existing commercial and education uses surrounding the Site.

Three significant Type 1 effects have been identified once the Development is complete and operational:

- New open space would have a minor to major beneficial effect in terms of ecology, socio-economics and townscape;
- There is expected to be a minor beneficial effect on pedestrians as a result of improved access, however, there is likely to be an insignificant to minor adverse effect on pedestrian access to and passage through the Site in terms of wind; and
- There are likely to be adverse effects of minor to major significance in terms of daylight, sunlight and overshadowing at some properties along York Road, Wolftencroft Close, McDermott Close, Ingrave Street, Fairchild Close and Winstanley Road. However, it is considered that these receptors would also experience minor to major beneficial effects in terms of visual impacts.

In relation to Type 2 Effects, the combined effects of the Development together with other 'reasonably foreseeable' development proposals ('cumulative schemes') have been assessed. The relevant cumulative schemes considered in the assessment have been agreed in consultation with WBC (11 such schemes have been assessed in total as shown on Figure 6).

During construction of the Development, similar works on the sites of the cumulative schemes (assuming there would be some overlap of construction programmes and durations) would result in temporarily increased traffic, emissions to air and noise and demand for water. Again, the implementation of mitigation measures, such as a CEMP, for the Development and the cumulative schemes would minimise such Type 2 cumulative effects.

Beneficial Type 2 cumulative effects are likely to be experienced in terms of construction employment during the demolition and construction works.

There is the potential for insignificant to moderate adverse effects to be experienced in terms of effects on archaeological resources during demolition and construction. This would be dependent on the significance of the finds and the mitigation committed to by the individual cumulative schemes.

In terms of Type 2 cumulative effects once the Development is complete and operational, the following cumulative effects have been identified:

- Minor adverse effect on primary schools, secondary schools and dental services, dependent on the allocation of CIL payments provided for mitigation (this is dependent on WBC). If the money is allocated to primary schools, secondary schools and dental services then the effect would be insignificant;
- Moderate beneficial effect to meeting housing targets;
- Minor beneficial effect on accessibility to, and provision of, open space;
- Minor to moderate beneficial effect on pedestrians, cyclists, parking and access to the Development;
- Minor adverse effect on bus capacity;
- Minor beneficial effect in terms of a reduction of water runoff (and therefore surface water flooding);
- Minor beneficial effect as a result of additional ecological measures included within cumulative schemes;
- Minor significant effect in terms of pedestrian access to and passage through the Site, ingress / egress at entrances and recreational activities at amenity;
- Minor, moderate and major adverse effects in terms of daylight at 9, 16 and 13 receptors respectively;
- Minor, moderate and major adverse effects in terms of sunlight at 8, 7 and 7 receptors respectively;
- Minor to major adverse effects in terms of overshadowing on public amenity space and private gardens;
- Negligible to minor adverse effect on the heritage asset, Shaftesbury Park Estate;
- Moderate beneficial effect on the townscape Character Area comprising York Road and the River Thames Frontage;
- Negligible to minor beneficial effect on 11 local views (note that this is a worsening of effect compared to the Development on its own);
- Moderate beneficial effect on two long distance views (Wandsworth Bridge and Thames Path) (note that this is a worsening of effect compared to the Development on its own); and
- Minor beneficial effect on 324 Battersea Road (an improvement when compared to the Development on its own).

All other cumulative effects are expected to be insignificant.

18. ES AVAILABILITY AND COMMENTS

The ES is available for viewing by the public on LBW's website: www.wandsworth.gov.uk.

The ES is available for viewing by the public during normal office hours in the planning department of WBC at the address below. Comments on the planning application should be forwarded to the planning case officer at the address given below:

Wandsworth Town Hall

Wandsworth High Street

SW18 2PU

Tel: 020 7364 5020

planning@wandsworth.gov.uk

Printed copies of this NTS are available free of charge. Printed copies of the full ES are available for purchase. For copies of these documents, please contact:

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