

Slipway Application Report to Committee: 2019/2232

9 CONCLUSIONS:

8.3 The proposal would have a potentially negative impact on the Battersea Archaeology Priority Area, result in the loss of ecological habitat and biodiversity and reduce the level of traffic safety and efficiency on Battersea Church Road.

8.4 Overall, Officers are of the view that the proposal is not considered to be compliant with National Planning Policy Framework (2019), National Planning Practice Guidance (2019), Policies 6.3, 6.11 7.8 and 7.19 of the London Plan (2016), Policies PL4 and PL9 of the Wandsworth Core Strategy (2016), Policies DMS1 DMS2, DMO4, DMO6, DMO7 and DMT1 of the Wandsworth Development Management Policies Document (2016) and the Wandsworth Conservation & Design Group Battersea Square Conservation Area Appraisal & Management Strategy (DRAFT).

RECOMMENDATION: Refuse

1. The applicant has failed to demonstrate that the proposed development would protect or enhance the biodiversity of the subject site which forms part of the River Thames Site of Metropolitan Importance for Nature Conservation. As such, the proposal is considered contrary to Policy 7.19 of the London Plan (2016), Policy PL2 of the Wandsworth Core Strategy (2016) and Policies DMO4, DMO6 and DMO7 of the Wandsworth Development Management Policy Document (2016).

2. The applicant has failed to identify the site as part of the Tier II Battersea Archaeology Priority Area and has failed to undertake a desktop archaeological investigation to demonstrate the acceptable impacts of the proposal. As such, the proposal is considered contrary to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act, Chapter 16 of the NPPF, Policy 7.8 of the London Plan 2016, Policy PL1 of the 206 Core Strategy and Policy DMS2 of the Wandsworth Development Management Policy Document (2016).

3. Battersea Church Road, due to its narrowness and traffic volume, does not have the capacity to accommodate the tour vehicle which requires the way ahead to be clear. The unnamed public highway linking Battersea Church Road to the slipway, and the slipway itself, are often occupied by other users or physical obstructions which would force the tour vehicle to wait on Battersea Church Road. The proposal would have a significantly adverse effect on the safety and efficiency of vehicular, pedestrian and cyclist traffic on Battersea Church Road and the unnamed public highway providing access to the slipway. As such, the development is contrary to Chapter 9 of the National Planning Policy Framework(2019), Policy 6.3 of the London Plan (2016) and Policy DMT1 of the Wandsworth Development Management Policy Document (2016).