# WANDSWORTH

# LOCAL PLAN

Pre-publication Regulation 18 Consultation Version
November 2020

THE BRIGHTER BOROUGH
Wandsworth

# Wandsworth Draft local Plan


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# 1 Introduction

## Setting the Scene

**1.1** The Council's new Local Plan will set out policies and guidance for the development of the borough over the plan period of 2023 to 2038. The development of this Local Plan document forms an important stage in the process in developing a new Local Plan known as the Regulation 18 stage or pre-publication version. Its development has been informed by a public consultation which was undertaken in December 2018 on a Local Plan issues scoping document. This draft Local Plan sets out the Council's proposed vision, objectives and spatial strategy. It includes a number of area strategies, policies and site allocations which will support the delivery of the Plan's Vision and Objectives and spatial strategy. It identifies where development will take place and how places within the borough will evolve through the application of placemaking principles to guide change and support **smart growth** over the next 15 years. Whilst facilitating development, the new Local Plan will also protect and enhance what is good and special about Wandsworth including its culture, sense of community, heritage, neighbourhood character, open spaces, quality parks, schools and community facilities, and thriving small businesses.

**1.2** The new Local Plan will form part of the development plan for the borough. Following this consultation, the Council will make changes to the Plan, where appropriate, and will then publish the Regulation 19 version of the Plan that it intends to submit to the Secretary of State for Examination, and seek representations on it. An Examination in Public will then be undertaken by an independent Inspector appointed by the Secretary of State before it can be adopted by the Council. The emerging London Plan, prepared by the Mayor of London, also forms part of the development plan, and the new Local Plan has to be in general conformity with it.

**1.3** The role of the development plan is to guide decision making on planning applications and inform investment in social and physical infrastructure. The Planning and Compulsory Purchase Act 2004 requires that "... for the purpose of making any determination under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise".

**1.4** This draft Local Plan is in accordance with national policy by applying a presumption in favour of sustainable development and the policies contained within it show how this is expressed locally. The Council will ensure that planning applications that accord with policies in the adopted Local Plan and the London Plan will be approved without delay, unless material considerations indicate otherwise.

**1.5** The draft Local Plan has been prepared within the context of a hierarchical framework of planning legislation and policy for England. At the top of the hierarchy are a number of planning related Acts of Parliament and Statutory Instruments, the National Planning Policy Framework 2019 (NPPF) which sets out Government's planning policies for England and how these should be applied, and the Planning Practice Guidance (PPG). Local authorities must take the NPPF into account when preparing Local Plans. This means in practical terms that the Council should follow national policy unless there is local evidence and circumstances that would justify a different approach.

**1.6** Below national policy sits the London Plan, which is prepared by the Mayor of London. The Greater London Authority (GLA) Act 1999 requires the Local Plan to be in 'general conformity' with the London Plan. This means that the Local Plan should be in line with the London Plan, unless there is local evidence and circumstances that would justify a different approach. The London Plan forms part of the development plan for the borough and provides the spatial development strategy for Greater London. The emerging London Plan was subject to Examination in Public in 2019 and issued to the Secretary of State. In March 2020 the Secretary of State wrote to the Mayor setting out his consideration of the 'Intend to Publish London Plan 2019'. At the time of writing, the Mayor was working with the Secretary of State to agree revisions to parts of the emerging London Plan to overcome a number of focused issues that the Secretary of State has directed

on. The Mayor will then be able to take the statutory steps to formally publish the final version of the emerging London Plan. References to the emerging London Plan within this draft relate to the Mayor of London's 'Intended to Publish London Plan 2019' unless specifically mentioned otherwise.

**1.7** This is the first statutory consultation on the new Local Plan (known as the pre-publication version). A second statutory stage will then be undertaken on what is known as the Local Plan publication version. The publication version will be prepared having considered the responses made to this draft of the new Local Plan and the Council will seek representations to it. These representations will then be sent to the Independent Inspector to inform the Examination in Public of the new Local Plan.

**1.8** The new Local Plan, once adopted will fully replace the policies and site allocations within the current adopted Local Plan which consists of:

- Core Strategy (2016)
- Development Management Policies Document (2016)
- Site Specific Allocations Document (2016)
- Local Plan Employment and Industry Document (2018)

**1.9** **Smart Growth** – The Council has developed a Recovery Plan in response to the Covid-19 pandemic. The Smart Growth Plan looks to support and build a Wandsworth where businesses and town centres thrive, where social mobility is high and residents are supported to achieve their potential, where the sense of community and place that has thrived in the past months is embedded and the borough is green and carbon neutral. In short, a borough, which is a first-class destination to live, visit, work and study. The Smart Growth Plan has five overarching objectives:

- To be the greenest inner London borough.
- To deliver the best start in life.
- To promote aspiration for everyone through sustainable, ambitious growth and regeneration.
- To ensure businesses thrive and town centres are vibrant and culturally rich places to go, shop and enjoy.
- Enabling people to get on in life.

**1.10** The new Local Plan is a key Council document as it sets out the Council's vision, objectives and policies for securing delivery of the Council's ambitions for Wandsworth. The draft Local Plan embeds these objectives as a golden thread throughout the document.

## Preparing the Pre-Publication Local Plan

**1.11** Between December 2018 and February 2019, the Council undertook a consultation on the scope for the updating the adopted Local Plan in the form of an 'issues document'. This was an additional stage of consultation by the Council (not prescribed by the Town and Country Planning (Local Planning) (England) Regulations 2012) to provide the opportunity for early engagement with the borough's communities, businesses, key stakeholders, neighbouring local authorities and statutory bodies. The key themes of housing, employment, transport, open space and the environment, community services, and infrastructure were explored.

**1.12** The Council received 48 responses (which incorporated some 760 individual comments) to the issues document consultation. All of these responses have been considered as part of the preparation of the Pre-Publication version of the Local Plan. A record of all the responses received and a summary of the comments made are available to view on the Council's website at: www.wandsworth.gov.uk/local-plan-full-review

**1.13** Alongside the consultation on the Issues Document, the Council undertook what is known as a 'Call for Sites'. This invited anyone with an interest in land, potential sites and broad locations for development to submit these to the Council for consideration for inclusion within the new Local Plan. The information provided through the 'Call for Sites' as well as an analysis of development opportunities by the Council using other sources of information have been assessed to

inform the identification of sites which the Council considers are suitable for allocation within this new Local Plan.

**1.14** In January 2020 the Council undertook a Local Plan Engagement Event at the Battersea Arts Centre which was attended by some 50 voluntary/community groups and businesses in attendance.

**1.15** The workshop discussion identified a number of key issues that were felt the new Local Plan should address, as follows:

- A need to provide a clear focus for the borough's town centres and main spatial areas to enable the enhancement of the public realm; to encourage a variety of shops and services; and to promote a positive range of experiences for visitors including dining and enhancement of the night time economy.
- A need to recognise the valuable role that industrial land in the borough plays and the need to maintain a sufficient supply of land to provide for a range of employment options. In addition, the need for the provision of flexible affordable workspace was identified including for a variety of special types and locations with more scope for the provision of workspaces in town centres and the high street, with mixed use developments favoured.
- That affordable community facilities and social infrastructure should be well designed and provide for multifunctional spaces and be provided throughout the borough as part of new development.
- That ambitious climate change mitigation and adaptation policies should be prioritised, and sustainable green infrastructure should be integrated into development. Green and open spaces should be protected and increased in new development to support health and wellbeing objectives.
- The need to give careful consideration to design, character, landscape, public realm, green space, wind levels and accessibility when planning for tall buildings.

**1.16** The NPPF requires Local Plans to include strategic policies to address priorities for the development and use of land. The strategic policies of this Local Plan are as follows:

- SS 1 Spatial Development Strategy
- PM 1 Area Strategy and Site Allocations Compliance
- PM 2 to 10 – Place based policies for each Area Strategy
- LP 3 The Historic Environment
- LP 10 Responding to the Climate Crisis
- LP 12 Water and Flooding
- LP 13 Waste Management
- LP 15 Health and Wellbeing
- LP 17 Social and Community Infrastructure
- LP 18 Arts, Culture and Entertainment
- LP 22 Planning Obligations
- LP 23 Utilities and Digital Connectivity Infrastructure
- LP 24 Provision of New Homes
- LP 25 Affordable Housing
- LP 36 Promoting and Protecting Offices
- LP 37 Managing Land for Industry and Distribution
- LP 43 Protected Wharves
- LP 44 Wandsworth Centres and Parades
- LP 51 Sustainable Transport
- LP 55 Protection and Enhancement of Green and Blue Infrastructure

**1.17** Public consultation on this Pre-Publication version is to be carried out from 4 January 2021 to 1 March 2021 for an extended 8-week period. This is in accordance with the requirements of Regulation 18 of the Town and Country Planning (Local Planning) Regulations 2012 and the Council's adopted Statement of Community Involvement.

**1.18** The timetable for the development of the new Local Plan is set out in the Council's Local Development Scheme and is summarised in the table below:

| What | When |
|---|---|
| Consultation on the scope of the review of the Local Plan – Issues Document | 3 December 2018 – 28 January 2019 (completed) |
| Regulation 18 consultation on the draft Local Plan ('Pre-Publication') | 4 January 2021 – 1 March 2021 |
| Publication under Regulation 19 of the draft Local Plan that the Council intends to submit to the Secretary of State | Autumn 2021 |
| Submission of the 'Publication' version of the new Local Plan to the Secretary of State | Early Spring 2022 |
| Independent Examination in Public | Summer/Autumn 2022 |
| Adoption | Spring/Summer 2023 |

**Table 1.1 Indicative Timeline**

### White Paper - Planning for the Future

**1.19** On 6 August 2020 Government published a White Paper on 'Planning for the Future' for consultation. The White Paper contains a wide range of proposals for the reform of the planning system. The Paper includes a number of measures which aim to streamline and modernise the planning system, improve outcomes on design and sustainability, reform developer contributions and ensure more land is available for housing where it is needed.

**1.20** The Council is fully aware of Government's proposals to reform the planning system, which, if introduced, could lead to fundamental changes as to how Local Plans are prepared. Nevertheless, the Council is mindful of the advice recently provided to local planning authorities by the government's Chief Planner that they should not let the uncertainties that are understandably created stop them from progressing on the development of Local Plans. This is particularly important in making sure that strong plans are in place which facilitate recovery from the impacts of the COVID-19 pandemic.

### Current Planning System Changes

**1.21** On 6 August 2020, Government published a consultation setting out proposals to improve the effectiveness of the current planning system. These included changes to the standard method of assessing housing need, a new requirement for first homes to be delivered as a percentage of affordable housing, as well as temporary changes to the threshold at which developers do not need to contribute to affordable housing and proposals to increase the threshold for Permission in Principle by application to cover major sites. As these are only proposals at this stage which may be subject to change they have not been taken into account in the preparation of the draft Local Plan.

**1.22** Government also introduced through legislation a number of changes to the Planning System which came into effect on 1 September 2020. These included changes to Permitted Development Rights and the Use Classes Order (UCO) to assist with handling the impact of the Covid-19 pandemic. This draft Local Plan has taken these changes into account in its development.

**1.23** A significant amount of the evidence base developed to support the policies in this draft Local Plan was prepared prior to the COVID-19 pandemic and the introduction of the changes

to the UCO. The long term implications and consequences of these are not yet clear. Therefore, we would like to particularly hear from our local communities, stakeholders, partners and organisations if and how any policies or area strategies should be amended to reflect these changes in circumstance.

## Consultation on this Plan and associated Documents

**1.24** The following documents are available on the Council's website at www.wandsworth.gov.uk/local-plan-full-review.

1. **Pre-Publication Local Plan (this document):** this sets out the draft Area Strategies, Site Allocations and Planning Policies. It sets out why we are updating each policy and what the evidence says. The Plan is structured into three main parts; Vision, Objectives and the Spatial Strategy; Placemaking; and Policies. The Placemaking section contains nine Area Strategies; seven relate to the borough's town centres and regeneration areas and two cover the Wandsworth Riverside and the Wandle Valley areas. This section also contains the Site Allocations central to the delivery of the Plan and are set out under each corresponding Area Strategy or at the end of the section where sites are located outside these areas. The Policies have been grouped into related policy areas such as Housing, Economy and Climate Change. Both the Placemaking and Policies sections have been drafted in accordance with the Vision, Objectives and Spatial Strategy which is contained in the introduction to the Plan.

2. **Sustainability Appraisal of the Pre-Publication Local Plan:** this sets out how the economic, environmental and social effects that may arise from this pre-publication Local Plan, including for the Area Strategies, Policies and Site Allocations have been assessed and taken account of.

**1.25** The draft Local Plan sets out a 15-year strategic vision, objectives and the spatial strategy for the borough as well as the area strategies and planning policies that will guide future development in the borough. It looks ahead to 2038 and identifies where development will take place, and how places within the borough will evolve, or be protected from change, over that period. In addition, the draft Local Plan identifies the site allocations that are considered will support the delivery of the vision and strategy of the Plan.

**1.26** We would like your views on the Council's proposed approach including whether the proposed site allocations, together with the proposed development considerations and design requirements, are deliverable and developable and if there are any other considerations that should be taken into account. This is of particular importance for ensuring that there is sufficient land for employment, retail, housing and social infrastructure. We would like to hear the views of our local communities, businesses and key organisations on the draft Plan.

**1.27** The following supporting documents and background papers, which are available on the Council's website at: www.wandsworth.gov.uk/local-plan-full-review are also made available alongside the main consultation documents:

- **Equalities Impact Needs Assessment:** this assesses the draft Local Plan against protected equalities characteristics. The assessment has been undertaken to ensure that any potential equalities consequences arising out of the draft Local Plan have been considered and, where possible, removed or minimised so that opportunities for promoting equality and diversity are maximised.
- **Health Impact Assessment:** this sets out the findings of the assessment of the health and wellbeing impacts of the draft policies and site allocations.
- **Issues Document statement of consultation:** this provides a record of all of the responses received together with a summary and analysis of those responses.
- **Updated local evidence:** This includes new updated evidence on the Employment Land and Premises Study (2020), Retail

Needs Assessment (2020), Local Housing Needs Assessment (2020) and Urban Design Study (2020). Other relevant Local Plan evidence is published on the Council's website at www.wandsworth.gov.uk/local-plan-full-review.

# 2 Strategic Context, Vision and Objectives

## Spatial Portrait and Key Strategic Issues

**2.1** This chapter provides the context within which the draft Local Plan has been developed in response to the main issues and needs of the borough. The Vision and Objectives and Spatial Strategy show how the Plan aims to respond to these issues.

### Population increase and the demand for housing

**2.2** Wandsworth's population has continued to grow significantly. The estimated resident population of the borough is 329,700 based on ONS Mid-2019 Estimates and represents an increase of 27% since 2001. This is projected to rise to around 353,100 by 2030. The main drivers for this population growth are an increased birth rate, longer life expectancy and changing migration patterns; however, it is worth emphasising that the ONS estimate was prepared prior to the COVID-19 pandemic, and therefore does not necessarily reflect potential changes in relation to internal and external migration patterns. It is anticipated that much of this population growth will occur within the investment and growth areas of the borough. This will result in a need for more homes, jobs, services and community facilities, such as schools and healthcare.

**2.3** The population of Wandsworth is relatively mobile with a growing number of residents in their twenties and thirties. A significant proportion of the population are from ethnic minority backgrounds and there are a range of faiths. 30% of the population is Black Asian or Minority Ethnic, an increase of 8 percent since 2001. 70% of the population is of white ethnicity, a reduction of 8% since 2001.

| Year | Population |
|---|---|
| 2015 | 320,900 |
| 2020 | 332,500 |
| 2025 | 343,700 |
| 2030 | 353,100 |
| 2035 | 365,200 |
| 2040 | 377,300 |

**Table 2.1 Wandsworth Population Projections (GLA 2018-Based Housing-Led)**

**2.4** As a result of improvements to life expectancy the number of elderly residents is increasing. The estimated percentage of older persons (65+) resident in the borough was 9.5% (based on 2018 ONS population estimates). This is projected to increase to 12.5% by 2036 (GLA 2018-Based Housing-Led). Given the higher incidence of disability and health problems amongst older people, there is likely to be an increased requirement for specialist housing options, and health and social care services moving forward. The number of older persons households that will arise over the plan period; what proportion of this group's housing needs could be addressed through mainstream housing (allowing for both lifetime homes and the scope for adaptations); and what the residual need is likely to be for specialist housing for older people are all important considerations for the Local Plan. The percentage of under 16 people in the population is projected to decrease from 17.8% in 2018 to 15.9% in 2036 (GLA 2018-Based Housing-Led). This is lower proportion than London as a whole which, by comparison, is projected to decrease from 19.9% to 18.1% over the same time-period.

**2.5** The borough's shifting demographics underlie changes in the housing market and a growth in housing demand. Almost a third (31.2%) of residents rent privately, which is higher than the proportion in inner London (29%). The median monthly rent of around £1,650 is similar to the median monthly rent in Inner London (£1,700), but higher than the median monthly rent in London (£1,495), and more than double

that of England (£695). The median monthly rent is estimated to be approximately 40% of the median household income, which makes a lot of private sector housing unaffordable to people on lower incomes. There is a strong record of affordable housing provision in the borough with 885 new affordable homes delivered between 2016/17 and 2018/19.

**2.6** Wandsworth has a number of social housing estates, particular in the more densely populated areas of Battersea and in some of the more deprived areas of Roehampton and Queenstown. In Wandsworth there are around 40 housing associations and between them they own over 9,000 affordable homes in the borough. Although social housing accounts for 20.3% of all properties in Wandsworth, there remains a need for low-cost rented products as there are some 8,800 households on the Wandsworth's Housing Register. In terms of housing type, a large majority of the borough is comprised of terraced houses, flats, maisonettes or apartments. Housing estates cover only 10% of the area of the borough.

**2.7** The median house price at the end of 2019 was £622,563 (2019 ONS House Price Statistics for Small Areas) which represents an increase of 77% since the end of 2009. House price increases have continued to make access to housing for first time buyers in particular increasingly difficult, creating a demand for smaller sized dwellings. Much of the demand for new homes has been met on vacant brownfield sites, including underutilised former employment land, where it has acted as the catalyst for the regeneration of these sites, however there remains pressure on other functional employment land.

**2.8** The emerging London Plan sets a target for Wandsworth of 19,500 additional homes to be provided over a ten year period (2019/20 to 2028/29). This represents an annualised average target of 1,950 new homes per year and represents a 7.5% increase over the 2015 London Plan target of 1,812 and a 70% increase over the 2011 London Plan target of 1,145. The emerging London Plan also introduces a new requirement setting out that 4,140 of these units (414 per year) should be delivered from small sites to maximise regeneration of empty or poorly developed plots and to protect other valued areas, such as open spaces and Metropolitan Open Land.

**2.9** Wandsworth is now within the 50% least deprived local authorities in England, whereas in 2015, it was amongst the 50% most deprived. The most deprived areas in the borough are located in Roehampton, Putney Health, Battersea (Winstanley, Doddington, Rollo, Savona and Patmore Estates) and parts of Tooting. However, there are no local areas in Wandsworth that are in the top 10% most deprived in England. A minority of local areas are in the top 10-20% or 20-50% of areas. Wandsworth ranks amongst the least deprived authorities in England for four of the seven indices of deprivation (Income; Employment; Education, Skills and Training and Health Deprivation and Disability). It performs particularly well in relation to Education, Skills and Training when compared to 2015, and its rank and score for Income have improved. In line with many other London boroughs, Wandsworth ranks amongst the more deprived authorities in England in relation to the Barriers to Housing and Services and Crime indices.

### Economy

**2.10** The borough generally benefits from relatively high levels of employment, and areas with high employment rates are relatively well spread across the borough. Areas with a particularly high employment rate include Wandsworth Town, Balham and areas around Clapham Junction. Despite this, higher average incomes are not spread consistently across the borough, and in the more deprived areas, employment rates are comparatively lower than they are in the less deprived areas of the borough. Wandsworth has a highly skilled residential population which is well educated with higher income earnings when compared to London as a whole. Over 70% of residents hold a degree (compared to 53% in London) and median weekly earnings for residents in Wandsworth are £690 (compared to £575 in London). The number of jobs in the borough is set to rise by 12% by 2041, to 401,600 (GLA Economics 2017 Employment Projections) with many of these located in the new emerging town centre at Battersea Power Station, Nine Ems.

**2.11** There is a socio-economic disparity between the borough's residents and its workforce. More than two thirds (68.9% 2011 ONS) of all residents work in managerial or professional occupations, while employment data shows that the office sector is proportionally quite small in the borough. Recent travel-to-work data shows that some 25.7% of working residents travel to Westminster and the City of London to work. There is a strong outflow of commuters: of the 179,400 residents in employment, 107,200 leave the borough to work elsewhere. This represents a net out-commuting flow of 36% (defined as the total number of daily workers in the borough regardless of where they live as a proportion of the total number of employed residents).

**2.12** The proportion of employment in the office and industrial sectors is significantly lower in Wandsworth (41.5%) that in London (54%). This is primarily due to the borough having comparatively small proportion of businesses in the office-based sector. The proportion of employees in industrial sectors is also slightly lower than the London average. The wholesale retail sector is the only sector which has a greater proportion of total employment in Wandsworth than in London as a whole.

**2.13** The borough's main employment areas are functioning well, with high occupancy rates supporting a diverse range of business types. However, there is an identified need for office space and industrial land (Employment Land Premises Study 2020). In recent years, new flexible workspace has been developed in the borough, providing space for small businesses and start-ups, alongside a good supply of new high-grade offices suitable for larger companies. There is an identified demand for further smaller flexible workspaces, including affordable workspace, to meet the needs of SMEs and in particular the borough's creators, makers and innovators.

### Retail/town centres

**2.14** Wandsworth does not currently have one single dominant retail centre; rather it has five existing town centres and one emerging town centre (the Battersea Power Station emerging CAZ retail cluster). These serve six distinct parts of the borough and are supported by nine local centres. The five-existing town centres all play an important role as the focus for their respective areas by providing a wide range of services including retailing, leisure and entertainment, community facilities and business floorspace.

**2.15** When comparing the retail needs of the borough with current capacity, retail floorspace projections indicate that there is likely to be an oversupply of convenience, comparison and food and beverage uses up to 2030. The level of current vacancies are predicted to not be filled until later in the Plan period when some growth in the market (primarily in Wandsworth Town) may return. The existing designated centres (including local centres) have an average vacancy rate of around 10.9%, which is just below the national average of 12.4%. However, these vacancy rates are expected to increase as a result of the impact of the Covid-19 pandemic recognising that some shops and cafes may have closed permanently as a result. The vacancy rate is only slightly lower (9.7%) within the five town centres. The healthiest centres generally have a vacancy rate of around 5%, reflecting the fact that there will always be a number of vacancies as a result of the normal churn of occupiers.

### Climate change and sustainable development

**2.16** Climate change impacts are increasingly affecting the day-to-day lives of people who live in, work in and visit Wandsworth. From the 'urban heat island effect' to extreme winter temperatures, this threatens the health and wellbeing of both people and the physical fabric of the borough. In July 2019, the Council declared a Climate Emergency and has pledged to work towards making the Council carbon neutral as an organisation by 2030 and carbon zero by 2050. To achieve this, it has set out a series of actions as part of its Environment and Sustainability Strategy.

**2.17** Wandsworth is one of the most desirable and dynamic places to live and work in London and is experiencing growth. This places huge demands on its infrastructure, including transport. In 2017 there were 124m passengers using Wandsworth's railway stations alone.

Sustainable transport initiatives will be key to reducing carbon emissions from transport use, improving air quality and supporting a transport network with a low carbon future.

**2.18** Air quality is a significant issue for the borough, primarily due to the daily volume of traffic using the strategic road networks and from areas of high industrial activity. A boroughwide Air Quality Management Area has been in place since 2001 due to air quality levels exceeding national standards. In response the Council has produced an Air Quality Action Plan to achieve improvements by reducing polluting emissions through measures such as reducing the need to travel by car, setting out criteria for sustainable design, and promoting sustainable demolition and construction working practices on development sites. Heathrow airport is less than ten miles away from Wandsworth and its proposed expansion is highly likely to affect the borough in a number of ways, including impacting on air quality due to additional passenger and freight journeys.

**2.19** Most carbon emissions come from buildings of an inefficient design and with poor energy performance. To address this, improvements must be made to existing, as well as new buildings, to effectively reduce carbon emissions.

### Places and Townscape

**2.20** Wandsworth is one of the largest inner-London boroughs, stretching from central London at Vauxhall to the edge of Richmond Park, with one of the longest riparian frontages to the River Thames. The borough includes a diverse range of communities and many distinct neighbourhoods. A third of the borough's land area is occupied by residential properties, many within one of the 46 conservation areas. A quarter of the borough's land area is open space, much of which is in the form of large areas of heath and common. The five town centres (Balham, Clapham Junction, Putney, Tooting and Wandsworth), the Nine Elms Opportunity Area and nine local centres provide points of focus and identity to the communities that make up the borough. The quality of much of the townscape together with the close proximity to central London, the abundance of green space, range of popular schools and good distribution of high streets has shaped Wandsworth into one of the most sought after places to live in London, placing huge pressure on housing availability.

**2.21** Over the last decade there has been a fundamental shift in policy regarding the density, design and characterisation of new development. Nationally there has been a growing focus on the central role of design which is reflected in the latest version of the NPPF and through the publication of the National Design Guide. The emerging London Plan also promotes a design-led approach, with greater consideration of character, design, accessibility as well as existing and proposed infrastructure.

### Transport

**2.22** There are approximately 440km of roads in the borough, the majority of which are managed by the Council as the local highway authority. The remainder are managed by Transport for London (TfL) as part of the Transport for London Road Network (TLRN) and on behalf of the Secretary of State for Transport in relation to Strategic Roads. As an inner London borough many of the people using its roads travel through it to get to either central or outer London.

**2.23** The road network is constrained by the River Thames and River Wandle, the rail network and areas of protected open space. There are five Thames road bridges, two of which - Putney Bridge and Wandsworth Bridge - are the responsibility of the Council. Chelsea Bridge and Albert Bridge are managed by the Royal Borough of Kensington and Chelsea. Battersea Bridge is part of the TLRN and is the responsibility of TfL. The River Wandle, which runs north to south, has only four road crossings in the borough, restricting movement east to west. Road freight is encouraged to use the Strategic Road Network during the daytime, and the night-time and weekend London Lorry Control Scheme operates on most roads in the borough, helping to limit noise pollution in residential areas.

**2.24** Wandsworth's public transport network is managed by a number of agencies including TfL, train operating companies and Network Rail. While the borough is generally well served by bus services, limited areas are relatively remote from the bus network and some journeys are difficult to make directly by bus (including between Balham and Wandsworth Town). The lack of nearby rail or London Underground services makes Roehampton in particular dependent on buses for public transport.

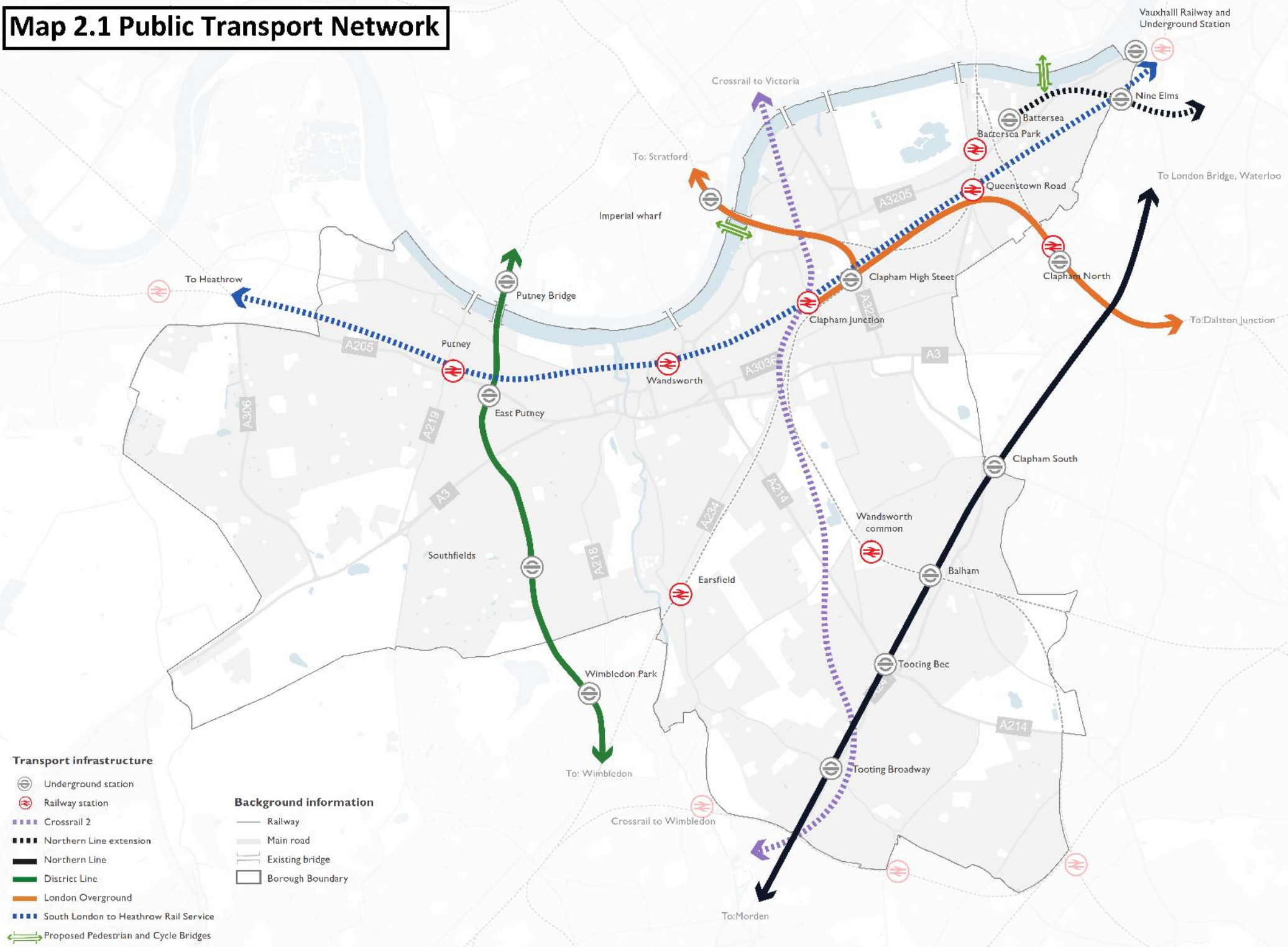
**2.25** The borough is served by national rail links to Victoria and Waterloo via Clapham Junction, the busiest railway station in the country. London Underground services are provided by the Northern and District lines, and the Overground runs via Clapham Junction, clockwise through Willesden Junction to Stratford and anti-clockwise through Peckham and east London.

**2.26** Wandsworth has already seen the biggest drop in vehicles of any of the 32 London boroughs, with 33% fewer vehicles licensed in Wandsworth in 2017 than there were in 2001. Only 8 boroughs showed a decrease while in the other 24 boroughs the number of vehicles went up over the same period. While this may be considered encouraging in terms of Wandsworth's ability to reach the 2041 targets set in the Mayor of London's Transport Strategy, there is likely to be less scope in the future for further reductions in Wandsworth than in other parts of London – including inner London – where traffic levels and vehicle ownership have hitherto not been falling or have done so to a lesser degree. Wandsworth's success in reducing car ownership and road traffic levels is particularly remarkable given it has come against a backdrop of the overall growth in residents in the borough, over the same timeframe.

**2.27** Cycling levels have increased. The cycling mode share for the borough stands at 4.2% (London Travel Demand Survey (LTDS) 2014/15-2016/17), up from 2.7% since the last Local Implementation Plan (LIP) was prepared for the borough (LTDS 2006/07-2008/09), representing an increase of more than 50%. The target for cycling as a mode share is to increase it to 7% of all trips by 2026 from the 2008/09 baseline of 2.7% of all trips. Taking into account trip origins and destinations, more than 400,000 trips per day are considered to be cyclable, with about half of these trips currently being made in private vehicles. There is also scope for many public transport trips to be switched to cycling.

**2.28** The borough includes an extensive network of footpaths adjacent to the highway network and numerous public footpaths using green corridors. Two of the six London strategic walking routes, the Thames Path and the Capital Ring, pass through the borough. Other traffic-free walking opportunities are afforded by the Wandle Trail and routes passing through the borough's parks and commons.

# Map 2.1 Public Transport Network



## Links with the Council Vision and other Key Strategies

**2.29** The new Local Plan sets out the strategic planning framework for the borough for the next 15 years and contains the strategic vision and objectives for the borough as well as the policies, area strategies and site allocations that will guide the future development in the borough.

**2.30** The new Local Plan takes account of other plans and strategies of the Council, and is the main delivery mechanism for the spatial elements of the Council's Corporate Business Plan.

### Corporate Plan and Objectives

**2.31** The Corporate Business Plan reflects resident priorities, as well as significant policy developments or commitments of the Council. The six strategic objectives in the Plan reflect the Council's priorities and its ongoing corporate ambition to deliver high quality, value for money services, as follows:

- **Providing the best start in life** - By investing in early years' provision, family support, school improvements, mentoring, apprenticeships and skills training.
- **Cleaner, safer, better neighbourhoods** - By working with our community to combat climate change and improve our environment and our neighbourhoods – keeping them green, clean and safe
- **More homes and greater housing choice** - By delivering a range of homes to suit different needs for people who live or work in the borough, particularly for those on lower incomes, while providing more help and support to people who rent either from the Council or privately
- **Helping people get on in life** - By helping people secure new job opportunities and encouraging investment in the borough
- **Encouraging people to live healthy, fulfilled and independent lives** - By helping young and old stay safe, active and in control of their lives
- **Value for money** - By maintaining the lowest possible council tax, making every pound go further and ensuring that we live within our means

**2.32** Further information can be found on the Council's website at: www.wandsworth.gov.uk/corporate-business-plan-2019

### Smart Growth – Wandsworth's Recovery Plan

**2.33** The Council has produced a recovery plan in response to the Covid-19 pandemic and long-term vision It aims to support and build a Wandsworth where businesses and town centres thrive, where social mobility is high and residents are supported to achieve their potential, where the sense of community and place that has thrived during the pandemic is embedded and the borough is green and carbon neutral. In short, a borough, which is a first-class destination to live, visit, work and study.

**2.34** The Council's Smart Growth programme has five overarching objectives:

- To be the greenest inner London borough.
- To deliver the best start in life.
- To promote aspiration for everyone through sustainable, ambitious growth and regeneration.
- To ensure businesses thrive and town centres are vibrant and culturally rich places to go, shop and enjoy.
- Enabling people to get on in life.

### Wandsworth Environment and Sustainability Strategy

**2.35** Responding to the climate change crisis is one of the key long-term challenges for local authorities. As the level of government closest to local communities, it is essential that the Council's strategies promote the protection and sustainable management of the environment and identify opportunities to achieve improvement in outcomes for our residents through partnerships, activities and advocacy.

**2.36** Having a clean and healthy environment has a significant impact on people's health and wellbeing, with poor air quality identified as a cause of cardiovascular and respiratory diseases

as well as lung cancer, while access to green open space can increase people's overall health and wellbeing.

**2.37** The first Wandsworth Environment and Sustainability Strategy (WESS) sets out the vision for the borough, what has been achieved so far, challenges, and actions to address these challenges over the short, medium and long term. The WESS will improve the overall sustainability of our borough, improve the health and wellbeing of residents, as well as reduce future costs for the Council, residents and businesses.

**2.38** The WESS vision is for the Wandsworth community to be able to live within its environmental limits in an attractive, high quality local environment and to be the greenest Council in inner London by 2030.

**2.39** The Council is committed to being carbon neutral as an organisation by 2030 and zero carbon by 2050.

**2.40** The WESS identifies specifications that the Council will take including:

- making Wandsworth the greenest inner London borough by committing ourselves to urban greening, planting trees, encouraging biodiversity, protecting and enhancing our existing parks and open and green spaces;
- ensuring that its planning and development approach is robust in relation to requirements around climate change and environmental issues so that development in the borough is low carbon, sustainable, and does not negatively impact on the environment;
- drastically reducing the amount of waste it produces as an organisation and enhancing its community leadership role to help and support residents and businesses to reduce, reuse and recycle in their everyday lives;
- improving its fleet of vehicles by first making sure they are Ultra Low Emission Zone (ULEZ) compliant, before then moving the fleet to electric and other renewable fuel sources. It will support residents to make a shift in their transport choices and will encourage micro-mobility, such as car sharing, electric scooters and cargo bikes and fulfil its commitment to improve the borough's electric vehicle infrastructure to make Wandsworth the easiest place in the country to run an electric car;
- improving the borough's air quality, with actions on transport, planning and development all contributing to improving air quality, including tackling pollution and emissions from engine-idling;
- reducing the amount of energy that it uses as an organisation, improving the energy efficiency of the housing stock and helping residents to become more energy efficient. The refurbishment of Wandsworth Town Hall will be a flagship building for energy efficiency, whilst respecting its listed status, highlighting the Council's eco-credentials;
- reducing pollution entering the Thames, especially plastics, and ensuring the shore of the Thames is clean; and
- reducing the environmental impact of the purchasing and consumption of the Council, staff and contractors. The Council will build the principles of sustainability into the way it procures goods and services and encourages its suppliers to improve their own environmental performance.

**Housing and Homelessness Strategy 2019-2022**

**2.41** The Council's Housing and Homelessness Strategy sets out the plans for its housing and homelessness services for the period 2019-2022.

**2.42** The Strategy focusses on five key themes, each of which plays an integral part in providing housing for the borough:

- Building more homes
- Proud of our council housing
- Improving standards for private renters
- Tackling homelessness and rough sleeping
- Supporting vulnerable residents

**2.43** The Strategy aims to meet and, if possible, exceed the Council's house building targets, including for affordable housing within the

adopted Local Plan. As part of meeting these targets the Council has put in place development and regeneration programmes to accelerate affordable housing provision to deliver 5,500 homes. This includes estate regeneration projects at York Road/Winstanley and Roehampton and the delivery of new homes on Council owned land.

### Local Implementation Plan

**2.44** The Local Implementation Plan (LIP) sets out the Council's vision for transport in the borough to 2041. The LIP sets out long term goals and transport objectives in accordance with the Mayor's Transport Strategy (MTS) goals of: 'Healthy Streets' and healthy people, a good transport experience and supporting the delivery of new homes and jobs. The overarching aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% in 2019.

### Active Wandsworth Strategy 2017 – 2022

**2.45** The vision for the Active Wandsworth Strategy is to enable Wandsworth to be the most active borough in London by 2022.

**2.46** The strategy contains a number of objectives which support the following outcomes:

- Remove the access barriers to increase the use of existing facilities for physical activity.
- Provide facilities that are maintained to a high standard, including parks and open spaces.
- Influence and increase the opportunity and uptake of active travel in the borough.
- Increase influence over local, regional and national policy makers, ensuring that physical activity and sport is at the forefront of their policies and that there is a collective responsibility to make a difference.

### Joint Health and Wellbeing Strategy 2015-20, the Wandsworth Health and Care Plan and the emerging Wandsworth Estates Strategy

**2.47** The Health and Social Care Act 2012 made it a requirement for local authorities to develop Health and Wellbeing Boards. The aim of the Wandsworth Health and Wellbeing Board (HWB) is to improve the health and wellbeing of the local population and reduce inequalities in health by ensuring that the key leaders in health and the care system work together. The Joint Health and Wellbeing Strategy's vision is to make Wandsworth the healthiest place to live in London by reducing the difference in health and life expectancy between the wealthiest and the most deprived people. It sets out three key priorities: healthy places, targeted interventions and mental health.

**2.48** The HWB is an executive arm of the Wandsworth Health and Care Board and has also produced the borough's Health and Care Plan 2019-2021. The Plan sets out health and care areas where, over the next two years, the Council can have the greatest impact by working collaboratively with its partners. The Plan is founded on the premise that wider determinants such as housing, environment, open spaces, transport fundamentally affect the health and wellbeing of residents and the focus must therefore be on 'prevention' – including by creating environments where the healthier choice is the easier choice. The Plan has three themes based on the key stages in people's lives: Start Well, Live Well, Age Well. Each theme has identified health and care priorities the HWB would like to ensure are taken into account in the Local Plan to reduce health inequalities.

**2.49** The National Health Service (NHS) is facing unprecedented challenges. Part of the approach to addressing these is by reviewing estate requirements so that they reflect new clinical approaches, the changes arising from the Covid-19 pandemic and what may be needed in the future. This includes the challenge of optimising the redevelopment of health sites to improve provision and, where appropriate, contribute more widely to the area. The contribution of new residential and mixed use developments to provide sustainable and

enhanced capacity of the health infrastructure is essential. The NHS London Healthy Urban Development Unit (HUDU) Planning Obligations Model estimates that the capital cost of providing additional infrastructure capacity (such as new buildings, expansion, and provision of major equipment) to meet the growth expected over the Local Plan period could be as much as £34m. There is also a need to address the issue of existing properties that are in poor repair or which are not capable of meeting future requirements.

**2.50** There are 42 General Practitioner (GP) surgeries in the borough offering a range of services including asthma care, contraceptive planning and advice and management of long term conditions such as diabetes. The primary care estate consists of a variety of premises in terms of their size, type and condition from modern, purpose built to older converted residential premises. A total of 9 Primary Care Networks (PCNs) were formed in 2019 to serve populations of between 30,000 – 50,000 people with significantly varied population demographics.

**2.51** The PCNs incorporate a broad mix of clinicians, including physiotherapists and pharmacists. PCNs are reviewing their estate requirements for the longer term in light of the impact of the Covid-19 pandemic on working practices, including seeing priority patients and introducing one-way patient flows. In addition, PCN contractual arrangements for accommodating new members into the workforce in general practice is causing additional space pressures that needs to be addressed as part of the PCN's strategic approach.

### Emerging Arts and Culture Strategy

**2.52** The Council is undertaking a Joint Cultural Needs Assessment and developing a 10-year Arts and Culture Strategy, the ambition of which is to encourage and grow a thriving arts and cultural offer for Wandsworth that is open to all.

**2.53** The Arts and Culture Strategy will be informed by the Council's creative partners, local residents, stakeholders, critical friends and the borough's young people, students, creative innovators and future place-makers.

**2.54** Key priorities in the Plan focus on the built environment and creating opportunities through the provision of arts and culture infrastructure, maker spaces, studios, and incubator spaces. The Strategy will review the existing offer and articulate how inward investment can be activated, as well as how the Council will support new creative industries to encourage new ideas to grow and flourish in the borough through working with developers and creative partners.

**2.55** The Plan also considers the role culture plays in health and wellbeing; working across formal and informal education to develop creative talents; developing pathways and access into the creative industries; and making positive places for engagement and participation in arts and culture.

## Spatial Vision and Strategic Objectives

**2.56** The Council's Vision and Strategic Objectives for the new Local Plan have been developed within the context of the Council's long term ambitions for the borough as a place.

### Vision

**2.57** 'By 2038 Wandsworth borough will have maintained its special character, connectivity and neighbourhood distinctiveness, and achieved higher levels of growth in a sustainable and environmentally friendly way, bringing benefits and opportunities for all.'

**2.58** Our new Local Plan plays a crucial role in our journey to achieve this – providing a once in a generation opportunity to shape our places and make them fit for the future. Building on the Council's strong reputation of delivery and improvement, the Plan sets out a series of bold ambitions, designed to enable us to go further and faster in delivering sustainable smart growth and regeneration. The Plan will secure the creation of safer, connected and community focused neighbourhoods with a greater choice

in the type, size and tenure of housing, particularly for families, through the delivery of new homes. Active travel will play a key role in making our vision of a healthier and happier local community and a greener borough a reality and will be secured by providing the infrastructure needed to create safe, high quality networks for all. Like all boroughs, we are facing challenges but are committed to addressing these through the implementation of this Plan as well as other Council and partner plans and strategies. We need to bridge the gap between housing demand and supply, and diversify the housing offer available to our residents and the local workforce. We need to respond to climate change by delivering on our commitment to become inner-London's greenest borough and to be a carbon neutral Council by 2030. We need to maximise the potential of our town and local centres and commercial areas to support all our businesses, create local jobs and provide the services and infrastructure needed to support our growing population. We need to support the creation of connected, cohesive and inclusive communities and recognise the distinctiveness of local neighbourhoods and places including the contribution that their heritage and public places make. Our Local Plan will support us in tackling these challenges and supporting our ambitions by putting placemaking at the heart of what we do. This will allow us to maximise the potential to make Wandsworth a truly inspirational borough where people can live healthy, fulfilled and independent lives in distinctive but connected communities, and where businesses and services can thrive.

By 2038

- Wandsworth will be a borough of opportunity supported by its attractive and distinctive neighbourhoods, connected by parks, commons, open spaces and its riverside. There will be an enhanced range of local services which increase opportunities for social interaction, with people living active, healthy, safe, fulfilled and independent lives. The five existing distinct town centres at Clapham Junction, Wandsworth, Putney, Tooting, Balham, together with the new town centre at Battersea Power Station, will play a key role supported by the borough's local centres.
- We will have made significant progress towards achieving carbon neutrality and responded to the climate crisis through climate change avoidance and mitigation in new development and regeneration as well as through the adaptation of existing buildings.
- Social integration, supporting social mobility and enabling all of the borough's residents to achieve their potential will be at the heart of everything we do. We will have tackled pockets of deprivation, including in Battersea, Tooting and Roehampton, through regeneration activities and secured new employment and training opportunities for local people.
- We will have created vibrant new mixed use quarters, opened up Wandsworth's riversides, and ensured that these are connected to existing communities and facilities by safe and attractive local walking and cycling networks. Our ambitious growth goals for the town centres and their hinterlands, including within the Nine Elms Vauxhall, the new emerging town centre at Battersea Power Station and the Battersea Design and Technology Quarter will have been realised through the successful implementation of comprehensive masterplanning and sustainable placemaking strategies that have reduced the need to travel. Our Area Strategies will guide the sustainable growth, change and enhancement of these places.
- Wandsworth Town Centre and the adjacent Wandle Delta area will, through its Area Strategy, be regenerated and revitalised, with ambitious proposals implemented for the Town Hall and surrounding land, providing much needed new homes and jobs. Wandsworth Town will be a great place for people to live, study and work in and a destination for borough residents, with excellent facilities for leisure, walking and cycling. The town's historic core will have been enhanced through heritage-led design and development and the town centre environment will have responded flexibly and adapted to the changing retail and other service-led needs. Wandsworth Town Centre will be a vibrant place with excellent connectivity and a high quality public realm, supported by all the necessary social infrastructure that our residents need.

- We will have responded to the housing, environmental, service and infrastructure needs of Wandsworth's existing and new residents and businesses by balancing certainty with flexibility within the Plan, recognising that these needs will change over its lifetime.
- We will have reduced existing barriers and spatial inequalities as well as increased the performance of buildings through optimising regeneration opportunities. Together with other landowners, we will have invested in regeneration and re-provision options to provide the high quality homes and facilities that our residents need and deserve. Local residents, businesses and other stakeholders will be engaged during the lifetime of this Plan to develop and realise improvements where regeneration plans are necessary.
- The borough's important stock of family-sized homes will have been retained and their local neighbourhoods enhanced. We will have supported the delivery of a significant number of new homes of high quality and sustainable design to meet the needs of local people. We will have delivered a range of homes, including a diversity of affordable home offers, to suit the needs of a diverse range of households, from young professionals to older people, families of all ages, and valued key workers who will be looking to either rent or buy so that they can live in the borough.
- The borough's local economy will continue to be successful. This will be achieved by providing a range and choice of employment opportunities and premises to support existing local businesses and encourage entrepreneurship. Affordable and flexible premises for start-ups and small enterprises, particularly in the creative and technology industries, will have been created providing jobs for local people. Employment space will have diversified and town centres and other growth areas will have accommodated those jobs including by the creation of shared workspaces and hubs, supported by excellent digital connectivity so they can thrive.
- We will have supported all our residents to get on in life, and we will have built successfully on our Aspirations Programme and innovative services such as Work Match, ensuring that residents continue to benefit from the local training and employment opportunities that new development and regeneration will create.
- Wandsworth will be the best digitally connected borough, benefitting from innovative digital and communications infrastructure, which will enable our businesses, including the high levels of SMEs, those who are self-employed and/or working from home, to be able to respond efficiently and effectively to the demands and needs of customers to provide a competitive economy within the wider London context and beyond.
- We will have protected key industrial land in the Wandle Valley and parts of Nine Elms and north-east Battersea to ensure we have a strategic reservoir for industry, warehousing, distribution and waste management facilities which are better located away from residential areas. We will have promoted new and intensified light industrial facilities as part of mixed use developments in appropriate locations both within and outside these areas, including in the Wandle Delta and the Battersea Design and Technology Quarter.
- Working with key partners, such as the NHS and TfL we will have significantly invested in public services throughout the borough to enhance our social, health, education, digital, transport and public realm infrastructure which supports wellbeing needs and are inclusive and accessible to all.
- Wandsworth will be the best place to live in inner London as a result of the enhanced quality of the built environment, which puts the health and wellbeing of local residents at its heart. Our public spaces and public realm, such as those within the Wandle Valley and Thames riverside environments will be of a high quality, making them attractive, enjoyable, safe places where people want to visit and stay.
- The borough's heritage assets, such as the iconic Battersea Power Station, Ram Brewery and Springfield Hospital will have been protected and enhanced.
- Through our successful placemaking approach, our residents will have increasingly adopted active and healthy lifestyles, enjoying the borough's attractive, safe and well-connected cycling and walking networks and improved air quality.
- Our public transport network and interchanges will have been enhanced and a successful public realm created, including through the removal of the Wandsworth One Way System and opening of the

Northern Line Extension, to provide choice to residents, workers and visitors in how they make their journeys. This will have helped support wider opportunities for residents to travel sustainably outside of the borough for jobs and services, particularly to those in central London.

- We will have achieved our longstanding goal of being the greenest inner London borough. We will have protected and enhanced our parks and open spaces, habitats and biodiversity, particularly along the Thames and Wandle Valley corridors, supported by an enhanced and connected network of green and blue infrastructure assets within the borough and the wider area.
- Residents will have choice in, and access to, the infrastructure required to support their daily needs and lead healthier lifestyles. They will benefit from a range of exceptional educational and training facilities as well as community, social and health facilities. We will have created an environment which supports an ageing population, including through the provision of adaptable and accessible homes, and dementia friendly neighbourhoods. We will have made our streets and public places walkable, navigable and attractive places through the rationalisation and enhancement of street furniture and signage, and provision of places to sit and contemplate to improve physical and mental wellbeing. We will have continued to make and enhance provision of infrastructure and housing for vulnerable residents living in the borough, including those with disabilities where adaptation and adjustments are required. All our residents will enjoy a strong sense of community and inclusiveness.

## Objectives

### Environmental Objectives

1. Secure sustainable development and area improvement by avoiding, minimising or mitigating the effects of climate change, protecting and enhancing quality of life and improving environmental opportunities.
2. Protect and enhance open spaces and the natural environment, to support people's health and wellbeing and the borough's habitat and biodiversity objectives.
3. Secure the provision of low or zero carbon development through increased energy efficiency, cutting carbon dioxide emissions, and increase the proportion of energy generated locally and from renewable sources. Encourage the use of sustainable construction methods and sustainable water resources.
4. Protect and enhance the borough's built environment including its heritage assets and public realm.
5. Minimise the vulnerability of people and property, by ensuring that environmental impacts are not detrimental to the health, safety, amenity of existing and new users or occupiers of development or inhibit the operation of existing or future site activities.
6. Reduce and mitigate environmental impacts including from pollution (such as air, noise, light, odour, fumes, water and soil), and secure improvements in air quality.
7. Protect and enhance the River Thames and its tributaries, recognising the multiple opportunities they provide for recreation, wildlife and river-based transport.
8. Require development to be fully resilient to the future impacts of climate change, including managing the risks and consequences of flooding.
9. Enable sustainable waste management through reducing, reusing, recycling and recovering energy from waste and reducing the amount of waste to landfill, in accordance with strategic targets.
10. Reduce the need to travel by ensuring centres provide a full range of facilities and amenities and support employment; reinforced by digital infrastructure that sustains home working or local business hubs that allow people to work close to where they live.

### Social Objectives

1. Ensure that new homes meet the different needs and demands of existing and future residents, including for affordable housing, for key workers, for those looking to downsize to enable the release of family

accommodation in the private and public sectors, specialist housing and catering for people who wish to either rent or buy. This will include affordable housing products and typologies that may enable households to live closer to where they work.

2. Reduce poverty and social exclusion, support social mobility and enable all the borough's residents to achieve their potential through supporting local businesses, improving housing and the environment and securing regeneration in areas of deprivation.
3. Review poorly performing buildings, including those in the ownership of the Council and other public bodies, and improve them through retrofitting where this is possible. Explore opportunities for replacement and regeneration to bring buildings and distinct areas such as estates up to modern day expectations in terms of the environment and building standards including better quality design and sustainable construction and the lowering of carbon emissions.
4. Put placemaking for people at the heart of what we do by developing Area Strategies that build on each community's unique heritage, contribute to the development of local community identity, create and sustain distinctive places that reflect and support the expectations and aspirations of residents in terms of access to homes, jobs, facilities, culture, active travel and design. This will facilitate multi-destination trips.
5. Ensure the proper provision of community and social facilities that are important for the quality of life of residents and which support the growing and ageing population, helping them to remain independent and active for longer.
6. Ensure there is sufficient provision of facilities and services for education and training for all ages, helping to reduce inequalities and supporting social mobility.
7. Ensure the creation of healthy environments and support healthy and active lifestyles, including through measures to reduce health inequalities. This includes ensuring there is an appropriate range of health facilities which meet local needs.
8. Promote equality of opportunity, ensuring that new development is accessible for all, including for people with disabilities.
9. Respond to the future demands created for leisure, entertainment, sport and cultural activity, all of which will contribute to developing a successful community life.
10. Facilitate the diversification of our town centres, high streets and local parades to provide a focus for local communities and people to live, meet, shop, work and spend leisure time, helping to reduce the need to travel.

**Economic Objectives**

1. Maximise the economic potential of land in the borough by safeguarding land and buildings for business and industrial use. Development for employment purposes will be supported in order to increase job and business opportunities, and to ensure that new and intensified business and industrial facilities are available to meet need and are provided in the most appropriate accessible locations.
2. Secure the provision of flexible business space, including affordable and managed workspace, to meet the needs of the borough's significant number of small and medium enterprises, and provide successful businesses with the opportunity to grow and expand.
3. Ensure that the scale of development is related to the area's infrastructural and environmental capacity including its public transport and active travel infrastructure.
4. Increase the viability and vitality of town and local centres, including those proposed at Battersea Power Station and Vauxhall, to create a network of resilient places that successfully and demonstrably meet the shopping, employment, community leisure and housing needs of the borough's residents and visitors.
5. Support development proposals that contribute to a safe, green, accessible and integrated transport system and proposals that contribute to the safe and efficient operation of London's overall transport system, with improved access by foot, bicycle or public transport to and from surrounding areas, particularly central London.

## Spatial Strategy

**2.59** The following sets out how the main elements of the Local Plan's strategic vision and strategic objectives for the borough are to be delivered over the plan period between 2023 and 2038. It defines the Council's proposed spatial strategy to deliver its place, ambitions, accommodate growth and put people first by:

- Being Responsive: by continuing to value the borough's built and natural heritage and take inspiration from it as part of the Council's Placemaking ambitions.
- Working Collaboratively: to grow, renew and regenerate Wandsworth to help secure smarter environmental, social and economic outcomes and by emphasising the delivery of open space, housing choice and good jobs – the Council's Smart Growth ambition.
- Being Inclusive: by prioritising the creation of resilient and connected communities and accessible centres that promote the use of sustainable travel and which are people-centric – the Council's People First ambition.

**2.60** Effective planning can help minimise the borough's contribution to climate change and ensuring that its impacts can be effectively mitigated. The Council will continue to require high levels of sustainable design and construction and remains committed to working towards zero carbon standards for all new developments, including the introduction of more stringent standards for smaller sites, ensuring that opportunities to tackle climate change are optimised. This will help to build resilience in place, promoting inclusion and facilitating sustainable travel.

**2.61** Many areas of Wandsworth are undergoing change, and it is important to plan these areas in a way that optimises the effective use of land to deliver high quality homes and employment opportunities, delivers high quality streetscapes and open spaces, supports sustainable transport, mitigates climate change impacts and values the natural and built environment. In other words, planning for development that contributes to the quality of life for all.

**2.62** To this end, the Local Plan requires development to be sustainable. In assessing whether development proposals represent sustainable development, the Council will seek to ensure that positive economic, social and environmental gains are all delivered.

**2.63** The Council will expect development to be fully resilient in order to minimise vulnerability of people and property. Development will need to be located and designed so it can adapt to, and cope with, the potential impacts and consequences of climate change such as heat waves and more frequent storms. This also includes ensuring that development is located away from areas considered to be at high risk of flooding and incorporating sustainable drainage systems. The borough's green infrastructure network needs to be maintained and enhanced so that it will contribute to the borough's resilience, protect water resources and water quality and also help to ensure that biodiversity can adapt.

**2.64** The Spatial Strategy seeks to ensure that the environmental impacts of development do not lead to detrimental effects on peoples' health, safety and amenity. Consequently, consideration will be given to a range of potential impacts, including, but not limited to, air pollution, noise and vibration, light pollution, odours and fumes and land contamination. In addition, the Strategy seeks to ensure that waste is managed in accordance with the waste hierarchy, which is to reduce, reuse or recycle waste, as close as possible to where it is produced.

**2.65** The Local Plan provides a policy framework that brings together a deep understanding of the values, character and sensitivity of different parts of the borough to guide development so that adverse impacts are mitigated and multiple benefits are secured. In this way, the Plan will allow the borough to make the best use of the land available and provide creative solutions for how development schemes can enhance their surroundings, ensure necessary infrastructure

is provided and protect existing cherished features; resulting in sustainable development that puts the community at its heart.

**2.66** Despite significant growth and change in the borough in recent times, there is still a need to provide more housing, employment, education, leisure and other community and infrastructure services to support continued growth, regeneration and renewal. In accommodating this, the Plan establishes that the town centre hierarchy will be maintained and that there is no single dominant town centre in the borough. Each will have its own characteristics and play an important role as an economic, social and environmental hub for their respective areas.

**2.67** To ensure the most is made of these significant opportunities the Plan contains Area Strategies for each of the borough's town centres and regeneration areas that will steer development and growth by taking a coherent placemaking approach. The Plan identifies seven 'Placed-based' Area Strategies and two overarching Area Strategies. The 'Place-based' strategies include Site Allocations and are the key spatial areas of change and/or strategic focus. The Area Strategies and overarching Area Strategies are expected to provide 15,200 homes or 74% of the ten-year housing supply. Outside these areas, the small sites windfall accounts for 20% of the ten-year supply with permissions and allocations and other identified sites accounting for the remaining supply.

**2.68** The Site Allocations are identified as the key sites that are considered to assist with the delivery of the Spatial Strategy. This is of particular importance for ensuring there is sufficient land for employment, retail, housing and social infrastructure. Not all present and future needs will be met by allocating new sites – needs will also be met through:

- better and more efficient use of existing premises and sites;
- new development opportunities emerging throughout this Plan's period; and
- development opportunities at smaller sites that have not been included in the Plan and where planning applications can be considered in the light of other policies in this Plan.

## Placemaking

### Traffic and Public Transport

**2.69** Effective management of traffic and providing good public transport connectivity is a critical component for the success of a place. The LIP encourages a move towards the use of sustainable transport modes (active travel and public transport) through reducing car and vehicle dependency, which – in turn – will reduce problems for other road users. For example, road congestion can act to delay buses, while the speed and volume of traffic can deter active travel modes on perceived road safety grounds. Busy roads also have a severance effect, reducing connectivity and adversely impacting on amenity. In recent years, the growth of private hire vehicles and smaller delivery vans has further contributed to congestion. The LIP includes targets for traffic reduction and supporting objectives under Outcome 3 of the Mayor's Transport Strategy (MTS).

**2.70** A key challenge in delivering modal shift will involve managing competing demands on the street. For example, providing more safe space for cycling could, without careful design, conflict with the desire to create a better environment for walking. Giving pedestrians more time at crossings could delay buses, making them less attractive. There are also potential conflicts with other modes, including freight and deliveries which often require access across footpaths or loading at kerbsides that might otherwise offer bus or cycle priority. Imaginative responses to these challenges that use the highway more equitably, recognising the priority hierarchy for movement, will be required.

**2.71** Crowding is a common issue on public transport services within the borough. Population and employment growth, and the ambitions to reduce car use, are likely to put increased pressure on the network. The Northern Line extension, serving Nine Elms and Battersea Power Station, is scheduled to open in Autumn 2021, thereby improving rail links in the north east of the borough. In the longer term, Crossrail 2 has the potential to ease crowding on some local routes, with the Council's preferred option being for new

stations at Clapham Junction and Tooting, though a final decision is awaited on whether the route would run via Balham instead of Tooting. However, these improvements will only cater for some journeys. Across the borough, bus and rail services will need to offer more capacity and better reliability. Along the River Thames, there is also scope for enhancements to existing riverbus services to support the growing population in riverside developments. The river is also used for some freight transport, notably the transport of waste.

### Open Space

**2.72** Open space provides multiple benefits. It is extremely important for residents' health and wellbeing. It provides space for recreation and play, supporting the development of a child-friendly borough. It can also act as a space for mental relief and a place to escape. Parts of the borough experience issues with overcrowded housing, therefore the availability of green and open spaces, however small, can be an important resource for these residents. In addition, it protects and enhances biodiversity and ecological habitats, reduces flood risk, improves air quality and helps with mitigating the impact of climate change. The Council will require effective open space provision and urban greening that creates an integrated and connected network of green and blue infrastructure.

### Built Identity

**2.73** The borough's identity is, in part, created by the value of its heritage. Its 46 conservation areas and the many other heritage assets provide a valuable resource which protect – and have the potential to enhance – its character and distinctiveness. Character area appraisals informed by the Council's Urban Design Study will help to maximise the benefits of the borough's heritage and establish how this can be enhanced. Further, new development can take inspiration from the borough's heritage through a design-led approach that provides a contemporary interpretation of it.

### Design and Built Form

**2.74** Ensuring that new development supports the creation of a coherent and high quality built environment is a key component the Local Plan. Through a deep understanding of the values, character and sensitivity of different parts of the borough, the Council will expect development proposals to demonstrate positive design outcomes that can bring benefits for health, wellbeing and quality of life.

**2.75** Tall buildings have always had a place in the townscape of Wandsworth. Buildings with community significance, such as churches, dating back to the earliest times, and from the Victorian and Edwardian times, schools, town halls and libraries have always provided prominent landmark buildings that contrast with the form of traditional residential dwellings. Many of these early buildings remain and a large proportion are designated heritage assets. More recently, the borough has seen the development of tall buildings in its key spatial areas including in the Vauxhall/Nine Elms/Battersea (VNEB) Opportunity Area, town centres and focal points of activity. These buildings have been subject to the application of rigorous design criteria and location specific guidance. It is important that this continues as part of a more transparent approach to ensure tall buildings are developed in the right locations, at an appropriate scale and massing, and that they provide investment that is vital to support existing businesses and encourage new ones. When designed and located correctly, tall buildings can play a vital role in meeting the borough's housing needs and enhance the character of the borough through being open to positive change and securing well-planned delivery.

## Smart Growth

### Economic Development

**2.76** Providing for an active local economy that supports local businesses, and delivers work and opportunity for all, is critical. The structure of business has changed radically over the last thirty years. Utility-based and heavy industry have left large parts of the Wandsworth Thames riverside. Residential development is leading the

regeneration of the brownfield sites they occupied and large stretches of the riverside have now been opened up for public access. Elsewhere in the borough manufacturing has largely disappeared, and has been replaced by logistics, catering and other service industries. In some places these have in turn been replaced by new high density mixed developments such as in Nine Elms. Consequently, there is pressure on the remaining industrial employment land in the borough to be used to accommodate residential development. However, the industrial land that has been left has the lowest vacancy rates in inner London. Wandsworth has a thriving and successful small business economy, with the professional, scientific and technical sector a key strength. This activity is associated with the town centres and new developments on the Thames riverside as well as the industrial areas. Despite this, there is a shortage of premises suitable for small, growing and start-up businesses in locations well served by public transport. The promotion of the economy and local employment is a main objective for the Council and this Plan.

**2.77** The borough's main employment areas are functioning well, have high occupancy rates and support a diverse range of business types. There is a need for office space, both to cater for high-specification users in the Vauxhall Nine Elms Battersea area and for the local / sub-regional market; and a need for additional industrial land / floorspace, catering in particular for the logistics, distribution, and technology sectors. There are some recent examples of the creation of new flexible workspace, providing space for small businesses and start-ups and new high-grade offices suitable for larger companies. These are encouraged to supplement the existing supply in this sector and to meet a continued demand for smaller flexible workspaces and affordable workspace to meet the needs of SMEs – which make up 99% of the borough's businesses – as well as for the borough's creators, makers and innovators. Consequently, core to the strategy is the need to maintain and protect the reservoir of industrial land and premises across the borough to ensure that these needs and demands can be accommodated. We will achieve this by resisting the pressure for redevelopment particularly for housing or by ensuring that new development on such sites re-provides at least the same level of employment floorspace.

### Housing

**2.78** With the projected population growth in the borough, providing a sustainable and balanced stock of housing in terms of type, tenure and affordability to meet Wandsworth's needs is an important component of the new Local Plan's strategy. This requires a housing stock that provides a range of housing choice for a varied range of households; from young professionals to older retired people, for families, to those requiring low cost rented housing and those with specialist needs. This will be required to ensure that the borough remains attractive for residents at all stages of their lives.

**2.79** All housing needs to support healthy lifestyles, be well-maintained and fit within its community or neighbourhood. Where there is a need for ongoing management, such as for Build to Rent and student accommodation schemes, this needs to be properly secured to ensure that the specific housing need, the character of communities, and residents' expectation that amenity is protected are all met. If done well such development can co-exist harmoniously with its neighbours and contribute to the delivery of mixed and balanced communities.

**2.80** The provision of affordable housing, including for families, is a strategic priority, and therefore new residential development will need to respond to this. The COVID-19 pandemic may lead to changes in relation to internal and external migration patterns, which could affect the type and size of homes needed. As such, there is a need for the Council to maintain flexibility in its approach to the market housing mix in order to be able to be responsive to changing circumstances. Co-living will be discouraged unless it would be provided on sites that are not suitable for development for conventional units, and it would not result in an over-concentration of single person accommodation in the neighbourhood to which it relates. This is to ensure that the dwelling

stock supports the creation of settled and blended communities, and that the borough remains an attractive place for families.

**2.81** In order to support the delivery of Wandsworth's housing and affordable housing requirements, the Council is building 1,000 homes as part of its 'Housing for all' programme. This programme aims to help people of all backgrounds living or working in the borough to secure a home through a variety of tenures. The programme will not only bring forward affordable homes, but also provide improved public spaces and children's play facilities, new community rooms, new cycling and pedestrian connections and improved green spaces including tree planting. Smaller, privately rented units which are often the only feasible option for residents faced with the high costs of housing and the shortage of affordable properties will also be provided.

**Responsive Development – Accommodating Growth, Renewal and Regeneration**

**2.82** The main opportunities to accommodate growth, and support renewal and regeneration exist within the VNEB Opportunity Area, Wandle Delta area, Wandsworth Town Centre and at Clapham Junction Town Centre (including the York Road/Winstanley Estate Regeneration Area). These areas include large site allocations and a number have associated masterplans or other strategic significant development proposals, and the opportunity that these areas therefore present is considerable compared to the rest of the borough. This requires responsive development that addresses local social, environmental and economic need to be promoted.

**2.83** The borough's town centres will provide a focus for new development. Although some of the centres, such as Putney and Balham, are experiencing higher vacancy levels than in the past (each centre has the capacity to accommodate growth and investment to help fill current vacancy levels and create additional or new floorspace). Redevelopment will also include environmental, health and wellbeing benefits including through the provision of new public open space and sustainable building design.

**Mixed Use**

**2.84** Promoting and supporting mixed use development, particularly in town centre locations, is important as it bring with it a range of planning benefits. The way people shop and use their town and local centres has changed and will continue to change. Although resilient, the town centres would benefit from further redevelopment and the modernisation of retail floorspace to provide a rebalancing of provision between retail and other town centre uses. This rebalancing of uses has already started as centres increasingly need to compete with online shopping. Town and local centres need a mix of businesses that makes them attractive to and valued by those who use them and which extends activity throughout the daytime and into the evenings. This can be achieved by promoting development and investment in the borough's town centres to create a vibrant and sustainable network of centres.

**2.85** A priority of the Plan is to concentrate, where possible, new town centre uses within the borough's centres, ensuring growth and development is located in highly accessible locations and contributes to the revitalisation of the borough's high street, rather than being located out of centre locations as far as possible. The aim in the short to medium term of the Plan period is to fill the existing vacant floorspace, which will provide significant capacity to be able to accommodate the projected increase in retail and food/beverage floorspace needed to support the borough's growing population and which will support the centre's vitality and viability. In addition, the Plan seeks to take a flexible approach in order to respond to new investment opportunities that cannot be accommodated in vacant units. Redevelopment, refurbishment and expansion may be required within designated centres and parades and this is likely to be in the form of higher density mixed use development, including through the provision of residential accommodation on upper floors. In the longer term, as vacant units are filled, development will be aimed at revitalising the existing centres through redevelopment.

## People First

### Active Travel

**2.86** The LIP shows that there has been an increase in active travel across the borough in recent years. It is important that this progress is continued to provide benefits ranging from supporting healthy lifestyles, reducing traffic levels, improving air quality and supporting economic productivity by reducing traffic delays. In particular, the analysis in the LIP indicates that the largest concentrations of potential walking trips tend to be in and around the town centres.

**2.87** Opportunities for cycling are increasing. In addition to the highway network, there are more than 8km of off-road cycle routes and paths in the borough, passing through parks and along the riverside. New Quietway cycle routes are being delivered as part of a London-wide network, and Cycle Superhighway routes 7 and 8 run through the borough to central London from Tooting and Wandsworth respectively.

**2.88** Cycling has grown from a low base level. There is significant scope for more trips to be made by bike. According to Transport for London (TfL), there are 37,200 existing cycling trips and 302,400 potentially cyclable trips per day that could be made by Wandsworth residents. Addressing this potential through the provision of safe and direct dedicated routes, appropriate secure cycle parking (including changing facilities) and provision of shared space is critical to ensure this growth continues. Investment in new infrastructure such as new pedestrian and cycle bridges between Pimlico and Nine Elms, and between Battersea and Fulham (the Diamond Jubilee Bridge), as identified in the LIP, will be delivered over the course of this Plan to contribute to this ambition. A key intervention which will not only support active travel opportunities but also public realm improvements and improved air quality is the proposed removal of the Wandsworth One Way System. The Council will continue to work with TfL to secure its early delivery.

### 15-Minute Neighbourhood

**2.89** Ensuring that day-to-day facilities are accessible for all is important to ensure Wandsworth remains an attractive borough to live and work in. The borough's town centres will provide the foundation for this.

**2.90** There are significant opportunities to regenerate Wandsworth Town Centre through the redevelopment of Southside Shopping Centre and the regeneration of the Town Hall site. The regeneration of the Wandle Delta area will improve links between the riverside and the town centre, provide new public open space, improve the setting of the River Wandle and provide new homes and new employment floorspace through mixed use developments to meet the needs of residents and businesses by providing affordable homes and workspace. At an early phase, serving as a signal for positive change, will be the redevelopment of the wider Town Hall complex and improvements to the Town Hall itself. The Local Plan will incorporate placemaking and place-shaping initiatives to maximise the opportunities that exist within Wandsworth Town Centre, the Wandle Delta area and through the remodelling of the one-way system as well as other emerging development proposals. The Local Plan will be used as the impetus to drive change to secure and create a high quality and vibrant destination and supported by a residential and business quarter that reflects a sustainable, greener way of living and working so that the centre is fit for the 21st Century.

**2.91** At Clapham Junction the Council will work with its delivery partners, including TfL and Network Rail, to secure the implementation of the long term redevelopment and improvement plans for Clapham Junction station. This would be as part of a broader strategy for attracting investment to Clapham Junction Town Centre and delivering wider benefits including new jobs, homes and business growth and linked into delivery of Housing Zone objectives agreed with the GLA. A comprehensive office, retail and residential mixed use redevelopment of land around the station will enable substantial improvements to be made to the station and access to it. The potential scale of development at Clapham Junction will be dependent on the

delivery of Crossrail 2; but the Plan provides sufficient flexibility to be able to accommodate opportunities that could come forward in the shorter term whilst ensuring that a future Crossrail 2 scheme is not compromised.

**2.92** VNEB Opportunity Area has been the focus for considerable new development since its designation as an Opportunity Area. The Council's vision for the Nine Elms area is being realised through the development of a sustainable, distinctive, world-class business district with community, culture and creativity at its heart, attracting new residents, employees and visitors to the area.

**2.93** The Battersea Power Station site is emerging as a new Central Activity Zone (CAZ) retail cluster that will ultimately perform the same function as a town centre. The Opportunity Area Planning Framework gave an original housing target of 14,000 homes and jobs target of 20,000 for Wandsworth. This target has now been changed in the emerging London Plan to 18,500 homes and 18,500 jobs to reflect the known development potential of the area and what has successfully been built. Development is expected to continue with an intense construction period in the years immediately following the opening of the Northern Line Extension in Autumn 2021. Alongside the longer-term aspirations for the Battersea Design and Technology Quarter (BDTQ), the area that surrounds Kirtling Street and Cringle Street are among the least developed of the whole VNEB Opportunity Area. This is as a result of the ongoing occupation of the area by the Thames Tideway Tunnel Kirtling Street works which are estimated to be finished by 2024. As such, there is significant scope to shape this area through a place-based approach. A key component in the realisation of this will be the provision of the new Nine Elms-Pimlico pedestrian and cycle bridge, that will connect the community on the north bank of the Thames in Pimlico with Nine Elms and the wider area. The bridge also provides the opportunity to establish a world-class public realm with open space as part of the approach to the bridge.

**2.94** There are significant opportunities to capitalise on the investment that is being made within the VNEB Opportunity Area and in parts of the Strategic Industrial Location (SIL) composed of Havelock Terrace, Ingate Place, and Silverthorne Road that will be transformed into the BDTQ. This includes through maximising the 'Apple effect' and building on the existing creative economy within the wider area to establish a creative and technology hub in Battersea.

**2.95** Putney and Tooting will see development improve their high streets through enhancements to Putney's high street and improved connections and use of the riverside frontage, and through the enhancement of Tooting Market and significant development within the St Georges Hospital estate.

### Choice

**2.96** The Local Plan can improve lifestyle choices for the residents of the borough: of transport, housing, recreation and work opportunities, with an emphasis on active travel and public transport, creating a more balanced housing stock, increasing open space provision and maintaining a reservoir of industrial land and premises. The strategic approach to supporting town centres across the borough will also contribute significantly to the ambition of maximising choice for the borough's residents.

**2.97** In addition, the benefits to the local economy of creating a vibrant cultural sector are significant, particularly in the borough's five town centres where cultural activities will increasingly complement retailing and service activities. The proximity to central London with its wealth of museums, galleries and concert venues, along with the many opportunities for participating and engaging in culture and sport makes Wandsworth an attractive place to live. Area specific cultural guidance that will emerge from the Council's Joint Cultural Needs Assessment and Arts and Culture Strategy which will inform the expectations on, and cultural obligations required of, developers.

### Health and Wellbeing

**2.98** Improving physical and mental health and wellbeing is a critical objective of the Local Plan. In order to contribute to this, the local strategic approach will enable improvements to premises and increased capacity to meet the demands of

existing and new residents. In doing so account will be taken of the significant variation in the characteristics of the borough's population and the ambitions of the NHS Long Term Plan (LTP). Planning Obligations will be expected from new residential and mixed use developments to provide for a sustainable health infrastructure with enhanced capacity in accordance with the NHS LTP.

**2.99** St George's Hospital provides the main acute facility for local residents and requires investment and expansion to meet the demands of a growing and changing population. Mental health, community and intermediate care are also facing similar challenges.

**2.100** The quality of the built environment can have a significant impact on health and wellbeing. The Local Plan recognises that there are significant benefits to be gained by promoting active travel, encouraging community cohesion, supporting the creation of settled housing, ensuring the provision of new attractive open space and public realm and supporting biodiversity. The Local Plan Spatial Development Strategy provides the overarching framework for stimulating the delivery of these benefits for all.

**SS1 Spatial Development Strategy**

A. The Local Plan will promote growth to deliver the Council's vision by directing new development including new homes, shops, economic activity, facilities, services and infrastructure to:

1. the borough's Investment and Growth Areas of:

   a. Nine Elms Opportunity Area
   b. Wandle Delta area

2. the borough's main town centres, where proposed development is compatible with their character, function and scale; and
3. Site Allocations, that will accommodate development whilst protecting and enhancing the existing neighbourhood character of the area.

B. The Local Plan will promote the regeneration and estate renewal of the York Road and Winstanley Estate in Clapham Junction and the Alton Estate in Roehampton to improve the quality of life for existing residents by upgrading the ageing housing stock, addressing overcrowding and providing an improved public realm and local amenity. The Council will also promote regeneration initiatives in Tooting.

C. The Local Plan will prioritise the redevelopment of brownfield land, vacant and underused buildings for new housing and workspace, along with optimising the development of both strategic and smaller sites across the borough, including through their intensification.

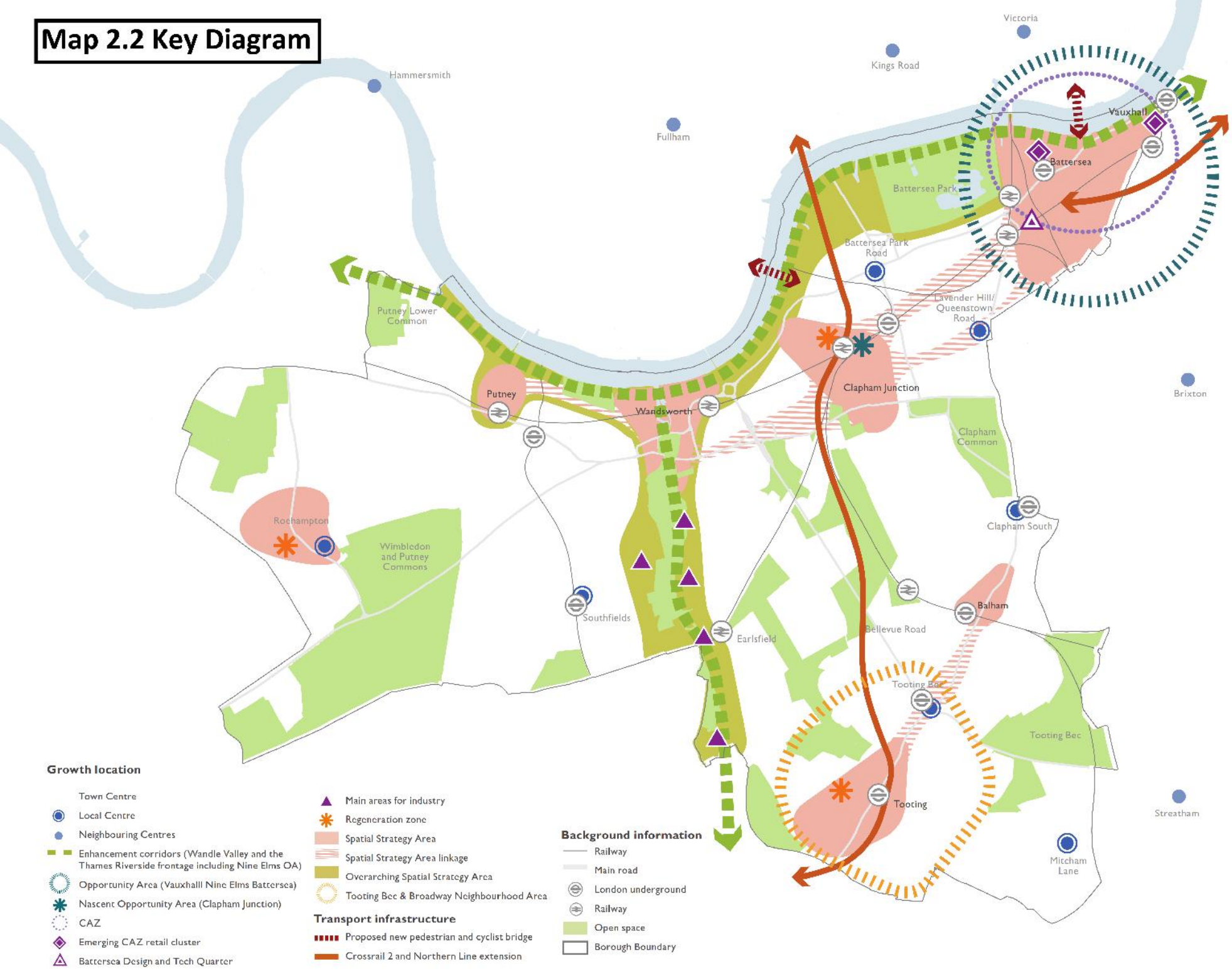
**Implementation**

D. The Council will prepare and facilitate the production and updating of Supplementary Planning Documents, Masterplans, and Planning Briefs for the key Area Strategies and Site Allocations as required. In particular, masterplanning frameworks have been prepared and are being implemented for the regeneration estate renewal areas of York Road and Winstanley Estate in Clapham Junction and the Alton Estate in Roehampton. The VNEB Opportunity Area Planning Framework continues to be implemented along with associated Masterplans.

E. The Council will continue to work in partnership with strategic transport authorities such as TfL and Network Rail to deliver Crossrail and invest in renewing transport infrastructure and public realm.

F. The Council will utilise the Community Infrastructure Levy (CIL) and seek developer contributions through S106 agreements towards the provision of new infrastructure.

# Map 2.2 Key Diagram



# PLACEMAKING – AREA STRATEGIES


**PM 1 Area Strategy and Site Allocations Compliance**

**PM 2 Wandsworth Town**

**PM 3 Nine Elms**

**PM 4 Clapham Junction and York Road / Winstanley Regeneration Area**

**PM 5 Putney**

**PM 6 Tooting**

**PM 7 Roehampton Regeneration Area**

**PM 8 Balham**

**PM 9 Wandsworth's Riverside**

**PM 10 Wandle Valley**

# 3 Placemaking – Area Strategies

## Introduction

**3.1** In the borough, the five town centres (Wandsworth, Clapham Junction, Putney, Tooting and Balham) and the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area are the principal hubs for jobs and community services; each of which has a unique identity. The quality of much of the townscape, abundance of green space, range of popular schools and thriving high streets has shaped Wandsworth borough into one of the most sought-after places to live and work.

**3.2** Today in planning policy, there is a focus on the central role of design and place-making which is reflected in the National Planning Policy Framework (NPPF), the National Design Guide and the emerging London Plan. This emphasis on a design-led approach has allowed greater consideration of character, design, accessibility and existing, as well as proposed, infrastructure to be taken. In this context, with many areas of Wandsworth undergoing change, it is important to plan for smarter growth to promote efficient use of land, deliver high quality streetscapes, open spaces and encourage development that contributes to wellbeing and quality of life for communities.

**3.3** The Spatial Vision and Strategic Objectives of this Local Plan set out the overall strategy of how and where growth, renewal and regeneration will be distributed across the borough. To deliver this, Area Strategies provide detail on how different areas of the borough will accommodate change in line with the core planning principles of **Placemaking**, **Smart Growth** and **People First** (presented below).

**3.4** Area Strategies are prepared for:

- Wandsworth Town (including the Wandle Delta Area)
- VNEB Opportunity Area (Including Battersea Design and Technology Quarter)
- Clapham Junction and York Road/Winstanley Regeneration Area
- Putney
- Tooting
- Roehampton Regeneration Area
- Balham

**3.5** In addition, covering broader areas, Area Strategies have also been prepared for:

- Wandsworth's Riverside
- Wandle Valley

**3.6** The Area Strategies identify the features that should steer the design and planning of future development; outlining a series of growth, renewal and regeneration priorities tailored to each of the areas.

**3.7** The purpose of this part of the Local Plan is to complement the borough-wide policies. As such, proposals for new developments will also need to take account of borough-wide policies, supplementary planning documents, masterplans and opportunity area planning frameworks.

## A place-based approach

**3.8** Wandsworth's place-based approach builds on an understanding of the distinctive character and evolution of different areas of the borough, complementing the borough-wide policies with proposals that are tailored to the specific circumstances and dynamics of each place and community. A place-based approach that puts people first is critical to creating cohesive, well-connected and healthy communities and ensuring that growth and regeneration responds to the characteristics that make the borough a great place to live, work and visit.

**3.9** Our place-based approach is an integrated framework founded on **Placemaking**, **Smart Growth** and **People First**. These themes combine to allow the communities of Wandsworth to thrive and offer opportunity, health and quality of life for all.

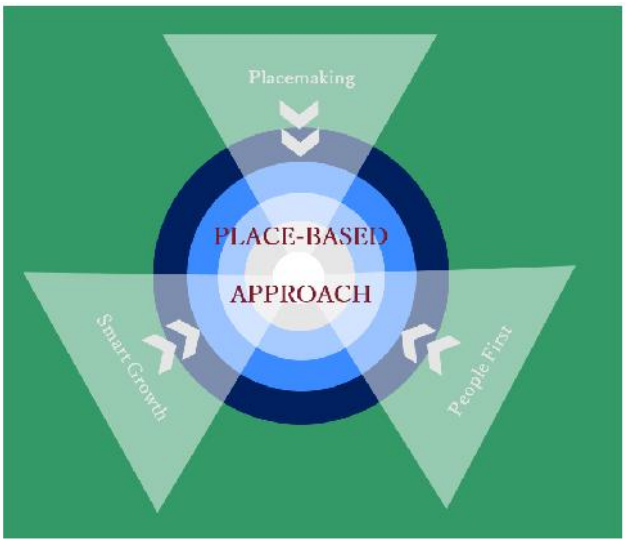



**Figure 3.1 The concept of place-based approach**

**3.10** **Placemaking** considers the urban design of a place. It recognises that buildings, infrastructure and public realm blend to create place. There is recognition that the management of place must consider matters such as mitigating climate change, supporting nature, valuing heritage, managing traffic and securing resilience (including digital connectivity, green infrastructure and responsive urban environments) are important. It is through the combination of management and design, to influence the urban experience, that identity is established. Complementary elements for placemaking are considered in Smart Growth and People First themes as set out below.

**3.11** **Smart Growth** concentrates on managing development to support economic, social and environmental outcomes. It emphasises the importance of a vibrant local economy that creates jobs and opportunity. There is an emphasis on ensuring a diversity of affordable housing that is inclusive. Critically, Smart Growth promotes certainty to allow responsive development that can bring forward proposals that are fit for purpose. Taking a Smart Growth approach recognises that mixed use development helps support sustainable places.

**3.12** **People First** places communities and the individuals within them at the centre to create more sustainable, sociable and healthier places that maximise wellbeing and quality of life. This requires a balanced approach to movement and connectivity that supports walking and cycling. Critically, day-to-day services and facilities need to be readily available and easy to access for all. This includes convenience shopping, community facilities (including health services), schooling, leisure and open spaces/parks.

**3.13** In essence, a people first approach must support lifestyle choices to enable wider wellbeing and sense of pride in a local area. People should be able to have meaningful choice in how they travel, the housing they can access, the way they work, recreational activity and across all aspect of their day-to-day life. The urban environment should provide opportunity and choice. Engagement and collaboration with communities (residents, businesses and other stakeholders) will be critical to ensure this.

## Principles for Cohesive, Connected and Healthy Communities

**3.14** Underpinning each of the place approach themes are a series of principles or characteristics that make cohesive, well-connected and healthy communities. These are:

| Placemaking | Smart Growth | People First |
|---|---|---|
| Manages **traffic** and provides good **public transport** connectivity.<br><br>Provides and values inclusive, accessible and connected **open spaces** for recreation.<br><br>Promotes **identity** in the townscape and values **heritage.** | Provides an active local economy that delivers **work and opportunity.**<br><br>Provides sustainable **housing** (type, tenure and affordability) to meet local need. | Supports **active travel** (walking and cycling) that ensures ease of movement and accessibility.<br><br>Ensures that day-to-day facilities are accessible (**15-minute neighbourhood**). |

| | | |
|---|---|---|
| Ensures good and lasting urban **design** and architectural practice to create a coherent built **form.**<br><br>Delivers efficient infrastructure and built **resilience** (including digital connectivity).<br><br>Engages with **nature** to support biodiversity and climate change management through blue/ green infrastructure and sustainable drainage. | **Responsive development,** through site allocations, that promote contextual development to meet local social, environmental and economic need.<br><br>Promote and support **mixed use** development. | Improves and maximises lifestyle **choice** (in transport, housing, leisure and work).<br><br>Improves and maximises physical and mental **health and wellbeing**. |

**Table 3.1 Place Approach Themes and Principles**

These 14 principles establish the characteristics for successful places. It is important to understand the key drivers for each. These are presented below.

**Placemaking**

Manages **traffic** and provides good **public transport** connectivity – A balanced approach that recognises the need for car free development and the convenience of the private car whist ensuring access to facilities, servicing and parking is well managed. Access to public transport is prioritised and limits from the impacts of car use are applied. People do not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools, etc. In a well designed place, all modes of transport are positively accommodated and appropriately balanced.

In areas of high PTAL, there is a preference for development to be car free, subject to disabled parking provision. Where car parking is provided, how it is arranged has a fundamental effect on the quality of a place or development. Car parking associated with a development, including car club parking where required, should normally be accommodated within the curtilage of the site in order to avoid on-street problems such as pavement parking or congested streets. Well designed car parking is safe, attractive, landscaped and sensitively integrated so that it does not dominate. Provision for servicing off-street should also be integrated into a development, including for refuse collection, deliveries and removals.

Public transport access should be high and well connected to the active travel network. PTAL scores of 4 or over represent good outcomes.

Provides and values inclusive, accessible and connected **open spaces** for recreation – Open space integrates into a wider hierarchy (ranging from large and strategic to small and local spaces including parks, squares, greens, pocket parks and shared spaces) that provides for active and passive recreation. This includes well located open spaces that are readily accessible. These spaces support a wide variety of activities and encourage social interaction, promote health, wellbeing and inclusion. Where appropriate, open spaces are well landscaped with trees and other planting for people to enjoy, whilst also providing shading, air quality and climate change mitigation. They are safe, inviting and well maintained.

Promotes **identity** in the townscape and values **heritage** – Identity is local character that makes places distinctive. This helps create belonging that sustains communities. There is a positive and coherent identity building on heritage (reflected in designated conservation areas and listed buildings) for successful places. These places have a character that suits the context, its history, how we live today and how we are likely to live in the future; post the Covid-19 pandemic.

Local identity is made up of typical characteristics (such as the pattern of housing, coherent shopping parades and/or access to cultural facilities and services). It can include special features that are prominent in their surroundings such as public squares and significant heritage features (e.g. listed buildings). These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design providing a positive and coherent identity that local communities identify with.

Ensure good and lasting urban **design** and architectural practice to create a coherent built **form** – Built form is the inter-relationship of development blocks, streets, buildings and open spaces. Together they create the built environment. It creates a coherent framework that forms a basis for the design of individual developments within a place. Well designed places:

- have compact form that are permeable and walkable;
- are accessible for public transport, services and facilities;
- have definition and cohesion; and
- are memorable with features or groupings of buildings, spaces, and uses that aid orientation are easy to navigate and are legible.

Density is appropriate reflecting context, accessibility, building types, form and character. Well designed places use the right mix of building types, forms and scale of buildings and public spaces to create a coherent form.

Integrated tall and/or significant buildings have the potential to play a positive urban design role in the built form. They act as landmarks, emphasising important places and making a positive contribution to views and the skyline. They are located in suitable locations, guided through a plan-led approach. They can contribute positively to local character, views and sight lines. Their architectural composition and environmental impacts (such as sunlight, daylight, overshadowing and wind) need to be carefully and sensitively considered.

Delivers efficient infrastructure and built environment **resilience** (including digital connectivity) – Well designed places are robust and take account of local environmental conditions; prevailing and forecast. They contribute to community resilience and climate adaptation by addressing the potential effects of temperature extremes in summer and winter, increased flood risk, and more intense weather events such as storms. Land is used efficiently to help adaptation. The layout, form and mix of uses minimises resource requirements, including for land, energy and water.

Buildings are to be adaptable over time, reducing the need for redevelopment. Energy efficiency particularly through renewable energy infrastructures, such as photovoltaic arrays and district heating networks, reduces long term resource needs.

The Covid-19 pandemic illustrated the need for resilience in the public realm. The adaptation of public spaces and streets to allow flexibility for people to implement social distancing, outdoor eating and drinking and active travel show this necessity.

Utilities services and infrastructure include water supply, sewerage, drainage, gas, electricity, broadband and digital infrastructure are well sited to minimise their visual impact.

Smart technologies, sustained by digital infrastructure, help improve resilience and efficiency as well as supporting movement and orientation. Digital infrastructure also allows for increased business efficiency to support local employment and opportunity.

Engages with **nature** to value biodiversity and support climate change management through blue/green infrastructure and sustainable drainage – natural features are foundational; integrated into the built environment and maximise the use of watercourses and rivers. They include natural and designed landscapes, public open spaces, street trees, watercourses, embankments, etc. Biodiversity and water management, climate change mitigation and resilience are supported. Wildlife corridors are evident using green chains, rail and watercourses.

A coherent blue/green infrastructure system helps improve air quality, contribute to biodiversity and support health and wellbeing. It needs to be effectively maintained and managed. Well designed places have sustainable drainage systems to manage surface water, flood risk and significant changes in rainfall. The urban environment makes use of sustainable drainage systems and natural flood resilience.

**Smart Growth**

Provides an active local economy that delivers **work and opportunity** – There is a network of diverse, responsible businesses and enterprises. They show a commitment to a place and growing the local economy. They provide employment opportunities for local people.

Provision is made to ensure sufficient and affordable employment land and floorspace of the right type/specification, and in the appropriate location is available for office, retail, industrial, workshops (including creative and research & development (R&D) space) and community sectors. This is reflected in an appropriate vacancy rate to accommodate churn and change.

An active local economy provides employment opportunities, enabling people to get ahead in life. Employment rates for places matches or exceeds borough averages.

The digital infrastructure is supportive of local businesses and allows people flexibility in their approach to work.

Provides sustainable **housing** (type, tenure and affordability) to meet local need – Houses are functional, accessible and sustainable. Housing is provided to meet the diverse needs of the community, considering factors such as the ageing population and promoting inclusion. The housing stock is adequate in size, fit for purpose and adaptable. There should be a range of housing to meet requirements across the life-cycle (including family housing, apartments and build-to-rent) presented in different styles (e.g. terraces, town houses, apartment buildings, conversions, living over the shop, duplex, etc). Density needs to be appropriate to housing typology and context. There should be a variety of tenure to meet local needs with housing districts that are balanced, inclusive and encourage social interaction.

**Responsive development** through site allocations that promote contextual development to meet local social, environmental and economic need – Clear allocations to provide development opportunities to meet housing, economic and community needs across a range of sites are available.

Site allocations demonstrate a sound understanding of the features of the site and the surrounding context. The allocation promotes physically, socially and visually responsive development. The allocation informs layout, form and scale.

The allocation establishes development and design requirements including anticipated public benefits. The allocations do not need to replicate their surroundings. It is appropriate to introduce contemporary elements, including innovations or changes such as increased densities and to incorporate new sustainable features or systems.

The allocations promote certainty, provide flexibility and create the opportunity for a range of developers and investors; particularly where they are local.

Promote and support **mixed use** development – Well designed new development makes efficient use of land with an amount and mix of development and open space that optimises density and reduces the need to travel by providing facilities and amenities.

There is a mix of uses that support everyday activities, including to live, work and play. New development reinforces existing places by maximising their potential use. Buildings and developments can accommodate a variety of uses over time.

Mixed use developments create vitality and vibrancy that feels like a centre or destination. In well designed, mixed use development, the inter-relationship between different uses is designed to cater well for all users. The ground floor uses are occupied successfully and access arrangements to upper floors, especially to homes are clear, safe and dedicated.

**People First**

Supports **active travel** (walking and cycling) that ensures ease of movement and accessibility – Patterns of movement for people through active travel are integral. Success depends upon a movement network that makes connections to destinations, places and communities.

A good people first movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- takes account of the diverse needs of all its potential users;
- provides a genuine choice to use active travel;
- manages and controls the impacts of car use; and
- takes opportunities to improve air quality.

This requires a network of active travel routes with a clear structure and hierarchy.

Ensures that day-to-day facilities are accessible (**15-minute neighbourhood**) – Local facilities are within walking distance. A place has proximity for its community to access facilities and amenities by active travel reducing the need to commute long distances; particularly for work. Densities support the provision of supply (of facilities and amenities) and demand (by residents and workers). Diverse places that can respond to this need, particularly post the Covid-19 pandemic , are best equipped. Successful places support living, working, supplying, caring, learning and enjoying. Needs are met closer to home.

Maximises lifestyle **choice** (in transport, housing and work) – Successful places offer real and meaningful lifestyle choices for their communities. The choice in movement to use active travel modes for local needs is available. Longer distance commutes can be accommodated by public transport that is reliable, efficient and safe. Public transport hubs (bus, rail and tube) are accessible. The private car offers alternatives; where it is appropriate.

Choice extends to living. There is not a predominance of a particular housing type or tenure. A balance presents that allows people to adapt their housing choices to reflect their requirement. People do not have to search further afield for housing to meet their needs.

The opportunity to make choices in work is available. Opportunities are readily available locally. Places support enterprise and innovation and incubator space is readily available. Working from home or in local hubs is presented.

Improves and maximises physical and mental **health and wellbeing** in built form, homes, community spaces and public space – Well designed places promote activity and social interaction, contributing to health, wellbeing, accessibility and inclusion. Public spaces are integrated, support social interaction and are inclusive. Attractive, safe and enjoyable public realm that supports community activities is established.

Places capitalise on a community's assets that promote people's health, happiness, and wellbeing. It strengthens connection and defines the physical, cultural and social aspects of community.

## Developing Area Strategies

**3.15** As the principles above show, a place is more than the sum of buildings and streets from which it is formed; it is also shaped by the meanings, values and opportunities that it represents for those who live or use it. It is therefore the quality and uniqueness of a place that makes it stand out.

**3.16** By adopting these principles, a qualitative assessment of an area's performance can be undertaken. This allows the strengths and weaknesses to be identified and appropriate responses to be promoted. The diagram below provides an indicative example of performance measured against the principles. This has been applied to enlighten each area strategy. *The results have been informed by an online consultation survey conducted as part of the Urban Design Study and internal consultations with key stakeholders.*

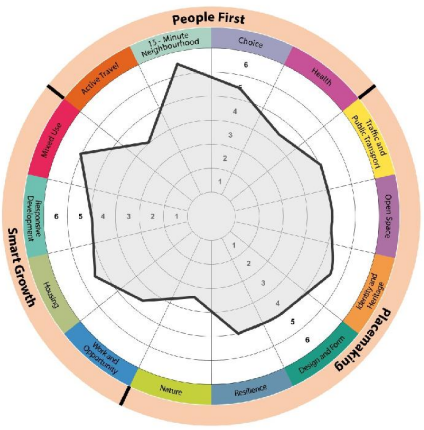


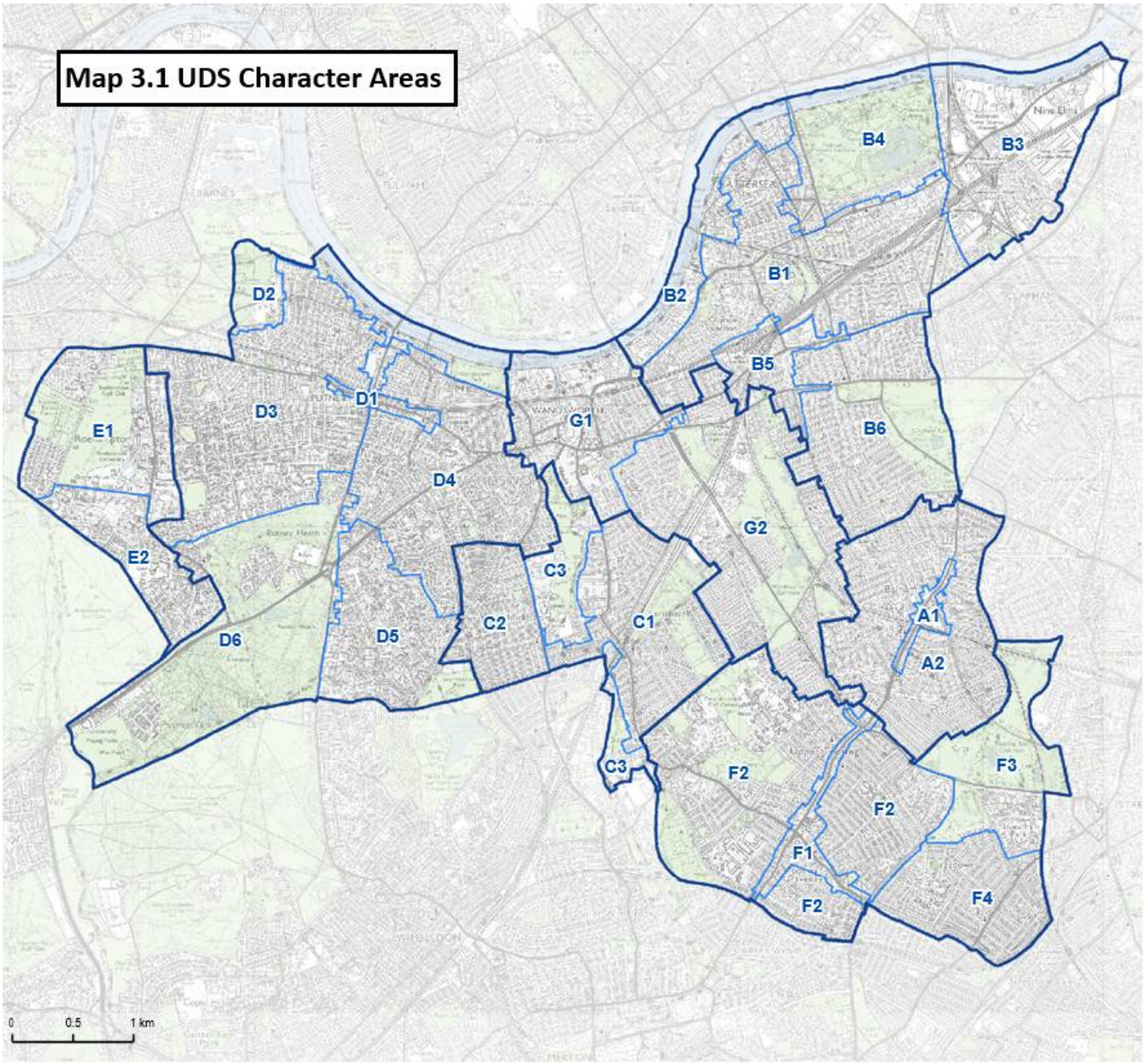

**Figure 3.2 Performance against Principles example**

**3.17** In considering a place performance, cognisance of Council policy and supporting studies was taken including:

- Urban Design Study
- Open Space Study
- Retail Needs Study
- Employment Land and Premises Study
- Local Implementation Plan (Transport)
- Local Flood Risk Management Strategy
- Active Wandsworth Strategy
- Air Quality Action Plan
- Biodiversity Strategy (in preparation)
- Health and Wellbeing Strategy
- Wandsworth Community Safety Partnership Plan
- Arts and Culture Strategy (in preparation)

**3.18** Wandsworth Environment and Sustainability Strategy (WESS)

**3.19** The Urban Design Study divides the borough into high-level 'Places' and lower level 'Character Areas', each with its own distinctive character, evolution and series of neighbourhoods. The identification of Places has been informed by a comprehensive process involving the analysis of existing planning designations, built form characteristics and historical evolution of areas. Crucially, the process has also been informed by community engagement to ensure that the classification reflects 'Places' recognised by local people. These areas are shown below.




**Map 3.1 UDS Character Areas**

**3.20** Area Strategies are prepared for:

- Wandsworth Town
- Nine Elms (VNEB Opportunity Area including Battersea Design and Technology Quarter)
- Clapham Junction and York Road/Winstanley Regeneration Area
- Putney
- Tooting
- Roehampton Regeneration Area
- Balham

**3.21** In addition, while they cover broader areas that are not focused on a particular centre, Area Strategies have also been prepared for:

- Wandsworth's Riverside
- Wandle Valley

**3.22** Boundaries for the Area Strategies have not been defined as these are areas of planning focus interlinked with their surrounding areas. It is anticipated that development proposals that have the potential to contribute to the vision of an Area Strategy will advocate the principles/content of the Area Strategy.

**3.23** The understanding of these places (and associated character areas) has allowed a strategy for growth and intensification to be developed for different parts of the borough. Within this framework some locations can support a greater intensity of growth by facilitating opportunities to re-examine the existing character. The Urban Design Study has identified that there are areas where character is fragmented and in need of enhancement, and where there are detractors that weaken the sense of place. These areas are considered appropriate for their character to change or evolve, which will be assisted by the targeted Area Strategies.

**3.24** As such, the Area Strategies focus on key areas of growth and regeneration in the borough, utilising opportunities where increased capacity and density presents significant opportunities to enhance places and bring benefits to communities. The Area Strategies direct development towards the most accessible and well-connected places, focussing on town centres, making the most efficient use of the existing and future public transport, walking and cycling networks. The Area Strategies promote responses for *greener* and healthier areas that can help improve quality of life. Through promoting choice (in housing, travel, work and lifestyle) the Area Strategies foster resilience and adaptability. Each Area Strategy will consider context and character, assess performance and identify key issues and influences. A place specific vision and placemaking policy will be determined. Site allocations, to include specific considerations and requirements, will be highlighted. Consequently, the Area Strategies should not be considered in isolation as they build from the broader policy foundation related to the plan as a whole.

**3.25** The parts of Wandsworth not covered by Area Strategies will still experience change, but it is not expected to be at the same scale as the defined areas. borough-wide policies will apply where proposals come forward in these parts of the borough.

**3.26** Within each Area Strategy, site allocations have been identified as particularly important for delivery. These will accommodate new homes and jobs alongside necessary infrastructure, such as open space, health and education facilities. The Area Strategies set out more detailed requirements for these to ensure that they deliver their strategic objectives. When determining planning applications, consideration of principles applied to site allocations will be important, subject to an up-to-date assessment of need and the agreed viability position of the scheme. This approach will ensure that site allocations remain deliverable.

**3.27** Each site allocation will come with Development Considerations and Design Requirements. These will be unique to each site and set out the Council's requirements for any development proposals on the site. The Development Considerations are prerequisites which a proposal will need to provide or show in any supporting document. The considerations comprise the inclusion of certain uses, provision of access onto the site, and land assembly, etc. The Design Requirements are specific to the design of any development and they include subjects such as how people and traffic will move through and around the site, the massing and site layout, and if there are any features important to the identity of the area.

**3.28** Site allocations will only include Development Considerations and Design Requirements that are specific to the site. All sites will be subject to the Spatial Area Policies and Local Plan Policies which should be read in conjunction with the site allocations.

**3.29** Like the borough-wide policies, the Area Strategies have been prepared in the context of the NPPF emerging London Plan. There are a wide range of other corporate initiatives and strategies, including those related to development and regeneration, transport, housing, education, cultural development and climate change that have also influenced the evolution of strategy. Further, placemaking policies (PM) need to be interpreted in the context of the broad policy framework (LP policies) and considering the Plan as a whole.

**PM1 Area Strategy and Site Allocations Compliance**

A. Development proposals must accord with Area Strategies and Site Allocations. Planning permission will be granted where the proposed development positively addresses the Placemaking, Smart Growth and People First principles and the detailed requirements and considerations set out in the Site allocations and Area Strategy.

B. Proposals which do not comply with the Area Strategy and Site Allocations will be resisted unless material considerations clearly indicate that an alternative type of development is appropriate and where the development would be in accordance with all other relevant development plan policies. In such circumstances, the development must not prejudice the delivery of the plan's vision and objectives, the objectives of the Area Strategy, or the objectives of Site Allocations on neighbouring sites.

C. Development proposals must demonstrate how they are in accordance with the Area Strategies and Site Allocations. Specific opportunities, objectives, considerations and requirements are established for these Areas and Allocations and shall be delivered through development.

D. Where further or updated information and guidance is given in a Supplementary Planning Document or other planning strategy document for an Area Strategy or Site Allocation, this will be a material consideration in determining applications.

E. Planning Obligation contributions will be sought via S106 agreements to support the place making objectives and Site Allocation requirements.

**3.30** Compliance with the Area Strategies and Site Allocations is a key feature for the successful delivery of this plan. The form and character of development must be appropriate for their location, fit for purpose, respond to changing needs, be inclusive, and make the best use of land. The efficient use of land requires optimisation of density. It is important to be clear on expectations in this regard. Area Strategies provide a framework for this.

**3.31** The Area Strategies are grounded in an understanding and assessment of their defining characteristics related to Placemaking, Smart Growth and People First. Area Strategies set out the performance and character of an area. They provide a framework for creating distinctive places and, alongside the policies of the Plan, promote a consistent and high quality standard of design.

**3.32** Site Allocations (as distinct from policy designation areas or zones) ensure that growth, renewal and regeneration at defined sites or prescribed locations come forward with development proposals that meet need, address identified development considerations and deliver identified design requirements. Developers should work closely with those affected by their proposals to evolve designs that take account of the views of the community to enhance their proposal. Early, proactive and effective engagement with the community results in sympathetic and supportable proposals.

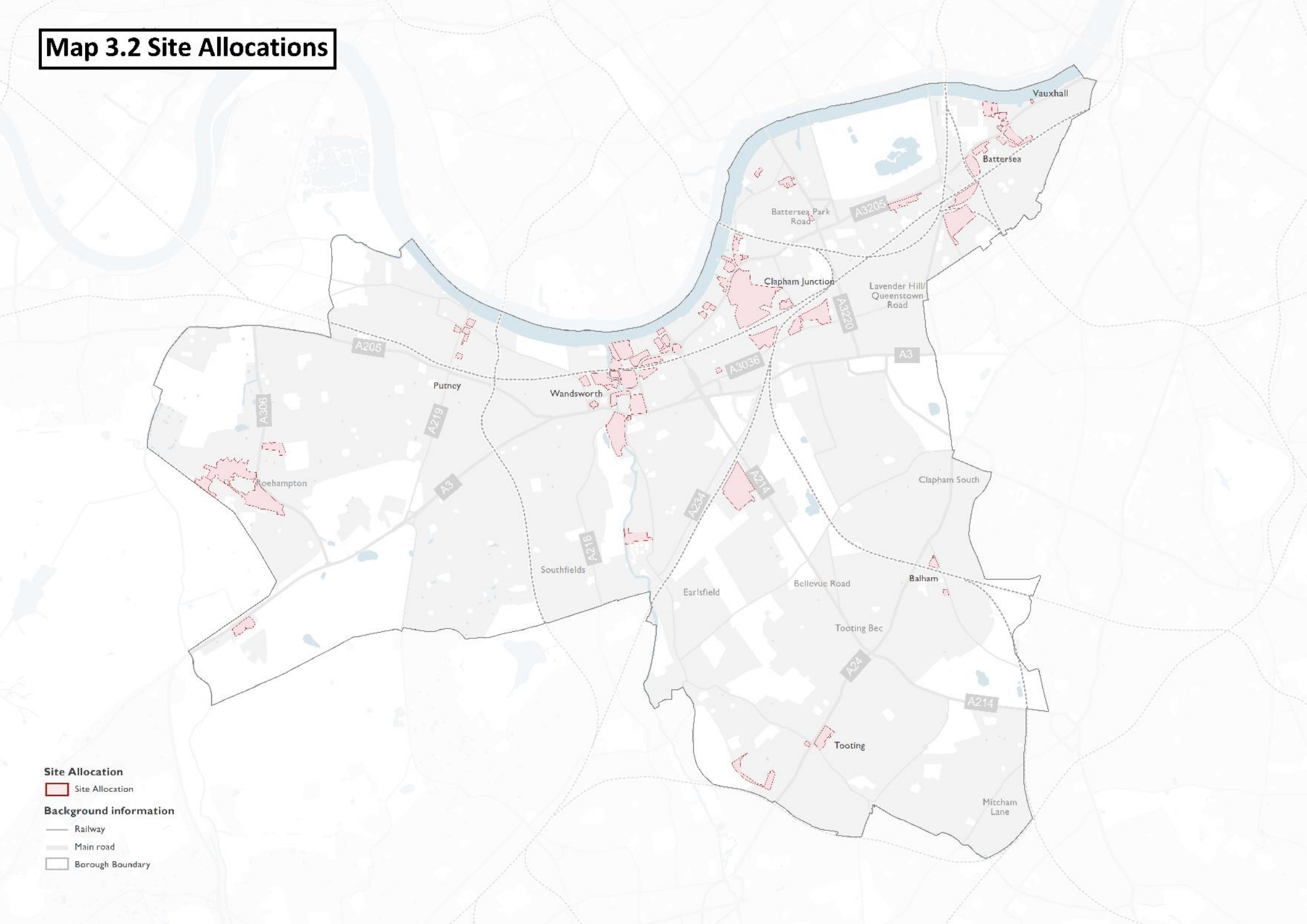
**3.33** Development proposals for Site Allocations that do not improve the quality of an area through addressing the appropriate place performance principles will not be supported. Great weight should be given to contemporary, superior or inventive designs which are proven to promote high levels of sustainability and fit in with the surrounding form and layout. Development should be designed to respond to local urbanism that can include vernacular architectural styles, materials, urban form, distribution of density & heights and heritage. Developments that show a clear understanding of, and relationship with, the distinctive urbanism of a place are more likely to be successful.

**3.34** Successful places need to blend Placemaking, Smart Growth and People First considerations. Development proposals at Site Allocations need to demonstrate how these aspects have been considered and the priority afforded to each. This will allow the benefits to be clearly articulated and related to need.

**3.35** Key clusters of sites have been identified within the Nine Elms Opportunity Area and the Wandle Delta area. Each cluster brings together a logical geographical grouping of sites. Where possible, proposals should be progressed comprehensively with a view to realising the principles and aspirations set out in the Area Strategy, Supplementary Planning Document (SPD) or other planning strategy document in a co-ordinated manner. Proposals should demonstrate how they realise the various area-wide and site specific priorities and principles within these documents.

**3.36** Due to ownership constraints, some clusters will come forward as individual sites. The Council will expect developers to be proactive in ensuring that site specific proposals future proof wider place-making and regeneration aspirations for the cluster and area as a whole. This should be clearly demonstrated as part of planning applications, with discussions initiated with the Council early in the design process. In this context, development proposals must demonstrate how adjacent sites could be progressed as subsequent phases.

# Map 3.2 Site Allocations



# 4 Area Strategy for Wandsworth Town

## Introduction

**4.1** The Area Strategy for Wandsworth Town identifies how new development can build on the area's strengths and the opportunities that recent developments, including the creation of the Ram Quarter, have provided in order to meet the vision and objectives of the Local Plan. The strategy seeks to create an integrated and successful place which supports the viability and vitality of Wandsworth town centre, provides modern workspace with new employment opportunities, and which re-connects the centre with and celebrates its heritage; including the River Wandle. The strategy seeks to create an integrated and successful place which supports the viability and vitality of Wandsworth town centre, provides modern workspace with new employment opportunities, and re-connects the centre with and celebrates its heritage, including the River Wandle. Different aspects and geographic components of the area will be knitted together through a legible and logical network, maximising active travel opportunities, and securing public realm and open space enhancements. The Area Strategy has been drawn widely to ensure that these opportunities are captured in a coherent way - it encompasses the town centre, the River Thames and River Wandle frontages, Wandsworth Town station and Old York Road. It also includes the northern end of King George's Park, in recognition of its importance as a key open space for residents of the area.

## Context

**4.2** Wandsworth Town lies in a valley at the lowest bridging point of the River Wandle. The core of the area is based on a historic road pattern which built up around this point, and is reinforced by the river itself and later developments, such as the introduction of the railway line. A dominant feature of the area is the sweeping curve of the ancient main road (now the A3) rising up the valley sides, a topography that influenced the historic development of the area and which contributes much to its current character and appearance. Since the Middle Ages the area has been one of the principal industrial centres in London, based on the power generating capacity and water quality of the River Wandle, with early industries including brewing and snuff and flour milling. Huguenot émigrés were attracted to the area in the 17th and 18th centuries, bringing their skill in crafting, and by the 19th century industries included drug grinding, silk printing, felt making and the world's largest calico bleaching works.

**Picture 4.1 Environs of Wandsworth Town Station**

**4.3** The town centre itself was originally centred on All Saints Church, on the High Street, but is now focused on the area around Southside Shopping Centre (known as 'Southside'), which was built in the 1970s as an Arndale Centre, and partially renovated in the 2000s, and the now partly regenerated Ram Brewery complex (known as the Ram Quarter). The part of the area focused around the High Street and Garratt Lane is classified in the emerging London Plan as a major centre, a reflection of the borough-wide catchment containing over 50,000 sqm of retail, leisure and service floorspace. Southside plays an important role within the centre and has the potential to evolve over the life of the Plan to reflect changing lifestyles and demands to fit with the needs of residents and visitors and enhanced integration with the surrounding area. This is currently reflected in the fact that the town centre has a

relatively high proportion of comparison goods relative to convenience goods, much of which is located within Southside. However, it is acknowledged that this may change over time with structural shifts in retail. Smaller independent shops and other town centre uses are located primarily west of Garratt Lane along Wandsworth High Street, and the Old York Road provides an important and attractive parade of restaurants, coffee bars and shops which provide a contrasting offer to that focused in the town centre. New commercial, cultural and leisure floorspace has also been created within the Ram Quarter, including approximately 4,000 sqm of food/beverage offer. The emerging London Plan classifies its night-time economy as NT3 – or, of "more than local" significance. The town centre also has significant leisure, service and civic functions, as well the Wandsworth Campus of South Thames College, which provides Further and Higher Education facilities. Employment floorspace in the town centre is concentrated in large office blocks, generally of a poorer quality and which are underutilised considering Wandsworth's position as a vibrant town centre with excellent public transport. There is evidence of recent provision of office space, including at The Light Bulb (the commercial component within The Filament mixed use development on Buckhold Road) and at Jessica House (a 930 sqm office development currently under construction). The ongoing redevelopment of poor quality office blocks is key in ensuring that the employment offer remains competitive.

**4.4** King George's Park lies to the south west of the town centre and forms a significant asset, which extends southward toward Earlsfield and lies within the Wandle Valley Regional Park. The northern tip of King George's Park is set to incorporate a surface-based infrastructure access/new public realm point to the Thames Tideway Tunnel which will improve the functionality of that part of the park. The town centre is also served by the Garratt Lane Old Burial Ground which located opposite Southside and links to St Ann's Hill, providing an important green lung within the town centre, offering some respite from its hustle and bustle – and the one-way traffic – on Wandsworth High Street.

**4.5** To the north of the town centre, between Armoury Way and Old York Road and the River Thames lies the Wandle Delta which currently forms an extensive industrial hinterland, as well as sites occupied by out-of-town retail. The northern edge of the Wandle Delta, on the banks of the Thames, is dominated by the Western Riverside Waste Authority (WRWA) site and Household Waste Recycling Centre. The WRWA site has waste delivered to it by the London boroughs of Wandsworth, Lambeth, Hammersmith and Fulham and Kensington and Chelsea and is therefore an important strategic resource. Both the WRWA site and a concrete batching centre on the north eastern edge of the area have Protected Wharf status. Key infrastructure facilities which are also accommodated within this area include an energy switch house and enclosed headhouse building located just north of Causeway Island, a further energy headhouse on the Hunt's Truck site and Thames Tideway Tunnel surface-based infrastructure access points at Dormay Street.

**4.6** The area as a whole has seen, and will continue to see, change through the introduction of residential and commercial mixed use schemes. This change began through the development of areas on the riverside, including land located towards Wandsworth Bridge, and the area now known as the Wandsworth Riverside Quarter, located on the west bank of the confluence of the River Wandle and the tidal River Thames. This area previously contained a 4-hectare Shell Oil terminal, and subsequently a brownfield industrial site. Wandsworth Park is located immediately to the west of the Wandsworth Riverside Quarter (and lies outside of the strategy area). As well as the completion of the first phase of the regeneration of the Ram Brewery site and South Thames College / 23-27 Garratt Lane, the out-of-town retail sites containing the Homebase and B and Q stores have now been granted planning permission for residential-led mixed use schemes.

**4.7** Large parts of the area benefit from good access to public transport; it is served by Wandsworth Town Rail Station, as well as being easily accessible to East Putney and Clapham Junction Stations, as well as a number of bus routes, which offer access to a wide range of

destinations across London by public transport. However, the location of the railway station to the north-east of the area means that some parts, including the Wandsworth Riverside Quarter, are more remote from rail and, in some cases, also bus access. The connectivity to – and between – the Station, to the town centre and to the riverside could be enhanced by bringing improvements to the local walking and cycling infrastructure. There are a number of existing local and strategic cycle routes that cross the area, including Cycle Superhighway 8, which starts in the town centre and links to Millbank (Lambeth Bridge), the Causeway running along the northern part of Wandle Valley, the Wandle Trail Cycle route running through the southern part of the area to Wandsworth Town Station, and a level cycle Quietway linking the area close to Clapham Junction Station, however these are currently fragmented and do not form a cohesive network. The area also benefits from a riverboat service operating regular morning and late afternoon/evening weekday sailings from Wandsworth Riverside Quarter to Blackfriars Bridge (with a number of 'stops' in between). Unfortunately, the pier, unlike most of the boats operating from it, is not accessible for people with disabilities. Improved walking routes could be developed incorporating greater permeability through existing sites and improved crossing facilities over the main road network.

**4.8** Wandsworth Town is designated as an Air Quality Focus Area due to the high levels of pollutants on the main road. The Local Implementation Plan (2019) shows that Wandsworth has a low level of residents meeting their active travel daily requirements at approximately 21%-30%. It identifies scope to switch 2,057-3,540 daily trips to walking and 5,001-10,000 trips to cycling. Active travel is on the rise and there is significant potential to help improve air quality through greater amounts of active travel.

**Picture 4.2 The presence of busy roads affects the character of the area**

**4.9** Two key physical barriers are the Wandsworth Gyratory Road system and the railway line that bisect the area, currently preventing active travel and the ability to connect communities. The Wandsworth Gyratory dominates the heart of the strategy area and has wider impacts including on air quality and the public realm, through the heavy generation of traffic, making for an unpleasant pedestrian experience. The proposals by Transport for London (TfL) and the Council to reconfigure the Wandsworth Gyratory provide a real opportunity to support both the Mayor's and Wandsworth's ambitions for positive placemaking. There are also opportunities to re-open the arches under the railway line to improve connectivity and provide commercial opportunities.

## Character

**4.10** Recognising the geographic extent of the Area Strategy, its character is varied, encompassing historic buildings serving civic, industrial and residential use, through to modern developments. This diversity creates a rich townscape and distinctive character that reflects the continued significance of Wandsworth Town as a centre of civic life.

**4.11** Largely because of its manufacturing history, the area saw relatively early development of non-conformist communities: a tradition still

visible within the ecclesiastical landscape in buildings such as Chapel Yard (16th Century, rebuilt 19th Century) and the Quaker Meeting House (18th Century). The connection between manufacturing and non-conformity was associated with a desire to live, work and worship close together. As a result, most of the historic buildings are grouped and sited in very specific relationships, with houses and industry *cheek-by-jowl*, for example at the Ram Brewery and 70 High Street, and at Wentworth House in Dormay Street. This is further reflected in the network of alleys and small roads linking the central area with its industrial hinterland. The historic character of the area, created by locating homes and workplaces close together, can be enhanced through the redevelopment of a number of sites within the area which have previously been in principally industrial and commercial use, such as in Ferrier Street.

**4.12** The area has an array of high quality historic buildings (designated and non-designated), which include Church Row (grade II*), Ram Brewery (grade II*), those in the Putney Bridge Road area (including Prospect Cottages), the Arts and Crafts group in Oakhill Road, and Wandsworth Bus Garage. Historic buildings are often located at key junctions, which is highly important to the legibility and framework of the area. The Ram Brewery complex, with its distinctive chimney, serves as a prominent feature within the town centre, as do the grand civic buildings of the Wandsworth Town Hall complex. The Town Hall and nearby South Thames College mark the transition from East Hill to the High Street. Book House/Mount Nod triangle on East Hill and St Thomas's Church (grade II listed) on West Hill form gateway markers to the town (and the Wandsworth Town Conservation Area). Other historic landmarks include All Saints Church and Church Row, the Brewer's Inn, with its distinctive turret, and the Spread Eagle public house.

**4.13** Building heights across the area range from between 2-4 storeys through to towers up to 27 storeys, the latter of which have more recently become a feature of the skyline. Southside Shopping Centre (formerly an Arndale Centre), which opened in 1971, and the associated residential tower blocks which rise to 27 storeys form a distinctive feature to the northern end of Garratt Lane and its junction with Wandsworth High Street, as well from the northern end of King George's Park. Old York Road, which is within a recently designated Conservation Area, forms a 'mini high street'. Its consistent 2-3 storey London stock terraces create a human scale streetscape, whilst the high quality parade of shops and restaurants create a lively street scene with a distinctive character and sense of place.

**4.14** The area's location within a valley gives rise to interesting, sweeping and long-ranging views, particularly into the area from outside including from East Hill. Other views into and across the area include from the north bank of the River Thames and from Wandsworth Bridge. The River Thames creates a sense of openness through the extent of views across and along it, whilst the local boat traffic and the piers and moorings provide vibrancy and interest. The development of the Wandsworth Riverside Quarter has created a place which has supported greater public access to these positive attributes and enhanced part of the Thames Path which is valued for its leisure opportunities. Crucially, the importance of the River Thames, not just for recreational but also, for industrial purposes is reflected in the designation of two Protected Wharves within the area. The River Wandle, a tributary of the Thames running north to south, is also a positive contributor to the local character, however its potential remains underutilised. The completion of Phase One of the Ram Quarter has begun to increase its visibility and the public benefit. Future planned development will provide further opportunities to re-integrate the river into the area as well and support improvements in biodiversity.

**4.15** Industry and infrastructure have been an important part of the area's development and have shaped much of today's character. This includes the ancient main road (the current A3), which rises up the valley sides, alongside the loop of roads comprising the A3 (West Hill/Wandsworth High Street/East Hill), Wandsworth Plain, Frogmore and Putney Bridge Road, which mark the historic road layout. The London Waterloo to Reading railway line, which is elevated above railway arches, bisects the area from west to east. The industrial role of

the Thames is also present in the contemporary landscape, with two Protected Wharves. Although, these infrastructure assets continue to play an important role in the area's future, they also can negatively impact on the area's character. The busyness, noise, clutter and pollution caused by traffic detracts from the attractiveness of the area, whilst, when combined with the railway line and Protected Wharves creates obstacles to safe movement within an attractive environment. This is exacerbated by the functional appearance of many of the industrial buildings in the area and by features such as security fencing, and heavy goods vehicles and waste trucks. All of these factors detract from the positive attributes of the area creating the need for a strategy which contributes to creating greater integration and cohesion across the area, including maximising the opportunities for creating greater access to the River Wandle and making better use of the area's network of alleys and small roads.

### Place Performance

**4.16** Current place performance for Wandsworth Town is presented in the diagram below:

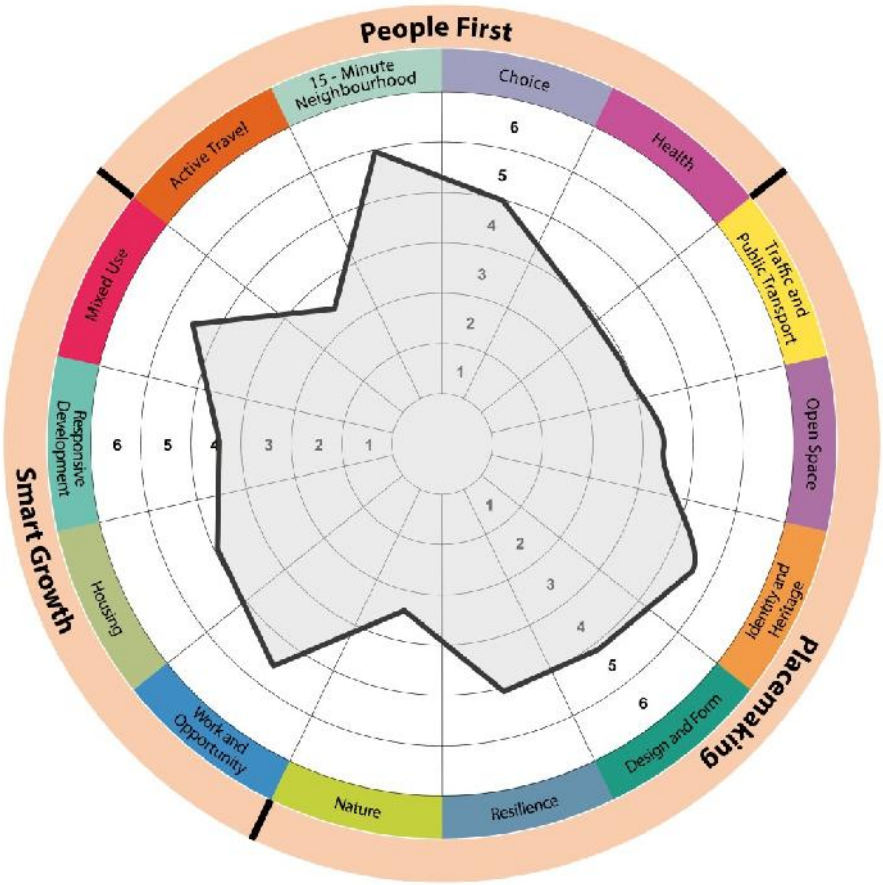



**Figure 4.1 Wandsworth Town Place Performance**

**4.17** This performance assessment has highlighted that Wandsworth Town performs well with regards to aspects of Place. In particular it performs well in People First with regards to access to health and services (15-minute neighbourhood) and access to Work and Opportunity (Smart Growth). However, choice can be limited in relation to housing and active travel requires further support and investment. Opportunities lie in Smart Growth where local jobs for residents are important through the creation of responsive mixed use development. It is important to recognise that the assessment provides a 'sum of the individual parts' for the area. As the Wandsworth Town Area covers a wide area of a very varied character and land uses the issues identified are to be expected.

## Vision

**4.18** The Area Strategy for Wandsworth Town will meet the vision and objectives of the Local Plan by:

- maximising the opportunities to support **Smart growth** by enabling people to live and work in the area through the creation of mixed use developments which secure well designed commercial floorspace including for the cultural and creative industries;
- providing an **inclusive, connected and enhanced public realm** that puts people first including by securing enhancements to the pedestrian environment, the provision of publicly accessible routes

through developments to key destinations including the town centre and Wandsworth Town Station. These improvements will be well landscaped and provide places for people to rest and socialise, and will build on the benefits that the changes to the Wandsworth Gyratory system offer;

- increasing **active travel** by creating a safe and coherent pedestrian and cycling network which strengthen links including between the town centre and the Wandle Delta through the enhancement of existing assets, by minimising conflicts with vehicles including on the Wandsworth Gyratory, the provision of signage, and making better use of existing alleys and small roads;
- delivering improvements to the River Wandle and Bell Lane Creek through the sensitive provision and management of landscaping and connected open spaces to support the **health and wellbeing** of existing and future residents and to enhance local **biodiversity**;
- supporting the long term **vitality and viability** of the town centre, recognising its important retail role, but supporting change and allowing for flexibility in terms of the mix of uses and buildings where these provide active frontages. Where appropriate, conditions will be applied to planning permissions to restrict future change within the Class E Use Class, for example to retain retail use in key locations. Enhance the important role of Southside, embracing potential redevelopment opportunities which would allow for its improvement and of the surrounding environment. Enhance the civic role and physical connectivity of Wandsworth Town Hall, re-providing modern office facilities and ensure that supporting uses in other parts of the area complement rather than compete with its important function;
- creating a greater sense of place through the enhancement and **celebration of its heritage**; .and
- supporting development which incorporates space which can be used flexibly, in order to maximise the opportunities that the area provides to respond to changing lifestyles and ways of working to support the area's **responsiveness and resilience**. This includes providing residential uses at ground floor level in appropriate locations away from key traffic routes where a defensible space is provided, or can be provided in the future, between the building frontage and the public realm.

## Anchor for Change – Changes to the Wandsworth Gyratory

The TfL proposals for the Wandsworth Gyratory, including its associated public realm improvements, provide an anchor for change. Its implementation will provide a range of benefits including:

- removing the dominance of vehicles providing the opportunity to create a more 'people' friendly environment including between the Ram Quarter and Southside, and along Wandsworth High Street and East Hill;
- providing new opportunities for safe crossing points allowing for the creation of enhanced pedestrian and cycle links between the northern parts of the area and the town centre and Wandsworth Town Station, particularly considering the significant increase in residents that developments north of the Gyratory will introduce;
- acting as a catalyst in promoting economic regeneration of the town centre;
- significant improvements to the public realm at key locations through the implementation of supporting streetscape and planting enhancements and rationalisation of signage which will support enhancements to the area's historic character and attractiveness as a place;

- a healthier environment through improvements to air quality; and
- improvements in accessibility for people with physical impairments and for young families through the relocation and rationalisation of street infrastructure.

The Council has a strong ambition to see its delivery recognising the wider placemaking, economic regeneration and health benefits that the scheme will provide to the area and its residents – both existing and future. To this end the Council has committed to partially fund the scheme and will continue to work with TfL to secure its delivery so that the benefits that development within the area will be fully maximised.

**PM2 Wandsworth Town Place Based Policy**

**Placemaking**

A. Wandsworth Town has the potential to promote and accommodate sustainable development. Development will be supported where:

1. an appropriate mix of uses is proposed with an emphasis on residential and commercial development that can provide services and amenities locally to reduce unnecessary journeys;
2. height and massing are appropriate and conform to the approach for tall buildings.
3. active travel is promoted and challenges for broader connectivity are addressed that help improve safety and make routes direct and attractive to key destinations within Wandsworth Town and beyond;
4. heritage and landmark buildings are incorporated into, or enhanced by, development proposals to secure their contribution to place identity;
5. views and vistas, established in the Urban Design Study (2020), are respected and enhanced;
6. public realm which supports the creation of 'Streets for All' and open space provision, which is accessible to all, is created;
7. high quality green features will be incorporated into new developments to help facilitate connected green and blue infrastructure throughout the borough; and
8. infrastructure can take advantage of district heating, sustainable urban drainage and digital connectivity;

B. Six key clusters of sites have been identified across the Wandle Delta area, including:

1. Frogmore Depot
2. Hunts Trucks / Gasholder site
3. Feather's Wharf and Smuggler's Way
4. Wandsworth Bridge
5. Ferrier Street
6. Swandon Way

C. Each cluster brings together a logical geographical grouping of sites. Proposals should demonstrate how they realise the various area-wide and site-specific priorities and principles within this Area Strategy. This is particularly important in relation to public realm, connectivity and environmental elements of the proposals which must be balanced with new homes and workspace.

D. Development proposals for sites within the Wandle Delta area should create opportunities to embrace the Wandsworth Gyratory proposals in terms of connectivity. Creating a more connected area will support the achievement of the wider ambitions for the Wandsworth Town area in both diversifying

and enhancing the historic and retail/service centre of the area, in particular, in linking the town centre with the Delta area.

E. The completion of the first phase of the redevelopment of the Ram Quarter has made a significant contribution to the quality of place and on supporting the unveiling of part of the River Wandle. The next stages in its redevelopment should ensure that the enhancement of this part of the River Wandle is completed in recognition of the contribution that the site will make to the area and by acting as a catalyst for further regeneration and improved connectivity in the area.

F. Development proposals for sites north of Armoury Way and Swandon Way should provide further opportunities to reveal the River Wandle, create publicly accessible green spaces and contribute to 'greening' and the enhancement of biodiversity. The use of appropriate railway arches as pedestrian routes to enhance the connectivity across the area will be expected.

G. Development proposals for the redevelopment of the Wandsworth Town Hall site should achieve enhancements to the setting of the Town Hall, which is a Grade II listed building, as well as to provide attractive pedestrian routes connecting between Fairfield Street and the Ram Brewery complex, and the provision of public spaces.

H. Southside has the potential to respond to the changes in how people shop and work as a result of its flexible floorspace configuration. Development proposals for Southside should support the creation of greater links between King George's Park and Garratt Lane, and improving the Centre's relationship with the public realm through enhancements to the pedestrian environment and public realm improvements which integrate it with the Ram brewery complex.

I. Proposals are supported for sites other than Site Allocations that provide housing or employment uses that take advantage of the area's connectivity and do not undermine the area's vitality and viability.

J. The Urban Design Study has identified appropriate locations for tall buildings in Wandsworth. The broad locations are identified in Appendix 2. Any proposal for a tall building will be subject to addressing the requirements of Policy LP 4 (Tall Buildings) as well as other policies in the Plan as applicable.

K. Developments which provide large roofplates should maximise the opportunity for creating habitat to support biodiversity and publicly accessible open spaces which are capable of year- round use and which provide the opportunity to appreciate views over the area and beyond by local people.

L. New development will be expected to protect important views and vistas in the area, including:

1. from East Hill towards the town centre;
2. from West Hill towards the town centre;
3. from the terraced residential streets towards the town centre and towards industry by the river;
4. west along the Thames Path towards the green edge of Wandsworth Park ;
5. from Wandsworth Bridge across the area to the ridgeline to the south; and
6. from the north bank of the Thames.

M. Developments with lengthy frontages will be expected to provide an articulation of elevations to create a positive relationship with the street and to avoid the creation of visually overbearing public frontages; particularly along Garratt Lane, King George's Park, Armoury Way and Swandon Way.

N. Opportunities to enhance the experience and quality of the public realm through carefully considered, well-designed proposals that can create interesting, dynamic, accessible, and inclusive public spaces are encouraged. These should provide elements that encourage dwell time, such as seating, which facilitate community and cultural use, and which incorporate public art.

O. The Council supports the provision of enhanced public realm or parklet provision within the town centre on private plots (where this is adjacent to the pavement and can be accessed directly). On highway play space provision may also be appropriate where this can be accommodated without adversely impacting on people's safety and traffic management.

P. Development proposals will be expected to maintain and increase the quantity of native street trees as part of a site's public realm provision and along key movement corridors including Armoury Way, Swandon Way and Garratt Lane.

Q. Where pavement space is considered inadequate when considering the volume and speed of traffic, development proposals will be required to set back building lines to increase space for people and street planting by providing for a widened pavement environment.

R. Development must be sensitive to local character by maintaining and respecting proportions, scale and coherence of, in particular, terraced streets and shop frontages. Where possible, the Council will expect proposals to reinstate traditional shop fronts to support the character and appearance of the area and its conservation areas; particularly along Wandsworth High Street.

S. Advertisements will be expected to respond to the proportions of the host building. Internally lit signage will not be supported within the conservation areas.

**Smart Growth**

A. New residential accommodation in Wandsworth Town will help meet the borough's housing target, as set out in Local Plan Policy LP 24. Development within this area is expected to provide at least 4,199 homes by 2037/38 (the entire plan period), of which 3,490 homes are expected to be provided by 2032/33 (10-year housing supply). These figures reflect the projected completions on large, small and windfall sites.

B. The Council will support proposals which add to the vitality and viability of Wandsworth Town, allowing for change and flexibility while retaining retail in key areas where appropriate, and where the Council has powers to do so. To promote this:

1. proposals for larger format retail and leisure should be prioritised in Southside;
2. smaller-scale retail should be focused on Wandsworth High Street (primarily between Wandsworth Plain and Broomshill Road) and Old York Road and should contribute to the distinctive independent character of those locations. In particular, proposals will be supported which provide improvements to the pedestrian environment or the public realm. The amalgamation of small units to create larger units will not be supported in these locations; and
3. smaller-scale retail provision will be acceptable on development sites where it will support the day-to-day retail needs of residents, particularly for convenience shopping, and can be demonstrated that it would not impact on the vitality and viability of Wandsworth Town Centre.

C. Proposals for leisure and night-time economy uses in the town centre (such as cinemas and bars) will be supported where they would not result in, or would adequately mitigate, any material adverse impacts on residential amenity.

D. New provision of commercial floorspace will be supported as part of the mixed use redevelopment of allocated sites. The re-provision of, or increase in, the quantum of existing economic floorspace will be expected on sites currently in economic use. These are identified in the Site Allocations and will deliver new flexible economic floorspace, including affordable workspace targeted at SMEs particularly in the cultural and creative industries subject to Policy LP 41 (affordable workspace). Planning applications for mixed use schemes will need to demonstrate that the residential and commercial uses can be integrated in such a way as to not result in any material adverse impact on residential amenity or the proper operation of the commercial premises.

E. Proposals for office space, including the provision of managed or 'touchdown' space, outside of the town centre boundary will need to demonstrate that it would not undermine the role and function of the town centre.

F. All new development should seek to make provision to connect to a future district heat network, and the Council will work with development partners to promote the necessary strategic sustainable energy infrastructure to realise this. Significant development at growth locations should present proposals for sustainable urban drainage that can mitigate the impacts from climate change.

G. Urban Logistics Hubs are used for last mile deliveries by electric vans or cargo bikes which can help reduce congestion and pollution. These will be supported in the right location in accordance with the objectives of Policy LP 51 – Sustainable Transport.

**People First**

A. The Council will continue to work with TfL, including through contributions towards its cost, to secure the early implementation of the Wandsworth Gyratory System and its supporting public realm improvements.

B. The Council will work with Network Rail and TfL to bring forward the opening of a northern access to Wandsworth Town Station.

C. In conjunction with development opportunities, the Council will promote the development of a new public square and pedestrian access routes within the Wandsworth Town Hall proposals, together with a series of pocket and linear parks and more natural green spaces focused along the River Wandle and Bell Lane Creek. These should support nature through encouraging biodiversity and providing appropriate habitat, as well as making animated riverside spaces which encourage users 'to dwell'.

D. The Council will seek to improve connectivity and permeability for pedestrians and cyclists. Measures to improve connectivity will be complemented by the provision of additional cycle parking in key locations and in association with development at growth locations including through the use of signage.

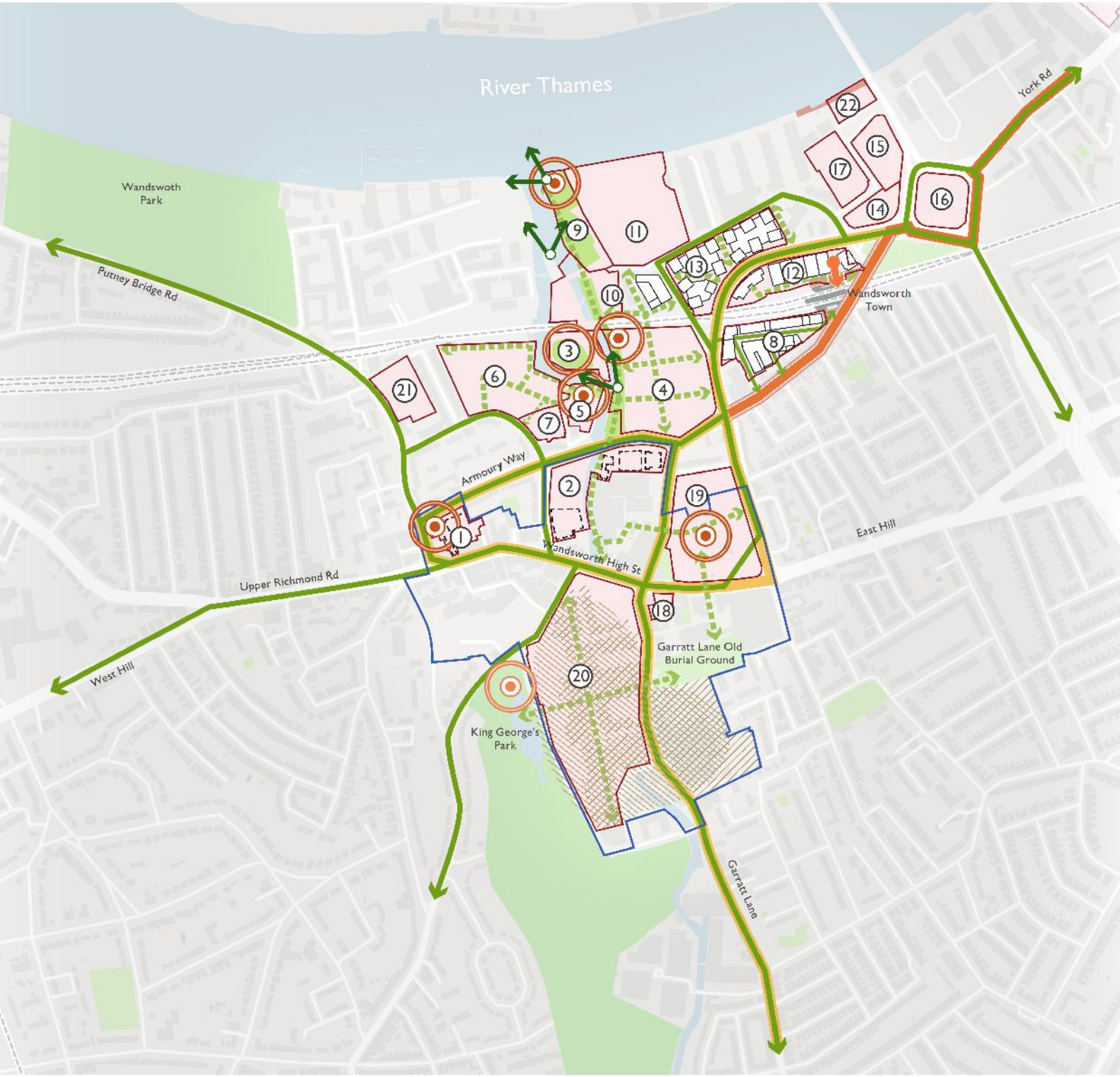
E. The Council will seek to create more space for pedestrians in key locations as identified in the Site Allocations. General improvements to the public realm should create a safer and better quality environment for pedestrians and cyclists. All new development proposals, transport and other public realm schemes, must contribute towards this.

F. Existing cultural, creative and arts uses will be safeguarded, and proposals for their expansion, renewal and modernisation will be encouraged. Appropriate proposals for the change of use in the town centre to accommodate additional cultural offerings will be supported.

G. New development proposals will be expected to contribute towards providing jobs, training and apprenticeship places for Wandsworth residents in the construction and end-use phases of development. The Council will seek a range of jobs to be provided as part of new development proposals.

H. In bringing forward significant residential accommodation; particularly for families it is important that an assessment of community facilities related to health and schooling is undertaken. Development proposals at growth locations will need to provide flexibility to accommodate these facilities; particularly where the need arises in association with particular schemes. The Council will ensure that this provision is addressed equitably across the growth locations (in terms of requirement and its provision) and will work with developers and the community to consider this.

# Wandsworth Town




## Public realm and active travel

- Suggested location for new public open space
- Open space enhancement
- Proposed new public open space
- Existing route
- Suggested/ proposed new route
- Active travel enhancement
- Cycle Superhighway
- Suggested public realm improvement
- Suggested building frontage
- Proposed new building frontage
- Valued view and vista
- Main shopping area

## Transport infrastructure

- Wandsworth Town Station
- Potential access improvements to Wandsworth Town Station

## Growth location

- Site Allocation Boundary

1. Chelsea Cars and KwikFit, Armoury Way, SW18 (Ref: WT1)
2. Ram Brewery/Capital Studios/Former Dexion/Duvall site, Ram Street/Armoury Way, Wandsworth, SW18 (Ref: WT2)
3. Causeway Island including land to the east, SW18 (Ref: WT3)
4. Hunts Trucks, adjoining sites including Gasholder, Armoury Way, SW18 (Ref: WT4)
5. Keltbray site, Wentworth House and adjacent land at Dormay Street, SW18 (Ref: WT5)
6. Frogmore Depot, Dormay Street, SW18 (Ref: WT6)
7. Panorama Antennas, 61 Frogmore, SW18 (Ref: WT7)
8. Ferrier Street Industrial Estate, Ferrier Street, SW18 (Ref: WT8)
9. Feather's Wharf, The Causeway, SW18 (Ref: WT9)
10. Land at the Causeway, SW18 (Ref: WT10)
11. Western Riverside Waste Transfer Station, SW18 (Ref: WT11) (Safeguarded Wharf)
12. Homebase, Swandon Way, SW18 (Ref: WT12)
13. B&Q, Smugglers Way, SW18 (Ref: WT13)
14. McDonalds, Swandon Way, SW18 (Ref: WT14)
15. Mercedes Benz and Bemco, Bridgend Road, SW18 (Ref: WT15)
16. Wandsworth Bridge Roundabout, SW18 (Ref: WT16)
17. Wandsworth Bus Garage, Jews Row, SW18 (Ref: WT17)
18. 65-71 Wandsworth High Street incl. Spread Eagle Public House; Wandsworth High Street and 5 Garratt Lane, SW18 (Ref: WT18)
19. Wandsworth Town Hall, Wandsworth High Street, SW18 (Ref: WT19)
20. Southside Shopping Centre, Wandsworth High Street, SW18 (Ref: WT20)
21. 70 - 90 Putney Bridge Road and 1-2 Adelaide Road, SW18 (Ref: WT21)
22. Pier Wharf, SW18 (Ref: WT22) (Safeguarded Wharf)

## Background information

- Metropolitan Open Land
- Other open space
- Wandsworth Town Centre

## Site Allocations

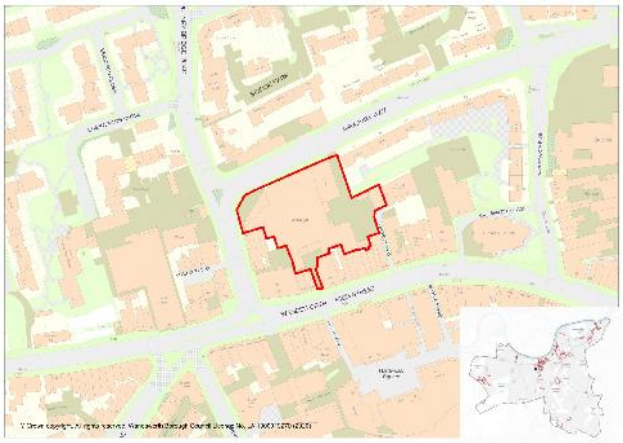
## WT1 Chelsea Cars and KwikFit, Armoury Way, SW18

## Site Allocation

Redevelopment of the site should provide a mixed use residential and commercial scheme with at least a 25% increase in the amount of economic floorspace (including all economic and sui generis floorspace on site). Community uses would be appropriate for lower floors. Provision of a new through route and open space should be included.

## Site Description

This site is east of Putney Bridge Road, between Armoury Way and Wandsworth High Street. The site includes a car dealership which fronts onto Armoury Way and stretches south to Wandsworth High Street. The site includes several car showrooms and repair shops as well as some parking spaces.



**Map 4.2 WT1 Chelsea Cars and KwikFit, Armoury Way, SW18**

Site Area - 1.13ha

## Development Considerations

**Uses** - A retail-led development of the site would not be supported as this would compete with the protected frontages along Wandsworth High Street and elsewhere in the town centre. Some small-scale retail uses may be appropriate if they support the day-to-day needs of local residents.

**Uses** - The use must result in an increase in industrial floorspace and should include workspace for SMEs in the cultural sector.

**Uses** - A section of the eastern and northern part of this site is required to support the implementation of the proposal to reconfigure the Wandsworth Gyratory System. The Council would encourage a more comprehensive development which incorporates the public house on the corner of Putney Bridge Road and Wandsworth High Street and the terrace of properties at 4-14 Putney Bridge Road. This reflects that parts of these properties will be required to implement the TfL scheme and will be acquired by TfL. The TfL scheme is programmed to be implemented by 2024.

**Open Space** – Make provision for public open space to the north west corner.

## Design Requirements

**Built Form** - The north west part of the site will be required for widening of Armoury Way and Putney Bridge Road to enable the reconfiguration of the Wandsworth Gyratory. Regard should be had to the site's location within the Wandsworth Town Conservation Area, the site's prominent location and that exemplary design is to be expected.

**Built Form** – Residential accommodation at ground floor level on the Armoury Way frontage would not be acceptable and proposals for above ground floor residential along this frontage will need to demonstrate that it would enjoy a satisfactory level of amenity.

**Movement** - Proposals should include the provision of a new route through the site from Armoury Way in the north to link with the existing yard through to Wandsworth High Street, including an area of public open space. A route east to link to Carters Yard should be provided.

**Movement** - Routes into the site should be attractive and welcoming entrances with appropriate signage and lighting to bring people into the site.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 5 storeys, and development of 5 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## WT2 Ram Brewery/Capital Studios/Former Dexion/Duvall site, Ram Street/Armoury Way, Wandsworth, SW18

### Site Allocation

Mixed use development including residential, replacement economic floorspace; retail, restaurants, business space, cultural, and entertainment uses with provision for a riverside walk. Development must ensure the positive integration of the site with the initial phases to the east and south of the site.

### Site Description

This site lies south of Armoury Way, east of the Wandsworth Plain, west of Ram Street, and north of Wandsworth High Street. It includes land across the River Wandle. The area to the west of the river includes residential and commercial uses together with an area of hardstanding and a temporary cinema space. The area to the eastern side of the river contains several designated heritage assets and is located immediately to the north of the recently completed Ram Quarter Phase One.

**Map 4.3 WT2 Ram Brewery/Capital Studios/Former Dexion/Duvall site, Ram Street/Armoury Way, Wandsworth, SW18**

Site Area - 1.43ha

### Development Considerations

**Uses** – Land is required from this site for the reconfiguration of the Wandsworth Gyratory at the northern end of Wandsworth Plain and Ram Street. These are included within the planning application reference: 2012/5286.

**Open Space** - New public open space should be provided at the northern nodal point and be enclosed by active building frontages and should benefit from sunshine for some reasonable period of the day.

**Planning Permission** – This site has planning permission for a comprehensive mixed use development. Phase One of the permission has been implemented. For more information see planning application reference: 2012/5286.

### Design Requirements

**Built Form** - New linkages and routes should all be designed to be safe and attractive public spaces and must be defined by new active building frontages,

**Built Form** – Proposals will need to reflect the location of the site within the Wandsworth Town Conservation Area, the existence of designated heritage assets and the site's prominent location. Exemplary design will be expected.

**Movement** - Development should improve access between the town centre and the Wandle Delta, as well as links to the station and other public transport. Permeability must be integrated into and across the site (including through the provision of a new pedestrian bridge over the River Wandle) and join up with the recently developed Ram Quarter Phase One. New north-south and east-west routes should be provided that follow desire lines, including to the crossing point on Armoury Way to facilitate links between the town centre and the Thames riverside.

**Movement** - Riverside walks will be required. These should be designed to be generous spaces with room for seating. The minimum width of the walk should be 3m. Care will be necessary to ensure that new buildings adjoining the riverside walk do not cause unreasonable overshadowing of the river and harm the existing biodiversity value and future wildlife potential of the watercourse.

**Nature** - Substantial improvements to the river channel will be expected in order to improve its habitat potential for wildlife and make it more attractive visually. Any new bridges should be sensitive to biodiversity of the river and should be of a bespoke design that contributes to the character of the site and to the riverside area.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 5 storeys, and development of 5 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## HUNTS TRUCKS/ GASHOLDER CLUSTER

The Hunts Trucks/ Gasholder Cluster comprises multiple sites and one site allocation. In order to support the implementation of the policies of the plan and the vision and objectives of the Wandsworth Town Area Strategy, development should be brought forward in accordance with a masterplan for this cluster area which is endorsed by the Council. Such an approach does not preclude the delivery of development coming forward in a phased manner but ensures that in doing so the proper planning of this part of Wandsworth Town is not prejudiced.

The Cluster contains one site allocation:

- WT4 Hunts Trucks, adjoining sites including Gasholder, Armoury Way, SW18

## Site Allocation

Redevelopment of the site should provide at least a 25% increase in the amount of industrial (use classes E/B2/B8/SG) and office (use class E) floorspace, providing a mix of uses and typologies including clusters of economic uses and cultural workspace meeting the requirements of the Economic Use Intensification Area (EUIA) designation. Proposals should provide a linear park that incorporates the riverside walk and a substantial quantity of housing and help realise the spatial aims for the wider area. Innovative use of yard spaces and incorporation of public-facing elements is encouraged. In calculating the floorspace to be replaced, the gas holder itself and the supporting infrastructure should be excluded. The site may be suitable for some smaller scale town centre uses falling within the E Class use, which meet a local need and where these do not harm the vitality and viability of Wandsworth town centre. Any separate development in the short term would need to be temporary and should not prejudice the satisfactory achievement of the full development potential and urban design objectives for the site as a whole.

## Site Description

This site is located to the west of Wandsworth Town Station and north of Wandsworth Town Centre. It is to the north west of the junction of the A3 and the A217 and is bounded to the north by railway tracks and, to the west, by the River Wandle. The site is currently used for industrial and commercial uses with parking to the north of the site.

**Map 4.4 HUNTS TRUCKS/ GASHOLDER CLUSTER**

Site Area – 2.81ha

## Development Considerations

**Uses** - Proposals on this site must be brought forward in such a manner as to achieve a comprehensive and integrated approach that supports the urban design, active travel, open space and public realm objectives for the Area Strategy.

**Uses** – The replacement (or additional) economic floorspace should include light industrial workspace for cultural SMEs.

**Landowner Assembly** - This site has six private owners and several long leaseholds. Proposals should seek to bring forward development comprehensively. Where ownership necessitates a phased approach, a co-ordinated approach that future proofs the overall placemaking and regeneration benefits should be progressed. The Council may need to consider the use of its statutory powers in bringing forward comprehensive redevelopment.

**Open Space** - There should be an area of open space designed as a linear park provided along the Wandle riverside (incorporating a riverside walk) designed as a place with distinctive character and identity for the

public to enjoy. Publicly accessible ground floor uses should be concentrated around this open space unless it can be demonstrated that residential accommodation can be provided with an appropriate level of privacy and amenity for its occupiers. 24/7 natural surveillance of the park would happen with residential development in close proximity to the open space.

**Access** - Suitable vehicular access onto Armoury Way and/or Smugglers Way that supports the access and servicing needs of the site as a whole and which reduces the number of vehicular access points into the site will be required.

**Parking** - The site is suitable for the development of a car-free development. Car Club provision to support the residential and commercial uses on the site and the surrounding area should be provided.

**Movement** - Development should not prejudice the achievement of reconfiguration of the Wandsworth Gyratory.

**Active Travel** - The feasibility of providing a pedestrian and cycle bridge link across Smugglers Way to the Ferrier Street Cluster should be considered. New connections to the River Wandle riverside walk, including a bridge crossing to The Causeway, will be required. Walking/cycling route links to Wandsworth Town Centre will also be required.

## Design Requirements

**Built Form** – Proposals should help create of a more legible series of safe and secure streets and blocks. The proposed riverside walks and frontage to Armoury Way, Smugglers Way and Swandon Way must be defined by active building frontages. Development should reflect the cheek-by-jowl urban form of Wandsworth; yet imbue its own distinctive townscape to create a strong sense of place. Legible elements to the built form should be created to include a rationale that underpins a location, though the junction of Ram Street and Armoury Way, for a new north-south street. A view through the site to Ferrier Street along the axis of a new street is required. Residential use will not be appropriate at ground floor level along these frontages.

**Built Form** - Part of the south east edge of the site will be required for the Wandsworth Gyratory improvements. The site should be designed in a way that complements the planned public realm improvements at the junction of Old York Road, Fairfield Street, Swandon Way and Armoury Way that aim to civilise the street making it two-way and more pedestrian/cycle friendly.

**Movement** - The layout of buildings must allow for new connections providing public access through the site aligned with Ferrier Street from Swandon Way west through to the riverside walk; and also further south linking Swandon Way west through to the riverside walk; from Armoury Way opposite Ram Street north through the site; and a connection to Smugglers Way by a new access passing under the rail track; a new bridge over the Wandle to the Dormay Street area and a new footbridge over the Wandle further north near the railway.

**Context** - Proposals should respond to constraints associated with existing utilities restrictions, easements or Health and Safety Executive (HSE) guidance. The site contains a former gas holder and significant infrastructure that supported its former use, including a gas mains and gas 'governor'. Development will need to carefully consider the impact this infrastructure will have on any proposal.

**Identity and Architectural Expression** – The proposed development will be located between the town centre and the riverside and the identity for this new quarter will need to embrace the sense of movement and change between these two locations whist imposing its own distinctiveness. The ground floor commercial/business uses together with the activities within the public spaces will contribute to the identity and expression, together with the design and materiality of the buildings. The new routes within the site and the linear park and riverside walk, should be designed to be safe and attractive public spaces and, where appropriate, must be defined by new active building frontages, i.e. frontages that contain entrance doors and windows.

**Site Layout** - The site should be broken down into a number of small urban blocks to create a distinctive neighbourhood that promotes permeability and legible connections to the wider area. Proposals should incorporate lower elements allowing daylight into perimeter block courtyards. Economic uses should be clustered together in order to create a distinctive hub of businesses and to help minimise potential conflicts with residential uses. Cultural and creative industries workspace should include yard space and should be public-facing in order to enliven the public realm. The

potential for a public-facing commercial aspect (such as communal gallery space or individual micro-sized retail units) should be explored. All new development will be required to have frontages on to the existing streets and new streets with entrances.

**Massing** - Proposals should include buildings with varied height, scale and massing with a focus on courtyard typologies. Low-rise buildings to make an inner spine route to provide a human scale, as well as low-rise buildings facing railway arches to achieve the same effect should be proposed. There is potential for towers marking prominent/ gateway locations in north-west and south-east corners of site. Buildings should rise along Swandon Way to a gateway location in the southeast corner. Massing along the Wandle riverfront can be varied.

**Nature** - Works to the banks of the River Wandle will be expected to contribute to the biodiversity of the area. Consideration should be given to the special ecological and wildlife habitats and allowance for the sensitivity of these should be made in the siting, height and design of the buildings and the riverside walk dimensions.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## FROGMORE CLUSTER

The Frogmore Cluster comprises four sites. In order to support the implementation of the policies of the plan, and the vision and objectives of the Wandsworth Town Area Strategy, development should be brought forward in accordance with a masterplan for this cluster area. Such an approach does not preclude the delivery of development coming forward in a phased manner but ensures that in doing so the proper planning of this part of Wandsworth Town is not prejudiced.

The Cluster contains four site allocations:

- WT3 Causeway Island including land to the east, SW18
- WT5 Keltbray site, Wentworth House and adjacent land at Dormay Street, SW18
- WT6 Frogmore Depot, Dormay Street, SW18
- WT7 Panorama Antennas, 61 Frogmore, SW18

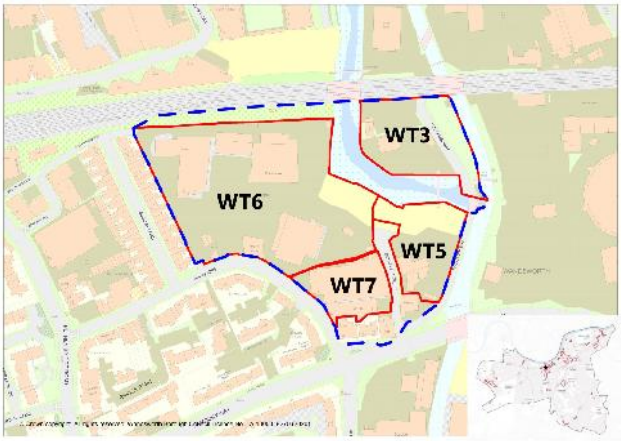
## Site Allocation

Development proposals in relation to sites WT3, WT5, WT6 and WT7 must be in general conformity with a masterplan for this cluster that has been formally endorsed by the Council prior to the determination of any planning applications. Development across the sites should, when considered collectively, replace and intensify the existing quantity of industrial and office floorspace with light industrial and office workspace for cultural and creative industry SMEs. Improvements to, and provision of new, open spaces and the provision of a riverside walk along the River Wandle and Bell Lane Creek should be provided with new bridge crossings to Causeway Island and the Gas Holder Site (WT4). Improvements to The Causeway to provide a safe and attractive walking and cycling environment connecting with the wider area will the expected. New connections, including by reopening railway arch links, will be supported. The Cluster masterplan should demonstrate that the long term access and maintenance needs for the Thames Tideway Tunnel have been accommodated.

## Site Description

The Frogmore Cluster of sites lie to the south of the railway line, is bounded to the east by the River Wandle, the south by Armoury Way and Frogmore and to the west by the rear of houses on Sudlow Road. Bell Lane Creek bisects part of the Cluster. The Causeway provides a physical link between Armoury Way and the Riverside.

The sites currently contain industrial, office and commercial uses with a small amount of open space along with some residential, parking and operational services space. A depot is currently used for the storage and maintenance of vehicles by Wandsworth Council, as well as providing office and a small amount other business floorspace. The southern end of the Frogmore Depot site also contains a building used for education. There are several residential homes and a public house to the south of the site which are included in the cluster, but outside of any site allocation.




**Map 4.5 FROGMORE CLUSTER**

Site Area - 4.01ha

## Development Considerations

**Uses** – The masterplan area should replace the existing quantity of industrial floorspace contained on sites WT3 and WT6 and provide for at least a 25% increase in the amount of industrial (use classes E/B2/B8/SG) and office (use class E) floorspace on sites WT5 and WT7, in accordance with Policy LP 38. As specified within this policy, this can be realised across the cluster as a whole. Additional SME workspace should be provided subject to assessing impacts on the setting and character of Wentworth House (Grade

II listed). Proposals should include a mix of uses and typologies including residential and workspace, supporting cultural and creative clusters, in line with the requirements of the EUIA designation. This should also include the restoration and re-population of the railway arches.

**Uses** - Proposals should consolidate depot uses as well as provide residential and economic uses. As part of the proposed consolidation of the Council depot use on the Old Sergeant's site on Garratt Lane, the open storage of vehicles should be removed from the Causeway Island part of the cluster in order to maximise the wider public benefits that the development of this cluster can achieve.

**Uses** – The Roche School currently uses one of the Council owned buildings for educational purposes. Opportunities to continue this on the Frogmore Depot site or elsewhere in the masterplan area should be explored with the Council. There is the opportunity to accommodate this use in the future development and to ensure its longevity, any building should be designed to accommodate a range of uses should the Roche School wish to relocate.

**Landowner Assembly** - Development of this cluster should come forward as part of a masterplan that connects the site to the rest of the Wandle Delta and to Wandsworth Town Centre. The masterplan should include a phasing plan for bringing development forward.

**Open Space** - The existing open area adjacent to the River Wandle on Causeway Island (WT3) should remain open and undeveloped and the site's potential to contribute to the biodiversity of the river should be enhanced. Causeway Island, west of the Causeway, should be considered for public open space. SUDs should be used to avoid large expanses of paving. It should prioritise biodiversity, utilise river frontage and daylight from southerly aspect. Another area of open space should be created at the northern end of Dormay Street adjoining Bell Lane Creek (WT5), with a new bridge linking this to the proposed open space on Causeway Island.

**Access** - Loading and servicing requirements for the premises should be carefully considered to ensure that the premises can be serviced on site, as Frogmore and Dormay Street are narrow and have access constraints.

**Access** - The Keltbray site (WT5) includes access to a Thames Tideway shaft site and access will be required including for maintenance.

**Access** - Improving the access from the North Passage would be beneficial to the site layout for the Frogmore Depot site (WT6) to potentially provide vehicular access routes off Frogmore to serve the area as well as accommodating improved walking and cycling links to Putney Bridge Road

**Parking** - Car Club provision for any commercial use and the surrounding area should be delivered.

## Design Requirements

**Built Form** - The site is large enough to provide a series of urban blocks and streets based on desire lines and connections. Buildings should line the new routes and provide active frontages to strengthen natural surveillance of streets. Any public spaces created should be bound by buildings that strengthen and enhance the character of the area. New buildings adjoining Bell Lane Creek should be set back to allow for a riverside walk of minimum 3m with provision for parklets along the route. Business floor space should be focussed around the centre of the cluster and the open space created at the northern end of Dormay Street and along Dormay Street, to contribute to a critical mass of economic uses around Dormay Street and to provide active frontages to this part of the area. New development should consider the Thames Tunnel structures and easements and the setting of Wentworth House.

**Movement** - A riverside walk incorporating provision for cyclists will be required on both sides of Bell Lane Creek. The new walk should incorporate riverbank improvements to enhance biodiversity. New connections to the riverside walk, in particular access under the railway bridge and bridge crossing to Causeway Island will be sought. Walking/cycling links to Wandsworth town centre and the Thames will be required, including through improvements to The Causeway.

**Movement** - Provision should be made for the installation of a bridge to cross Bell Lane Creek from the northern end of Dormay Street to the Causeway Island site. Provision should be made for another footbridge crossing Bell Lane Creek immediately south of the railway viaduct to Causeway Island. This footbridge will then lead to the riverside walk and

then north, under the viaduct, to the Thames Path. A final footbridge should be added on the eastern edge of the site next to the proposed open space at the northern end of Dormay Street (WT5) which connects to the Gas Holder cluster to the east (WT4).

**Movement** - Urban realm and wayfinding improvements are required to the southern end of the site in order to enhance legibility and provide better level access to the pavements along Armoury Way (WT5, WT7).

**Movement** - Provision should be made at the north boundary of the cluster (WT6), next to the western bank of the Bell Lane Creek for the creation of a new route passing under the rail tracks connecting the land to the north, Wandsworth Riverside Quarter and the Wandle estuary with the site.

**Nature** - Causeway Island forms a key part of the Wandle Trail and the Cluster has the potential to significantly contribute to the aims of the Wandle Valley Regional Park. Development proposals should respond appropriately.

**Context** - The scale of development should consider the immediate context, particularly the scale of the housing on the west side of Frogmore (WT6), the locally listed Crane Public House, the conservation area, and Wentworth House.

**Identity and Architectural Expression** - It is desirable to retain the existing industrial buildings immediately north and adjacent to Wentworth House (WT5). Any alterations to these buildings should include improvements to enhance active frontages and the contribution that can be made to the safety and attractiveness of Dormay Street.

**Identity and Architectural Expression** - Any buildings required as part of the consolidation of depot uses should relate well to the housing that backs on to the site along Sudlow Road and consideration should be given to residential amenity for these residents and those to the south of Frogmore.

**Site Layout** - The consolidation of the depot uses should be concentrated on the western part of the cluster (WT6), allowing for the eastern part to be developed for residential and economic uses and the creation of riverside public realm along the Wandle.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 part of the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## FERRIER STREET CLUSTER

The Ferrier Street Cluster comprises one site. Development should be brought forward in accordance with the policies of the plan, and the vision and objectives of the Wandsworth Town Area Strategy.

The Cluster contains one site allocation:

- WT8 Ferrier Street Industrial Estate, Ferrier Street, SW18

### Site Allocation

Mixed use development including residential, office, industrial and workspace for SME businesses with a loading yard for the industrial uses. There is some capacity for food and drink businesses to the east of the site where it adjoins Old York Road. Future provision should be made at the western edge of the site to allow for a future installation of a new pedestrian/ cycle connection across Swandon Way - new pedestrian/cycle bridge connecting over Swandon Way to the Hunts Trucks/Gas Holder site (ref WT4). Public realm improvements to the area around the southern entrance to Wandsworth Town station will be required.

### Site Description

The site lies immediately to the west of the southern entrance to Wandsworth Train Station and is bounded to the north by the railway line serving the station. To the west of the site is Swandon Way and it is bounded to the south by Old York Road. The site is currently used for commercial, industrial, retail and residential uses.

**Map 4.6 FERRIER STREET CLUSTER**

Site Area - 1.9ha

### Development Considerations

**Uses** - Redevelopment of the site should provide at least a 25% increase in the amount of industrial (use classes E/B2/B8/SG) and office (use class E) floorspace in line with the EUIA designation. Consolidation and increases in industrial floorspace, with additional floorspace for SME businesses, as well as contributing to public realm uses around Wandsworth Town railway station should also be provided. There is potential for some residential use toward the eastern end of the site. The area currently provides floorspace for some food and drink businesses, and adjoins Old York Road where there are a number of specialist and independent food and drink retailers; the development of specialist floorspace for the food and drink sector will be encouraged.

**Open Spaces** - Public realm improvements around the southern entrance to Wandsworth Town station, including through its enlargement and its interface with Old York Road, will be required.

**Access** - Redevelopment of the site should prioritise the re-provision of purpose-built industrial floorspace, with direct loading access to industrial units and the site arranged to ensure that the use of these industrial units does not conflict with residential units on this or neighbouring sites.

**Public Transport** - A contribution to public transport infrastructure and services should be provided that could include bus service enhancements and improved access and passenger comfort, such as platform canopies, to Wandsworth Town station.

**Planning Permissions** – A planning application for the redevelopment of part of the site for a mixed use scheme was granted, subject to the completion of a S106 planning obligation and Community Infrastructure Levy payments. For more information see planning application reference: 2018/5669.

### Design Requirements

**Built Form** - The frontages along Ferrier Street, Morie Street and Edgel Street should have a modern industrial and business character, with provision for more attractive streetscapes and active frontages.

**Built Form** – The massing and scale of development should be well integrated with its surroundings and provide articulation and variety to create visual relief along key frontages.

**Movement** - Proposals should allow for a connection over Swandon Way to the Hunts Trucks/Gas Holder site (WT4) with a new pedestrian/ cyclist crossing that would provide a direct and safe connection to Old York Road and Wandsworth Town rail station. Careful design of proposals adjacent to Swandon Way will be required to accommodate this street level pedestrian connection towards the Hunts Trucks site, potentially arranged as an archway to maximise workspace accommodation and act as a natural buffer to vehicle noise from Swandon Way.

**Context** - The scale of development should take into account the historic character of the buildings fronting Old York Road and the setting of the Old York Road Conservation Area and should consider the residential amenity of these properties, with any taller development located towards the northern parts of the site.

**Massing** - A taller element would be appropriate in the north-western corner of the site adjacent to the railway line.

**Nature** – There is an opportunity to use any roof spaces in new development as green spaces that should enhance biodiversity.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## FEATHER'S WHARF/ SMUGGLERS WAY CLUSTER

The Feather's Wharf/ Smugglers Way Cluster comprises two sites. Development should be brought forward in accordance with the policies of the plan, and the vision and objectives of the Wandsworth Town Area Strategy.

The Cluster contains two site allocations:

- WT9 Feather's Wharf, The Causeway, SW18
- WT10 Land at the Causeway, SW18

### Site Allocation

Mixed use development including residential, industrial, and office uses, with at least the full replacement of existing economic floorspace, with the provision of a riverside walk and improvements to the Wandle riverbank. The safeguarded wharf adjacent to the site will need to be retained and the continued operation for cargo handling uses not prejudiced by any development. Temporary uses may be permitted as long as they do not compromise the long term development of the site. The Head House (to the west of Bell Lane Creek) could be developed for residential use that is not on the ground floor. The Switch House (to the east of Bell Lane Creek) could be developed for residential if it was made redundant. If this is not feasible, then consideration should be given to the visual enhancement of the site, including through greening and provision of public art.

### Site Description

This cluster lies on the eastern side of the mouth of the River Wandle at its confluence with the River Thames. It is bounded to the south by the railway line and includes a tunnel through the railway arches that links to The Causeway. To the east lies the Western Riverside Waste Transfer Station and Smugglers Way. The cluster currently accommodates parking, infrastructure, industrial uses, retail warehouses and a stretch of green space along the western boundary of Feather's Wharf.

**Map 4.7 FEATHER'S WHARF/ SMUGGLERS WAY CLUSTER**

Site Area - 2.57ha

### Development Considerations

**Uses** - Redevelopment of the cluster should provide for mixed use development and replacement employment floorspace, residential and improved links with the town centre. Small scale retail uses that serve the local needs of the development may be appropriate.

**Uses** - The safeguarded wharf at the Western Riverside Waste Transfer Station is important for the sustainable movement of freight, waste and aggregates and will need to be retained. Its continued operation should not be prejudiced by any development of this cluster.

**Uses** - Any temporary use of the site (WT9), including temporary buildings, will need to be appropriate to the location and ensure that adverse environmental/ amenity impacts on the locality, including on the residential development on the opposite bank of the Wandle, are minimised. There are appropriate temporary uses for the short to medium term including potential use of the southern part of the site for waste management purposes that do not compromise the long term development of the site. Temporary use of the site should also include the safeguarding of, and extension to, the riverside walk adjoining the Thames and the River Wandle.

**Uses** - The Switch House site (WT10) could be developed for a mix of uses including residential. New buildings should provide an active frontage to The Causeway that forms the existing riverside walk along the eastern boundary to the site and also an active frontage to the north, towards the east end of the

footbridge across Bell Lane Creek. If such development is not feasible then consideration should be given to the enhancement of the Switch House with a public art project that responds to the historic and natural character of the Wandle.

**Uses** - The Smugglers Way area (WT10) contains an electricity substation facility (the Head House) and a number of businesses to the east (an extension of the current site allocation). The Head House is needed for the foreseeable future and will make feasibility and viability challenging. The area could therefore be a potential longer-term opportunity if the infrastructure becomes surplus to requirements or a developer can find a viable solution to relocating or reprovision. The Head House could be developed for a mixture of uses including residential. There should be no residential use on the ground floor and any new buildings should provide an active frontage to Smugglers Way and to the proposed connection, east of the Head House, to the Hunts Trucks site (WT4). Proposals would require further discussions with the landowner EDF Energy and UK Power Networks. Subject to these further discussions, the site could come forward in the longer term (11+ years).

**Open Space** - The area at the northern end of the site (WT9) by the Wandle mouth should be specifically designed to provide a generous open space and be a place with distinctive character and identity for the public to enjoy. Development must include measures that contribute towards enhancement of the riverbanks. These will include improved biodiversity; restoration of historic riverbank features and the removal of redundant pipe/cable bridges that currently cross the Wandle from these sites.

**Parking** - Provision of a car club should be considered as well as improvements to public transport.

**Active Travel** – Proposals will be expected to contribute towards the cost of providing improved security to the pedestrian and cycle link through the Western Riverside Waste Transfer Station to link to the Riverside walk. Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed.

## Design Requirements

**Built Form** - The proposed riverside walks and the frontage to The Causeway must be defined by new active building frontages. Any design must ensure that an acceptable living environment is created for future residents and does not inhibit the proper operation of the adjacent Western Riverside Waste Transfer Station.

**Built Form** - Proposals will need to ensure they protect sensitive views of Feather's Wharf from Wandsworth Park, from the wider Thames and Wandle Riverside, including Wandsworth Bridge, the Deodar Road footbridge and from the opposite bank of the Thames, particularly Hurlingham Park.

**Movement** - There should be provision for a riverside walk adjoining the river Thames and Wandle. Buildings should be set back from the riverbanks to allow for a riverside walk of at least 3 m and 6m on the Wandle and Thames river frontages respectively. The Wandle Path should include unobstructed connections to the Thames Path.

**Movement** - New development on WT9 should be designed to facilitate a safe and secure connection to the high-level bridge taking the riverside walk across the refuse transfer station site to the west of the Wandle.

**Movement** - New connections through the site (WT10) and funding for environmental improvements to the River Wandle will be required. Improvements to the width and quality of the footway on The Causeway and Smugglers Way will be sought.

**Movement** - Provision should be made for a new route along the eastern boundary of the head house transformer station that would extend the new route under the railway viaduct from the Hunt Trucks site (WT4) through to Smugglers Way. For security reasons, it may not be possible to extend the Wandle riverside walk along the western boundary of the Switch House site and the western boundary of the Head House site. However, if these can be overcome, it would be desirable to secure public access along these two banks of the Wandle in the form of riverside walks.

**Movement** - Improvements to pavement width and quality on The Causeway/Smuggler's Way will also be required.

**Context** - Although site surveys are not available, these sites are likely to have contamination and services running through them, due to their current use and adjacency to the recycling facility. These sites are adjacent to the River Thames and Wandle which could cause engineering challenges that will need to be resolved.

**Context** - Proposals should consider the impact on safeguarded wharf, in terms of the ongoing operational requirements including movement of freight, waste and aggregates. Context - Proposals should consider the impact on safeguarded wharf, in terms of the ongoing operational requirements including movement of freight, waste and aggregates.

**Site Layout** - At Feathers Wharf, detailed design work will need to be undertaken to ensure that there is appropriate buffering and orientation of the residential units away from the recycling facility (WT11). Any ground floor food and beverage use should face west, away from the recycling facility, with servicing arrangements to the rear.

**Massing** - The site offers potential for taller elements, although diversity in height should be encouraged adjacent to the River Wandle.

**Nature** - Both the Wandle and Thames riverbanks and river channels are particularly sensitive ecological and wildlife habitats. Consideration in relation to design, siting and massing of buildings, recognising the value of the banks, and the need for assessment/mitigation of impact. Developments must not cause unreasonable harm to these habitats by their proximity or overshadowing and opportunities for enhancement should be pursued.

**Nature** - A contribution towards the improvement of riverbanks to enhance wildlife habitats and biodiversity which do not have a detrimental impact on navigation or river regime will be sought.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 part of the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## WT11 Western Riverside Waste Transfer Station, SW18

### Site Allocation

Safeguarded Wharf.

### Site Description

The site lies to the north of Smugglers Way adjacent to the bank of the River Thames. To the west of the site is Feather's Wharf and to the east a civic amenity site. The site is used as a Waste Transfer Station. The site is operated by the Western Riverside Waste Authority (WRWA) which is the statutory body responsible for the management of the waste delivered to it by the London boroughs of Wandsworth Lambeth, Kensington and Chelsea and Hammersmith & Fulham. The site is used as a Waste Transfer Station which utilises its riverside position and wharf facilities for bulk transportation of waste to an Energy from Waste Facility at Belvedere in the London Borough of Bexley. The current use of the site provides an important strategic role.

**Map 4.8 WT11 Western Riverside Waste Transfer Station, SW18**

Site Area - 2.49ha

### Development Considerations

**Uses** - There is potential for the redevelopment of the Western Riverside Waste Authority facility which is arranged perpendicular to the River Thames. The facility could be reprovided in a similar location with potential addition of residential uses above a waste facility. This would offer an opportunity to better address Waterside Path and the Riverside West development to the east. Any proposal would need to demonstrate that the addition of residential dwellings would not compromise the operation of the adjacent wharf uses. Proposals would need to consider how edge conditions and access to adjacent waste facilities are managed.

**Planning Permissions** – The site has multiple permissions for waste management uses. For more information see planning references 1. (2015/4784). 2. (2016/4287) 3. (2016/5531) 4. (2014/1184).

### Design Requirements

**Build Form** - High quality design is required for any new development to minimise adverse environmental/amenity impacts on the locality.

**Movement** - The existing pedestrian route should facilitate a safe and secure connection to the high-level bridge taking the riverside walk across the refuse transfer station site. Should this use change then a new riverside walk of 6m will be required as part of any new development.

**Site Layout** – Should the safeguarded wharf be decommissioned then a mixed use residential scheme could come forward with built frontages on to the River Thames and The Causeway.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## SWANDON WAY CLUSTER

At the Swandon Way Cluster, development should be brought forward in accordance with the policies of the plan, and the vision and objectives of the Wandsworth Town Area Strategy.

The Cluster contains two site allocations:

- WT12 Homebase, Swandon Way, SW18
- WT13 B&Q, Smugglers Way, SW18

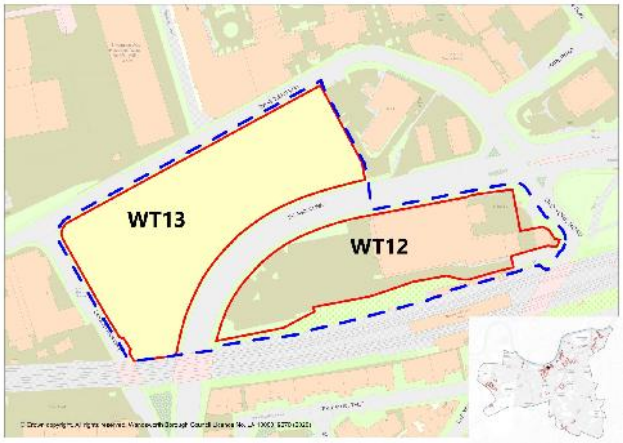
### Site Allocation

The site has capacity for higher density development. Its location close to Wandsworth Town station and Wandsworth town centre makes it suitable for employment floorspace as well as residential use. A small public space should be created on the north side of the railway that would provide a spatial setting for the proposed entrance to the station.

### Site Description

WT12 lies to the north of Wandsworth Town station and south of Swandon Way. The south of the site is bounded by the railway line and the site was previously used for retail warehousing and with ancillary parking.

WT13 lies south of Smugglers Way. Its southern boundary is formed by Swandon Way and to the west by Smugglers Way. To the east of the site is hotel and parking uses as well as some open space. The site was previously used for retail warehousing with ancillary parking.




**Map 4.9 SWANDON WAY CLUSTER**

Site Area – 3.1ha

### Development Considerations

**Uses** - Any proposals to reroute traffic may affect the operation of the Transport for London Road Network and proposals to improve Wandsworth Gyratory and would therefore require modelling to demonstrate acceptability.

**Access** - Relocation of access to the existing car park should be considered to allow possible closure of Smugglers Way as a through route with the majority of commercial traffic using the western section to the west of Waterside Path and the remaining traffic using the eastern section of Smugglers Way.

**Planning Permissions** – The B&Q site (WT13) has planning permission for demolition of existing retail buildings and phased construction of 14 residential blocks. For more information see planning application reference: 2017/0580.

**Planning Permissions** – The Homebase site (WT12) has planning permission for the demolition of existing retail warehouse building and erection of three buildings. For more information see planning application reference: 2016/7356.

### Design Requirements

**Built Form** - Development on the frontages to Swandon Way, Old York Road and both frontages to Smugglers Way should be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level on the Swandon Way frontage would not be acceptable and above ground floor level a convincing case would need to be made that any residential accommodation as it would need to enjoy a high level of amenity to mitigate the impact of traffic and railway noise and traffic related air pollution.

**Built Form** – Development should respond positively to the alignment of Swandon Way and provide articulation in its form and massing to avoid an overbearing and dominant form of development.

**Movement** - Proposals should define safe and attractive new public routes through the site from Swandon Way to Smugglers Way to link to the existing riverside walk via Waterside Path; and from Swandon Way to the junction of Smugglers Way and The Causeway, reflecting a desire line to the proposed northern entrance to Wandsworth Town station. All

buildings should be designed to address these links with active frontages. Improvements to pavement width and quality on The Causeway/ Smuggler's Way will also be required.

**Movement** - Proposal should show improved access to the northern part of Wandsworth Town to enhance accessibility and reduce walking times from the northern part of the Wandle Delta area. The feasibility of providing an elevated footway linking the station to the Homebase site (WT12) and to future developments on the north side of Swandon Way should be considered.

**Context** - Care will be necessary to ensure that any residential accommodation within WT13 overlooking, or in close proximity to, the Western Riverside Waste Transfer Station and refuse processing site on Smugglers Way is designed in such a way that residents will enjoy a satisfactory level of amenity.

**Site Layout** - As part of the improvements within WT12 to create a northern access to Wandsworth Town Station, a significant up-grade in the public realm of the Old York Road frontage would be expected with improved public transport infrastructure and provision of a car club.

**Nature** - Tree planting will be required on the Swandon Way frontage and the retention of existing trees should be facilitated.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for 'tall building clusters and/or landmarks' (Site WT13) and opportunities for 'tall buildings within town centres and along strategic routes' (Site WT12), and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## WANDSWORTH BRIDGE CLUSTER

The Wandsworth Bridge Cluster comprises three sites. In order to support the implementation of the policies of the plan, and the vision and objectives of the Wandsworth Town Area Strategy, development should be brought forward in accordance with a Masterplan for this cluster area which is endorsed by the Council. Such an approach does not preclude the delivery of development coming forward in a phased manner but ensures that in doing so the proper planning of this part of Wandsworth Town is not prejudiced.

The Cluster contains three site allocations:

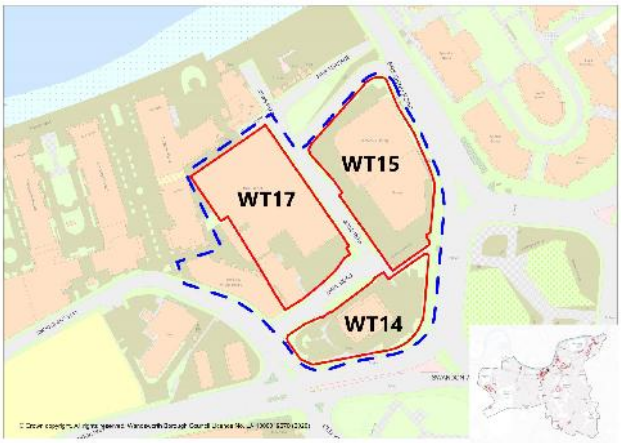
- WT14 McDonald's, Swandon Way, SW18
- WT15 Mercedes Benz and Bemco, Bridgend Road, SW18
- WT17 Wandsworth Bus Garage, Jews Row, SW18

### Site Allocation

Mixed use development including residential, industrial and office uses with a new public square. Residential development above the existing bus garage could be permitted if transport functions would not be affected.

### Site Description

The cluster is south of the River Thames and west of the Wandsworth Bridge Road and Roundabout. The site is bounded to the south by Swandon Way and to the west by Smugglers Way and mixed use development with residential. To the north of the cluster is Jews Row and Pier Terrace. The current uses in the cluster comprise a fast food/restaurant, commercial, car storage and a bus depot.




**Map 4.10 WANDSWORTH BRIDGE CLUSTER**

Site Area - 2.25ha

### Development Considerations

**Uses** - Given the close proximity to the station, the Mercedes Benz site (WT15) and McDonald's site (WT14) would be appropriate for office/co-working on the lower floors with residential. There is scope for intensification of these sites including development above the car park for a mix of uses including residential. The Mercedes Benz site (WT15) in particular could include mixed use development including residential, incorporating replacement class E, B8 or related sui generis use. At the Wandsworth Bus Garage site (WT17), proposals for mixed use with residential development may be considered if a suitable alternative site for the bus garage could be provided. Alternatively, if it can be demonstrated that the requirements of the existing transport use remain unaffected, some residential development may be considered appropriate above the transport use if the development can protect and enhance the grade II listed building.

**Open Space** - Creation of a new public square to the north of the site along Pier Terrace.

**Access** - The entrance in the Wandsworth Bus Garage site (WT17) to residential units could be from Jews Row, and some element of additional height marking the new entrance might be achievable.

**Parking** - A car free scheme would be appropriate, and the inclusion of a car club will be sought.

## Design Requirements

**Built Form** – Secure active frontages to Swandon Way, the Wandsworth Bridge Roundabout, Marl Road, Bridgend Road, Jew's Row, Pier Terrace and Normans Passage at ground level to include windows and entrance doors. On Swandon Way, the Wandsworth Bridge Roundabout, Marl Road and Normans Passage residential accommodation at ground floor level would not be acceptable and residential accommodation above ground floor level would require a convincing case to demonstrate that any such use would enjoy a satisfactory level of amenity. Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic noise.

**Built Form** – The Wandsworth Bus Garage site (WT17) could include some limited additional floorspace, limited to 2 storeys of accommodation, that could be added above the western range of the building – which is largely workshop space. The proposal could be a clearly modern, simple rectilinear form, superimposed over the existing structure and broadly mirroring an element of the north-south multiple roof array over the bus garage proper.

**Movement** – Provision for short and medium term enhancements to lighting, wayfinding signage and an active travel route via the roundabout including connections to the planned new entrance to Wandsworth Town station.

**Movement** – An active travel link through arches beneath Bridgend Road linking into Jews Row will be required.

**Context** – There will be a need to future-proof the potential longer-term redevelopment of roundabout site through the removal of the western arm of the roundabout.

**Context** – Development should not harm the setting of the adjacent listed Bus Garage. Sensitive infill development and intensification adjacent to the listed building could be possible. Subject to ongoing operation of the current occupier, proposals to rejuvenate the bus garage for leisure or flexible workspace should be considered.

**Context** – Achievement of a high level of amenity for all residential accommodation including measures to mitigate the impact of traffic noise.

**Context** – The importance of the safeguarded wharf at Pier Wharf (WT22) for the sustainable movement of freight, waste and aggregates will require its retention and continued operation for cargo handling uses must not be prejudiced by any development.

**Identity and Architectural Expression** – It would be beneficial to restore the architectural integrity of the Wandsworth Bus Garage (WT17) building, i.e. the original building front on the south side that was unsympathetically altered. Proposals could achieve this by reinstating this principal elevation to match the quality of the surviving north and east elevations.

**Nature** – Tree planting will be required on the Swandon Way and Bridgend Road frontage.

**Tall Buildings** – In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## WT16 Wandsworth Bridge Roundabout, SW18

### Site Allocation

Mixed use development including residential and economic uses with elevated active travel routes connecting the site to neighbouring development.

### Site Description

This site comprises the centre of the Wandsworth Bridge Roundabout. To the north is Wandsworth Bridge Road, to the east A3025/ York Road, to the south A214/ Trinity Road and to the west A217/ Swandon Way. The site is currently used for open space and public art and also contains a large advertising structure. It is connected to the wider area by access ramps, stairs and underpasses.

**Map 4.11 WT16 Wandsworth Bridge Roundabout, SW18**

Site Area - 0.7ha

### Development Considerations

**Uses** – The removal of the western arm of the Wandsworth Bridge roundabout could enable the redevelopment of the current roundabout site and might also establish an additional area of public realm adjacent to the development sites identified in the Wandsworth Bridge cluster (WT14, WT15 and WT17). This opportunity would require more detailed studies and assessments across a range of disciplines. It is likely that any such proposals would need to be coordinated with a broader strategy of sustainable modal shift towards active travel and public transport.

**Public Transport** – Part of the site may need to be safeguarded for transport/highways improvements and improvements to public transport will be required.

**Active Travel** – Elevated pedestrian/cycle route should be considered linking the roundabout to neighbouring developments around the roundabout, across Swandon way to Wandsworth Town Station.

### Design Requirements

**Built Form** - This site represents a gateway to Wandsworth from north of the River Thames and views north and south as well as east and west are important.

**Movement** - It is imperative that the layout and design of the development pays special attention to the need to ensure a very high level of public safety and security to those accessing the new building and those moving through the site. Connections to the surrounding streets could be achieved by using the existing subway tunnels under the surrounding roads or with a new system of connections at grade, or new bridge links over the surrounding roads.

**Context** - A convincing case will need to be made to show how the design will ensure a high level of public safety and security. A satisfactory level of amenity for all residential accommodation would be expected and the design of the buildings should include measures to mitigate the impact of traffic noise. Given the prominent, pivotal location of this site, a development of very high architectural quality will be required.

**Context** - Any proposals would need to be considered in the context of emerging proposals for the Wandsworth gyratory, which is now being actively pursued by TfL and the Council.

**Identity and Architectural Expression** – The development should draw upon the local context and represent a striking architectural composition.

**Site Layout** – The site needs to be considered in the context of any road proposals that may facilitate a re-configured development site in discussion with TfL. Given the strategic importance of the site it would be suitable for a competition.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## WT18 65-71 Wandsworth High Street incl. Spread Eagle Public House; Wandsworth High Street and 5 Garratt Lane, SW18

### Site Allocation

A mixed use scheme that secures the retention of the public house and if possible, the associated training facility, together with supporting leisure/commercial uses would be appropriate.

### Site Description

The site lies south west of the Wandsworth Town Hall on the corner of Wandsworth High Street and Garratt Lane. The site includes a number of buildings comprising a Grade II Listed public house and training facility, a former cinema (which is a curtilage listed building) and properties currently in use as hot-food take-away establishments with ancillary accommodation above. An ancillary car park together with access to the site lies on the southern side of the site.

**Map 4.12 WT18 65-71 Wandsworth High Street incl. Spread Eagle Public House; Wandsworth High Street and 5 Garratt Lane, SW18**

Site Area - 0.14ha

### Development Considerations

**Planning Permission** – The site has planning permission for conversion of upper floors of Spread Eagle public house and No.65-67 Wandsworth High Street to boutique hotel (C1). For more information see planning application reference 2019/0858.

### Design Requirements

**Movement** - A Delivery and Servicing Plan will be required and opportunities to minimise vehicle movements into and out of the site should be explored.

**Movement** – Opportunities to improve north-south permeability through the site should be provided.

**Context** – Any proposals will need to protect and where possible enhance the heritage assets on the site and their setting.

**Context** – The site lies within an archaeological priority area and consideration needs to be given to the impact on potential archaeological interest at the site.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 5 storeys, and development of 5 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4

## WT19 Wandsworth Town Hall, Wandsworth High Street, SW18

### Site Allocation

A mix of uses that retains the civic functions and administration of the London Borough of Wandsworth, supported by commercial and residential uses and public spaces would be supported.

### Site Description

The site lies at the corner of Fairfield Street and Wandsworth High Street and is bounded to the north by Barchard Street. It is bounded to the west by Ram Street and includes a mix of civic functions (being the civic and administrative centre for the London Borough of Wandsworth), together with ancillary car parking, retail, community and residential uses. The original art-deco Town Hall building is Listed Grade II as are the lamp standards located at the historic main entrance to the building. A mid-20th century building known as the Town Hall extension (which is some eight storeys in height), is located to the west of the site and provides general office space.

**Map 4.13 WT19 Wandsworth Town Hall, Wandsworth High Street, SW18**

Site Area - 2.30ha

### Development Considerations

**Phasing** - The site is currently being masterplanned by the Council as majority landowners and the southern part would come forward for development in the short to medium term as Phase 1. The northern part of the site which includes the Salvation Army building and the residential area of Shoreham Close would form a second phase of development as the majority of these properties are not owned by the Council and would require discussions and agreements on how this could be brought forward for redevelopment in the longer term.

### Design Requirements

**Built Form** – Development should maximise opportunities to enhance the vibrancy of the area through the provision of active ground floor uses within the redeveloped parts of the site. This should be supported by the provision of public spaces including a new public square.

**Built Form** – Building frontages to Ram Street, Shoreham Close, Fairfield Street, Barchard Street and new streets shall be provided with active uses at ground floor.

**Built Form** – Enhance the main court of the Town Hall and its entrance from the junction of Wandsworth High Street and Fairfield Street as an important component of the public realm offer through enabling its use for civic and community functions.

**Built Form** – Build on the opportunities that the proposed Wandsworth Gyratory improvements will bring in relation to enhancing and enlivening the site frontages along Wandsworth High Street and Fairfield Street and provide enhanced greening to the streetscape.

**Movement** – Development should maximise opportunities to provide enhanced public access and permeability through the site, including through east-west connections between Fairfield Street and Ram Street (linking in to the Ram Quarter), and north-south to provide a link to the southern side of Wandsworth High Street to facilitate access to the Garratt Lane Old Burial Ground. This includes the creation of a new high quality public space at the heart of the development. This would improve the links

between open spaces of the adjacent Ram Brewery, and the town centre to create a green network and a more pedestrian focussed environment.

**Movement** – Explore opportunities to reduce the level of vehicle movements into the site, including through the removal of on-site car parking provision except for that necessary to support the proper functioning of the uses on the site and for those with disabilities.

**Context** – Any proposals, including in relation to building heights and the location of taller buildings, will need to respond to the site's location within the Wandsworth Town Conservation Area and adjoining historic sites including those located within the Ram Quarter. Any proposals should maximise the opportunity to celebrate the heritage of the site and protect and enhance the building's setting and significance.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 5 storeys, and development of 5 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## WT20 Southside Shopping Centre, Wandsworth High Street, SW18

### Site Allocation

Improvements to the shopping centre, including through its redevelopment, to provide improved and additional floorspace, that allows for flexible retail, leisure, and other town centre uses which are capable of responding to the changing nature of retailing and working. Improvements to the existing residential environment should be explored. Improvements to the leisure offer including a more coherent leisure, food and beverage offer to secure an improved evening and night-time economy. Improve social infrastructure and community facilities to support the local community.

### Site Description

The site lies to the east of King George's Park and west of Garratt Lane. It is bounded to the north by Wandsworth High Street and the south by Mapleton Crescent. It is currently used as a shopping centre with a component of leisure and food and beverage uses, together with residential uses above and adjacent to the shopping centre to the west and north of the site.

**Map 4.14 WT20 Southside Shopping Centre, Wandsworth High Street, SW18**

Site Area - 5.39ha

### Development Considerations

**Uses** – Enhancing Southside's retail and leisure offer through appropriate adaptation and/or through its inclusive redevelopment. Flexible retail, leisure and other town centre uses should be supported to ensure the town centre is capable of responding to the changing nature of retailing and working. A flexible approach will be applied to allowing for responding to the changing nature of retail use where this is required for the sustainable growth of Southside, and where it can be demonstrated that a proposal will not negatively impact the vitality and viability of the town centre.

**Uses** – Improvements to the existing leisure offer including food, beverage and entertainment uses, supporting the evening and night-time economy should be supported.

**Uses** - Improvements to the existing residential environment should be explored. Opportunities for additional residential accommodation is appropriate within this sustainable town centre location.

**Uses** – Improve social infrastructure and community facilities to support the local community.

### Design Requirements

**Built Form** – Development should respond positively to the site's proximity to King George's Park through improved public realm and creation of active ground floor uses. A new public square to the north of the site should be provided, which will build off the opportunities presented by the proposed improvements to the Wandsworth Gyratory system and the regeneration of the Ram Quarter. This public space will provide a key focal point for the town centre.

**Built Form** - Development should respond to the need to maintain active town centre frontages and the role of the shopping centre as an important retail offer for the wider area. Alternative flexible town centre uses to replace surplus retail floorspace may be acceptable where it can be demonstrated that alternative uses at ground floor are required in order to support the long term viability of the centre.

**Built Form** - New development should ensure that a balance is achieved between maximising the use of the site and minimising its visual dominance including

for pedestrians using Garratt Lane. This includes giving careful consideration to building heights across the site and ensuring that street frontages are articulated to minimise its bulk, scale and massing.

**Movement** – Development should improve permeability through the site to strengthen links and integration with the locality including east-west between King George's Park and Garratt Lane including to the Old Burial Ground, and north-south to integrate the site with the Ram Quarter. The Wandle is a natural asset which should be conserved, improved and enjoyed. Opportunities to use design solutions that articulate the location of the culverted River Wandle through the site and open up access, or provide a connection, to the river should be explored. New pedestrian routes at grade level should be provided.

**Movement** – An increase in the width of the pavement along Garratt Lane will be sought in order to provide for an improved pedestrian environment and support opportunities for street planting. Improved links to Wandsworth High Street, Garratt Lane, Buckhold Road, Mapleton Crescent and Neville Gill Close should be provided as part of any scheme.

**Context** – Development should maximise opportunities to enhance the living conditions of existing and future residents within and adjacent to the site. This could include opportunities to make better use of roof areas for amenity space designed for all year-round use. Opportunities to provide some publicly accessible space that allows views across the area to be enjoyed by local people will be supported if such uses do not cause harm to the living conditions of residents through noise and disturbance.

**Massing** – The scale, form and density of development should embrace its sustainable town centre location. Development should minimise its visual dominance from the surrounding Wandsworth Town Conservation Area. This includes giving careful consideration of building heights across the site and ensuring that street frontages are articulated to minimise its bulk, scale and massing. New development should carefully consider the site's location adjacent to the Conservation Area including the uses, location of entrances and contribution to the adjacent street scene.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 part of the site is located in an area which has opportunities for 'tall buildings within town centres and along strategic routes' or 'tall building clusters and/or landmarks', and the height at which buildings will be considered as 'tall' is 6 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## WT21 70 -90 Putney Bridge Road and 1-2 Adelaide Road, SW18

### Site Allocation

Proposals should reprovide the existing employment generating floorspace with the same quantity of floorspace (including industrial floorspace). Redevelopment could include residential as well as employment use.

### Site Description

This site lies to the south of the railway line and to the east of Putney Bridge Road. It is bounded on the east by the Victorian terraced houses on Sudlow Road, to the south by a public house and a school and to the north by North Passage. The site is currently used for office and storage uses.

**Map 4.15 WT21 70 -90 Putney Bridge Road and 1-2 Adelaide Road, SW18**

Site Area - 0.64ha

### Development Considerations

**Access** – Opportunities to rationalise the number of access/egress points along Putney Bridge Road should be explored. Development should not impact on the operation of North Passage, including its operation as a point of egress from Sudlow Road and its connection with the Frogmore site.

### Design Requirements

**Built Form** – Active frontages should be provided along the site's boundary with Putney Bridge Road and North Passage. An increase in the width of the pavement along North Passage will be required to improve the pedestrian environment.

**Context** – Development will need to respond positively to the area's more residential character, including the terraced housing along Sudlow Road and the prominence of the site along Putney Bridge Road.

**Tall Buildings** – In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## WT22 Pier Wharf, SW18

## Site Allocation

Safeguarded wharf

## Site Description

The site lies on the southern bank of the River Thames west of Wandsworth Bridge. It is bounded to the south by Pier Terrace and to the west by a public house. The site is currently used as concrete batching plant on a safeguarded wharf. The current use of the site provides an important strategic role.

**Map 4.16 WT22 Pier Wharf, SW18**

Site Area – 0.28ha

## Development Considerations

**Site Layout** – Should the safeguarded wharf be dedesignated then a mixed use residential scheme could come forward.

## Design Requirements

**Built Form** - Development should contribute to public realm improvements to Pier Terrace, particularly for pedestrians and cyclists.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

# 5 Area Strategy for Nine Elms

## Introduction

**5.1** Between 2012 and 2022 the Nine Elms area has undergone rapid change and development in anticipation of the two-stop extension to the Northern Line opening in Autumn 2021, Apple making its home at the redeveloped Grade II* listed Battersea Power Station and the new US embassy. This will represent a significant step-change in the way that the area operates. This strategy will ensure that by the end of the Plan period, Nine Elms will have emerged as a sustainable, distinctive, world-class, mixed use neighbourhood of Wandsworth, known for its culture, community and creativity, contributing and connected to wider London. It will provide local people with access to new open space, local shops, employment opportunities and new and improved public transport connections and local active travel routes. During the plan period the remaining development sites are expected to conclude or commence construction, and the final phase of investment in infrastructure projects which support the development will be delivered.

## Context

**5.2** Nine Elms, focussed around Battersea Power Station, includes the riverfront along the Thames and nearby former industrial area. Before the industrial revolution much of the area was occupied by a hamlet and farmland known as 'Battersea Fields', providing food for the city of London. The flat, fertile soils of the Thames floodplain were cultivated for market gardening, including asparagus that was sold as 'Battersea Bundles'. The flat landscape, and proximity to the river for the transportation of goods, later made Nine Elms a suitable location for rail and industry; and by 1945, the dwellings associated with the former hamlet had been demolished and replaced by large industrial buildings interspersed with wharves along the Thames, including a gas works, water works, colour works, a brewery, Battersea Power Station and rail goods depots.

**5.3** Today, the area is home to one of the largest regeneration projects in the country. Nine Elms forms part of the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) in Wandsworth and is partly within the Central Activities Zone (CAZ) as defined in the emerging London Plan. The remainder of the VNEB OA is in the London Borough of Lambeth. The VNEB OA has been the focus for considerable new development since the adoption of the Opportunity Area Planning Framework (OAPF) in 2012, and this is expected to continue with an intense construction period in the years immediately following the opening of the Northern Line Extension in Autumn 2021.

**Picture 5.1 Mixed-use development with active frontages**

**5.4** The three major developments, identified in the previous Local Plan, that were envisaged to play a key role as catalysts to the economic and cultural regeneration of the area, namely the re-use and conversion of Battersea Power Station, the redevelopment of the New Covent Garden Market site including the construction of a new market and the relocation of the US Embassy from Grosvenor Square to Nine Elms, have all since broken ground and are now either

complete or well on their way to completion. Current development trajectories show most developments completing from 2022, although as part of a phased approach, the development of land around the Power Station will continued beyond that.

**5.5** Alongside this the Council has been investing in the delivery of the individual infrastructure projects required to support the development, including two district heat networks: the Embassy Quarter Heating Network (EQHN) with an energy centre housed within the US Embassy, and the Battersea Power Station Heating Network powered from an energy centre within the grounds of the power station. The objectives of the heat network projects are to integrate decentralised energy such as District Heating and CHP (Combined Heat and Power) into the area's major regeneration sites in order to help with the reduction of carbon emissions. The EQHN will provide low carbon, cost effective heat to new developments by Q1 2021 and this network alone will provide savings of 12,000 tonnes of $CO_2$ compared to traditional energy supply. This first phase of the scheme will serve planned development within an area of Wandsworth in close proximity to the US Embassy and EcoWorld Ballymore's Embassy Gardens; but is being built to enable expansion to serve surrounding areas in the future. This is not only applicable to new development, where there is an obligation to connect, but also to existing properties which could switch from their existing boiler plant and connect to the network. The two heat networks have the potential to maximise the efficiency of energy systems within the area, and to realise long term sustainability benefits.

**5.6** The regeneration of Nine Elms is already seeing the area transformed into a high quality, high density international quarter with a diverse range of residential, commercial, retail, office and cultural uses. The emerging London Plan has identified potential new Central Activities Zone (CAZ) retail clusters focused around the redevelopment of the power station, as well as at Vauxhall (predominantly located within LB Lambeth), running from Vauxhall Cross along Wandsworth Road. It is the Council's ambition that, for the former, the transformation of a heritage asset of London-wide importance will create a unique and vibrant retail and leisure venue, which will attract visitors from throughout London (and beyond), and will support an emerging evening economy within the area. Unlike other CAZ clusters within London – recognised within the emerging London Plan as being the equivalent of the capital's other 'major' or 'district' centres – the power station is to be comprised of retail and leisure and dense residential uses. As such, this emergent area should focus on the early evening – the 'twilight' economy – rather than a 'late night' economy.

**5.7** In recent years, the area's emerging reputation as a prime office location has begun to be established: it now represents a new part of the Central London office market, with high quality office floorspace that is providing a draw for global companies, as envisaged by the inclusion in – and the extension of – the Central Activities Zone (CAZ). In 2016, Apple announced their intention to make Battersea Power Station their new London campus and are expected to move in 2021. The US Embassy opened in 2018, attracting the permanent staff working in the building as well as approximately 1000 visitors per day. Penguin Random House have moved into their new office at Embassy Gardens in 2020 and in late 2019/early 2020 a number of sites converted permissions to commercial space, including Phase 3b of Battersea Power Station, Royal Mail Group Phase 7 and Embassy Gardens Phase 3, demonstrating the appetite for commercial space in the area.

**Picture 5.2 Trees and planting go some way to softening hard urban realm of Nine Elms Lane by Riverlight**

**5.8** While the introduction of global headquarters represents a step-change in the economic transformation of the area, Nine Elms' industrial past and network of smaller businesses remains an important aspect of this landscape. The area will continue to accommodate several key industrial sites, including: Cringle Dock (supporting a solid waste transfer station), Kirtling Wharf and Middle Wharf, all of which are safeguarded in this capacity; the New Covent Garden Market site, the retention, consolidation and intensification of which is underway to support the development of a new market and food hub, as well as new housing and employment opportunities; and the Queenstown Road, Battersea Strategic Industrial Land (SIL), which is located to the south-west of the CAZ. This is designated within the emerging London Plan as forming part of the capital's strategic reservoir of industrial land, the protection of which is particularly important given the proximity of this area to the CAZ. It incorporates the Stewart's Road Industrial area, and features distribution and logistics uses; warehousing and manufacturing; heavy industrial uses, such as London Concrete and Tarmac; and transportation facilities, including the Abellio Bus Depot and the Stewart's Lane Goods Depot. These latter uses particularly benefit from the intersection of railway lines within the area, known as the 'Battersea Tangle' since these physically cut off the sites from adjacent uses, and reduce the noise and visual impact they create.

**5.9** The borough has identified the opportunity to capitalise on the investment that is being made within the VNEB OA to transform the parts of the Queenstown Road, Battersea SIL composed of Havelock Terrace, Ingate Place, and Silverthorne Road into the Battersea Design and Technology Quarter (BDTQ). This seeks to leverage the 'Apple effect', and to build on the existing creative economy within the wider area, to support the intensification of the existing industrial capacity of the area by attracting a cluster of start-ups and micro-businesses in the creative, tech and digital sectors, establishing an economic synergy with the larger tenants that are locating within the CAZ. In support of this, We Made That were commissioned in 2019 to undertake an economic appraisal of the area, and to provide guidance on a physical development framework that would support the Council's ambitions. The resultant study has informed this Area Strategy.

**5.10** Alongside the longer-term aspirations for the BDTQ, the area that surrounds Kirtling Street and Cringle Street – bounded by Riverlight to the east; the Western Riverside Waste Authority to the west; and Nine Elms Lane to the south – is emerging as a key area for development in the VNEB OA over the course of the next 5-10 years. The plans for the Kirtling Street area are among the least developed of the whole VNEB OA; whilst a number of these sites have outline planning permission, none have fixed and developed permissions in place for their future use as a result of the ongoing occupation of the area by the Thames Tideway Tunnel Kirtling Street works. As such, there is significant scope to shape this area through a place-based approach, which envisages the area as an emergent neighbourhood rather than a collection of individual sites. A key component in the realisation of this, is that the location has been selected as the preferred landing site for

the Nine Elms Pimlico Bridge, which would connect the community on the north bank of the Thames in Pimlico with the wider area, and presents the opportunity to establish a world-class public realm / open space as part of the bridge approach.

**5.11** The moderate Public Transport Access Level (PTAL) in Nine Elms will improve with the opening of the Northern Line Extension to Battersea Power Station, with an intermediary Nine Elms Station on Wandsworth Road also opening. The Wandsworth Local Implementation Plan (2019) shows that Nine Elms has a low level of residents meeting their active travel daily requirements at approximately 21%-30% and there is scope to switch 915-2,056 daily trips to walking and 2,001-5,000 trips to cycling. The close proximity to many popular destinations in central London, together with the Thames Path and improvements to the walking and cycling routes along Battersea Park Road and Nine Elms Lane, as well as through the new Linear Park, allows for active travel journeys and indicates good potential for car-free living. This is reflected in the Nine Elms on the South Bank Cycling Strategy produced by Transport for London (TfL), which indicates that the area has significant capacity for greater active travel if appropriate infrastructure is put in place. The study originally identified 16 routes that would help achieve the ambition for a step-change in levels of cycling, including smaller local routes, as well as segregated cycle corridors. Three of the 16 routes proposed are within the neighbouring borough of Lambeth and of the 13 within the borough boundary 11 are expected to be delivered in the Local Plan period. Improving permeability through Nine Elms, in particular across train tracks, will be important to encouraging active travel. This also applies to the potential Nine Elms Pimlico Bridge, which provides a huge opportunity for improved active and public transport options, as well as potentially relieving demand for walking and cycling on the neighbouring Vauxhall and Chelsea Bridges. The improved infrastructure for cyclists also has potential to contribute to alleviating traffic congestion along the A3205 Battersea Park Road/Nine Elms Lane, a major route that is integral for the movement of residents, commuters, goods and services.

## Character

**5.12** Nine Elms is an area undergoing a significant change and evolution: at the time of writing, in 2020, the character of the area is dominated by construction sites, empty spaces, poor legibility, a lack of public green open spaces and discontinuity of the Thames Path. However, this is a temporary state and emerging new development will itself bring about new character through the creation of a high quality, high-density neighbourhood with a diverse range of residential, commercial, retail, office and cultural uses. Chelsea Bridge Wharf (14 storeys), Riverlight Nine Elms (up to 20 storeys), the American Embassy and Battersea Exchange (18 storeys) are some of the recently completed large-scale buildings. In addition, the developments at One Nine Elms (42 to 56 storeys) and Phase 1 of Nine Elms Square (36 to 54 storeys) are under construction and will also contribute to the evolving cluster of tall buildings, in line with the intent of the VNEB Tall Buildings Strategy. The overall result is an emerging urban skyscraper/city-type character.

**5.13** Industry and infrastructure have left an imprint of huge-scale features, and whilst their scale is in balance with the surrounding environment, they have left a legacy of an incoherent layout, inconsistent pattern and poor connectivity. A more legible street network at ground level will emerge as more developments complete, creating new routes. However, there are issues of poor connectivity between new and existing neighbourhoods. The latter includes the three residential estates to the south of Nine Elms Lane, bordered by Stewarts Road industrial estate and Thessaly Road to the east, that are poorly connected to each other and the surrounding areas. Improved links between new and existing communities are vital to enhancing the sense of place. There are also issues of high traffic volumes and a lack of active frontage along Nine Elms Lane as buildings and activities tend to turn to the river, or in towards the emerging park, rather than facing Nine Elms Lane. As part of the Nine Elms infrastructure package, the Council is funding a TfL scheme

which provides a consistent and coherent design approach along the whole corridor, making improvements for pedestrians, cyclists and bus users. It also improves the connectivity north and south with the provision of 23 additional crossing points, which integrate the two sides of the road. Delivery of this has already commenced and is expected to complete in late 2024, subject to interfacing and co-ordination with the adjoining development sites.

**Picture 5.3 The iconic Battersea Power Station during redevelopment**

**5.14** There is relatively little remaining historic fabric in Nine Elms, and thus remnant historic/cultural features and references are particularly valued: Battersea Power Station is a key heritage asset, as are railway stations (Battersea Park and Queenstown Battersea), pubs and occasional Victorian houses. Battersea Power Station, a grade II* listed building, is an iconic London landmark, with its chimneys being a prominent feature on the London skyline and a symbol of Britain's industrial heritage. The new Battersea Power Station development provides a sense of vibrancy and activity, as a result of a rich art and culture scene, and bars and restaurants. It is located next to the River Thames, another asset that is highly valued by the local community, in particular for its activity, interest and scenic qualities. The latter includes houseboats and planting adjacent to Riverlight Quay which provide welcome texture and human scale. As well as blue, the limited existing green infrastructure of Heathbrook Park is also particularly valued by the local community, which serves as a place of tranquillity and as a setting for events such as Wandsworth Arts Fringe Festival.

### Place Performance

**5.15** Current place performance for Nine Elms is presented in the diagram below.

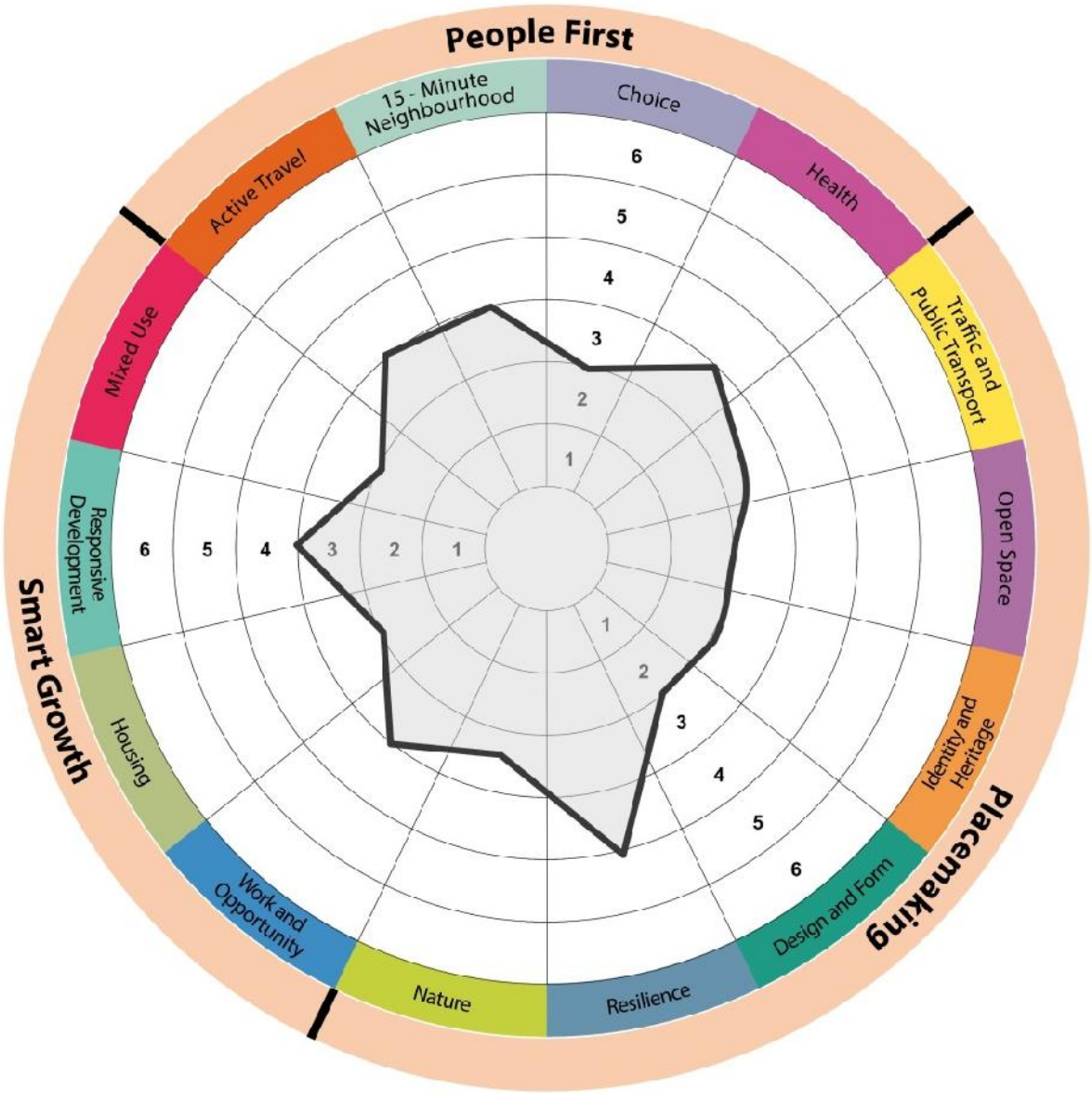



**Figure 5.1 Nine Elms Place Performance**

**5.16** Nine Elms is an area in transition. Currently, there are challenging place performance considerations across Placemaking, Smart Growth and People First. The opportunity to build on the area's resilience can be grasped. Investment in Nine Elms is addressing many of the 14 principles discussed above and significant progress has been made. In time, Nine Elms will perform considerably better and assessment will show substantial improvement as it emerges as a significant district for the borough and London offering economic, environmental, social and cultural benefits.

## Vision

**5.17** The Area Strategy for Nine Elms will meet the vision and objectives of the Local Plan by:

- providing a range of homes of different tenures, sizes and types, contributing to the borough's objectives for mixed and balanced communities;

- continuing to promote the economic development and regeneration of the VNEB OA within the CAZ to ensure that it becomes a strategic employment hub creating world class office facilities; and to develop the BDTQ to leverage this investment to enhance and intensify this adjacent industrial area through attracting creative, design and digital SMEs to establish an economic cluster;

- continuing to put culture and community at the heart of Nine Elms, working with partners to create a sense of place and an integrated neighbourhood, establishing a sustainable cultural eco-system that fosters community cohesion and supports residents' aspiration for access to high quality facilities, culture and design, including securing affordable space for cultural and community uses and the creation of three creative clusters in line with the vision set out in the Nine Elms Cultural Strategy;

- supporting the completion of the vision for a successful, sustainable, mixed use neighbourhood in Nine Elms, by ensuring ongoing investment, delivery and co-ordination of infrastructure projects within the Opportunity Area, including utilities, digital communications, transport and public realm, and social infrastructure including education and health facilities, through direct delivery and by working in partnership with internal and external partners, working to a 5-10 year Programme to completion;

- supporting the creation of a low carbon district with extensive green infrastructure and new public space for leisure and recreation, including a new 12-acre linear park linking Battersea Power Station to Vauxhall, and the implementation of two district heat networks; and

- supporting the delivery of the Nine Elms Pimlico Bridge, for walking and cycling, connecting communities on the north bank of the Thames to Nine Elms, creating a world-class public realm and open space at the gateway landing site; and paving the way for improvements in active travel, which collectively serves as the final 'jigsaw piece' in the area's transformation.

**PM3 Nine Elms**

**Placemaking**

A. The Council will promote the development of the Battersea Design and Technology Quarter (BDTQ), and development proposals within this location should deliver and/or fund placemaking improvements which will support the public realm strategy set out within the BDTQ Economic Appraisal and Design Framework. These include: the provision of amenity yards and working yards; enhanced public realm in tunnels and underpasses to create attractive thresholds; improvements to walking and bicycle access within the area, including through lightweight bridges; the introduction of signage and wayfinding features to create a legible identity; and temporary amenities.

B. The Council will promote the development of Kirtling/Cringle St Riverside site, the preferred landing site for the Nine Elms Pimlico Bridge. Development proposals within this location should maximise the opportunity for the creation of green/open space that the Tideway Tunnel access shaft presents, contribute to the creation of a positive arrival experience for pedestrians and cyclists using the bridge, and improve walking and cycling connectivity in line with the VNEB Cycling Strategy.

C. The Urban Design Study has identified appropriate locations for tall buildings in Nine Elms. The broad locations are identified in Appendix 2. Any proposal for a tall building will be subject to addressing the requirements of Policy LP 4 (Tall Buildings) as well as other policies in the Plan as applicable. All

development proposals involving tall buildings should have regard to the Tall Buildings strategy for VNEB.

D. New or changed development proposals will be expected to protect and enhance important views and vistas in the area, including:

   1. the views of the Battersea Power Station and its setting (See Local Views SPD); and
   2. views from/of the Westminster World Heritage Site (WWHS);

E. Key gateways present a strategic opportunity to provide an attractive welcome to the area and to draw attention to its cultural richness and vibrancy. Where appropriate, future development will be expected to provide an attractive gateway space to frame the main entrance to the area.

F. The introduction of meanwhile uses on development sites, to mitigate the impact of construction and boost the area in the interim period, will be supported. These should enhance the vitality and vibrancy of the area and should seek to promote arts and cultural uses for the benefit of local communities in line with the Nine Elms Cultural Strategy.

G. Development proposals will be expected to maintain and increase quantity of street trees, as well as enhance experience and quality of the public realm through carefully considered, well designed proposals that can create interesting, dynamic, accessible, and inclusive spaces by offering elements such as seating, spaces with potential for community or cultural use, and public art/sculpture.

H. High quality green features will be incorporated into new developments to promote biodiversity and help promote a connected green and blue infrastructure throughout the borough.

**Smart Growth**

A. New residential accommodation in Nine Elms will help meet the housing target set out in the Opportunity Area Planning Framework, and the borough's housing target, as set out in Local Plan Policy LP 24. Development in this area is expected to provide at least 6,912 homes by 2037/38 (the entire plan period) of which 6,855 homes are expected to be delivered by 2032/33 (10-year housing supply). These figures reflect the projected completions on large, small and windfall sites rather than total capacity of site allocations.

B. Development proposals as part of the Council's Housing For All project, a Council-led initiative which aims to deliver 1000 homes to buy or rent are supported in principle which will provide new homes and community and play facilities, and will increase access within the Savona, Patmore and Carey Gardens Estates.

C. Development proposals should support the emerging CAZ retail clusters at Battersea Power Station and at Vauxhall, as follows:

   1. The Battersea Power Station CAZ retail cluster should provide a unique shopping and leisure destination that serves London as a whole, whilst also meeting the needs of the local community.
   2. The Vauxhall CAZ retail cluster is primarily located within LB Lambeth, and the Council will work with the borough to deliver their ambitions for this cluster, as well as to ensure that development caters for local residents and workers within Nine Elms.

D. Outside of the Battersea Power Station and Vauxhall CAZ retail clusters, limited retail development will be appropriate to support the day to day needs of residents and workers. Such development should be of a small scale and must not negatively impact on the viability of development within the CAZ retail clusters.

E. Proposals for cafes, restaurants, pubs or drinking establishments, and take-away facilities which serve the needs of residents, workers and visitors will generally be acceptable, particularly where located within the focal points of activity, and where these support the 'twilight' economy, subject to the impact on adjacent uses. In order to mitigate this, conditions may be used to control the hours of operation.

F. The Council will continue to promote the economic development and regeneration of the VNEB OA within the CAZ to ensure that it becomes a strategic employment hub, which provides a range of employment floorspace typologies, from workspace for small and early stage businesses to large-scale floorspace for high-value occupiers. This provision will be located in the power station and the Vauxhall/Embassy district, and should also seek to incorporate provision of affordable workspace on-site where possible. In instances where this is not possible, it should contribute to this provision elsewhere within the VNEB OA, such as in the BDTQ.

G. The Council will promote the development of the BDTQ to support creative, design and technology SMEs in Wandsworth. Proposals within this location:

1. must not adversely impact the operation of the industrial businesses within the Queenstown Road, Battersea SIL;
2. should provide a mix of uses and scale of development that is consistent with the BDTQ Economic Appraisal and Design Framework (EADF), including providing industrial uses on the ground floor;
3. must deliver intensified industrial floorspace;
4. must provide affordable workspace in line with the requirements of Policy LP 41; and
5. must support the objectives of the Nine Elms Cultural Strategy and the BDTQ EDAF.

H. To support the important economic function of the Stewart's Road Industrial Estate, the Council will support proposals which enhance and/or intensify the industrial provision, including through improving, whether directly or through the provision of funding, the condition of the road within the industrial area, the condition of Stewart's Road bridge, and the proposed walking/cycling underpass to connect the area to the power station.

I. Proposals for smaller scale office floorspace, as appropriate ground and lower floor uses, including affordable workspace and managed or 'touchdown' space, will be supported in the development area north of the Vauxhall to Queenstown Road railway line.

J. Proposals for new ancillary retail market pitches open to the general public will be permitted within the New Covent Garden Wholesale Market, where these do not adversely impact the primary wholesale operation of this site.

K. All new development should make provision to connect to District Heat Networks, and the Council will support existing development retrospectively connecting to this infrastructure.

L. Urban Logistics Hubs are used for last mile deliveries by electric vans or cargo bikes which can help reduce congestion and pollution. These will be supported in the right location in accordance with the objectives of Policy LP 51 – Sustainable Transport. Hubs are suited to areas connected to the wider road, rail and river networks, river wharves and railway stations, and the CAZ.

**People First**

A. Existing cultural, creative and arts uses will be safeguarded, and proposals for the expansion, renewal and modernisation of the existing cultural offer will be encouraged. Appropriate proposals for the change of use of existing non-retail units to accommodate additional cultural offers will be supported.

B. A new Health Centre at Sleaford Street, secured as part of Battersea Power Station Phase 4a and funding agreement with NHS Property Services, will provide new primary health care facilities to support the predicted new population of c.34,700 and the existing residents, thereby contributing to the health and wellbeing of local communities. In addition, the Council will work in partnership with the NHS to deliver additional health care at Nine Elms Square.

C. The new linear park will form the heart of the area, surrounded by the development plots of Nine Elms Parkside, Nine Elms Square and Embassy Gardens. The park will play a vital role as a connector element in creating a new sense of place. Development proposals to reduce the size of the park or undermine its quality will be strongly resisted.

D. The continuity of the Thames Path along the riverside is key to enhancing active travel in the area and ease of movement. This will need to be achieved in the context of the uses around Kirtling St and

Cringle St, where there are servicing roads for the power station and the waste transfer station, and in a manner that protects the safe-guarded wharfs. Riverside continuity should be complemented by the creation of high quality and generous public realm, achieving a balance of open space and built form, and making provision for mature/established trees.

E. In the context of avoiding unnecessary travel, the Council will seek to improve connectivity and permeability for pedestrians and cyclists. This will be achieved by delivering additional cycle routes, in line with the Cycling Strategy for Nine Elms, particularly the viaduct route crossing the Covent Garden Market Authority (CGMA) access road, and bringing forward the proposals for the Nine Elms Pimlico Bridge at the chosen location. In addition, the Council will continue to work with partners and TfL to deliver the Nine Elms Lane/Battersea Park Road scheme which will create more space for walking and cycling and better waiting areas for bus passengers. All new development proposals, transport and other public realm schemes, must contribute towards achieving these priorities.

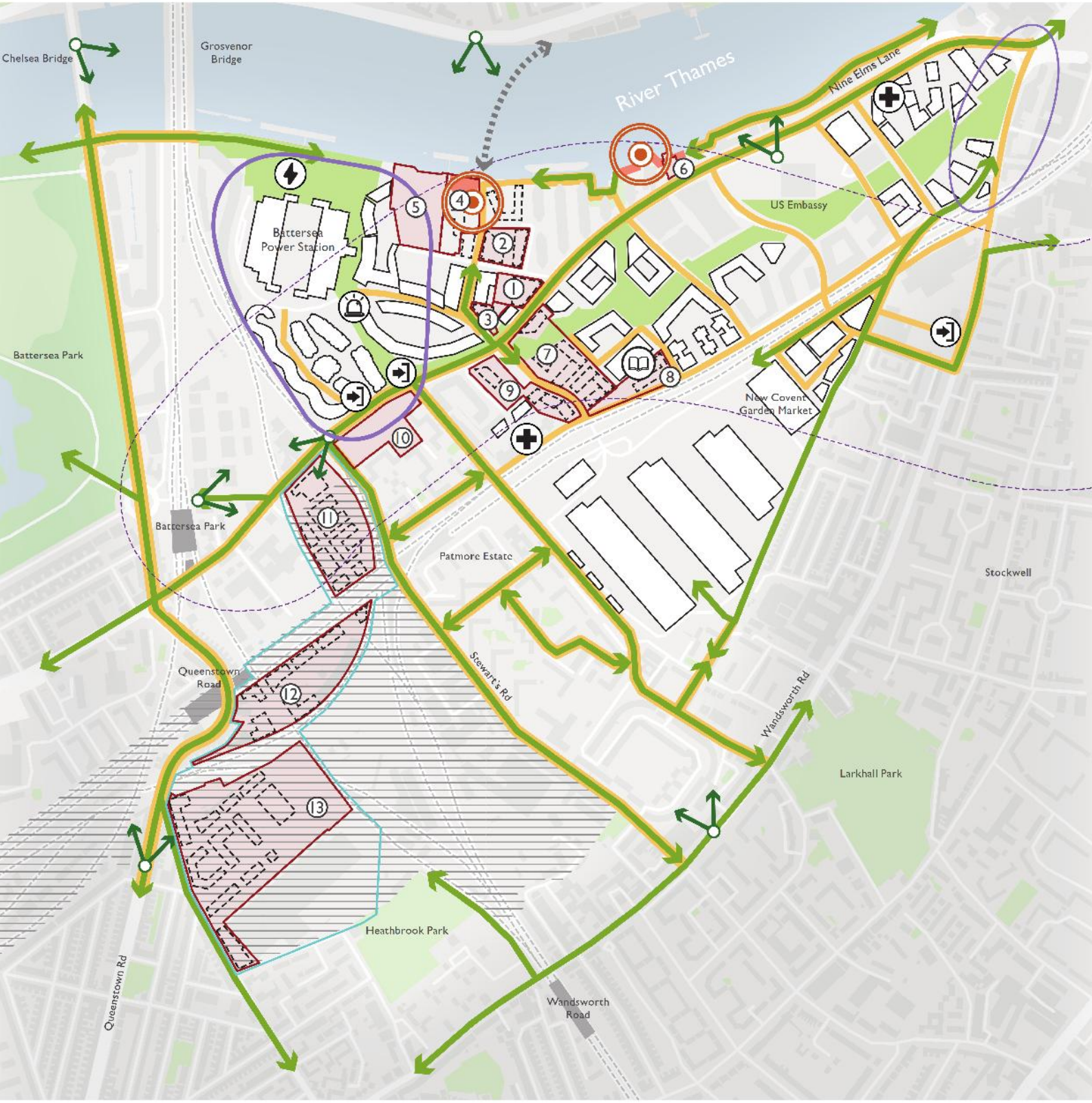
F. The Council will work with Network Rail to bring forward plans for improved access to Battersea Park Station which better integrates and connects with the surrounding area.

G. Bring forward enhanced primary school provision at the identified site C1 of Nine Elms Parkside in time to meet the need arising from development and ensure the provision is made for potential expansion in future years.

H. To ensure that Battersea Park Station is able to cater for a future extension of the London Overground to provide an all-day service to Battersea Park Station.

I. To provide better connectivity between Queenstown Road Station and Battersea Park Station though the Battersea Exchange development with a new entrance to Queenstown Road station.

# Nine Elms




**Public realm and active travel**

- Suggested location for new public open space
- Proposed Pimlico to Nine Elms Pedestrian and Cyclist Bridge
- Proposed new public Linear Park
- Existing route
- Active travel enhancement
- Suggested public realm improvement
- Suggested building frontage
- Proposed new building frontage
- Valued view and vista
- NLE zone of influence
- Potential CAZ frontages (Town/ Local Centres)

**Growth location**

- Site Allocation Boundary
  - (1) Cable and Wireless, Ballymore Site 6, Unit 2a, Battersea Park Road, SW8 (Ref: NE1)
  - (2) Securicor Site, 80 Kirtling Street, SW8 (Ref: NE3)
  - (3) Brooks Court, Kirtling Street, SW8 (Ref: NE5)
  - (4) Kirtling Wharf, Nine Elms, SW8 (Ref: NE9)(Safeguarded Wharf)
  - (5) Cringle Dock, Nine Elms, SW8 (Ref: NE11) (Safeguarded Wharf)
  - (6) Middle Wharf, Nine Elms, SW8 (Ref: NE10) (Safeguarded Wharf)
  - (7) New Covent Garden Market – Entrance Site (Ref: NE12)
  - (8) Metropolitan Police Warehouse Garage, Ponton Road, SW8 (Ref: NE4)
  - (9) 41-49, Nine Elms Lane, and 49-59 Battersea Park Road, SW8 (Ref: NE2)
  - (10) Battersea Park Road (between Stewarts Road and Thessally Road) (Ref: NE13)
  - (11) Havelock Terrace, SW8) (Ref: NE6)
  - (12) Ingate Place, SW8 (Ref: NE7)
  - (13) Silverthorne Road, SW8 (Ref: NE8)
- Battersea Design and Technology Quarter
- Strategic industrial location
- Energy centre
- Proposed police facility
- Proposed health centre
- Proposed school

**Transport infrastructure**

- Existing station
- Proposed underground station entrance

**Background information**

- Metropolitan Open Land
- Other open space

# Kirtling Street Cluster

**Public realm and active travel**

- Suggested location for new public open space
- Proposed Pimlico to Nine Elms Pedestrian and Cyclist Bridge
- Proposed new public Linear Park
- Existing route
- Suggested/ proposed new vehicular route
- Suggested/ proposed new pedestrian route
- Active travel enhancement
- Suggested public realm improvement
- Suggested building frontage
- Proposed new building frontage
- Valued view and vista
- NLE zone of influence
- Potential CAZ frontages (Town/ Local Centres)

**Growth location**

- Site Allocation Boundary
  - ① Cable and Wireless, Ballymore Site 6, Unit 2a, Battersea Park Road, SW8 (Ref: NE1)
  - ② Securicor Site, 80 Kirtling Street, SW8 (Ref: NE3)
  - ③ Brooks Court, Kirtling Street, SW8 (Ref: NE5)
  - ④ Kirtling Wharf, Nine Elms, SW8 (Ref: NE9)(Safeguarded Wharf)
  - ⑤ Cringle Dock, Nine Elms, SW8 (Ref: NE11) (Safeguarded Wharf)
- Battersea Design and Technology Quarter
- Strategic industrial location
- Energy centre
- Proposed police facility
- Proposed health centre
- Proposed school
- Thames Tideway Tunnel Shaft

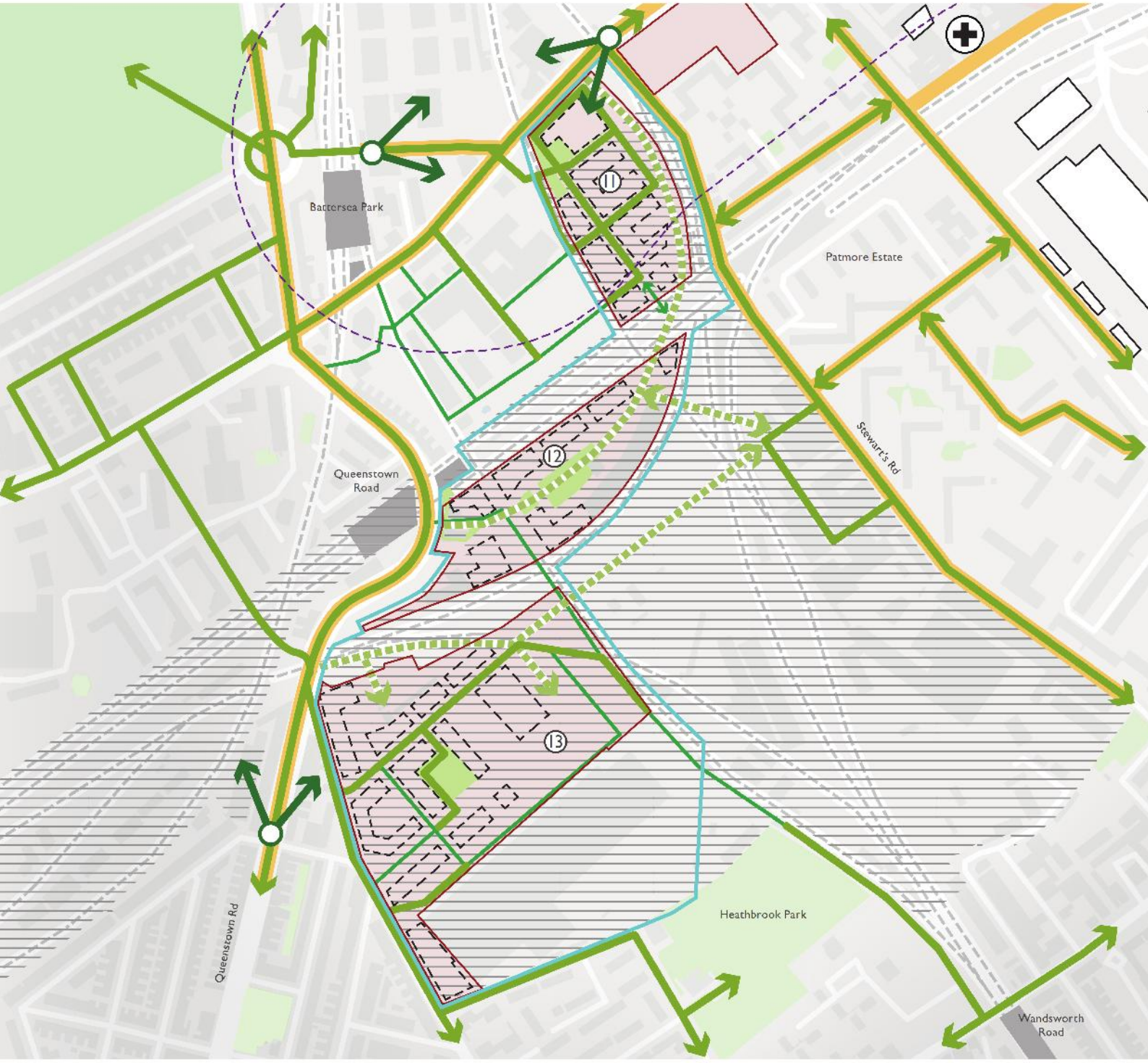
**Transport infrastructure**

- Existing station
- Proposed underground station entrance

**Background information**

- Metropolitan Open Land
- Other open space

# Battersea Design and Technology Quarter




**Public realm and active travel**

- Suggested location for new public open space
- Proposed Pimlico to Nine Elms Pedestrian and Cyclist Bridge
- Proposed new public Linear Park
- Existing route
- Suggested/ proposed new vehicular route
- Suggested/ proposed new pedestrian route
- Active travel enhancement
- Suggested public realm improvement
- Suggested building frontage
- Proposed new building frontage
- Valued view and vista
- NLE zone of influence

**Growth location**

- Site Allocation Boundary
  - 11 Havelock Terrace, SW8 (NE6)
  - 12 Ingate Place, SW8 (NE7)
  - 13 Silverthorne Road, SW8 (NE8)
- Battersea Design and TechnologyQuarter
- Strategic industrial location
- Energy centre
- Proposed police facility
- Proposed health centre
- Proposed school

**Transport infrastructure**

- Existing station
- Proposed underground station entrance

**Background information**

- Metropolitan Open Land
- Other open space

## Site Allocations

## KIRTLING STREET CLUSTER

The Kirtling Street Cluster comprises five sites. In order to support the implementation of the policies of the plan and the vision and objectives of the Nine Elms Area Strategy this cluster has been identified as a group of sites where the development should be brought forward together where possible.

The Cluster contains five site allocations:

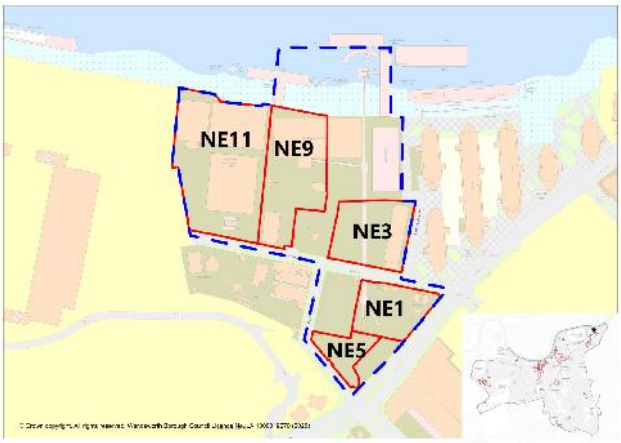
- NE1 Cable and Wireless, Ballymore Site 6, Unit 2a, Battersea Park Road, SW8
- NE3 Securicor Site, 80 Kirtling Street, SW8
- NE5 Brooks Court, Kirtling Street, SW8
- NE9 Kirtling Wharf, Nine Elms, SW8
- NE11 Cringle Dock, Nine Elms, SW8

## Site Allocation

The cluster is appropriate for a mixed use development with business uses on the ground floor and residential use to upper floors. Any proposals for mixed use development will need to ensure that they do not have a negative impact on the operation of the safeguarded wharfs (i.e. the sustainable movement of freight, waste and aggregates as well as cargo handling), including maintaining appropriate access arrangements and that the operational capacity of the wharfs is retained or enhanced. Open space will be required to the north of the cluster, maximising the space created by the access required to the Thames Tideway shaft.

## Site Description

The site is north of the junction where Kirtling Street meets Nine Elms Lane. It is east of Battersea Power Station and west of the Riverlight Apartments. The site is bounded by Kirtling Street and Cringle Street to the west and the site includes the Thames Waterfront and part of the river where the new Pimlico Footbridge is expected to land on the Wandsworth side. The site is used as a Thames Tideway Tunnel worksite (until 2024), a waste transfer station, and has commercial uses. The land in the north of this site will become open space to facilitate the ongoing maintenance access to the Thames Tideway shaft.




**Map 5.4 KIRTLING STREET CLUSTER**

Site Area – 5.52ha

## Development Considerations

**Uses** - The cluster is appropriate for a mixed use development with business uses on the ground floor and residential uses to upper floors due to the proximity to heavily trafficked streets and flood zone parameters. The site of the existing temporary building supply (sub-station) on the Cable and Wireless site (NE1) will need to be relocated in order to implement the proposed changes to the highway layout at this junction. Entrances to ground floor and upper floor uses to be directly from the street frontages of Nine Elms Lane, Kirtling Street, and Cringle Street. Proposals should encourage independent shops and businesses, emphasising local makers and artisans. Maximising the potential for the Kirtling Wharf and Cringle Dock sites (NE9, NE11) will require further discussions with relevant parties, in particular the Port of London Authority (PLA), the Greater London Authority (GLA) and Thames Water. The construction of the Thames Tideway Tunnel site at Kirtling Street is estimated to complete in early 2024 and the Council will continue to work with Tideway to ensure a positive lasting legacy.

**Open Space** – Proposals to the north of the cluster in the Kirtling Wharf and Cringle Dock sites will be required to provide open space that connects to the proposed Nine Elms-Pimlico Footbridge and the open space above the Thames Tideway Tunnel access shaft.

**Access** - Any improvements to the Kirtling Street or Cringle Street junction should maintain appropriate highway access for commercial vehicles to the safeguarded wharves i.e. Cringle Dock and Kirtling Wharf (NE9, NE11). This can be achieved through

implementation of the design proposals for TfL's Nine Elms corridor scheme. Proposals will need to provide land which ensures all turning movements at the junction can be facilitated alongside the bus, cycle and pedestrian infrastructure along the corridor. The overarching issue for the cluster is the total number of vehicle trips generated by its activity. It is inescapable that high levels of goods vehicle traffic will remain due to the nature of the activities taking place on the wharfs and the necessity to use road transport to deliver waste from its source and deliver ready mix concrete to its users. The possibility of transferring further quantities of aggregates to water should be considered and whether there is a likelihood of cement deliveries to also resume by this means, as together this would remove approximately 10 more lorry movements from the site per day. But this should not prevent the provision or facilitation of safe walking and cycling routes from the river south to Nine Elms lane. Additionally, the Kirtling Wharf site (NE9) includes access to a Thames Tideway shaft site and ongoing maintenance access will be required. The shaft maintenance regime and associated necessary access should be considered as part of any development proposal.

**Parking** - A car club will be sought on the for residential/commercial use and surrounding area.

**Public Transport** - Opportunities should be taken to enhance bus journey times especially on Battersea Park Road-Nine Elms Lane and Queenstown Road corridors, taking into account the proposed opening of the Northern Line extension in Autumn 2021. Proposals will be required to provide road space along with financial contributions to design and construct TfL's Nine Elms Corridor proposal which will deliver consistent bus infrastructure.

**Active Travel** - Improve north-south active travel links including to the Thames riverside. Developments should ensure pedestrian and cycling movements are safe and connected to the cycling network as set out in the VNEB Cycling Strategy and support the potential for future onward connection to the proposed Nine Elms Pimlico Footbridge. A riverside walk incorporating provision for cyclists will be required unless an alternative route of an equivalent width and equal amenity value around or through the site is necessary for safety or operational reasons.

**Relevant Management Plans** – Developments should ensure pedestrian and cycling movements are safe and connected to the cycling network as set out in the VNEB Cycling Strategy and support the potential for future onward connection to the proposed Nine Elms Pimlico Footbridge.

## Design Requirements

**Built Form** – Proposals are required to improve frontages, streetscape, public realm and signage along Cringle Street, Kirtling Street, Battersea Park Road, and Nine Elms Lane with entrances directly onto the street and towards the River Thames. At Cringle Dock (NE11), buildings should front on to Cringle Street and the River Thames above the waste transfer station or around the dock basin if another river-related dock use is proposed. A high quality public realm should be provided to the riverside walk drawing upon the principles established at Riverside Gardens and Bourne Valley Wharf and areas further west and east. Proposals should draw upon the principles set out in the Nine Elms Public Realm Design Guide.

**Movement** – Proposals will need to create a transport environment that integrates public and private transport with active travel towards and within Battersea Power Station. Similar consideration should be given to creating a safe connection between Nine Elms Lane and Cringle Street, the safeguarded pavement at Riverlight that could potentially be used.

**Movement** - This site will be adjacent to the proposed Nine Elms - Pimlico Footbridge landing site and will need to consider the public realm and walking and cycling connections to the bridge, the riverside walk and street frontages, as well as onward connections to Nine Elms Lane.

**Movement** - A riverside walk should be provided, and options include taking a high level walkway above a boxed-in wharf if the site is used as a waste transfer station, or around the edge of the dock if other uses of the dock are proposed. Consideration should also be given to how this integrates with the proposed Nine Elms Pimlico Footbridge. Discontinuity of the walk, as a result of construction sites and the Cringle Dock Waste Transfer Station should be mitigated.

**Context** - Taking a place-based approach, it is necessary to consider the area as a 'neighbourhood', rather than on a project by project or individual development basis.

**Identity and Architectural Expression** - This site will be adjacent to the proposed Nine Elms - Pimlico Footbridge and would be appropriate for a landmark building to be located here as a gateway into Wandsworth.

**Site Layout** – Consideration should be given to site layout and permeability of the Cable and Wireless and Brooks Court sites (NE1, NE5) as they will front on to the main access to Battersea Power Station and the pedestrian/cycle route to the proposed Nine Elms-Pimlico Footbridge. Proposals should aim to transform the entrance into a more pleasant place where all users can be accommodated in a balanced way. Proposals will need to create a layout where the transport environment integrates vehicle, foot and cycle movements as well as public transport with Battersea Power Station. Similar consideration should be given to creating a safe connection between Nine Elms Lane and Cringle Street, the safeguarded pavement at Riverlight could potentially be used.

**Massing** - The massing of the proposed development should act as a gateway to Wandsworth.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road, SW8

### Site Allocation

Mixed use development including residential and business uses with frontages onto Battersea Park Road, Sleaford Street and the street adjacent to New Covent Garden Market. Development should include the creation of a boulevard to the east of the site that provides links further north and is a pleasant place where all users can be accommodated in a balanced way.

### Site Description

This site is south of the A3205 (Battersea Park Road) and extends south to the train tracks that bisect Nine Elms. To the east of the site is an unnamed road which separates it from Covent Garden Market and to the west is Sleaford Street. Currently the site comprises Booker Wholesale Cash and Carry to the north west of the site and BMW Nine Elms to the south east.

**Map 5.5 NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road, SW8**

Site Area – 0.42ha

### Development Considerations

**Uses** - A high quality mixed use development would be appropriate with street frontages on to Battersea Park Road, Sleaford Street and the street to New Covent Garden Market. Suitable ground floor uses include independent shops and businesses, emphasising local makers and artisans and complimenting the incubator units being delivered as part of the neighbouring Sleaford Street site.

**Access** - Pedestrian entrances to ground and upper floor uses should be directly from the surrounding streets.

**Parking** - A car club should be provided for residential/commercial use and surrounding area.

**Public Transport** - Opportunities should be taken to enhance bus journey times especially on Battersea Park Road-Nine Elms Lane and Queenstown Road corridors. Proposals will be required to provide road space along with financial contributions to design and construct TfL's Nine Elms Corridor proposal which will deliver consistent bus infrastructure.

**Active Travel** - Improve north-south active travel links including to the Thames riverside. Proposals should make improvements to Sleaford St, including ensuring a usable footway width on the eastern side, as it is currently of a sub-standard width. To the south, the site should ensure the continuation of the east-west cycle route along the viaduct, and the potential cycling and walking bridge across the CGMA access road, including land access.

**Cooperation with other allocated sites** - The New Covent Garden Market access road to the east of the site (NE 12) is primarily used for overnight market operations so development proposals should consider this and how it will be maintained, and also the softening of the urban realm in that area.

**Address social, economic and environmental disparities** - The Cultural Strategy for the site should give specific consideration to how it contributes to the Food and Horticultural Quarter, linking with the proximity to the New Covent Garden Market site (NE12).

**Planning Permissions**– It is recognised that the site has planning permission for demolition of all existing buildings and construction of new buildings. For more information please see planning application reference 2015/6813.

### Design Requirements

**Built Form** - Improve frontages, public realm and signage along Battersea Park Road/Nine Elms Lane. Building frontages on to Nine Elms Lane, Sleaford Street and the entrance road into the market site should be provided.

**Movement** - Establish a wayfinding strategy, connecting and promoting active use of new public spaces through integrating facilities and events. Enhance the pedestrian crossing between Nine Elms Lane and on to the riverside. Proposals should also improve pedestrian connections between the new linear park and the existing residential estates to the south west.

**Movement** - This scheme will be expected to contribute TfL's Nine Elms Corridor scheme which provides a holistic approach to transforming Nine Elms Lane.

**Context** - The north-east corner of the site is the transition between Thessaly Road and Park Side neighbourhoods. It has the potential to act as the 'entrance' to the park for people coming from the Thessaly area to the west and to the Thessaly neighbourhood for those travelling from the Park.

**Nature** – Tree planting and other green features should be incorporated to the eastern edge of the site to help create green corridors from the linear park to other green and blue infrastructure.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## NE4 Metropolitan Police Warehouse Garage, Ponton Road, SW8

### Site Allocation

Mixed use development including residential and education, nursery and playing pitch provision on part of the site. Provision for a cycle route along the viaduct.

### Site Description

The site sits at the western end of Ponton Road and follows the train tracks to the point where the unnamed road west of the New Covent Garden Market Entrance Site (NE12) runs under the train tracks. The site is bounded to the north by the New Covent Garden Market and by the site of a new primary school, and to the south by train tracks. It is currently used for parking and storage facility for the Metropolitan Police.

**Map 5.6 NE4 Metropolitan Police Warehouse Garage, Ponton Road, SW8**

Site Area – 0.55ha

### Development Considerations

**Uses** - Provision for a primary school including some nursery provision and sports pitches on part of the site will be required.

**Active Travel** - To the south, the site should ensure the continuation of the east-west cycle route along the viaduct, and the potential cycling and walking bridge across the CGMA access road, including land access. There should be clear and attractive wayfinding along Ponton Road from Arch 42 which connects to Nine Elms Tube Station.

### Design Requirements

**Built Form** - Any development should integrate with the residential development on CGMA Entrance Site (NE12). In addition, any proposal will need to be integrated with the proposed school on the adjoining site and will share upper floor play spaces. Any residential development should be above the school.

**Site Layout** - Active frontages on to Ponton Road, Haines Road and School Lane should be provided. A high quality public realm shall be provided in accordance with the guidance set out in the Nine Elms Public Realm Guide.

**Movement** - School Lane provides an active travel link between Ponton Road and the linear park and Haines Road to the south west that will serve the proposed school on the adjoining site.

**Movement** - Important site as eastern side fronts onto the road/pedestrian route north to the Park and south side faces onto the viaduct cycling route.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## BATTERSEA DESIGN AND TECHNOLOGY QUARTER

The Battersea Design and Technology Quarter Cluster comprises three sites. In order to support the implementation of the policies of the plan and the vision and objectives of the Nine Elms Area Strategy this cluster has been identified as a group of sites where the development should be brought forward in accordance with a Cluster Masterplan which is endorsed by the Council. Such an approach does not preclude the delivery of development coming forward in a phased manner but ensures that in doing so the proper planning of this part of Nine Elms is not prejudiced.

The Cluster contains three site allocations:

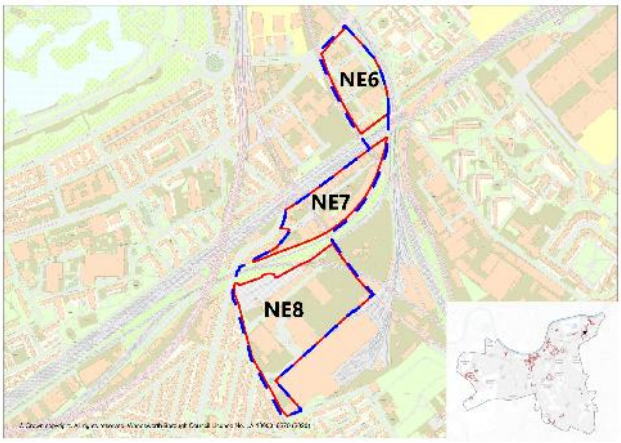
- NE6 Havelock Terrace, SW8
- NE7 Ingate Place, SW8
- NE8 Silverthorne Road, SW8

### Site Allocation

A mix of workshops and studio uses, office space for SMEs, open space, and industrial uses including yard space and amenity space. Further information is set out within the BDTQ Economic Appraisal and Development Framework (EADF) document (2020).

### Site Description

This cluster is south of Battersea Power Station and south east of Battersea Park. It adjacent to and bisected by several railway lines that connect Battersea and Nine Elms to central London. The northern end of the site is bounded by Battersea Park Road and the southern edge runs along Silverthorne Road and also a bus depot. To the east of the site are railway lines and industrial land. To the west is residential and industrial land. The cluster is used for industrial, commercial, parking, and transport uses.




**Map 5.7 BATTERSEA DESIGN AND TECHNOLOGY QUARTER**

Site Area – 11.82ha

### Development Considerations

**Uses** – Industrial uses must be provided within ground floor units, unless specified within the BDTQ EADF document (e.g. hub sites). Existing B2 industrial uses (such as the Tarmac and London Concrete sites) and the bus depot should be retained and protected, which can include their re-provision within the SIL in order to provide more efficient site use and access. Beyond the Palmerston Court site, within Havelock Terrace (NE6), which lies outside of the designated SIL and has an existing permission in place for the provision of student housing, residential uses are not permitted in any areas of the site allocation.

**Open Space** – Provide open space with high quality green features in the centre of Ingate Place (NE7).

**Access** - Keep service routes close to the building line in the Ingate Place site (NE7) and recess service access points within building footprints. Reduce access point and servicing at Queenstown Road junction for the Silverthorne Road site (NE8). Create clear servicing routes and access points to the rear of buildings, this will help reduce potential conflict between vehicles, pedestrians and cyclists at the junction with Queenstown Road.

**Public Transport** - Opportunities should be taken to enhance bus journey times especially on Battersea Park Road-Nine Elms Lane and Queenstown Road corridors. Proposals within Havelock Terrace site (NE6) will be required to provide road space along with financial contributions to design and construct TfL's Nine Elms Corridor proposal that will deliver consistent bus infrastructure, whilst the Ingate Place

and Silverthorne Road sites (NE7, NE8) will be expected to contribute to any proposals to improve bus journey times along Queenstown Road.

**Active Travel** - Contributions to upgrade pedestrian routes to/from Battersea Park Station and Queenstown Road Stations and improve accessibility to the new Northern Line station at Battersea Power Station, currently expected to open in Autumn 2021.

**Relevant Management Plans** – The BDTQ Economic Appraisal and Design Framework (2020) provides detailed guidance for this cluster of site allocations, which proposals should adhere to.

**Planning Permissions** – It is recognised that the Havelock Terrace site (NE6) has planning permission for a mixed use development on the northern part of the site. For more information see planning application reference 2016/5422.

## Design Requirements

**Built Form** - For the Havelock Terrace site (NE6), proposals should provide active frontage to Havelock Terrace and positive frontage to working yards and amenity spaces. Building frontages should be provided on to Bradmead, Palmerston Way and Havelock Terrace. Locate working yards by the railway lines to create amenity spaces at the centre of large plots.

**Built Form** - For the Ingate Place site (NE7), proposals should position frontages of workshops, studios and light industrial spaces to support and activate a shared amenity space.

**Built Form** - For the Silverthorne Road site (NE8), building frontages will be required on to Silverthorne Road, the access road off Silverthorne Road and new street frontages. Entrances to buildings should be directly accessible from streets. Blocks structured around working yards and amenity spaces with active and positive frontage to amenity spaces and Queenstown Road

**Built Form** - A high quality public realm is required in accordance with the Nine Elms Public Realm Design Guide and the BDTQ Economic Appraisal and Design Framework (2020).

**Movement** - A permeable network of streets needs to be formulated using perimeter block principles. The Havelock Terrace site (NE6) lies opposite the Battersea Power Station underground station and connections to this site across Battersea Park Road should be enhanced. Future development will need to improve accessibility and connections to Queenstown Road Station. The Council will support the creation of a pedestrian and cycling tunnel between Havelock Terrace (NE6) and Ingate Place (NE7), subject to feasibility.

**Identity and Architectural Expression** - The buildings fronting on to Battersea Park Road will need to be distinctive in architectural expression to act as a marker or gateway to the BDTQ and should incorporate a hub space to invite permeability. Proposals will need to deliver well designed marker buildings at the junction of Queenstown Road and Ingate Place to improve legibility and navigation to the BDTQ. Architectural Expression should denote the use of the quarter as a place for production, creativity and innovation.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## NE10 Middle Wharf, Nine Elms, SW8

### Site Allocation

Safeguarded wharf with potential for residential led mixed use development above including commercial/ business.

### Site Description

To the south of the River Thames and the north of the A3205 (Nine Elms Lane) is the site which sits between Heathwall Pumping Station to the west and a small area of open space and Elm Quay Court to the east. The site is currently part of the Tideway Tunnel Heathwall Pumping Station worksite.

**Map 5.8 NE10 Middle Wharf, Nine Elms, SW8**

Site Area – 0.08ha

### Development Considerations

**Uses** - Any proposals for mixed use development will need to ensure that they do not have a negative impact on the operation of the safeguarded wharf, including maintaining appropriate access arrangements and that the operational capacity of the wharf is retained or enhanced. Due to the heavily trafficked Nine Elms Lane commercial and business uses are suitable on the ground floor. Maximising the potential for this site will require further discussions with relevant parties, in particular the PLA and the GLA, and a co-ordinated approach including with the adjacent sites.

**Public Transport** - Opportunities should be taken to enhance bus journey times especially on Battersea Park Road-Nine Elms Lane and Queenstown Road corridors. Proposals will be required to provide road space along with financial contributions to design and construct TfL's Nine Elms Corridor proposal which will deliver consistent bus infrastructure.

### Design Requirements

**Movement** - A riverside walk will be required unless an alternative route of an equivalent width and equal amenity value around or through the site is necessary for safety or operational reasons.

**Context** - It is proposed that Nine Elms Lane should be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. To achieve this, Nine Elms Lane will be reconfigured to provide a high quality pedestrian environment that provides links to the riverside from the sites further south. The aim of this is to transform the street into a more pleasant place where pedestrians, cyclists and vehicles can be accommodated in a balanced way.

**Site Layout** - Building frontages should be established on to Nine Elms Lane and the River Thames

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## NE12 New Covent Garden Market - Entrance Site, SW8

### Site Allocation

Residential-led mixed use development with independent shop and business emphasising local makers and artisans. Improved transport capacity, a new permeable network of streets and urban spaces including amenity space.

### Site Description

The site is to the east of the junction of the A3205 (Nine Elms Lane) and the unnamed road which separates this site and 41-49 Nine Elms Lane, and 49-59 Battersea Park Road site (NE2). It is bounded to the south by the Metropolitan Police Warehouse Garage site (NE4). The site is currently used as a temporary flower market with space for access and servicing.

**Map 5.9 NE12 New Covent Garden Market - Entrance Site, SW8**

Site Area – 1.43ha

### Development Considerations

**Open Space** – The entrance to the linear park should include a civic space to welcome people into the area. High quality green features should be incorporated to help create green corridors towards and from the park.

**Access** - Access to the NCGM site from Battersea Park Road will be retained and should be integrated into a wider network of streets that offer choice in moving around Nine Elms, including active travel links to Ascalon Street to the west and Ponton Road to the south.

**Active Travel** - Improve north-south active travel links including to the Thames riverside and under the railway to Wandsworth Road.

**Public Transport** - Opportunities should be taken to enhance bus journey times especially on Battersea Park Road-Nine Elms Lane and Queenstown Road corridors. Proposals will be required to provide road space along with financial contributions to design and construct TfL's Nine Elms Corridor proposal which will deliver consistent bus infrastructure. New Northern Line station to open within close proximity to site in Autumn 2021.

**Co-operation with other allocated sites** – If the neighbouring site to the west (NE2) changes use to residential, the road between should be made more pedestrian friendly. The footpath and public space should be widened to create a much more attractive gateway into CGMA.

**Planning Permissions** – The site has planning permission for part outline and part detail planning permission for: (a) demolition of existing wholesale fruit and vegetable and flower market and ancillary buildings and structures, and residential building on Nine Elms Lane (apart from the existing multi storey car park); (b) construction of mixed use redevelopment. For more information see planning application reference 2014/2810.

### Design Requirements

**Built Form** – The site forms the main access to New Covent Garden Market, and the western entrance to the linear park. It is essential that the treatment of the site provides a sense of the park continuing across what will continue to be a major junction.

**Movement** - Establish a wayfinding strategy, connecting and promoting active use of new public spaces through integrating facilities and events. Enhance access to the riverside and across to Nine Elms Lane.

**Context** - Improve frontages, public realm and signage along Nine Elms Lane.

**Identity and Architectural Expression** – Nine Elms Lane will be reconfigured to provide a high quality pedestrian environment that provides links to the riverside from the sites further south.

**Site Layout** - Pedestrian entrances to all development (ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## NE13 Battersea Park Road (between Stewarts Road and Thessally Road), SW8

### Site Allocation

Residential redevelopment with retention of public house.

### Site Description

The site is south of the Battersea Power Station site and across the A3205 (Battersea Park Road). It is bounded to the west by train tracks and to the south by residential housing. The site includes the residential development to the front of the estate. To the east the site boundary sits along Thessaly Road. The site is currently used for residential development with a public house on the north face, on the corner of Savona Street and Battersea Park Road.

**Map 5.10 NE13 Battersea Park Road (between Stewarts Road and Thessally Road), SW8**

Site Area – 1.06ha

### Development Considerations

**Public Transport** - Opportunities should be taken to enhance bus journey times especially on Battersea Park Road-Nine Elms Lane and Queenstown Road corridors. Proposals will be required to provide road space along with financial contributions to design and construct TfL's Nine Elms Corridor proposal which will deliver consistent bus infrastructure. New Northern Line station to open adjacent to site in late 2021.

### Design Requirements

**Built Form** – Improve frontages, public realm and signage along Battersea Park Road/Nine Elms Lane. The Duchess public house is locally listed and provides an important historic context for any development.

**Site Layout** - Building frontages are also required to Stewarts Road and Savona street. Access to ground floors and upper floors shall be directly from street level.

**Movement** - The site borders the Stewarts Road underpass and the opening up of this should be supported as part of the development of this site. The urban realm at the western boundary of the site should be improved to improve this new access and the steps to Nine Elms Lane.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

# 6 Area Strategy for Clapham Junction and York Road/Winstanley Regeneration Area

## Introduction

**6.1** The Area Strategy for Clapham Junction and York Road/Winstanley Regeneration Area provides a framework for how new development in the area should be designed and planned for in order to meet the vision and objectives of the Local Plan. The strategy takes a design-led approach, encourages sustainable transport, contributes to tackling climate change and enabling places to support the health and wellbeing of their communities. The Clapham Junction and York Road/Winstanley Regeneration Area is identified in the emerging London Plan as a nascent Opportunity Area reflecting the significant growth opportunities offered by the Crossrail 2 project and/or the potential for upgrading the existing station at Clapham Junction. Whilst at this time a master planning exercise for the area is considered premature, the Area Strategy would be used to inform any future masterplan or development proposals that come forward in the near-term.

## Context

**6.2** Clapham Junction Town Centre, framed by the two main crossroads of St. John's Hill/St. Johns Road and Northcote Road/Battersea Rise, is at the heart of this Area Strategy. The centre rapidly developed after the opening of the railways in the mid-19th century, growing into a key commercial and cultural destination. Today, it has a bustling and active streetscape populated by local residents, shoppers, commuters, and workers. There is a good selection of comparison and convenience shopping, with several high quality 'national multiple' retailers, and four large food stores complemented with a number of 'top up' alternatives.

**Picture 6.1 The landmark Arding & Hobbs department store and its distinctive clock tower lends gravitas to the primary focal point of the town centre**

**6.3** The centre has a reputation for having a lively evening and entertainment offer, including pubs, clubs and restaurants with a diverse food scene, much of which is clustered on Northcote Road and Battersea Rise and along Lavender Hill and St John's Hill. The emerging London Plan classifies night-time activity in Clapham Junction as 'NT2', indicating that it has regional/sub-regional significance. The area also hosts a number of cultural organisations and large venues, including the Battersea Arts Centre and the Clapham Grand, and is also renowned for its artists' studios on Lavender Hill, many of which are located in the Battersea Business Centre. Due to its excellent transport and growing cultural offer, Clapham Junction presents a desirable location for national cultural organisations.

**6.4** Reflecting the retail and leisure focus of Clapham Junction, there is limited office provision within the centre – with the exception of PCS House and the 7-11 St John's Hill building. Given the high levels of connectivity to the town centre, and the opportunity that Clapham Junction station offers, it is anticipated that there could be further potential for offices.

**6.5** Clapham Junction Station is one of Europe's busiest rail interchanges; before the Covid-19 pandemic it was operating at close to

capacity in terms of rail services and passenger numbers and suffered from over-crowding at peak times. Reconfiguration of the future rail infrastructure and the station is needed to increase capacity and substantially improve passengers' public transport experience. Parts of it are safeguarded as a Crossrail 2 station site, and it is correspondingly recognised as a nascent Opportunity Area within the emerging London Plan. The Council recognises this as unique opportunity both to deliver improvements to the station and to bring forward residential and commercial development as part of the rationalisation of surrounding land, and is working with the Mayor of London and Government to deliver on this potential. Notwithstanding, the longer-term impact of the Covid-19 pandemic on the project is yet to be determined, and as such this Area Strategy takes a pragmatic view, outlining how opportunities can also be promoted in the shorter-term by facilitating development changes in and around the Station, were the Crossrail 2 project or other station improvements not to come forward within the timescales of the Local Plan.

**6.6** Despite its excellent public transport connections, the area suffers from significant through-traffic, especially east-west on the Lavender Hill - St John's Hill and Battersea Rise corridors, which negatively impacts the pedestrian experience of the area. This issue is exacerbated by the limited width of the pavement in some parts of the centre. There are a lack of foot/cycle connections within the centre, and to adjacent locations, such as the Thames riverside, including to the proposed Diamond Jubilee Bridge at North Battersea, and to the Winstanley and York Road Estates, located to the north of this spatial area. Clapham Junction is designated as an Air Quality Focus Area due to the high levels of pollutants on the main road .The Wandsworth Local Implementation Plan (2019) shows that Clapham Junction has a high level of residents meeting their active travel daily requirements at approximately 51%-70% and there is scope to switch 2,057-3,540 daily trips to walking and 2,001-5,000 trips to cycling.

**6.7** To the north of Clapham Junction Station is the Winstanley and York Road Regeneration Area. This regeneration project is expected to deliver up to 2,550 new homes, with 35% affordable housing provision, including for social rent, affordable rent and low-cost home ownership options as well as shared equity units for all existing resident leaseholders. The new homes will be supported by a new park, a leisure and community centre, a library and a nursery. This Area Strategy supports the existing Masterplan for the area.

## Character

**6.8** The tight-knit urban form of Clapham Junction creates a high quality townscape giving enclosure to streets, and the frequency of intersections facilitates wayfinding around the town centre, instilling a feeling of safety. The character of the area is derived from its surviving Victorian and Edwardian townscape, as exemplified by the terraced shops along St John's Road, St John's Hill and Lavender Hill, which remain the centre's focus for retail. There are a number of landmark and listed buildings that contribute to scenic streetscapes, including the Arding & Hobbs building, the octagonal cupola of which marks the focal point of the centre and is a cherished heritage asset providing a strong sense of place. Other valued heritage assets, such as the Clapham Grand, former Granada Cinema and the Falcon public house, all within the Clapham Junction Conservation Area, contribute distinctive character to the area. Due to the highly urban character and development of the area, there are very few trees and very little green space, although Clapham Common and Wandsworth Common serve the area, being only some 300 metres away. Although limited, there are some public open spaces which soften the urban character of the streets.

**Picture 6.2 Al fresco dining (Northcote Road)**

**6.9** Further to the south, Northcote Road is a distinctive and high quality shopping street with a fine grain built form comprised of three/four storey, mainly Victorian buildings, which together with the ground floor retail and café/restaurant uses produce a townscape of high quality, and of some architectural and historic interest. The ground floor predominantly consists of smaller and independent shops, often of a specialist nature, which boast well-maintained and often quirky frontages. Around a third of the businesses along Northcote Road are now restaurants, cafes or bars.

**6.10** While it enabled the town's growth, the railway presents a major physical barrier which confines the centre largely to the land south of this infrastructure; fragmenting the area and reducing permeability and legibility. This is exacerbated by the limited quantum and poor quality appearance and layout of the development around Falcon Lane, with the lack of building frontage and connection with the town centre adversely affecting the setting of the centre and conservation area. In the centre, many of the upper levels of buildings suffer from neglect, with some inappropriate shop front alterations at ground floor. All these factors detract from the generally strong sense of place in the area, creating the need for a strategy which will conserve key characteristics which contribute to the sense of place, notably the historic, modestly scaled shop terraces, and landmark buildings.

**6.11** Overall Clapham Junction has a strong sense of place, and the strategy is to conserve the key characteristics which contribute to this, notably the historic and modest scale shop terraces and landmark buildings. There are elements which detract from the sense of place, and there is opportunity to restore a coherent distinctiveness and strengthen existing character by providing new developments of high quality which respect its positive key details, materials and scale.

### Place Performance

Current place performance for Clapham Junction is presented in the diagram below:

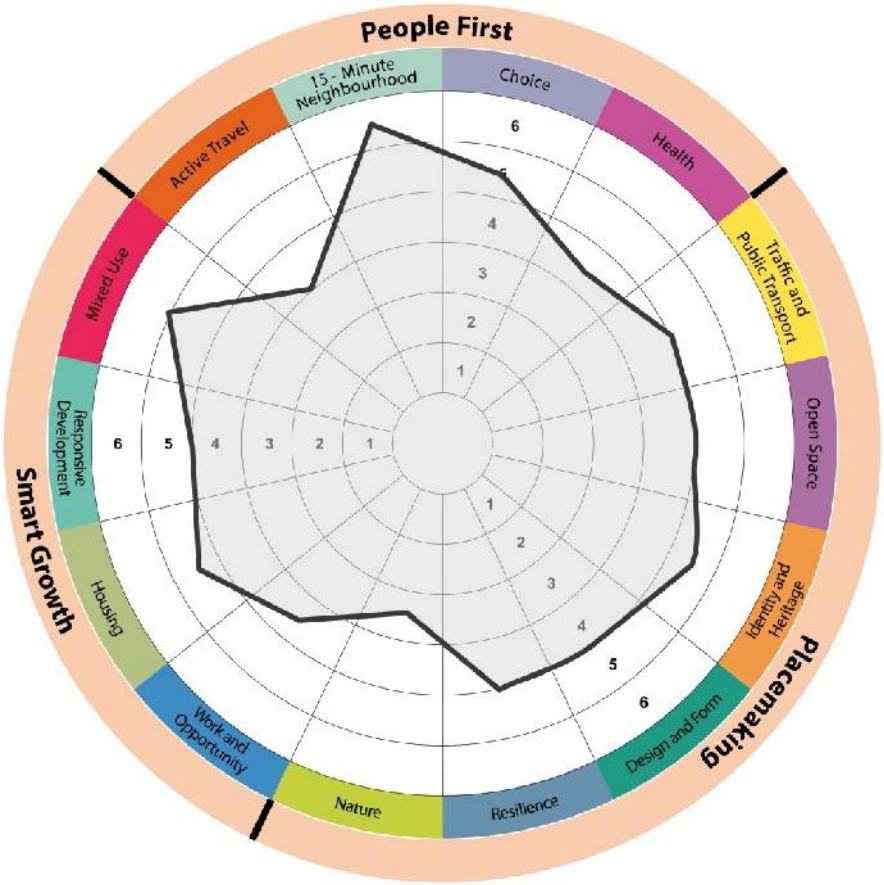



**Figure 6.1 Clapham Junction Place Performance**

**6.12** This performance assessment has highlighted that Clapham Junction Town Centre performs well with regards to Placemaking. However, the opportunity to accommodate the needs of nature through supporting habitat, biodiversity and mitigating climate change impacts presents challenges. With regards to People First, the area performs well with good accessibility to services and amenities. This can be enhanced through support for active travel that will bring health benefits across the community. Success is reflected in Smart Growth where local jobs for residents are important through responsive, mixed use development. The opportunity to build on Smart Growth approaches for the area is clear.

## Vision

**6.13** The Area Strategy for Clapham Junction will meet the vision and objectives of the Local Plan by:

- developing a **21st century urban heart** focussed on an improved **transport interchange** at and around Clapham Junction that delivers homes, commercial space and an enhanced cultural, leisure and entertainment offer;
- providing **social and community uses** as part of new development that meet the needs of the local community;
- delivering on the master planned **regeneration for York**

**Road/Winstanley** to deliver housing, including affordable housing and improved community facilities;

- providing inclusive and **connected public realm/open space and urban greening** for Clapham Junction town centre that puts people first;

**Anchor for Change - Clapham Junction Transport Interchange**

The redevelopment of Clapham Junction station capitalises on the area's excellent existing and potential public transport connectivity to catalyse growth and regeneration focusing on delivering new homes and creating jobs. The opportunity to create inclusive areas that are attractive across the community is clear. This can provide social and environmental benefits, as well as, economic development outcomes. This will allow a foundation for the development of Clapham Junction that offers successful place outcomes that can contribute to addressing the wider challenges around housing, employment and resilience. The Area Strategy provides a framework to grasp these opportunities to create an enhanced urban heart to deliver an improved station, and mixed use development led by residential, commercial and cultural uses. The provision of community facilities such as schools, health centres and community hubs needs to be promoted. The Area Strategy presents an opportunity to bring forward the aims of the Council's Arts and Culture Strategy and to enhance the leisure and night- time economy by development bringing forward such uses.

This highly accessible area can accommodate higher density and promote connectivity through facilitating active travel. Development must respect heritage and landmark buildings (as well as views and vistas) incorporating these into schemes to support identity. The development opportunities set out within this Area Strategy offer the prospect for inclusive public realm and open space provision to reinforce connectivity, support wellbeing and contribute to quality of life.

**PM4 Clapham Junction and York Road/Winstanley Regeneration Area**

**Placemaking**

A. Clapham Junction, a nascent Opportunity Area, has the potential to promote and encourage sustainable development. Development, at identified growth locations, will be supported where:

1. mixed use is proposed with an emphasis on residential, commercial development and town centre uses;
2. height and massing are appropriate and conform to the approach for tall buildings;
3. active travel is promoted and challenges for broader connectivity are addressed that help improve safety and make routes direct and attractive to Clapham Junction;
4. public transport interchange is facilitated and promoted;
5. heritage and landmark buildings are incorporated into development proposals to enhance their contribution to place identity;
6. views and vistas, established in the Urban Design Study (2020), are respected and enhanced;
7. public realm and open space provision, accessible to all, complements the hierarchy within the Area Strategy;
8. high quality green features will be incorporated into new developments to help connected green and blue infrastructure throughout the borough; and
9. infrastructure can take advantage of district heating, sustainable urban drainage and digital connectivity.

B. Proposals on sites other than Site Allocations, that take advantage of their proximity to Clapham Junction Station that can provide housing, employment and appropriate town centre uses, are supported.

C. The Council will work with Network Rail and Transport for London (TfL) to prepare a vision for Clapham Junction Station in improving its role as a major rail and public transport interchange in order to realise the development potential at the station, to better integrate it with the town centre and to York Road/Winstanley. This will seek to upgrade the quality of its appearance, functionality and facilities. This will unlock the barriers to access to the north of the station.

D. In conjunction with development opportunities that take advantage of the Clapham Junction Station proposals, the Council will promote the development of a new public square and entrance to Clapham Junction Station, and a series of pocket parks/parklets within the town centre. Where appropriate, these should support nature through encouraging biodiversity and providing appropriate habitat.

E. Action to reduce the impact of through-traffic in and around the town centre will be supported; particularly on and adjacent to Northcote Road. This will be achieved by introducing appropriate traffic calming and other traffic management proposals.

F. The Urban Design Study has identified appropriate locations for tall buildings in Clapham Junction and York Road / Winstanley Regeneration Area. The broad locations are identified in Appendix 2. Any proposal for a tall building will be subject to addressing the requirements of Policy LP 4 (Tall Buildings) as well as other policies in the Plan as applicable.

G. Tall buildings in Clapham Junction and York Road / Winstanley Regeneration Area will be supported where they are in locations identified as appropriate for tall buildings in Appendix 2, subject to addressing the requirements of Policy LP 4 (Tall Buildings).

H. Opportunities to enhance the experience and quality of the public realm through carefully considered, well designed proposals that can create interesting, dynamic, accessible, and inclusive public spaces are encouraged. These should provide elements that encourage dwell time, such as seating, which facilitate community and cultural use, and which incorporate public art. Imaginative landscape design can contribute to the *greening* of these spaces.

I. The Council supports the provision of enhanced public realm and parklet provision within the town centre on private plots (where this is adjacent to the edge of footway and can be accessed directly). On-highway provision may also be appropriate where this can be accommodated without adversely impacting on the traffic management, particularly of St John's Road and Northcote Road.

J. Development proposals will be expected to increase quantity of native street trees.

K. New development will be expected to protect important views and vistas in the area, including:

1. vistas across mature open green spaces, including the unfolding view of Clapham Junction from the railway from Waterloo, with the view of the towers in the Clapham Grand signalling arrival at the station;
2. north along Northcote Road to the Northcote Road Baptist Church;
3. from the railway bridge in St John's Hill to the buildings stepping up Lavender Hill indicating the valley of Falcon Brook;
4. to the landmark St Mark's Church (within Wandsworth Common character area) from Battersea Rise looking west, and from the railway; and
5. from the overbridge at Clapham Junction station towards central London landmarks including Battersea Power Station, the London Eye and the Palace of Westminster World Heritage Site.

L. Development must be sensitive to local character by maintaining and respecting proportions, scale and coherence of terraced streets, shop frontages and their settings. Where possible, the Council will expect proposals to reinstate traditional shop fronts to achieve consistency in appearance with the setting of the town centre and the conservation area; particularly for St John's Road and Northcote Road.

**Smart Growth**

A. New residential accommodation in Clapham Junction and York Road/Winstanley Regeneration Area will help meet the borough's housing target, as set out in Local Plan Policy LP 24. Development in this area is expected to provide at least 1,714 homes by 2037/38 (the entire plan period) of which 1,215 homes are expected to be delivered by 2032/33 (10-year housing supply). These figures reflect the projected completions on large, small and windfall sites rather than total capacity of Site Allocations.

B. The Mayor has designated the Clapham Junction to Battersea Riverside Area as a Housing Zone. Housing Zone designation provides a framework to develop new, flexible and innovative ways to utilise funding, investment, planning tools and assets to realise the potential of the area. Winstanley and York Road regeneration will contribute to meeting this objective by delivering up to 2,550 homes. It will be important to consider integration of any future development with surrounding residential areas, and the Housing Zone. Additional new homes will be directed to Site Allocations, with the highest capacity in the growth locations adjacent to Clapham Junction Station and at Falcon Lane.

C. The Council will support proposals which protect and enhance Clapham Junction's existing retail provision. To ensure this:

    1. Proposals for larger retail provision should be prioritised in the Core Frontages, focused around Clapham Junction Station and on St John's Road.
    2. Smaller-scale retail should be focused on Northcote Road, Battersea Rise and Lavender Hill and should contribute to distinctive independent and quirky character of those parades. In particular, proposals will be supported which provide improvements to the pedestrian environment or the public realm which support the street market. The amalgamation of small units to create larger units will not be supported in this location.
    3. Development provides environmental and other enhancements as identified in the Essence of Northcote Road Action Plan.

D. Proposals for leisure and night-time economy uses in the town centre (such as cinemas, bars and restaurants) will be supported; particularly where adverse impacts on residential amenity (including noise) are minimised.

E. New office provision will be supported as part of the mixed use redevelopment of growth sites associated with Clapham Junction Station, including the provision of affordable workspace targeted at SMEs.

F. Urban Logistics Hubs are used for last mile deliveries by electric vans or cargo bikes which can help reduce congestion and pollution. These will be supported in the right location in accordance with the objectives of Local Plan Policy LP 51. Hubs are suited to areas connected to the wider road and rail networks, railways station, and town centres.

**People First**

A. York Road/Winstanley Regeneration Area is the subject of an agreed master plan prepared in collaboration with the community. The Council has formed a joint venture with Taylor Wimpey to deliver the project. The Area Strategy has adopted the master plan and promotes measures to ensure that York Road/Winstanley is well connected to Clapham Junction to ensure that local people can readily access the station and town centre on foot or by cycle. The Council will ensure that the future phases of York Road/Winstanley Regeneration Area improve the legibility, connectivity and sense of place.

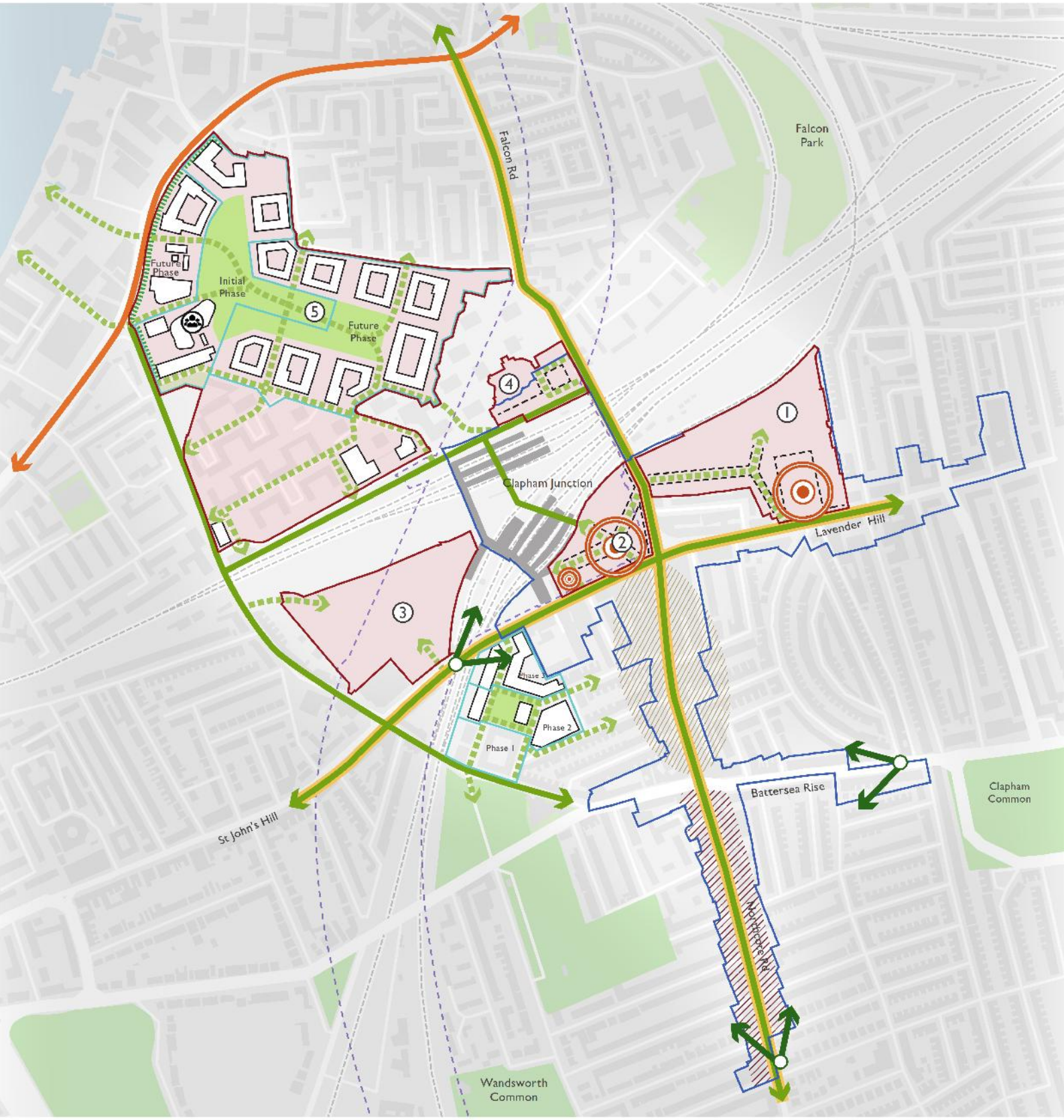
B. In the context of avoiding unnecessary travel, the Council will seek to improve connectivity and permeability for pedestrians and cyclists. Improving cycle route connection north-south to link with Cycle Superhighway 8 on the Battersea Park Road-York Road corridor, and east-west by improving cycle infrastructure on Lavender Hill-St John's Hill. Measures to improve connectivity will be complemented by the provision of additional cycle parking in key locations including adjacent to the station entrances and in association with development at growth locations.

C. Building on recent enhancements to footways, the Council will seek to create more space for pedestrians and better waiting areas for bus passengers particularly on St John's Road and Northcote Road. General improvements to the public realm will create a safer and better-quality environment for pedestrians and cyclists. All new development proposals, transport and other public realm schemes, must contribute towards this.

D. Existing cultural, creative and arts uses will be safeguarded, and proposals for the expansion, renewal and modernisation of existing cultural offer will be encouraged. A Cultural Strategy should be implemented as part of the Estates regeneration. Appropriate proposals for the change of use in the town centre, particularly outside core shopping areas, to accommodate additional cultural offerings will be supported.

E. In bringing forward significant residential accommodation; particularly for families it is important that an assessment of community facilities related to health and schooling is undertaken. Development proposals at growth locations will need to provide flexibility to accommodate these facilities; where the need arises in association with particular schemes. The Council wishes to ensure that this provision is addressed equitably across the growth locations (in terms of requirement and its provision) and will work with developers and the community to consider this.

# Clapham Junction and York Road/Winstanley Regeneration area




**Public realm and active travel**

- Suggested location for new public open space
- Proposed new public open space
- Existing route
- Suggested/ proposed new route
- Active travel enhancement
- Cycle Superhighway
- Suggested public realm improvement
- Suggested building frontage
- Proposed new building frontage
- Proposed active frontage
- Improved pedestrian environment under bridge
- Valued view and vista

**Growth location**

- Site Allocation Boundary
  - 1 ASDA, LIDL and Boots sites, Falcon Lane, SW11 (Ref: CJ1)
  - 2 Clapham Junction Station Approach, SW11 (Ref: CJ2)
  - 3 Land on the corner of Grant Road and Falcon Road, SW11 (Ref: CJ3)
  - 4 Land at Clapham Junction station, SW11 (Ref: CJ4)
  - 5 Winstanley / York Road Regeneration Area, SW11 (Ref: CJ5)
- Main shopping area
- Northcote Road (Specialist retail and evening economy)
- Development phasing

**Transport infrastructure**

- Clapham Junction Railway Station
- Crossrail 2 safeguarding area
- Crossrail 2 Area of Surface Interest

**Background information**

- Metropolitan Open Land
- Other open space
- Clapham Junction Town Centre

# Clapham Junction and York Road/Winstanley Regeneration area

**Public realm and active travel**

- Suggested location for new public open space
- Proposed new public open space
- Existing route
- Suggested/ proposed new route
- Active travel enhancement
- Cycle Superhighway
- Suggested public realm improvement
- Suggested building frontage
- Proposed new building frontage
- Proposed active frontage
- Improved pedestrian environment under bridge
- Valued view and vista

**Growth location**

- Site Allocation Boundary
  - 1 ASDA, LIDL and Boots sites, Falcon Lane, SW11 (Ref: CJ1)
  - 2 Clapham Junction Station Approach, SW11 (Ref: CJ2)
  - 3 Land on the corner of Grant Road and Falcon Road, SW11 (Ref: CJ3)
  - 4 Land at Clapham Junction station, SW11 (Ref: CJ4)
  - 5 Winstanley / York Road Regeneration Area, SW11 (Ref: CJ5)
- Main shopping area
- Northcote Road (Specialist retail and evening economy)
- Development phasing

**Transport infrastructure**

- Clapham Junction Railway Station
- Crossrail 2 safeguarding area
- Crossrail 2 Area of Surface Interest

**Background information**

- Metropolitan Open Land
- Other open space
- Clapham Junction Town Centre

## Site Allocations

## CJ1 ASDA, LIDL and Boots sites, Falcon Lane, SW11

## Site Allocation

Scope for intensification, including additional retail floorspace, other town centre uses including open space, office development and residential. Retention of post office and delivery office use.

## Site Description

The site is north of Lavender Hill and east of the junction of Falcon Road and the A3036. The site is bounded to the north by the railway tracks leading to and from Clapham Junction. The site includes a large town centre commercial and retail cluster with a significant amount of parking space.

**Map 6.3 CJ1 ASDA, LIDL and Boots sites, Falcon Lane, SW11**

Site area - 3.67h

## Development Considerations

**Uses** - The northern section of site, adjacent to railway, may be required for track/platform straightening works.

**Landowner Assembly** - It is desirable that the multiple landowners take a holistic approach to development, which allows each site to come forward independently or as a single development.

**Open Space** - There is an opportunity to provide a small urban square adjoining the Lavender Hill frontage. This could create a pocket-sized but vibrant public space with al fresco restaurants and cafes, as this area has the most access to the sun, facing south. The space should be landscaped to include high quality green features.

**Access** - Entrances to buildings (ground floor and upper floor uses) should be directly from the streets.

**Parking** - Car club provision for residential/commercial use and surrounding area would be appropriate.

**Public Transport** - A contribution to public transport infrastructure and services should be considered, including bus service enhancements, access improvements to Clapham Junction, bus terminating/standing facilities and local cycle route enhancements in particular to the south and west of the site along Falcon Road and Lavender Hill.

**Planning Permissions** – It is recognised that the site has permission for demolition of the existing Lidl foodstore and the erection of a replacement part-two/part-three storey Lidl foodstore. For more information see planning application reference 2017/2972

## Design Requirements

**Movement** - The tunnel under Falcon Road is expected to be made more pedestrian friendly. As the southern entrance connects to the north-west corner of the site, it should provide space for the pedestrian pathway to continue.

**Site Layout** - Retail frontages should be provided to the ground floor street frontages, and consideration should be given to re-align Falcon Lane to facilitate a retail frontage to the southside.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 6 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## CJ2 Clapham Junction Station Approach, SW11

### Site Allocation

Safeguarding entrance to station with enhanced mixed use development including residential and offices. Other appropriate uses including business, hotel, cultural, leisure and entertainment.

### Site Description

This site is located just north of St John's Hill and excludes the Falcon Pub on the corner of St John's Hill and Falcon Road. The site is bounded to the east by Falcon Road and to the north by Clapham Junction Station and its railway tracks. The site includes retail, commercial, and office uses with associated parking facilities.

**Map 6.4 CJ2 Clapham Junction Station Approach, SW11**

Site area – 1.28ha

### Development Considerations

**Uses** - Proposals should re-provide at least the existing quantum of office floorspace, incorporating the provision of affordable workspace that is targeted at SMEs.

**Uses** - Empty units within the site allocation should be considered for cultural use in order to help develop the area as a cultural anchor point.

**Uses** – The northern section of site, adjacent to railway, may be required for track/platform straightening works.

**Uses** - Development of this site must not prejudice the opportunity for developing the main Clapham Junction Station site and other surrounding land for comprehensive redevelopment of the Opportunity Area as a whole. It is acknowledged that depending on the development of Crossrail 2, a comprehensive over-station development may take some time to come forward as part of its Opportunity Area status, and, as currently defined in the emerging London Plan the Opportunity Area is at the 'nascent' stage in its development. This means that it may take 10-15 years to fully mature and therefore there is potential for this site to deliver new jobs and homes in earlier phases, accounting for the principles of this Area Strategy and Site Allocation and any future masterplanning exercise.

**Stakeholder Engagement** – Proposals should consult Network Rail prior to submission.

**Open Space** - A new public space that acts as a meeting space should be considered as part of any development proposal preferably in conjunction with the main entrance to the station. This could incorporate active retail frontage at ground floor to complement the retail offer of the town centre.

**Public Transport** - Significant pedestrian areas should be provided around the new station entrance with adequate drop-off and pick-up facilities for all entrances. Adequate off-street servicing arrangements will be required for all elements of the development. Working with Network Rail and Transport for London (TfL), the Council wishes to secure suitable stopping facilities for buses and taxis, bus standing facilities and adequate cycle parking close to the Station entrance.

### Design Requirements

**Built Form** - As the station is a major public transport interchange it should benefit from first class facilities for passengers, be inclusive in design, as well as being a quality civic building.

**Movement** - The tunnel under Falcon Road is expected to be made more pedestrian friendly. As the southern entrance connects to the site, it should provide space for the pedestrian pathway to continue.

**Context** - Future proposals must integrate with the town centre and reflect its tight-knit qualities of urban form and public spaces;

**Identity and Architectural Expression** - Proposals should include a considered, landscape-led public realm that provides spaces for people in transit, and those who work/live on-site. These environments should provide comfortable, safe, inclusive, accessible, and inviting spaces for travellers, workers, and residents alike.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 6 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

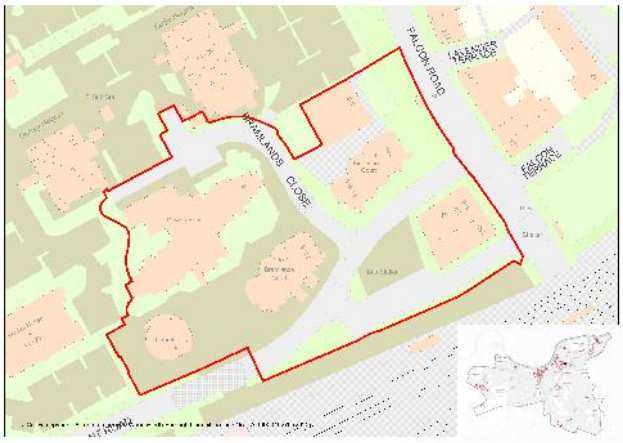
## CJ3 Land on the corner of Grant Road and Falcon Road, SW11

### Site Allocation

A mixed use development with commercial on the ground floor and residential use to upper floors is required. Any new development will need to consider the current and future arrangements for the bus turnaround.

### Site Description

Located north of Clapham Junction and to the west of Falcon Road. The site is bounded by the railway arches to the south, and the Winstanley Estate to the north and west. The site is used for commercial, residential and ecclesiastical uses as well as being a bus station.




**Map 6.5 CJ3 Land on the corner of Grant Road and Falcon Road, SW11**

Site area - 0.9ha

### Development Considerations

**Uses** - A significant part of this site is safeguarded for the provision of a surface worksite for Crossrail 2. Changes to the safeguarding are expected in 2020/21. There may be potential for meanwhile uses on some or all of this site following confirmation of the likely build programme for Crossrail 2.

**Stakeholder Engagement** – Any proposal will need to engage with the bus operator.

**Public Transport** - Improvements to the footway and carriageway of Grant Road will be sought including a contribution towards the cost of the works and dedication of land at the corner of Grant Road with Winstanley Road. Contributions towards improvements to public transport including improvements to Grant Road bus stand will be sought, along with contributions to improved pedestrian and cycle access routes to the northern entrance to Clapham Junction

**Co-operation with other allocations** - The site needs to be explored in conjunction with adjacent sites on improving the permeability between the north entrance to Clapham Junction Station and the Winstanley Estate (CJ5).

### Design Requirements

**Movement** - The tunnel under Falcon Road is expected to be made more pedestrian friendly. As the northern entrance connects to the site, it should provide space for the pedestrian pathway to continue.

**Context** - Redevelopment proposals of the area will be required to strengthen the links to the town centre and provide updated bus terminal facilities. The site is closely linked to the Falcon Estate and any development will need to integrate into that site. The current public realm is quite poor and permeability with the surrounding area should be improved as part of any proposal.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## CJ4 Land at Clapham Junction Station, SW11

### Site Allocation

Safeguarding station with enhanced mixed use development including residential.

### Site Description

The site is to the north of St John's Road and the east of Plough Road behind a row of houses. The site can be accessed from the north west of the site along Plough Road. To the east and north of the site are railway tracks and Clapham Junction Station. The site is used as a railway yard and The Station Master's house is used for office use.

**Map 6.6 CJ4 Land at Clapham Junction Station, SW11**

Site area - 3.07ha

### Development Considerations

**Uses** – Site is within 200m buffer surface interest area for Crossrail 2 and is safeguarded as a worksite. A review of the safeguarding is expected in 2020/21. As part of Crossrail 2, the site will be a significant work site for the duration of the Clapham Junction works.

**Active Travel** – Improvements to the cycling infrastructure are expected along St John's Road to the south of the site which should be considered along with any proposal.

**Co-operation with other allocations** – Given the inter-relationship with the adjoining Clapham Junction Approach (CJ2) there is a strong case for considering both sites as part of a coherent approach for a mixed use sustainable development. Future development will need to consider how to integrate the existing railway marshalling yards and their facilities with new development.

### Design Requirements

**Movement** – A permeable network of routes will need to be incorporated to link with St. John's Hill, Plough Road and the ambition for a barrier-free route from the town centre to the north of the station as set out in the design principles for the adjoining site (CJ5).

**Identity and Architectural Expression** – Targeted change may enhance character, legibility and the sense of arrival at this site due to the presence of more detracting features.

**Tall Buildings** – In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

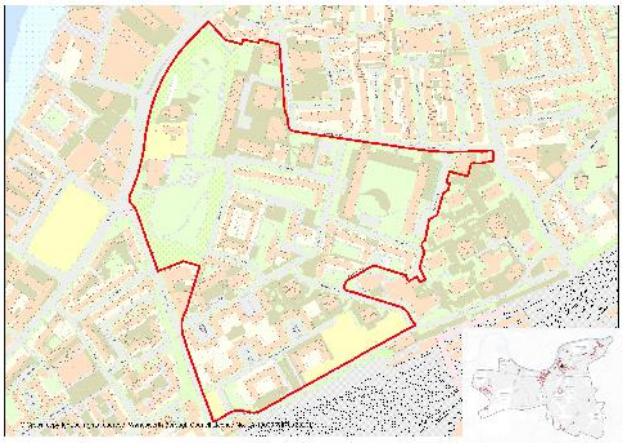
## CJ5 Winstanley/York Road Regeneration Area, SW11

### Site Allocation

Mixed use development including mixed tenure residential, re-provision of existing social housing, leisure centre, cultural, commercial and health uses along with convenience shopping, a library, community facilities and open space.

### Site Description

The site is bounded by York Road, Wye Street, Ingrave Street, Grant Road and Plough Road. It sits just north of Clapham Junction Station and primarily consists of the Winstanley Estate. The site is used for a mix of uses including residential, library, retail, open space, and community.



**Map 6.7 CJ5 Winstanley/York Road Regeneration Area, SW11**

Site area – 17ha

### Development Considerations

**Uses** – The construction of the Thames Tideway Tunnel site at Falconbrook Pumping Station is estimated to be complete in early 2024 and the Council will continue to work with Tideway to ensure a positive lasting legacy.

**Stakeholder Engagement** - The Winstanley Estate has a vibrant grassroots cultural landscape. Throughout regeneration, development should ensure this is promoted and sustained.

**Open Space** - Improvements to York Gardens, including reconfiguration and development of the open space that will make it safer and a more attractive amenity for residents to use and enjoy.

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Winstanley and York Road Masterplan.

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

**Phasing** – Development is split into phases as seen on the Area Strategy diagram which reflect the outline and detailed contents of the scheme. While it is anticipated that the initial phases of development will come forward first this does not prohibit future phases of development coming forward first. For more information see planning application reference 2019/0024.

**Planning Permissions** – It is recognised that the site has full planning permission for redevelopment of the existing area. For more information see planning application reference 2017/6864.

### Design Requirements

**Built Form** - Measures to improve the attractiveness and efficiency of the north side of Clapham Junction Station and its approaches should be included. Proposals should place a particular focus on addressing the poor urban environment at the Falcon Road end of Grant Road/Bramlands Avenue and the challenges arising from the bus stands and turning area. Active frontages will be created along Winstanley Road and the newly formed route to Plough Road to create a better relationship between the building and the surrounding area. Creation of an active frontages on York Road responding to the focal point on Lombard Road.

**Movement** - Proposals should define improvements to existing routes and identify any potential new routes that will facilitate walking and cycling to and from the Thames Riverside, Clapham Junction Station and the town centre.

**Context** - Consideration of development capacity/density in identified locations across the area, including taking account of context in terms of the relationship to existing development and good public transport.

**Housing and Buildings** – Proposal should consider housing types and options which: deliver quality homes that address residents' expectations and needs; and aim to meet a diverse range of needs with consideration given to providing a range of tenures including low cost rent and home ownership housing, market housing for sale, and structured private rent housing tailored to meet local residents' needs. Consultation with the existing community surrounding these options will be expected.

**Housing and Buildings** - New housing developments should strive to utilise innovative buildings methods such as PassivHaus to achieve high quality, highly energy efficient buildings. Technologies that allow for future flexibility, and overall sustainability through the implementation of a circular economy strategy and off-site manufacturing are also encouraged for housing proposals.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

# 7 Area Strategy for Putney

## Introduction

**7.1** The Area Strategy for Putney provides a framework for how new development in the area should be designed and planned for in order to meet the vision and objectives of the Local Plan and support the sustainable development of the town centre. Putney benefits from a high quality townscape on the River Thames, is served by excellent transportation links, and the surrounding residential areas provide homes for a culturally active population. The unique combination of these assets constitutes an opportunity to enhance the local environment by building on the cultural capital of the community and the strong heritage of the area. The strategy shows that Putney has potential for targeted growth that benefits the local communities and enhances the sense of place. New development will bring improvements to the public realm with new civic and open spaces, create better pedestrian connections across the town centre and the riverside, and encourage active travel in Putney, thereby helping to improve the air quality, reduce noise pollution and traffic congestion and support the health and wellbeing of communities. A more attractive and healthier town centre will support a viable mix of uses, promoting employment and creative floorspace, while addressing structural changes to the retail sector, to maintain Putney as a vibrant town centre that adeptly serves local people.

## Context

**7.2** Putney is a historic, riverside settlement that developed due to its important role as a river crossing: initially by ferry in the 1300s and with the first permanent bridge completed in 1729. The erection of a new stone bridge in 1886 (and its subsequent widening in 1933 to create a high capacity crossing) supported increased volumes of traffic, enabling Putney to develop as one of the borough's five town centres, providing services in particular for many communities in the west of the borough.

**Picture 7.1 View downstream from Putney Embankment framed by the distinctive avenue of mature London plane trees**

**7.3** The centre is concentrated on two axes: the shopping frontages along Upper Richmond Road, running east to west; and on the historic core along Putney High Street, which runs south to north, leading on to the Victorian-era Putney Bridge. The latter forms the core of the area's shopping provision, including the Putney Exchange indoor shopping centre, and is where the majority of the centre's large units (over 200 sqm) and multiple retailers are located. The centre is generally well provided with a good range of service facilities, restaurants, bars, and cafes; a mix of national multiples and independent retailers; and three large supermarkets, with a good provision of small food and grocery retailers suitable for main and top-up food shopping. The quality and range of shops has traditionally been well regarded, however retail in Putney (as in other centres) has been adversely affected by the growth of online shopping, and local residents and high-street users have identified that there has been a reduction, in particular in the number of independent shops in the centre. This is reflected somewhat in the centre's shop vacancy rate – of 13% (RNA, 2020) – which is the highest in the borough, and which has increased significantly in the last few years, from 4-7% in 2004. The Retail Needs Assessment 2020 projects that there is a small oversupply of retail and food/beverage floorspace by 2030, but that by 2035 the growth of the centre will result in capacity for a small amount of additional convenience shopping and an increased food

and beverage offer. Such future growth could be absorbed by the existing vacant floorspace, and the strategic priority should be the reoccupation of these premises over new provision. In the shorter term, this also provides the opportunity to incorporate a wider variety of uses within this stock, including employment and community uses which should be driven by and associated with improvements to the public realm and the curation of cultural events in the centre, all of which could increase dwell time and, in turn, make the centre relatively more attractive to retailers.

**Picture 7.2 New successful infill building in an art deco style at a junction along Putney High Street**

**7.4** Supported by a relatively young population, in part due to the proximity of Roehampton University, Putney's thriving leisure offer is well known, and is highlighted during the annual Oxford and Cambridge Boat Race, where people take advantage of the numerous vantage points from the bars, restaurants, and open spaces of the Putney Embankment to observe the race from its starting point of Putney Pier. The attractive setting of the centre on the banks of the Thames could be better capitalised on through improved linkages to Putney High Street, creating a more integrated experience between the uses along the High Street, which are predominantly focused on daytime activities, and those on the riverside, which cater more to evening uses. This will help to create a diverse offering within the centre, and will further enhance Putney's existing and vibrant night-time economy, which is classified in the emerging London Plan as NT3 – having a 'more than local' significance.

**7.5** Putney is a successful local office centre, which commands high average rents and generally has a good standard of facility, the majority of which is located on the Upper Richmond Road. The extent of provision in this location, however, has been significantly diminished in recent years: driven by high relative residential values, the centre experienced an approximately 20% loss in office floorspace between 2016 and 2018, predominantly through the demolition and redevelopment of the existing 1960s and 1970s purpose-built premises, which catered to large single employers. Although the majority has been for new residential uses, there has also been a limited amount of new office provision, such as at Tileman House, which provides space for the small to medium sized occupiers which make up the vast majority of the borough's businesses. There are opportunities for the further enhancement of the centre's office provision, as part of mixed use development, at a number of sites allocated for development identified below. Along Putney High Street, there are a limited number of commercial premises providing small office space above retail premises, which are generally of lower quality stock. Associated with the ongoing structural changes to the centre's retail provision, there are opportunities for enhancements to the smaller-scale business provision, including co-working and flexible 'touchdown' workspaces, in smaller units within the town centre's more peripheral locations, or in units above the ground floor over the existing retail provision.

**7.6** The area benefits from excellent public transport accessibility: it is served by Putney Rail Station, located in the heart of the centre; the nearby East Putney Underground Station; as well as a number of bus routes, which offer access to a wide range of destinations across London by public transport, indicating good potential for car-free living. Putney is designated as an Air Quality Focus Area due to the high levels of pollutants on the main road. The Local Implementation Plan shows that Putney has a medium level of residents meeting their active travel daily requirements at approximately

31%-40% and there is scope to switch 2,057-3,540 daily trips to walking and 5,001-10,000 trips to cycling. Putney also benefits from its riverboat service providing access to the City and beyond. The centre, however, is constrained by significant through-traffic running east-west along Upper Richmond Road and north-south along Putney High Street, the mitigation of which would support a move to increased active travel, as well as realising environmental benefits. Recent initiatives, including the introduction of cleaner and less polluting buses, have brought some improvements to air quality on Putney High Street, which will be further enhanced by the introduction of the expanded Ultra Low Emission Zone (ULEZ) in October 2021; however, it still remains a pollution hotspot due to a canyon effect, position at the foot of Putney Hill and traffic levels.

## Character

**7.7** Putney High Street is framed by three/four storey period terraces with shops at ground floor and generally well maintained upper storeys, mostly providing residential space, but with limited office and other uses (e.g. recreational). The retention of architectural details illustrates that the underlying historic fabric remains in place, making a good contribution to the sense of place of the area. The latter is further reinforced by landmark buildings including a five storey Zeeta House, which together with other buildings at the southern junction of Putney High Street, creates a distinct gateway to the town centre. Another valued feature of the area are its views; locally into the attractive adjacent residential areas and also extensive long views towards and across Putney Town Centre from many viewpoints to the south as the land rises gradually away from the Thames up Putney High Street to the Upper Richmond Road.

**7.8** The area enjoys an extensive frontage to the River Thames, which is within the Putney Embankment Conservation Area. The grouping of boathouses, boat clubs and chandlers' premises at Putney Embankment give it a unique character that is unrivalled in London. It is internationally famous as the starting place of the University Boat Race, and is also host to a full calendar or other events. Due to its attractive location, such facilities can be vulnerable to redevelopment pressures from competing land uses, and thus require protection to preserve the character of the area and to ensure the continued sporting and recreational use of the river itself. The riverside also offers attractive public spaces with a variety of amenities, including seating, planting, cafes and restaurants. The public square created as part of the Putney Wharf scheme is one of the most attractive, best used and well regarded open spaces in this area. This part of Putney also contains a number of listed buildings, which are all in particularly sensitive locations directly on or visible from the riverside.

**7.9** While the underlying historic built fabric, the human-scale proportions and proximity to the river give Putney a sense of place, heavy traffic, coupled with a lack of planting and narrow pavements along Putney High Street, detract somewhat from the local character, and the resulting poor air quality and high noise levels diminish the quality of the townscape for its users including pedestrians and cyclists. Despite recent improvements to permeability and connectivity of the area, Putney High Street feels separate from the scenic and natural riverside environment. Putney High Street also suffers from a number of units having garish, poorly maintained and inconsistent shopping frontages, as well as the disproportionately scaled Putney Exchange, which both detract from the otherwise high visual quality of the area.

### Place Performance

**7.10** Current place performance for Putney is presented in the diagram below

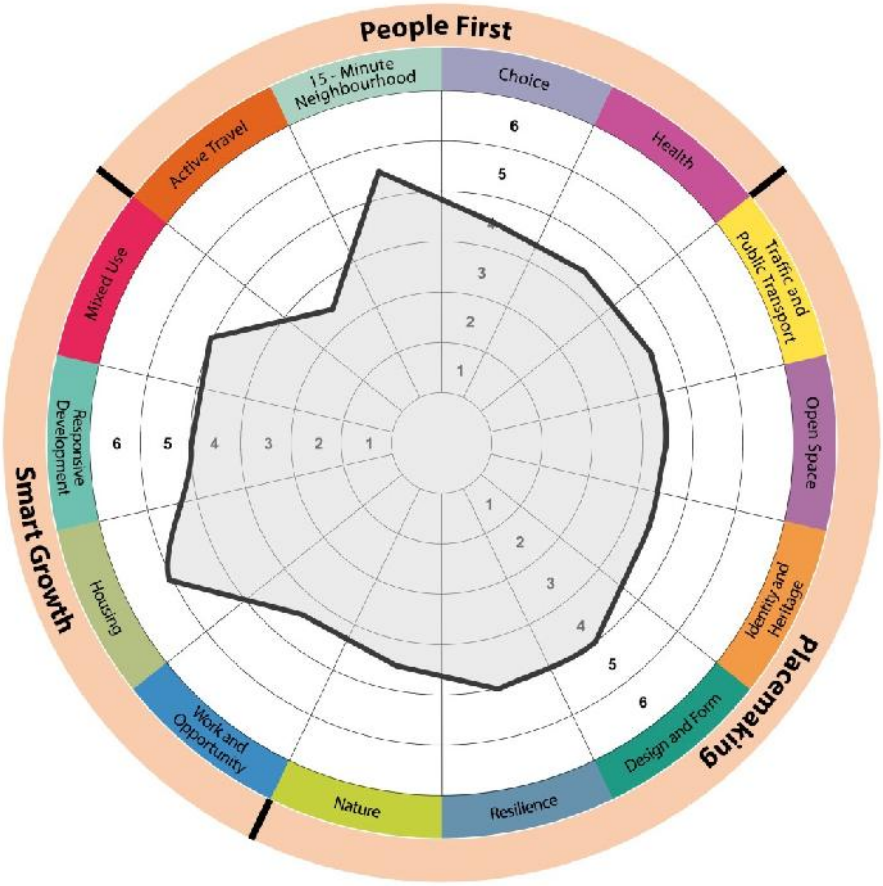



**Figure 7.1 Putney Place Performance**

**7.11** This performance assessment has highlighted that Putney performs well with regards to Smart Growth; particularly with regard to range of housing provision. With regards to People First, the area performs as a 15-minute neighbourhood with good accessibility to services and amenities for local people. This can be enhanced through support for active travel that will bring health benefits across the community. Opportunity presents in Placemaking that can build from a solid foundation that emphasises identity and good urbanism.

## Vision

**7.12** The Area Strategy for Putney will meet the vision and objectives of the Local Plan by:

- transforming Putney into a **thriving centre for the local communities** by reinvigorating the High Street and enhancing the sense of place;
- providing inclusive and **well-connected new public open spaces, which enhance the link between the High Street and the riverside** and support a variety of activities in a welcoming urban environment;
- **improving air quality** to help safeguard the health of those who live, work and visit Putney; and
- **boosting active travel** by promoting pedestrian and cycling connectivity within the town centre and to the riverside.

**PM5 Putney**

**Placemaking**

A. The Urban Design Study has identified appropriate locations for tall buildings in Putney. The broad locations are identified in Appendix 2. Any proposal for a tall building will be subject to addressing the requirements of Policy LP 4 (Tall Buildings) as well as other policies in the Plan as applicable.

B. New development will be expected to protect important views and vistas in the area, including:

1. views from Putney High Street to the adjacent residential areas;
2. long views towards and across Putney Town Centre from many viewpoints to the south; and
3. views of Zeeta House and St. Mary's Church.

C. Proposals for upward extensions along Putney High Street will be supported where the extension would be subordinate to the host building, respecting the scale, detailing and materials of existing buildings and adjoining townscape. Development proposals for upward extensions should explore opportunities to enhance the appearance of the building façades.

D. Where appropriate, the Council will expect development proposals to remove any visually unappealing and/or confusing signage to improve legibility and to reinstate the shop fronts to their original design to achieve consistency in appearance with the setting of the town centre, particularly on Putney High Street.

E. Where possible major development proposals, including the identified Site Allocations, should provide new pedestrian priority public space as a key element in the design of the development which should be linked to the surrounding street network with safe and attractive new routes.

F. The Council will support measures that provide new green features, modernise street furniture, and declutter Putney High Street. These enhancements will build on the success of improvements to the Upper Richmond Road opposite to East Putney Station, where recent development brought public realm improvements and contributed to improving access by enhancing pedestrian links to East Putney Station.

**Smart Growth**

A. New residential accommodation in Putney will help meet the borough's housing target, as set out in Local Plan Policy LP 24. Development in this area is expected to provide at least 189 homes by 2037/38 (the entire plan period) of which 182 homes are expected to be delivered by 2032/33 (10-year housing supply). These figures reflect the projected completions on large, small and windfall sites rather than total capacity of Site Allocations.

B. To retain a strong retail core within Putney, proposals for comparison retail uses will be supported in ground floor units within the centre's Core Frontages, including the Putney Exchange. Proposals that diversify the existing shopping offer, and which support independent retailers, will also be encouraged within the town centre.

C. Proposals for leisure and night-time economy uses will be supported, and should be on Putney Wharf and the riverside. All development in this location should make improvements to the public realm to help facilitate connections to this location and to better facilitate outdoor eating and drinking, while taking appropriate measures to mitigate against the impact on neighbouring uses, including residential.

D. Proposals for the mixed use redevelopment of sites containing economic floorspace should fully re-provide and enhance this provision, and the provision of additional new office floorspace is encouraged. This should fully replace existing or provide new affordable workspace that is appropriate for SMEs.

E. Urban Logistics Hubs are used for last mile deliveries by electric vans or cargo bikes which can help reduce congestion and pollution. These will be supported in the right location in accordance with the

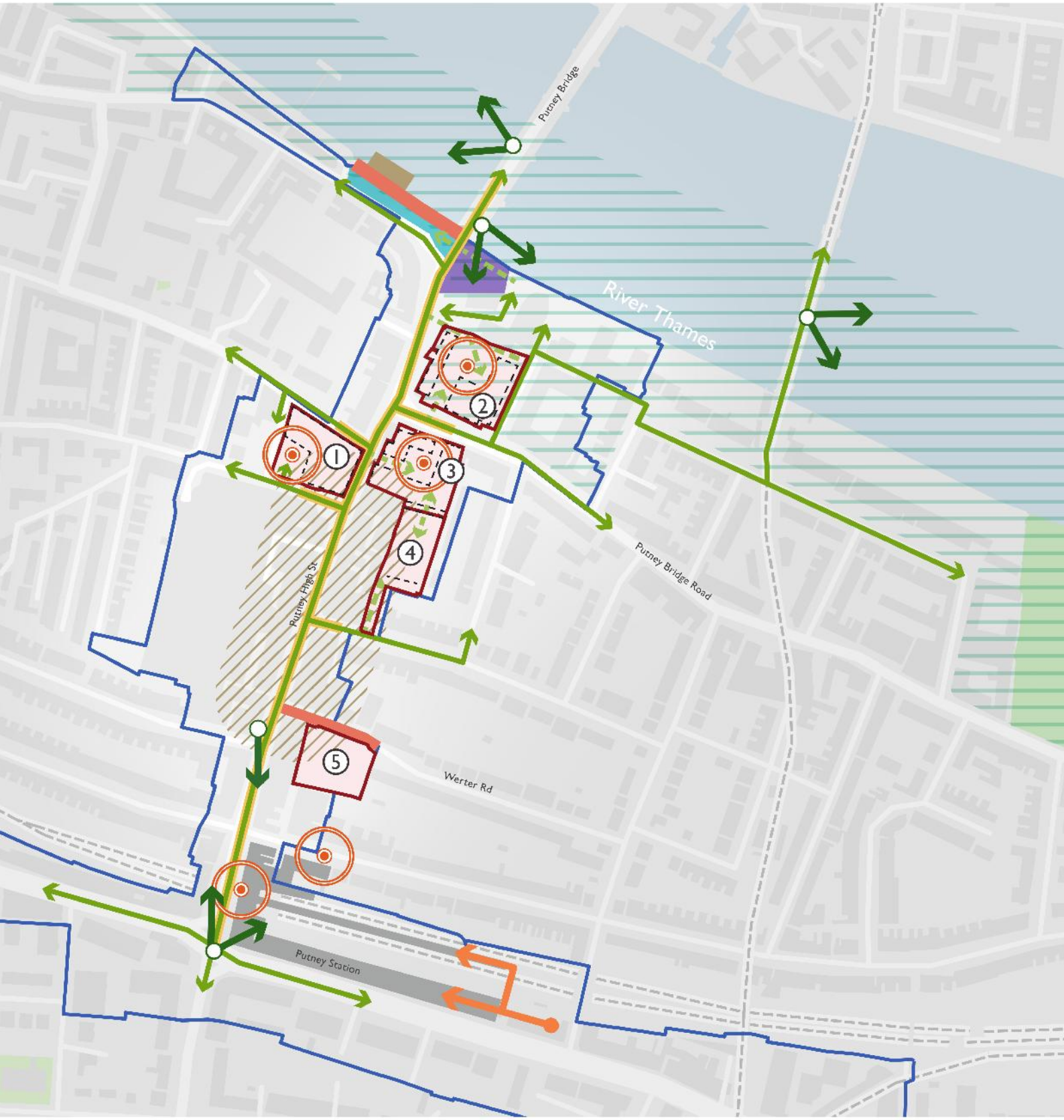
objectives of Policy LP 51 – Sustainable Transport. Hubs are suited to areas connected to the wider road, rail, and river networks, river wharves and railway stations, and town centres.

**People First**

A. The Council will continue to work in partnership with Positively Putney and other key stakeholders to develop a cultural programme for Putney as reflected in engagement to support the Future High Streets Fund business case. The programme will build on existing successful programmes in the borough, such as the Wandsworth Arts Fringe, and will be expected to engage, excite and inspire all sections of the community to come to Putney. All new development proposals will be expected to contribute to the priorities set out in the new Arts and Culture strategy.

B. The Council will support proposals to enhance Putney Library, as identified in the Future High Street Fund business case. Future proposals will be expected to develop the primary library facilities into a multi-purpose hub which supports an increased range of community activities, and which includes the provision flexible and affordable workspaces for local people.

# Putney Town Centre




**Public realm and active travel**

- Suggested location for new public open space
- Proposed new public open space
- Existing route
- Suggested/ proposed new route
- Active travel enhancement
- Suggested public realm improvement
- Suggested building frontage
- Valued view and vista
- Important Local Assets - restaurants and bars
- Important Local Assets - leisure and water sports
- Public promontory

**Growth location**

- Site Allocation Boundary
  - ① Wereldhave site, 56-66 Putney High Street, SW15 (Ref: PUT1)
  - ② Jubilee House and Cinema (Ref: PUT2)
  - ③ Corner of Putney Bridge Road and Putney High Street (Ref: PUT3)
  - ④ Putney Telephone Exchange (Ref: PUT4)
  - ⑤ Sainsbury's Supermarket (Ref: PUT5)
- Main shopping area

**Transport infrastructure**

- Putney Railway Station
- Potential access improvements to Putney Station

**Background information**

- Metropolitan Open Land
- Other open space
- Putney Town Centre
- Thames Policy Area

## Site Allocations

## PUT1 Wereldhave site, 56-66 Putney High Street, SW15

## Site Allocation

Mixed use development including residential, and retail floorspace with open space and other town centre uses. All existing office floorspace on the site must be fully replaced to provide facilities suitable for SMEs, including affordable floorspace.

## Site Description

The site is to the west of Putney High Street, between Lacy Road and Felsham Road and east of Walker's Place. The site fronts on to the Putney High Street and is currently used for retail and office space with parking in the south west corner.

**Map 7.2 PUT1 Wereldhave site, 56-66 Putney High Street, SW15**

Site Area – 0.31ha

## Development Considerations

**Open Space** - Provide a substantial new, public square at street level where pedestrians have priority over vehicles, in the location of the existing service yard.

**Access** - Consideration should be given to bring the carriageway adjacent to Walkers Place up to an adoptable standard and dedicate it as a public highway.

**Parking** - Consider provision of public car parking on the site with 2-hour limit and improve access to the site. Car club provision for residential/commercial use and surrounding area would be appropriate.

**Public Transport** - Consideration should be given to incorporating bus terminating/standing facilities to meet need for the town centre.

**Active Travel** - Local cycle route enhancements are desirable to the north, south, and east of the site.

**Planning Permissions** – It is recognised that the site has planning permission for demolition of existing building and erection of a new mixed use development. For more information see planning application reference 2014/7344.

## Design Requirements

**Site Layout** - Provide new active building frontages to Putney High Street, Walkers Place, Lacy Road and Felsham Road with improved townscape.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 part of the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 6 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## PUT2 Jubilee House and Cinema, Putney High Street, SW15

### Site Allocation

Mixed use development including residential, leisure, office and retail uses with improved townscape. Provision of open space to connect with the Putney Wharf area. The entertainment use and all existing office floorspace should be re-provided and enhanced, with the latter incorporating affordable workspace.

### Site Description

This site is located to the north east of the junction of Putney Bridge Road and Putney High Street. The eastern boundary of the site is along Brewhouse Lane and the northern boundary is beyond the Jubilee House and the cinema. Currently, the site is used for office and entertainment uses. There is a small amount of parking and a courtyard in the centre of the site and access into the site is from the northern boundary.

**Map 7.3 PUT2 Jubilee House and Cinema, Putney High Street, SW15**

Site Area – 0.31ha

### Development Considerations

**Open Space** - Provide a substantial new public square at ground floor level where pedestrians have priority over vehicles. This should be immediately south of the public right of way between Brewhouse Lane and Putney High Street and linked to Church Square.

**Co-operation with other allocated sites** - Provide a new link to the south, from the new public square, to Putney Bridge Road. Consideration should be given to connect the suggested northern entrance of Corner of Putney Bridge Road and Putney High Street (PUT3) with this southern link.

### Design Requirements

**Built Form** - Provide new development that is sensitively designed in order to make a positive contribution to the townscape of the area.

**Movement** - Provide new pedestrian connections to proposed routes on the south side of Putney Bridge Road to improve permeability of routes to the riverside and links with the core High Street area.

**Site Layout** - New development should be designed to extend the successful public spaces provided by the Putney Wharf development to the north into the site, promoting permeability between these sites, and enclosing the new space with sensitively designed buildings.

**Site Layout** - Provide active frontages to the new square, Putney High Street, Putney Bridge Road, Brewhouse Lane, the new link to the south and the public right of way on the northern boundary of the site.

**Site Layout** - The layout and massing of buildings should be carefully arranged to ensure that new views of the grade II* listed St. Mary's Church are opened up from the public square and that existing views of the Church from Putney High Street are enhanced.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 part of the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 6 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## PUT3 Corner of Putney Bridge Road and Putney High Street, SW15

### Site Allocation

Mixed use development including retail, restaurant, café/bar floorspace, business floorspace together with residential accommodation and a permeable public square. All existing office floorspace on the site must be fully replaced to provide facilities suitable for SMEs, including affordable floorspace.

### Site Description

This site is located to the south east of the junction of Putney Bridge Road and Putney High Street. The southern boundary includes 31-53 Putney High Street and the adjacent parking. The eastern boundary runs parallel to the private road next to the site but excludes 237 Putney Bridge Road. The site contains a mix of retail and office uses with a small portion of civic space in the north western corner. Within the site is parking which can be accessed from Putney Bridge Road.

**Map 7.4 PUT3 Corner of Putney Bridge Road and Putney High Street, SW15**

Site Area – 0.38ha

### Development Considerations

**Landowner Assembly** - Given that the site is in more than one ownership it is desirable that owners collaborate to produce a masterplan showing how the sites can be developed individually or as a single development.

**Open Space** - Provide a new, public square at ground floor (street level) within the site where pedestrians have priority over vehicles. The public square shall be attractively landscaped to provide a pocket park to facilitate al fresco eating and drinking;

**Access** - Provide servicing from Putney Bridge Road for retail/business premises.

**Access** - There is a restrictive covenant across the site requiring access for servicing which could be resolved through masterplanning.

**Co-operation with other allocated sites** - Consideration should be given to the southern link of the Jubilee House and Cinema site (PUT2) which should connect with this site's new link to Putney Bridge Road.

**Co-operation with other allocation site** – Consideration should be given to connecting with the site to the south (PUT4) and creating additional retail space that links through to Montserrat Road.

**Address social, economic and environmental disparities** - The activities being promoted on this site should contribute to the economic regeneration of the town centre and night-time economy;

**Planning Permissions** – It is recognised that the site has permission for mixed use development on the site. For more information see planning application reference 2017/1874.

### Design Requirements

**Movement** - Provide a new link from the square to Putney Bridge Road and a link to the west to Putney High Street.

**Movement** - Provide a new pedestrian link at ground floor to the site to the south (Ref: PUT4) onto Montserrat Road.

**Site Layout** - Provide active commercial (retail, cafes, restaurants) frontages to the new square, Putney High Street and Putney Bridge Road;

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 part of the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will

be considered as ‘tall’ is 6 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## PUT4 Putney Telephone Exchange, Montserrat Road, SW15

### Site Allocation

Mixed use development to include retail and commercial uses at ground floor; other town centre uses such and residential above ground floor.

### Site Description

The site lies immediately to the east of 85-93 Putney High Street, with access off Montserrat Road. It is bounded to the east and south by residential properties on Montserrat Road and Burstock Road and is currently used as a telephone exchange. The site contains a small amount of parking in the centre of the building.

**Map 7.5 PUT4 Putney Telephone Exchange, Montserrat Road, SW15**

Site Area – 0.28ha

### Development Considerations

**Access** - Access and servicing should be from Montserrat Road.

**Co-operation with other allocated sites** - If developed for new mixed uses in conjunction with the site to the north (PUT3) any development will be expected to make a contribution to the extension of the public realm and public rights of way and to create new retail/business floorspace on ground floor with multiple floors of residential above.

### Design Requirements

**Built Form** - Potential to extend adjoining retail unit (PUT3) with frontage to Putney High Street on ground and first floors with potential for multiple floors of residential use above.

**Built Form** - The layout, massing and design of buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm.

**Movement** - Contribute to increased pedestrian permeability, breaking the linearity of the High Street.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 6 storeys, and development of 6 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## PUT5 Sainsbury's Supermarket, 2-6 Werter Road, Putney, SW15

### Site Allocation

Mixed use development including residential, retail and other town centre uses with public open space.

### Site Description

The site is south of Werter Road and behind the row of buildings fronting onto Putney High Street. It is bounded to the south by a library and to the east by residential uses. The site contains a supermarket and an associated loading/ parking area to the south of the site. The site can be accessed from Werter Road.

**Map 7.6 PUT5 Sainsbury's Supermarket, 2-6 Werter Road, Putney, SW15**

Site Area – 0.28ha

### Development Considerations

**Open Space** - The northern frontage on Werter Road should provide open or civic space with the flexibility to be used for al fresco dining or provide a place for sitting and socialising.

### Design Requirements

**Built Form** - Provide a mixed use redevelopment with an active retail frontage and entrances to the ground floor facing onto Werter Road with residential/business use to upper floors.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 6 storeys, and development of 6 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

# 8 Area Strategy for Tooting

## Introduction

**8.1** The emerging London Plan identifies Tooting as a Strategic Area for Regeneration. Although the area has witnessed a substantial reduction in the level of deprivation over the last decade, a reflection to some extent of a shifting demographic towards young professionals, limited pockets still remain. This strategy sets out a holistic approach that will steer regeneration activity and direct locally sensitive action to improve the quality of life for local people, ensuring that new development is sensitive to – and enhances – the existing positive elements of the neighbourhood, both built environment and sense of community. This will be achieved by delivering improvements to the public realm, encouraging sustainable modes of transport and contributing to the health and wellbeing of the people of Tooting. The area covered by the strategy lies within the Tooting Bec and Broadway Neighbourhood Area, which was designated as such in April 2017 under the Government's Neighbourhood Planning initiative. The Tooting Bec and Broadway Neighbourhood Forum are currently in the process of drafting their Neighbourhood Plan and the initial outputs of this process have been considered and incorporated into the Area Strategy. This strategy and the proposed Neighbourhood Plan will inform and complement each other.

## Context

**8.2** Tooting is a linear centre which stretches along two main roads which meet at Tooting Broadway Station: Tooting High Street and into Upper Tooting Road (with commercial uses ultimately merging with Tooting Bec), and running south-east along Mitcham Road. The area has pre-Saxon origins and was a focus for trade with its position on Stane Street, a Roman road. Tooting witnessed a substantial investment and development in the late 1920s and 1930s following the extension of the Northern Line in 1926, bringing an influx of people and galvanising cultural life. Today, Tooting is an attractive place to live with a generally prosperous community, although parts of the area exhibit signs of deprivation, particularly in terms of quality of living environment, crime and barriers to services. Nevertheless, the unique identity of the area and vibrant economy provide strong foundations to address these challenges.

**Picture 8.1 Tooting Market (locally listed) - vibrant colours and a diverse range of food cultures**

**8.3** Tooting Town Centre, focused around Tooting Broadway station, has a good range of shops, local services and community facilities, including a number of religious buildings. At its heart, two indoor markets originating from the 1930s, Tooting Market and the larger Broadway Market, provide an array of food stalls and independent shops, both relative newcomers and longer-serving traders, and which collectively account for around a third of all the shops, bars/restaurants and services facilities within the centre. They epitomise the vibrancy and cultural diversity that the area has become renowned for, and form a popular draw throughout the week and on weekends. The markets provide a high degree of flexibility, including opportunities for pop-up and temporary uses alongside established traders, and daytime and evening uses; and sustaining an effective balance between these will be key in supporting economic recovery following the COVID-19 pandemic. Tooting is particularly notable for its nightlife and vibrant food scene, which extends beyond the market to include the area's much loved and long-standing curry

houses and South Asian restaurants, which are clustered to the southern end of Tooting High Street and on Upper Tooting Road. Mitcham Road, to the south-east, features a cluster of pubs and entertainment venues, including the former Granada Theatre (now a Gala Bingo), which provides a link, along with the RACS building, to Tooting's past entertainment offer of music concerts and dancing shows. The emerging London Plan classifies the centre as NT3, meaning that its evening economy has a 'more than local' significance.

**8.4** The centre accommodates a good range of national multiples and, in particular, smaller-scale and independent shops, including specialist provision, which contribute positively to the identity of the area. To the northern end of the High Street, approaching Tooting Bec Station, there is some evidence of mixed management and maintenance of shop frontages, including some blank facades and the degradation of historic features on upper storeys, which is detrimental to the overall shopping experience. There is an opportunity to address this through the small scale intensification of upper floors to provide residential or office units, the latter of which forms the mainstay of the centre's dedicated economic floorspace.

**8.5** The Retail Needs Assessment 2020, undertaken before the COVID-19 pandemic, has identified that there are limited requirements for additional retail and food/beverage by 2030, with a very limited amount of demand for additional convenience shopping which is capable of being absorbed within existing vacant units. By 2035, there is a cumulative identified demand for retail and food and beverage floorspace (of c. 1,300 sqm), however this could be accommodated within the centre's vacant floorspace. As such, it is not necessary to identify new sites for retail/town centre development, rather that the short to medium-term strategy should be the protection and improvement of the existing provision to ensure that the facilities are suitable to meet modern retailing requirements.

**8.6** Tooting has excellent public transport accessibility, with Northern Line stations at Tooting Bec and Tooting Broadway, as well as a national rail line at nearby Tooting train station (located just outside of Wandsworth in the Borough of Merton). The area, however, suffers from heavy traffic, which combined with narrow pavements, creates a busy and noisy environment. The 'ladder' formation of Upper Tooting Road, with frequent intersections, further prioritises cars over pedestrians, creating an interrupted walking experience. Tooting is designated as an Air Quality Focus Area due to the high levels of pollutants on the main road The Wandsworth Local Implementation Plan (2019) shows that Tooting has a high level of residents meeting their active travel daily requirements at approximately 51%-70% and there is scope to switch 5,885-10,750 daily trips to walking and 20,001-45,000 trips to cycling. Although Tooting is located on the CS7 cycle superhighway, offering local people a faster and safer route into the City; certain sections of the bicycle link are of poor-quality and require an upgrade, and issues of cars parking on this amenity are also prevalent. Local residents and visitors are also faced with the absence of public open space, a lack of well positioned or attractive benches and resting places, and a tendency for street clutter, all of which further diminishes the quality of the townscape.

**Picture 8.2 Mitcham Road**

**8.7** Tooting Broadway tube station is being considered as a potential station on the future Crossrail 2 link. In addition to relieving congestion on the Northern Line, this would provide Tooting with a rapid and direct connection to major London stations such as Clapham Junction, Victoria, Tottenham Court Road and Euston. However, it also brings challenges to the functioning of the town centre as the new station would require the demolition of a significant central space on the High Street.

## Character

**8.8** Tooting benefits from distinctive architecture and landmarks, including numerous listed buildings, both nationally and locally, particularly in Tooting Broadway. Most buildings are of balanced proportions, with heights between 2 and 4 storeys, which provides a human scale at the street level, and ensures the landmark buildings remain legible. Tooting's most important listed buildings include both underground stations (grade II listed), the Kings Head pub (grade II listed), the Churches of St Boniface and St Nicholas (both grade II) and their green churchyard settings, and the Buzz Bingo Club (formerly the Granada Cinema) on Mitcham Road which is classed as Grade I. Although some architectural gems along Upper Tooting Road are a little neglected, resulting in a fragmented feel to the streetscape, many of Tooting's best built assets continue to thrive in new and unexpected ways, and are still valued by a much-diversified community. The survival of these iconic buildings, coupled with Tooting's strong sense of community, creates an opportunity to accommodate new development that restores the character by building on the strong heritage and culture of the area.

### Place Performance

**8.9** Current place performance for Tooting is presented in the diagram below

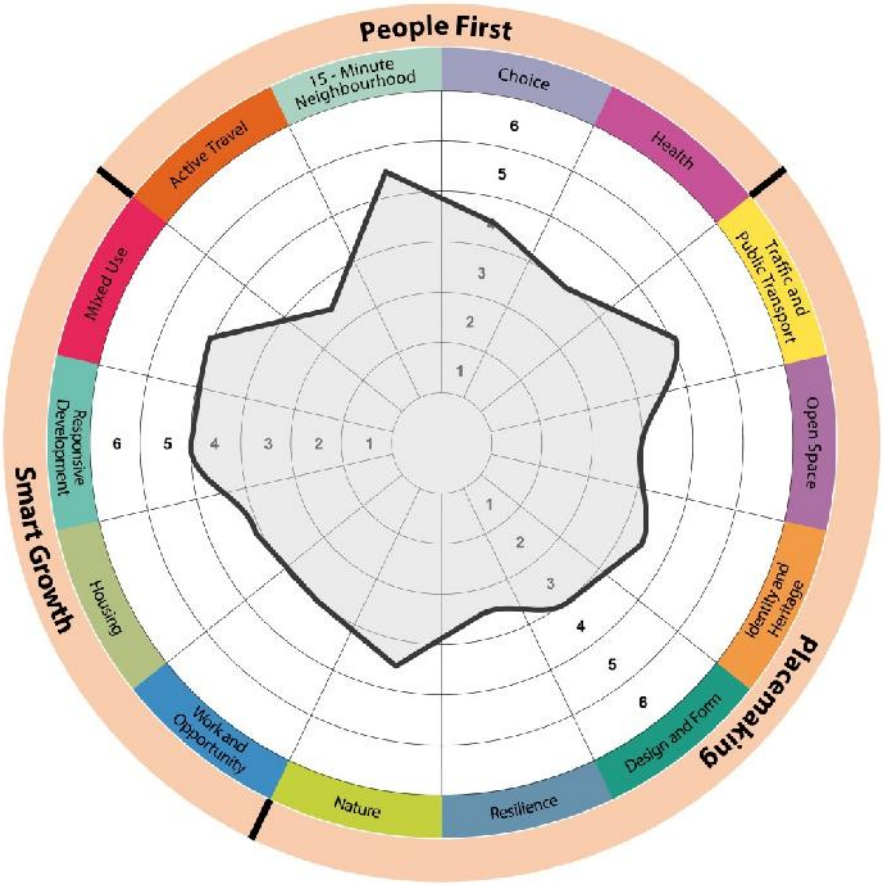



**Figure 8.1 Tooting Place Performance**

**8.10** This performance assessment has highlighted that Tooting does generally well with regards to Placemaking; although improvements around open space, nature and climate change mitigation would deliver further success. With regards to People First, it performs well with regards to accessible servicing (15-minute neighbourhood). There are opportunities to improve active travel that will enhance connectivity and bring health benefits. Choice can be limited regarding housing provision and local employment opportunities need strengthening. Hence, opportunities lie in Smart Growth where local jobs for residents are important through responsive, mixed use development.

## Vision

**8.11** The Area Strategy for Tooting will meet the vision and objectives of the Local Plan by:

- managing new development in a sensitive manner that respects the **local distinctiveness** and 'human scale' of the neighbourhood, and which enhances the **vibrancy of the centre's day and evening offer**;
- providing **social and community uses** as part of new development that meet the needs of the local community;
- **enhancing the area's cultural and creative character** and its **popularity for leisure and night-time cultural economy and entertainment** by

ensuring development makes provision for cultural, creative, visual and performing arts and other forms of community innovation;

- protecting and enhance Tooting and Broadway Markets to maintain its thriving day and night-time operations and diverse retail and leisure offer;
- helping in preserving the setting and contribution of **landmark buildings** to the skyline;
- supporting measures to reduce the dominance of cars and improve opportunities for **active travel**; and
- contributing to **tackling deprivation** by creating **safe, secure and appropriately accessible environments** where the fear of crime does not undermine quality of life.

**PM6 Tooting**

**Placemaking**

A. New development will be expected to:

1. respect the proportion, scale and material quality of the remaining period buildings;
2. preserve the setting and contribution of landmark buildings to the skyline; and
3. reinforce the function of the streetscape as a shopping and leisure destination.

B. The Urban Design Study has identified appropriate locations for tall buildings in Tooting. The broad locations are identified in Appendix 2. Any proposal for a tall building will be subject to addressing the requirements of Policy LP 4 (Tall Buildings) as well as other policies in the Plan as applicable.

C. Proposals should protect and enhance Tooting and Broadway Markets, and the important placemaking role they play through providing a balance of pop-up evening and leisure uses alongside traditional, day-time traders. Affordable market stalls should be included as part of the development in order to ensure that the rich diversity of existing, independent traders can be retained within the markets. Development proposals should seek to address issues relating to crime and poor environmental conditions to support the enhancement of an asset which contributes to the unique feel of the area.

D. Opportunities to repair, improve and unify existing frontages on Tooting High Street are encouraged. New development should provide a frontage which engages positively with local character and the street scene. Where historic shopfronts and features are present, these must be retained.

E. Proposals for upward extensions along Tooting High Street will be supported where the extension would be subordinate to the host building, respecting the scale, detailing and materials of both existing buildings and adjoining townscape. Development proposals for upward extensions should explore opportunities to enhance the appearance of the building façades.

F. Measures to provide new planting, modernise street furniture and declutter Tooting High Street will be supported. Where appropriate, development proposals should make provision for new street trees.

G. Public realm improvements should aim to improve the legibility of pubs and civic building landmarks.

H. Demolition of locally listed buildings and other local landmarks will be resisted. Applicants will be expected to give due consideration to the retention and incorporation of these important local assets within any new development, which should enhance their setting.

**Smart Growth**

A. New residential accommodation in Tooting will help meet the borough's housing target, as set out in Local Plan Policy LP 24. Development in this area is expected to provide at least 820 homes by 2037/38 (the entire plan period) of which 502 homes are expected to be delivered by 2032/33 (10-year housing

supply). These figures reflect the projected completions on large, small and windfall sites rather than total capacity of Site Allocations.

B. To retain a strong retail core within Tooting, proposals for comparison retail uses will be supported in ground floor units within the centre's Core and Secondary Frontages, including the indoor markets. Proposals that diversify the existing shopping offer, and which support independent retailers, will also be encouraged within the town centre.

C. Proposals for leisure and night-time economy uses will be supported, including those which help to enhance and improve Tooting's diverse and vibrant nightlife. Such development should take appropriate measures to mitigate against the impact on neighbouring uses, including residential.

D. The re-provision and enhancement of existing office floorspace, as part of the mixed use redevelopment of allocated sites is expected. This should replace or provide new affordable workspace that is appropriate for SMEs.

E. With its strong community and heritage offer, and diverse food scene, Tooting is a recognised destination in its own right. We will support proposals to develop a tourism strategy for the area that supports local businesses and the local cultural sector.

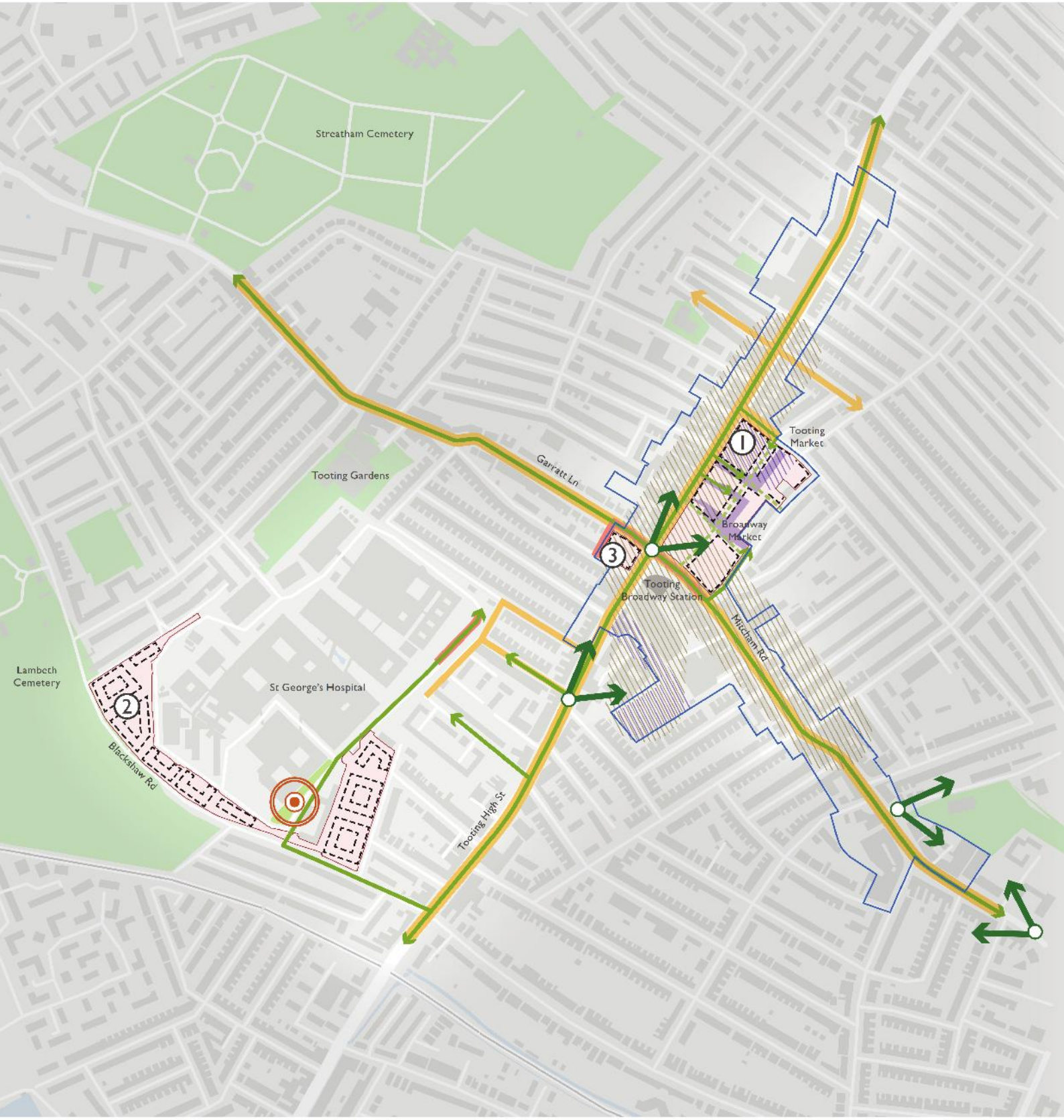
**People First**

A. Bus speeds are slow on links through Tooting Broadway, as shown in the Local Implementation Plan. New development will be expected to provide loading and servicing off street where possible, and on side roads where not, in order to reduce congestion and improve bus speeds. Improvements to bus standing facilities, especially on routes to Tooting Broadway station and St George's Hospital, will also be encouraged aiming to create more space for pedestrians and minimise impact on pedestrian flows.

B. The Council's Local Implementation Plan indicates that a large number of trips could be switched to walking and cycling. To facilitate this modal shift, permanent improvements to Cycle Superhighway 7 on A24 corridor and other local cycle lanes will be supported.

C. Measures to widen pavements along Tooting High Street, and introduce further traffic management including changes to Upper Tooting Road – Garratt Lane – Mitcham Road will be supported. These will reduce the dominance of cars, improve opportunities for active travel and help integrate public realm improvements such as tree planting.

# Tooting




**Public realm and active travel**

- Suggested location for new public open space
- Proposed new public open space
- Existing route
- Suggested/ proposed new route
- Active travel enhancement
- Suggested public realm improvement
- Suggested building frontage
- Valued view and vista
- Important Local Assets (Tooting and Broadway Markets)

**Growth location**

- Site Allocation Boundary
  - 1 Market area, Tooting High Street, Tooting SW17 (Ref: TO1)
  - 2 St Georges Hospital Car Park and adjoining land on Blackshaw Road, Maybury Street, SW17 (Ref: TO2)
  - 3 50 – 56 Tooting High Street, Tooting, SW17 (Ref: TO3)
- Main shopping area

**Transport infrastructure**

- Tooting Broadway Station
- Crossrail 2 safeguarding area
- Crossrail 2 Area of Surface Interest

**Background information**

- Metropolitan Open Land
- Other open space
- Tooting Town Centre

## Site Allocations

## TO1 Market Area, Tooting High Street, Tooting SW17

## Site Allocation

Mixed use development including retention or reprovision of the market and the Royal Mail Delivery Office. New public spaces and some residential accommodation to upper floors.

## Site Description

The site is north east of the junction of Tooting High Street and Garratt Lane. It is bound by Tooting High Street to the west, by Totterdown Street to the north, the residential homes along Longmead Road to the east, and Garratt Lane to the south. Currently the site is a mix of primary retail floorspace, the Broadway and Tooting Markets, and the sorting office to the centre. Tooting Market can be accessed from Totterdown Street, and Broadway Market from Longmead Road.

**Map 8.2 TO1 Market Area, Tooting High Street, Tooting SW17**

Site Area – 2.09ha

## Development Considerations

**Uses** - There is an opportunity to create a high quality mixed use/retail development with new public spaces, retaining market stalls and providing residential flats to upper floors. As redevelopment will include evening and night-time uses, such as restaurants and the Royal Mail Delivery Office, the juxtaposition of the different uses on site will need to be carefully considered. Any redevelopment of the site should seek to retain all existing traders who wish to remain within the market, which should be set out within a management plan.

**Open Space** - There is scope to create two small public spaces inter-linked between the two markets, which could offer restaurants, cafes and bars with al fresco dining. These spaces could offer shoppers tranquil retreats from the noisy high street frontage, and also contribute to the night-time economy. There is also an opportunity to include public art and quality landscape within any public spaces. Public art would need to appreciate the multicultural nature of the two markets and the local vendors to run them.

**Access** - Public access to the site from Tooting High Street, Mitcham Road, Totterdown Street and Longmead Road would need to be retained. New points of public access should relate to the existing entrances to the markets and from the Longmead Road via the Royal Mail site.

**Active Travel** - Local cycle route enhancements are also desirable to support Cycle Superhighway 7.

**Parking** - Car club provision for residential/commercial use would be appropriate. The provision for additional short-term parking for shoppers in the town centre should be considered, as well as improved vehicle access to the site.

**Public Transport** - Contribution to public transport infrastructure and services will be sought, including bus service enhancements, bus standing/terminating facilities adjacent to the site at Mitcham Road and Tooting High Street to increase space for pedestrians at the junction and station/access improvements to Tooting Broadway.

**Address social, economic and environmental disparities** – Development proposals should create safe, secure and appropriately accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion. Measures to design out crime should be integral to development proposals and be considered early in the design process.

**Planning Permissions** – The site has multiple planning permissions for partial redevelopment of the site. For more information see planning application references 1).(2017/0811) 2).(2014/6050) 3).(2014/5383).

## Design Requirements

**Movement** – A new route should be established from the Tooting and Broadway Markets to Mitchem Road via an entrance at 19-21 Mitchem Road.

**Identity and Architectural Expression** - The character of the place should be very distinctive with a tight knit development comprising small scale independent retail/cafe units. Future development must maintain the legibility, character and distinctiveness of Tooting Market from views along Tooting High Street.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## TO2 St Georges Hospital Car Park and adjoining land on Blackshaw Road, Maybury Street, SW17

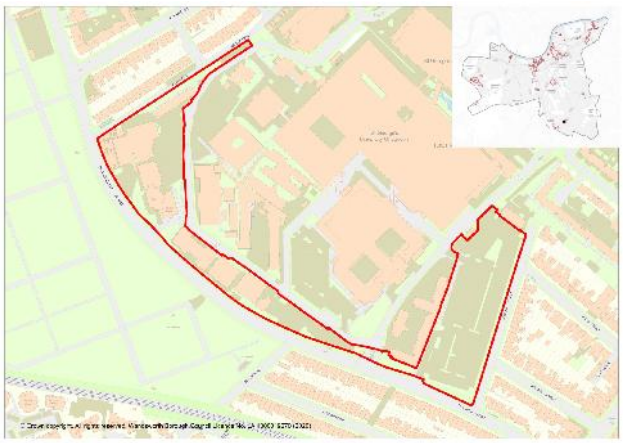
### Site Allocation

Mixed use development including residential and expansion of healthcare facilities.

### Site Description

The site is located on the southern end of the St George's Hospital campus. It includes the car park to the south east, the area between Perimeter Road and Blackshaw Road to the south of the site and is bounded by Kilm Mews and Hepdon Mews to the north west. To the north east is the main hospital buildings but this site does not extend into that area, rather only as far north east as Perimeter Road. The land is currently used for a mix of medical, hotel, parking, and temporary medical facility uses.

The eastern part of the site is used as a car park for the hospital. It is surrounded to the east and south by two-storey residential houses and to the west by a three-storey building used in conjunction with St. Georges Hospital. The surrounding residential development exhibits a fine grain with plots to individual terrace houses at around 5 metres in width.



**Map 8.3 TO2 St Georges Hospital Car Park and adjoining land on Blackshaw Road, Maybury Street, SW17**

Site Area – 2.8ha

### Development Considerations

**Uses** - The site is suitable for hospital-related and residential uses. Any proposal that results in the loss of staff accommodation will need to ensure it is reprovided. Existing on-site medical uses must be re-provided on-site unless it can be demonstrated that there is justification for loss or off-site provision in accordance with the NHS Estates Strategy.

**Stakeholder Engagement** – Development proposals should be prepared through a collaborative approach with engagement from the hospital and local community.

**Open Space** - Opportunities to improve the public realm around the hospital perimeter should be explored including additional public art. A small pocket public space/parklet should be provided at the main public entrance to the hospital for visitors as well as staff. Hospital staff and patients should be consulted on the public art.

**Access** - Any proposal that will significantly alter access to the site or generate additional trips to the site will need to assess the impact to employment land and the additional medical capacity.

**Parking** - Reprovision of car parking to serve the hospital site will be required.

### Design Requirements

**Built Form** - New development should generally conform to perimeter urban blocks to develop linkages with the existing urban grid. Any new streets should be formed by extending existing streets to improve connectivity and legibility of built form. The frontage on to Maybury Street should be residential with direct access to residential entrances.

**Movement** - Proposals will be expected to create more space for pedestrians especially on routes to Tooting Broadway station and St George's Hospital.

**Context** - Future redevelopment proposals will need to demonstrate how to successfully integrate new residential development with the existing hospital use on adjacent site.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## TO3 50 – 56 Tooting High Street, Tooting, SW17

### Site Allocation

Mixed use development including residential with commercial and office uses on the ground floor.

### Site Description

The site is located on the south west corner of the Garratt Lane and Tooting High Street junction. It is bounded to the south by Garratt Terrace and to the west by a terrace of houses. The site contains a range of retail and commercial uses that front on to Tooting High Street along with a parking area to the south west corner of the site.

**Map 8.4 TO3 50 – 56 Tooting High Street, Tooting, SW17**

Site Area – 0.183ha

### Development Considerations

**Access** – The parking and access to the west should be retained with public realm enhancements provided for pedestrians.

**Parking** - Servicing should take place directly from the Garratt Lane frontage subject to the constraints of the bus bays

### Design Requirements

**Built Form** - Provide active ground floor frontages to Tooting High Street, Garratt Lane and Garratt Terrace.

**Context** - Consider the character of Tooting with its fine grain with frontages of around six metres.

**Identity and Architectural Expression** - A development of high quality sustainable architecture and urban design is required that will give a strong presence to and define the heart of the town centre in the form of a landmark.

**Nature** - Consider planting street trees to Garratt Lane subject to service runs.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

# 9 Area Strategy for Roehampton

## Introduction

**9.1** The Area Strategy for Roehampton identifies opportunities to create an improved sense of place for the area, while celebrating the existing landmarks in the Alton Estate. It builds upon the Roehampton SPD adopted in October 2015, and subsequent proposals to regenerate the estate, and will help in reconnecting and bringing together the currently fragmented areas of Roehampton Village and the Alton East and West Estates, whilst providing multi-functional spaces for local residents, facilitating the development of new retail and employment uses to address recognised deficiencies. These initiatives will contribute to tackling deprivation and reducing carbon dioxide emissions, and will provide enhanced opportunities for active travel for local communities.

**Picture 9.1 Kairos Centre, a locally listed building, situated within acres of landscaped gardens and overlooking the historic Richmond Park**

## Context

**9.2** Roehampton is an area of considerable contrasts. It is home to large-scale buildings of scenic, cultural and historic value, much treasured by local residents; of Georgian family villas; and private sports clubs, all of which are surrounded by spacious stretches of Metropolitan Open Land (MOL), including Richmond Park. Yet, it is also a landscape of socio-economic challenges, housing some of the most deprived areas in the borough, which suffers from high levels of economic inactivity and unemployment, and higher than average crime levels and ill health.

**9.3** Roehampton is categorised as a 'local centre' within the Local Plan, with the area's shops and community facilities focused around the twin axes of Danebury Avenue and Roehampton Village. The relationship between the two, however, is disjointed and the area as a whole lacks a coherent centre. The former parade of shops is noted in the Urban Design Study as lacking vibrancy and interest, a result of an undersupply of entertainment facilities or restaurants, and it also suffers from the poor maintenance and condition of the buildings. The redevelopment of the area through the estate regeneration scheme should seek to remedy this by attracting investment into the area to create a vibrant new heart for Roehampton, including the provision of improved commercial, community and leisure facilities within the local centre. The eastern end of Danebury Avenue, in particular, would benefit from an improved 'public square' to serve as a connection to and a gateway for the retail parade. The Retail Needs Assessment 2020 anticipates that, following the implementation of commitments under the Alton Estate regeneration scheme, there is a limited capacity in the area for additional food and beverage offer until 2030, after which there is small-scale demand for additional retail and leisure facilities. In the interim, pop-up uses should therefore be encouraged in vacant shops, in particular where these support creatives, with the view to establishing a permanent cultural anchor space in the longer-term, potentially in partnership with the University of Roehampton or other institutional actors.

**9.4** The high levels of economic inactivity and unemployment within the area are inherently linked to the acute lack of employment opportunities within Roehampton, also itself a product of the low public transportation accessibility of the area and the relative distance from the borough's main centres. Alongside housing, regeneration initiatives should therefore seek to improve opportunities in particular for small-scale employment, targeted

at the provision of incubator space for local start-up businesses. There is an opportunity to capitalise on the proximity of Roehampton University, which could provide institutional support for these ventures.

**9.5** The low public transport accessibility, as well as affecting accessibility to business opportunities, results in Roehampton feeling disconnected to other parts of London and with correspondingly high journey times. In particular, the area is poorly connected by rail, and Transport for London (TfL) PTAL score for the area, ranging from 1b to 3, reflect this. The area also suffers from substantial traffic levels, with the two main generators of travel: Roehampton University and Queen Mary's Hospital. Traffic flows through two main routes, east-west along the A3 and north-south along Roehampton Lane. These roads experience severe congestion, which is due in part to the lack of mass transit stations and lack of adequate cycling infrastructure. This is, however, compensated, to some extent, by the relative proximity of Richmond Park and Wimbledon/ Putney Commons, which offer residents the opportunity to make journeys by foot or bicycle in traffic-free or traffic-light environments. The Wandsworth Local Implementation Plan (2019) shows that Roehampton has a low level of residents meeting their active travel daily requirements at approximately 20%-30%, and there is scope to switch 915-2,026 daily trips to walking and 2,001-5,000 trips to cycling.

**9.6** There are significant level changes across the whole estate, the result of which is the current lack of visual and physical connectivity. The most compromised pedestrian routes are the north-to-south connections - between Roehampton Lane, Harbridge Avenue, Danbury Avenue and Laverstoke Gardens; the majority of which involve a combination of ramped and stepped access. There is therefore a need to provide improved pedestrian routes, creating an accessible, step-free and coherent network of paths that open the estate both internally and knit it into the surrounding area.

**Picture 9.2 The listed concrete estates of the post war era are a key characteristic of Roehampton**

## Character

**9.7** Roehampton is a mixed area, with some remnant large Georgian and Victorian mansions, 20th century housing estates and the university campus. The area is characterised by a palimpsest landscape, made up of different layers of historic developments from the Georgian, Victorian and post-war eras. Historically, the area was occupied by Georgian country estates reflecting Roehampton's popularity as a destination for aristocratic summer residences close to Richmond Park. Several of the country estates in their landscaped parkland settings still survive (notably Mount Clare, grade I listed, Parkstead House, also grade I and Downshire House, grade II*), although many have been altered, extended or part demolished. The Victorian era saw development of villas in subdivided estate plots.

**9.8** The character of the area changed significantly in the mid to late 1950s with the introduction of the Alton Estate, said to be one of the finest examples in London of the post-WWII idealism of designing residential buildings within a cherished landscape setting. The Alton Estate is one of the largest council estates in the UK. The design vision for the Alton Estate was for elegant and harmonious clusters of residential accommodation to form distinctive landmark elements on the skyline in views from Richmond Park, and set within generous parkland, with the aim to give residents the impression of 'living in the park'. Mature trees and undulating landform create a distinctive landscape. However, much of the areas have become overgrown, with sections of impermeable wilderness, and spaces which are dark, unsafe and unusable.

**9.9** Although the atmospheric landscaping, historic layout and architectural quality of the buildings is valued by local communities, the Alton Estate is cut off from its surroundings, by the A3 and Roehampton Lane and continuous fences along Richmond Park/golf course. These features contribute to poor circulation and connectivity, which is confusing for visitors. The area has also suffered from additions and demolitions over the years, obstructing views, and infilling 'spare' bits of land with poor quality developments. The incremental change has eroded the overall vision and sense of place, compromised the openness, harmony and connectivity of the estate, and resulted in a confused place. These alterations have also created dead ends and retaining walls, which contribute to the perception of a lack of safety and lack of natural surveillance. In addition, the character of the area suffers from poor quality frontages along Danebury Avenue. All these factors have led to much of the area being identified in the Local Plan as an area for regeneration.

### Place performance

**9.10** Current place performance for Roehampton is presented in the diagram below:

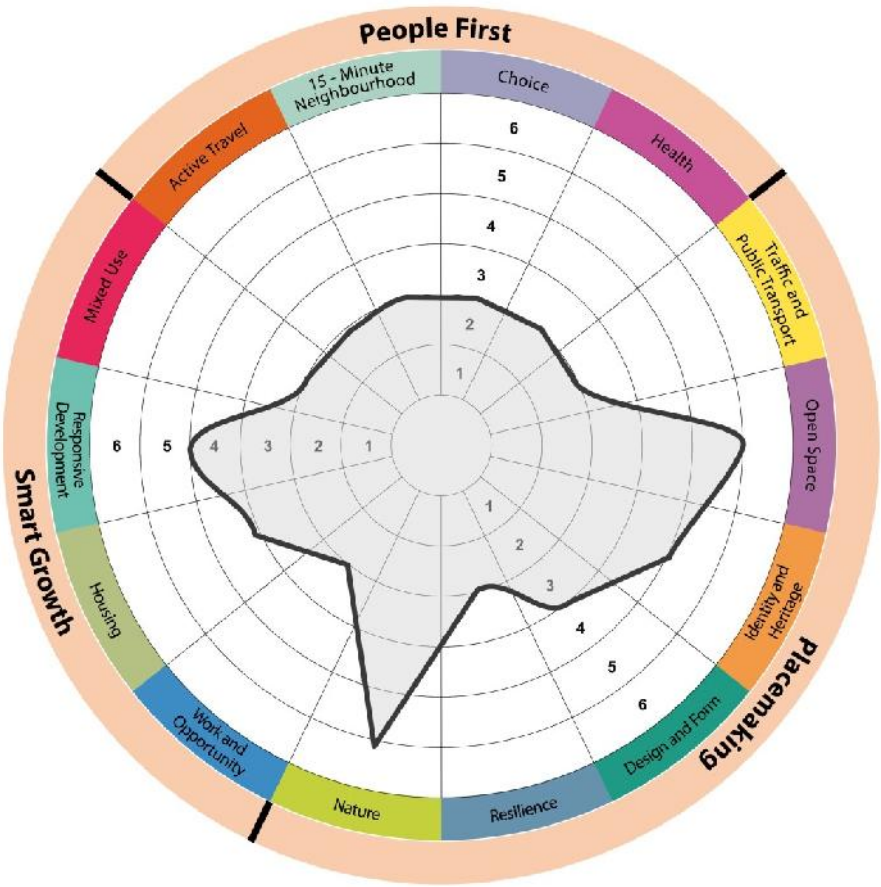



**Figure 9.1 Roehampton Place Performance**

**9.11** Roehampton faces challenges regarding traffic management and public transport accessibility that weaken its performance in Placemaking. Its strengths are focused around open space provision and accessibility which supports nature and biodiversity. With regard to Smart Growth, Roehampton offers a range of housing. However, local employment opportunity is weaker as is a diversity of use. Developing people centric approaches for the area around active travel and 15-minute neighbourhood to support health and choice outcomes offers opportunity to significantly improve place performance for Roehampton.

## Vision

**9.12** The Area Strategy for Roehampton will meet the vision and objectives of the Local Plan by:

- promoting the replacement of poor-quality building stock of with **well considered new buildings** of high architectural design, contributing to climate change mitigation;
- supporting the adoption of a **placemaking approach** which protects, strengthens and repairs the special qualities of the estate;
- promoting the creation of new **pedestrian friendly, green streets**, and reconnect the currently

fragmented areas of Roehampton Village and the Alton East and West Estates;

- creating **local economic opportunities** through the provision of incubator space and revitalised commercial premises to address relative deprivation within the area; and
- helping in facilitating new **cultural and community facilities** to draw in both local and wider audiences.

**Anchor for Change - The Alton Estate Regeneration**

The vision for the regeneration of the Alton West Estate is to blend this iconic post-war estate with the placemaking and streetscape lessons that have been learnt since its formation - creating a great place to live that includes a wide choice of housing suitable for new and existing tenants who regard it as amongst the best locations in the borough. The redevelopment can provide:

- a variety of replacement and new affordable homes;
- new multi-purpose community buildings offering flexible, adaptable and inspiring spaces;
- improved shops and new business floorspace, bringing vitality and vibrancy to the area;
- well designed architecture and public realm, supported by a cultural strategy for the project, which focuses on celebrating the special qualities of the estate;
- good quality and sympathetic design, to better reveal and enhance the character and setting of heritage buildings on the Estate and complement the existing townscape;
- enhanced connections across the estate, with improved road junctions, safer streets, improvements to public transport links and additional pedestrian and cycling routes; and
- high quality and improved green open space, including lots of new tree planting.

**PM7 Roehampton Regeneration Area**

**Placemaking**

A. Future development should conserve and enhance the parkland setting, historic character and heritage assets. Development must not diminish the openness and harmonious balance of buildings and open spaces.

B. Development along Danebury Avenue must provide active frontages and entrances directly onto new and existing streets and spaces. Future proposals must contribute to improving pedestrian amenity, safety and the vibrancy of the area.

C. Development along Roehampton Lane must provide building frontage with a strong edge, while retaining the trees and greenery (where these exist) that provide separation from traffic.

D. The Urban Design Study has identified appropriate locations for tall buildings in Roehampton. The broad locations are identified in Appendix 2. Any proposal for a tall building will be subject to addressing the requirements of Policy LP 4 (Tall Buildings) as well as other policies in the Plan as applicable.

**Smart Growth**

A. New residential accommodation in Roehampton will help meet the borough's housing target, as set out in Local Plan Policy LP 24. Development in this area is expected to provide at least 1,145 homes by 2037/38 (the entire plan period) of which 996 homes are expected to be delivered by 2032/33 (10-year housing supply). These figures reflect the projected completions on large, small and windfall sites rather than total capacity of Site Allocations.

B. Development should create new commercial, community, leisure and cultural facilities within Roehampton local centre, anchored by a cultural facility, to create a civic square which provides a locus for community life, and connects Alton West, East and Roehampton Village.

C. Development should provide new job and training opportunities for local people, targeted towards the provision of incubator space to support start-up businesses. The flexible use of these facilities to support different users in the area, including local people and institutional partners, will be encouraged.

D. The temporary use of vacant shopping units will be supported, especially where this provides cultural facilities or space that promotes the area's Cultural Strategy.

**People First**

A. Future redevelopment of the Alton Estate should aim to provide a multi-functional central parkland. The new open space should integrate a range of different uses in a sensitively re-landscaped terrain invigorated by a new planting and activity strategy. This landscape should provide a conceptual link through the area from Roehampton Lane to Richmond Park.

B. Future development should ensure that biodiversity, scenic and recreational amenity function of the green and public open spaces are enhanced, and the provision of public realm and spaces for sitting and socialising are improved.

C. The Council's Local Implementation Plan indicates that a large number of trips could be switched to walking and cycling. To facilitate this modal shift, opportunities to create a new connection for pedestrians and cyclists between Tunworth Crescent and Richmond Park, as well as other local cycle lanes, will be supported.

D. Improvement at junction between Danebury Avenue and Roehampton Lane will be supported.

E. Measures to improve public transport facilities by relocating existing bus stops in lay-bys along Danebury Avenue into the carriageway, and creating additional bus stops will be supported.

# Roehampton

**Public realm and active travel**

- Suggested location for new public open space
- Open space enhancement
- Proposed new public open space
- Existing route
- Suggested/ proposed new route
- Active travel enhancement
- Suggested public realm improvement
- Suggested building frontage
- Valued view and vista
- Local Centre

**Growth location**

- Site Allocation Boundary
  - 1 Alton West Intervention Areas, Roehampton, SW15 (Ref: RO1)
  - 2 Mount Clare, Minstead Gardens, Roehampton, SW15 (Ref: RO2)
  - 3 Queen Mary's Hospital car park, SW15 (Ref: RO3)

- Community centre
- Leisure Facility
- Proposed community hub with play and leisure facilities

**Background information**

- Metropolitan Open Land
- Other open space

## Site Allocations

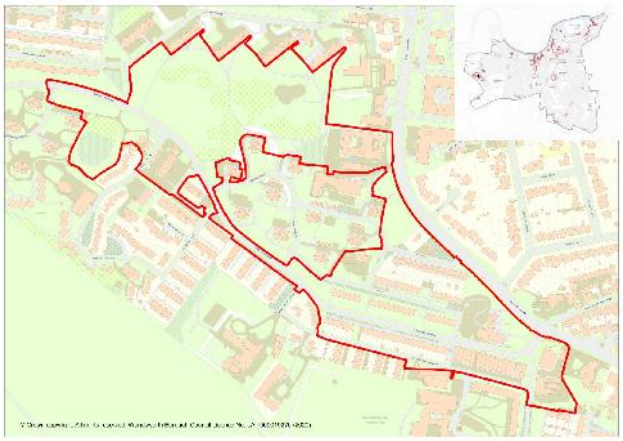
## RO1 Alton West Intervention Areas, Roehampton, SW15

## Site Allocation

Regeneration of the area through the masterplan process to identify appropriate uses which may include a mixed use development that will provide improved shopping facilities, retail, new incubator employment uses, community uses, a new library, nursery school, children's centre, GP facilities, leisure and health uses, student accommodation, youth centre, open space, community hall and local authority housing office accommodation. The development should contribute towards providing significant levels of additional housing in the area, including replacement and new affordable housing.

## Site Description

The site is east of Richmond park and includes Danbury Avenue and the buildings fronting onto it. The site is bounded to the east by Richmond Lane and Chadwick Hall. To the north, the site is bounded by Alton Estate. The site includes shops; financial and professional services; office space, open space, residential homes, community floorspace, a library, assembly and leisure uses.



**Map 9.2 RO1 Alton West Intervention Areas, Roehampton, SW15**

Site Area – 12.5ha

## Development Considerations

**Uses** - Any comprehensive redevelopment would present opportunities for substantial improvements to the highway layout in this area. TfL are likely to require a contribution towards the cost of improvements to the junction of Danebury Avenue and Roehampton Lane and the dedication of any additional land to the public highway.

**Uses** – Provision of a permanent cultural anchor space which will be leased to a cultural organisation on a peppercorn rent in exchange for them animating the area which they would occupy (via a Social Value Agreement). This should form part of a new civic focus at the heart of any development and address need for public space.

**Open Space** - The existing green space at the junction of Danebury Avenue and Roehampton Lane does not function well and opportunities to enhance its function should be explored, including building frontages to generate activity and interest. The mature trees on this space should be retained. Downshire Field will be preserved and enhanced as an open space.

**Open Space** - A new public space shall be provided and focused around Danebury Avenue/Roehampton Lane. Proposals should relocate the bus stands on Danebury Avenue to improve the visual connectivity of the surrounding open spaces.

**Parking** - A car club should be provided for residential/commercial use and surrounding area.

**Public Transport** - Any redevelopment is likely to require improved bus and supporting bus facilities (stops, stands and drivers' facilities) and provision/funding for these may need to be considered. Bus service enhancements, especially to link with Barnes station, and access improvements to the station itself, are considered necessary (by TfL) should redevelopment of the site involve any additional users/occupiers of the site.

**Active Travel** – Any redevelopment is likely to require improved walking and cycling facilities and provision/ funding for these may need to be considered. Cycle route improvements would be required, linking the site to the surrounding cycle network.

**Relevant Management Plans** - Proposals should make reference to the Alton Area Masterplan.

**Natura 2000 Sites Impact** - Assessment of the impact of emissions from traffic (construction and occupation) on Richmond Park Natura 2000 site to determine appropriate mitigation. Promote introduction or enhancement of Stag Beetle habitats in consultation with Natural England's Discretionary Advice Service (DAS).

## Design Requirements

**Built Form** - Development of the site should conform with the regeneration principles outlined in the Alton Area Masterplan. Relevant to this site are the following principles: retain and/or provide a new public space as a focal point for the community and improve the area's appearance and enhance community safety.

**Built Form** - All new development shall have built frontages to Danebury Avenue, Roehampton Lane, Laverstoke Gardens and Holybourne Avenue. Development fronting onto Danbury Avenue should include retail/commercial uses at ground floor with residential above.

**Movement** – Proposals should seek to improve connectivity throughout the site and the areas adjacent to its boundary, in particular Queen Mary's Hospital on Roehampton Lane.

**Movement** - The existing bus turnaround should be relocated to a less prominent location

**Context** - Redevelopment of other housing estates and developments close to the proposal area such as those on Fontley Way and Bessborough Road should be considered. Their redevelopment will form an important part of the wider regeneration of Roehampton.

**Identity and Architectural Expression** - The architectural style of new buildings should complement the modernist context.

**Site Layout** - New development would also be welcomed at the rear of the shops on Danebury Avenue where the existing rear service yards offer an unsatisfactory and unattractive edge to the street, compromising public safety and security in this area.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for 'tall buildings within a local context' or 'tall buildings within town centres and along strategic routes', and the height at which buildings will be considered as 'tall' is 6 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RO2 Mount Clare, Minstead Gardens, Roehampton, SW15

### Site Allocation

Mixed use development with residential uses to be identified through the masterplan process.

### Site Description

The site is located east of Richmond Park within the Alton Estate Regeneration Area. It is bounded to the north and east by Minstead Gardens and the west by Tunworth Crescent. The site includes student housing and education facilities.

**Map 9.3 RO2 Mount Clare, Minstead Gardens, Roehampton, SW15**

Site Area – 1.57ha

### Development Considerations

**Uses** - Any proposals must consider the future role of the Doric Temple and provide a scheme for its long-term management and maintenance.

**Relevant Management Plans** – Proposals must follow the guidance in the Alton Estate Masterplan.

**Natura 2000 Sites Impact** - Assessment of the impact of emissions from traffic (construction and occupation) on Richmond Park Natura 2000 site to determine appropriate mitigation. Promote introduction or enhancement of Stag Beetle habitats in consultation with Natural England's Discretionary Advice Service (DAS).

### Design Requirements

**Identity and Architectural Expression** - Any replacement of the 1960s buildings should seek to re-assess the landscape significance of the site and seek to inform and re-interpret the principles of the Capability Brown landscape.

**Massing** – Any development will need to respect the scale of the heritage assets.

**Nature** – Redevelopment should consider reinstating the pond in front of the Temple to improve the biodiversity value of the site.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 6 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RO3 Queen Mary's Hospital car park, SW15

### Site Allocation

Reprovision of the existing car parking with additional medical facilities and mixed uses.

### Site Description

The site is just south of the main hospital building and is east of Roehampton Lane. The site is bounded to the east by the playing fields and to the south by Roehampton House and associated land. The site includes parking and a small parcel of open space.

**Map 9.4 RO3 Queen Mary's Hospital car park, SW15**

Site Area – 1.62ha

### Development Considerations

**Access** – Redevelopment provides the opportunity to create stronger links and access to the hospital.

### Design Requirements

**Built Form** – Building frontages shall be established to Roehampton Lane behind the listed boundary wall. The re-provision of the car park needs to be sensitively integrated within the site.

**Context** – The site lies within the curtilage of Roehampton House, to the south of the site, a significant heritage asset listed grade I and a landmark building and a focal point and the impact on its significance, setting and views must be considered as part of any proposal.

**Site Layout** – Proposals must maintain and enhance the parkland character of the landscape, ensuring that any new development in the area does not diminish the openness and harmonious balance of buildings and open spaces.

**Nature** - More trees and greening need to be provided facing onto Roehampton Lane and throughout the site.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 5 storeys, and development of 6 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

# 10 Area Strategy for Balham

## Introduction

**10.1** Balham benefits from a high quality, human scale townscape and is served by excellent transportation links. The pedestrianised Hildreth Street and surrounding streets constitute a local destination for eating, drinking and shopping, and noted for its good range of independent retailers. Although Balham is already a good place to live, the strategy shows that Balham has potential for targeted growth that benefits the local communities and enhances the sense of place. New development will bring improvements to the public realm, create attractive gateways to the town centre and encourage active travel, thereby helping to reduce noise pollution and traffic congestion associated with Balham High Road, and support the health and wellbeing of communities.

## Context

**10.2** Balham developed as a small town centre following the opening of the railway in 1856, becoming known as the 'gateway to the south'. The station stimulated development of the fields lying behind the early ribbon development along Balham Hill and Balham High Road, creating new residential estates. This development and the commercial growth of the centre was further accentuated by subsequent transportation infrastructure improvements: the introduction of a tram in 1903, and then the extension of the Underground to the area in 1926.

**Picture 10.1 Temporary pedestrianisation of Bedford Hill**

**10.3** Today, Balham is an established and accessible urban centre that forms a local destination for eating, drinking and shopping, and which has a sense of vibrancy and activity. The town centre is focused on four roads: Balham Station Road, Balham High Road, Bedford Hill and the pedestrianised Hildreth Street, which create a triangular shopping circuit with a Sainsbury's store at its heart. The centre previously extended further up along the High Road, joining with Clapham South station, with various commercial and leisure uses on this strip including a cinema, hotel and theatre, however bomb damage and subsequent redevelopment for residential use has changed the character of this part of the high road. The centre benefits from this, as it has created a compact retail core that stretches for a little over 300 metres along the High Road (between the junctions of Balham Station Road and Balham Grove), which accommodates the majority of centre's larger retail units (over 200 sqm) and multiple retail operators. In turn, these serve as an anchor which supports the area's good provision of independent shops; which help give the town a sense of local distinctiveness. Balham also benefits greatly from the pedestrianised Hildreth Street, which hosts a popular street market and has an emerging al fresco café culture that has built up through the extensive provision of outdoor seating. The centre is generally well served with regards to convenience shopping – there are two supermarkets, as well as a baker, butcher, off licences and a health store. There is good provision of comparison shopping and services, although the centre includes a large number of estate agents and charity shops. The borough's Town Centre Health Check, referenced in the Retail Needs Assessment 2020, reflecting pre-COVID rates, identified that Balham has a shop vacancy rate of 12.4% - comparable with the then UK average, but above that for the Greater London Authority (GLA) area (8.6%). Looking forward, the Retail Needs Assessment 2020 projects that there is a small oversupply of retail and food/beverage floorspace by 2030, but that by 2035 the growth of the centre will result in capacity for a small amount of additional convenience and comparison shopping. Such future growth could be absorbed by the existing vacant floorspace, and as such the strategic priority should be the

reoccupation of these premises over new provision. The centre is well provided for with community facilities, and includes two places of worship, a library, social clubs, two doctor's surgeries and two dentists.

**10.4** Office floorspace in Balham is generally limited to units above ground floor retail premises; however there are several larger more modern premises on the outskirts of the town centre boundary. The quality of these buildings is good, and there is little evidence of vacancy. The Sainsbury's site and car park within the 'Balham triangle' could present an opportunity for redevelopment and intensification of land for a mix of uses in the town centre, particularly were a Crossrail 2 station to be realised here. The environs of Balham station are being considered as a potential station on the future Crossrail 2 link however Tooting is the current preferred route. In addition to relieving congestion on the Northern Line, this would provide Balham with a rapid and direct connection to major London stations such as Clapham Junction, Victoria, Tottenham Court Road and Euston.

**10.5** The presence of rail and underground stations enable excellent access to public transport in Balham. The stations act as a transport interchange for the local community and visitors, with tube-bus, tube-rail, rail-bus and bus-bus options available. Although Balham benefits from excellent public transport accessibility, the area is dominated by car parks, with parking for both supermarkets occupying prominent locations at the heart of the town centre. These features negatively affect the street scene, and attract a lot of private vehicle travel on the main road, which in turn have a negative effect on bus speeds. In addition, Balham High Road is busy and generally difficult to cross, detracting from the perceptual quality of the place. Even though, the area benefits from the access to Cycle Superhighway, there are issues with the quality of the cycle lane. There is also insufficient provision of local cycle lanes, which would provide an easy access to local amenities for the local community. The Wandsworth Local Implementation Plan (2019) shows that Balham has a medium level of residents meeting their active travel daily requirements at approximately 31%-40% and there is scope to switch 3,541-5,884 daily trips to walking and 10,001-20,000 trips to cycling.

## Character

**10.6** Balham is characterised by 3-4 storey intact Victorian and Edwardian terraces with ground floor shops and offices or residential above. Many of these are sited on narrow plots with red or yellow brick façades and gabled frontages to the streets. Generally, frontages are positive, and contribute positively to the street scene, with a sense of diversity, variety and colour. There is a sense of individuality to buildings (e.g. shop fronts along Hildreth Street), yet these create a coherent overall unity. Occasional use of ceramic tiles, such as the area of public realm near the southern end of Hildreth Street, lend a sense of texture and richness. Overall, the buildings create a distinct recognisable proportion to the overall street scene.

**10.7** The sense of place is greatly enhanced by positive landmarks on corner plots, including the Bedford and Devonshire pubs. Historic interest is also provided by the locally listed Du Cane Court, a distinctive 8 storey 1930s residential block finished with red brick, and churches: St Mary's Church (grade II listed) and Polish Church of Christ the King. There are also notable examples of early 19th century villas, nos. 207 and 211 Balham High Road, both of which would benefit from an enhancement to their condition and setting.

**Picture 10.2 Street trees provide a sense of relief from the surrounding urban streets**

**10.8** Although many landmarks remain in place, Balham suffered a substantial damage during the World War II, with the loss of Royal Duchess Palace theatre, and extensive losses to the Victorian terraces around the High Road, Caistor Road and the area around the station. As a result, there is a high incidence of post-war infill development, some of which are unsympathetic to the period character and proportions. There is also evidence of gradual deterioration of the built form towards Tooting Bec underground station, where improved maintenance in needed. Some of these buildings providing a poor welcome into the town centre, which highlights a need for a more defined gateway to the town centre at its southern end. The area also suffers from the lack of street trees, which perceptually add to the feeling of noise and pollution. Where street trees do exist, such as the two mature trees in front of the row of shops north of Caistor Road, these are valuable in providing a sense of relief from the heavy traffic and hard streetscape.

### Place Performance

**10.9** Current place performance for Balham is presented in the diagram below

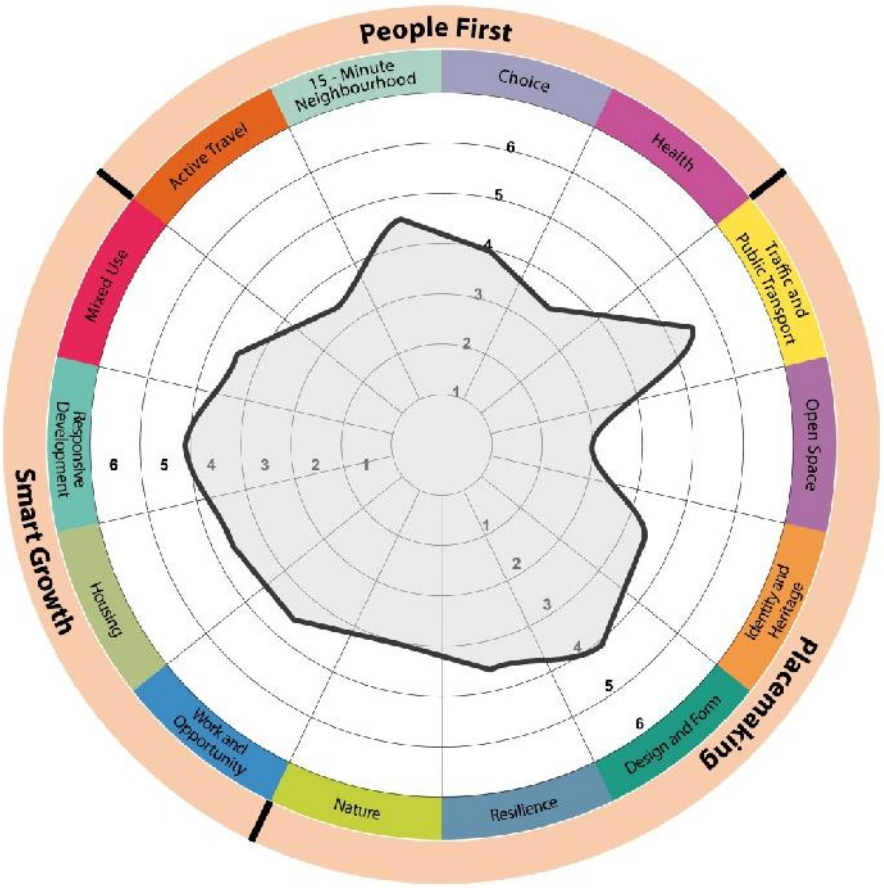



**Figure 10.1 Balham Place Performance**

**10.10** Balham is a cohesive community that supports a People First approach as it performs well as a 15-minute neighbourhood that helps lifestyle choice for the community. This can be reinforced by developing active travel. Placemaking outcomes support public transport connectivity and good open space provision attractive to all. Balham has a good identity and form. Development has delivered on Smart Growth with local employment, housing range and diversity of use performing reasonably.

## Vision

**10.11** The Area Strategy for Balham will meet the vision and objectives of the Local Plan by:

- **restoring the town centre's character** by supporting improvements to existing frontages through sensitive and well designed intensification, creating well-located new homes and offices;
- providing an inclusive and **connected public realm/open space** and encourage urban greening to create a pleasant and people-focused urban environment;
- supporting measures to reduce the dominance of cars and improve **opportunities for active travel**, in particular to capitalise on the location's good cycling links; and
- supporting appropriate development at **key gateways** to the centre that provide an attractive entrance to the area and create a **stronger definition**, whilst making more efficient use of under-utilised

spaces given over to cars in the allocated site at the eastern end of the town centre.

**PM8 Balham**

**Placemaking**

A. Appropriate development that creates a stronger definition to the northern, southern and eastern ends of the town centre will be supported. Any such proposal should provide an attractive gateway space to frame the main entrance to the area. Development proposals to the eastern end of the town centre should aim to reduce the dominance of existing surface car parking. Development proposals to the southern end of the town centre should aim to distinguishing between the identities of Tooting Bec and Balham.

B. The Urban Design Study has identified appropriate locations for tall buildings in Balham. The broad locations are identified in Appendix 2. Any proposal for a tall building will be subject to addressing the requirements of Policy LP 4 (Tall Buildings) as well as other policies in the Plan as applicable.

C. Opportunities to repair, improve and unify existing frontages are encouraged, particularly to the south of Balham High Road. New development should provide a frontage that engages positively with local character and the street scene. Where historic shopfronts and features are present, these must be retained.

D. Appropriate development that restores the consistent building line along Balham High Road, increasing the height of existing 1/2/3 storey buildings to tie in with adjacent 4 storey terraces, will be supported. Office and residential uses will be particularly encouraged.

E. Measures to provide new planting and modernise street furniture along Balham High Road will be supported. Where appropriate, development proposals should make provision for new street trees.

F. Proposals on Hildreth Street should contribute to the pedestrian environment and the public realm to support the operation of street market that takes place here, and must not negatively impact this.

G. Loss of open space will be resisted and opportunities to create additional open space and public realm enhancements will be supported, particularly where biodiversity and ecological improvement can also be realised.

**Smart Growth**

A. New residential accommodation in Balham will help meet the borough's housing target, as set out in Local Plan Policy LP 24. Development in this area is expected to provide at least 130 homes by 2037/38 (the entire plan period) of which 63 homes are expected to be delivered by 2032/33 (10-year housing supply). These figures reflect the projected completions on large, small and windfall sites rather than total capacity of Site Allocations.

B. To retain a strong retail core within Balham, proposals for comparison retail uses will be supported in ground floor units within the centre's Core Frontages, which is focused on the area of Balham High Road to the north of the station. Proposals that diversify the existing shopping offer, and which support and enhance the centre's good provision of independent retailers, will also be encouraged within the town centre.

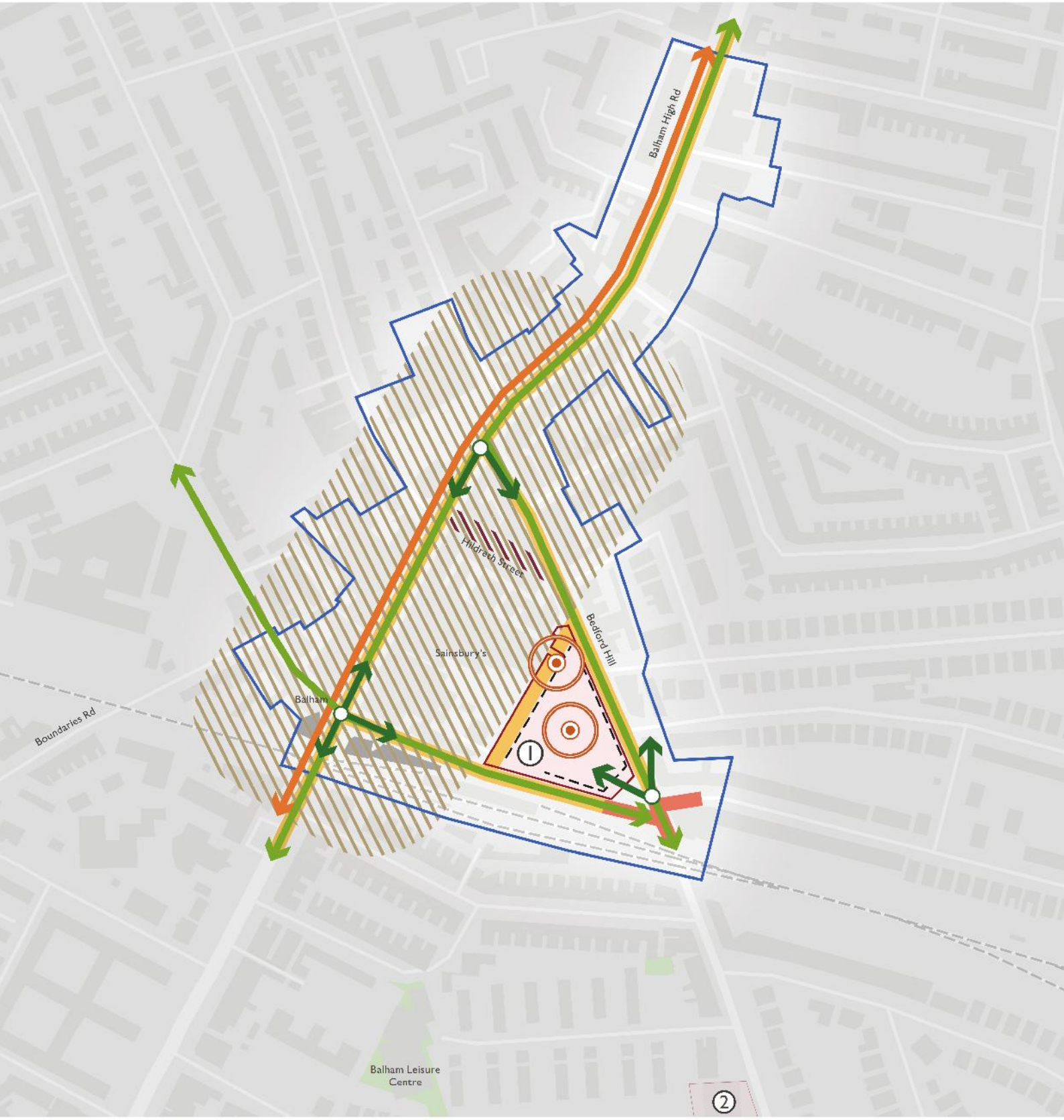
C. Proposals for cafes, restaurants and 'twilight' evening uses will be encouraged in particular on the pedestrianised Hildreth Street in order to enhance the emerging 'al fresco' café culture. Such development should take appropriate measures to mitigate against any potential negative impact on neighbouring uses, including residential.

D. The protection of existing and provision of new office floorspace, as part of the mixed use redevelopment of allocated sites is expected. This should replace or provide new affordable workspace that is appropriate for SMEs.

**People First**

A. Bedford Hill Place and areas adjacent to Balham Library present desirable locations for the expansion of existing cultural offer. Any such proposals should aim to make provision for cultural, creative, visual and performing arts and other forms of community innovation.
B. Development should promote active travel by creating more space for pedestrians especially on routes to Balham Station and by providing better waiting areas for bus passengers on Balham High Road to minimise impact on pedestrian and cycle flows.
C. Bus speeds are slow on Balham High Road, as shown in the Local Implementation Plan. New development will be expected to provide loading and servicing off street where possible, and on side roads where not, in order to reduce congestion and improve bus speeds.
D. The Council's Local Implementation Plan indicates that a large number of trips could be switched to walking and cycling. To facilitate this modal shift, permanent improvements to Cycle Superhighway 7 on A24 corridor and other local cycle lanes will be supported.
E. Measures to widen pavements along Balham High Road will be supported. These should integrate high quality public realm and street trees in order to improve the pedestrian experience and reduce the perceived dominance of vehicle traffic.
F. Proposals should deliver and/or fund additional cycle parking provision in the town centre and near the station, where there is an existing deficiency.

# Balham




**Public realm and active travel**

- Suggested location for new public open space
- Existing route
- Active travel enhancement
- Suggested public realm improvement
- Cycle Superhighway
- Suggested building frontage
- Valued view and vista

**Growth location**

- Site Allocation Boundary
  - 1 Sainsbury's Car Park, Bedford Hill, SW12 (Ref: BA1)
  - 2 Balham Health Centre, 120 - 124 Bedford Hill, London, SW12 (Ref: OUT1)
- Main shopping area
- Hildreth Street (pedestrianised street with al fresco cafés, restaurant and independent shops)

**Transport infrastructure**

- Balham Railway Station

**Background information**

- Metropolitan Open Land
- Other open space
- Balham Town Centre

## Site Allocations

## BA1 Sainsbury's Car Park, Bedford Hill, SW12

## Site Allocation

Mixed use development including retail, residential, offices, community and open space with re-provision of the carpark in ground floor podium.

## Site Description

The site sits just north of Balham Train Station. It is bounded to the east by Bedford Hill and the south by Balham Station Road. To the west of the site is a large Sainsburys and a multi-purpose venue offering a bar/restaurant/cinema and event space. The site is currently used for parking for the town centre and supermarket.

**Map 10.2 BA1 Sainsbury's Car Park, Bedford Hill, SW12**

Site Area – 0.63ha

## Development Considerations

**Uses** - Development would trigger cultural obligations that should be used enhance the existing adjacent local cultural offer.

**Open Space** – The existing pocket open space to the north of the site on Bedford Hill should be enhanced as part of the pedestrian route through to Balham Station Road along the west of the site.

**Access** - Adequate servicing arrangements to retail units must be maintained. Servicing of the supermarket shall be from Balham Station Road. There may be scope for shared loading bays to footways where space permits.

**Access** - Access to the car park and servicing shall be from Balham Station Road. It is suggested that access to Sainsbury's supermarket should be at basement level perpendicular to the proposed pedestrian route as well as at ground floor.

**Parking** - Car club provision should be provided on site. Proposals should provide cycle parking provision to the south west corner of the site to support commuters using Balham Station as a transport interchange.

## Design Requirements

**Movement** – A north/south pedestrian route shall be provided between Bedford Hill and Balham Station Road to improve permeability in moving around the town centre. Proposals should include a permeable site layout to ensure the open space is accessible and the frontage does not dominate the townscape.

**Context** – The design should reflect Balham's character which derives from a tight knit urban grain based on 6m plot front frontages.

**Identity & Architectural Expression** - A contemporary design is required picking up on the architectural vocabulary and cues inherent in the built fabric of Balham. The three corners of the perimeter block should be distinctive particularly opposite the grade II listed Bedford Hotel as the development will announce the gateway to the town centre. A legible form to the block should be articulated at the apexes. High quality materials should be used for the footways around the development and for the pocket public space.

**Site Layout** - A triangular-shaped perimeter block with retail/business/commercial uses on the ground floor with active frontages to all three sides, and with a basement and first floor car park as part of the podium is suggested. The interior of the block above the podium would be suitable for private amenity space to serve the residential units. Street frontages are required on all sides of the site, including to the elevated railway line south of the site with active retail and business uses on the ground floor. Whilst some

retail/business use could be accommodated at first floor level, upper floors could accommodate residential units and pedestrian links along the western edge from north to south. Frontages to the east should replicate the retail and commercial uses opposite it on Bedford Hill.

**Massing** - Taller elements should be located close to the west frontage to face the existing Sainsbury's building. Heights should reduce towards the existing low rise development along Balham Station Road and Bedford Hill. Massing should be considerate of the modest buildings on all sides of the site and the existing local detailing and materials when preparing proposals. The frontages on to Bedford Hill and Balham Station Road should be broken down subject to daylight/sunlight impacts on Bedford Hill properties.

**Nature** - Green roofs should be provided to the built form to enrich biodiversity and trees should be planted to frontages.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 part of the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

# 11 Area Strategy for Wandsworth's Riverside

## Introduction

**11.1** The Wandsworth's Riverside continues to play an important role in defining the distinctive character of the borough by offering places to gather, rest, play, work, and observe, and enjoy the views of the Thames. However, despite the riverside's unique setting and importance to the borough, it can improve its function and purpose. The Area Strategy sets out the overall vision for how Wandsworth's Riverside can improve over the next 10-15 years to become a high quality destination with better connected, new and enhanced public space benefitting the borough and its Thames setting, and supporting future growth. The Area Strategy makes a compelling case for a joined-up approach to future activities on and around the Thames to make the most of the heritage and cultural resources that already exist, and to stimulate further enhancements to the riverside's particular qualities. As an Overarching Strategy, the area intersects with several of the Area Strategies discussed above, mostly notably Area Strategies for Putney, Wandsworth Town, Clapham Junction and York Road / Winstanley Regeneration Area, and Nine Elms. The vision and policies set out within those strategies work in tandem with this the Area Strategy for Wandsworth's Riverside, but are not repeated here.

## Context

**11.2** The borough has 8 kilometres of Thames riverside stretching from Putney in the west downstream to Nine Elms in the east. Originally developed for industry, wharves and warehousing, the release of land on the riverside through de-industrialisation in the second half of the twentieth century has enabled considerable redevelopment to take place in the last twenty years, providing new homes and commercial floorspace.

**Picture 11.1 View from the corner of Battersea Park looking upstream to the listed Albert Bridge**

**11.3** The Council has sought to leverage and encourage this investment, designating particular stretches of the riverside as Focal Points of Activity. These are now becoming increasingly well established at Putney Wharf, Wandsworth Riverside Quarter/Point Pleasant, and Ransome's Dock, as well as through the masterplanned redevelopment of Nine Elms area, focused around Battersea Power Station and further downstream towards Vauxhall (see Nine Elms Area Strategy). As the Area Strategies of the Plan are gradually implemented through development activity, the existing focal points of activity will benefit greatly from increased footfall and activity, enhancing their purpose to provide mixed use vibrant areas to complement the boroughs main growth areas. In these locations, redevelopment of the former industrial areas has already helped in attracting people to the riverside, creating a sense of vibrancy through a mix of leisure facilities, including restaurants, cafes, bars and small-scale retail uses; by creating new and attractive public spaces; and providing new employment floorspace targeted at SMEs. Collectively, this investment has seen some parts of the riverside benefit from improved outdoor environments, which are better designed to make use of the amenities offered by the riverside. However, despite this success, much of their placemaking potential has yet to be fulfilled and the Area

Strategies aim to establish these places as better destinations that are accessible to a wider range of local residents and visitors by supporting their local economy. The continued structured regeneration of these places is therefore of critical importance to ensure that Wandsworth's Riverside fulfils its potential. The area with the greatest opportunity for change lies to the north of Wandsworth Town, in the Wandle Delta. The transformation of this area is being cohesively planned through the Wandsworth Town Area Strategy.

**11.4** There also remains a stretch, focused around Lombard Road/York Road, where regeneration is an ongoing process – with some sites recently completed, underway or planned for, and others yet to be redeveloped. The concentration of riverside site allocations within this location reflects this opportunity, and the area will continue to see transformation through residential-led mixed use development, including with the scope for some tall buildings. As in other Focal Points, these uses should seek to create activity and vibrancy on the ground-floor, with uses such as restaurants, cafes, bars and cultural spaces in order to optimise the vibrancy of this riverside location. Some local convenience provision, serving the new residential populations, will also be appropriate. Reflecting the changing fortunes of town centres – facing structural challenges as a result of the rise in internet shopping, as well as the still unknown full impact of the COVID-19 pandemic – the scale of these uses should be limited to serving local needs only. As such, this development should work to enhance the borough's overall offer, rather than to compete with town and local centres.

**11.5** A grouping of nationally and internationally significant cultural institutions are located within easy reach of the Lombard Road/York Road Focal Point area. These include the Royal College of Art, Tavaziva Dance, BBO Dance and the Royal Academy of Dance (which will relocate to York Road in 2020). This cultural provision and its employment, education and economic dimensions, give the area a strategic significance which opens an opportunity to build a cluster of cultural and creative activity in and around the focal point area. This should focus on three strands: the provision of public arts and creative engagement; encouraging pathways to creative and cultural employment; and the provision of affordable workspace to support creative industries. The redevelopment of the nearby Winstanley and York Road Estates should be integrated as part of this initiative (see the Area Strategy for Clapham Junction and York Road/Winstanley Regeneration Area).

**11.6** While much of the larger industrial land along Wandsworth's riverside has now been redeveloped, the economic function of the area remains present. Redevelopment has also brought forward areas of new office floorspace – often in the form of managed or co-working space, which serves the contemporary employment needs of the borough. In the sites allocated for development, the retention of existing employment floorspace should be prioritised for this market. Where there are existing industrial facilities, such as the trading estate off Gwynne Road and the industrial land south of Chatfield Road, redevelopment could provide intensified industrial and modern industrial facilities uses, such as maker-space facilities. This type of provision would sit more comfortably alongside new residential development, and would generate vitality and create new economic opportunities which meet the borough's identified need.

**Picture 11.2 View upstream from Wandsworth park framed by the distinctive avenue of mature London plane trees**

**11.7** The River Thames itself also continues to provide an important economic function: five working wharves, Western Riverside Waste Transfer Station and Pier Wharf in Wandsworth and Cringle Dock, Kirtling Wharf and Middle Wharf at Nine Elms are safeguarded for the trans-shipment of waterborne freight, particularly waste and aggregates. The movement of goods by water rather than road can help relieve traffic congestion and air and noise pollution, and is consistent with the principle of sustainable development. These wharves are located in the main areas for change identified at the Wandle Delta and Nine Elms, and it is important to minimise the conflict between new and old land uses to continue their important function to Wandsworth borough and London (see Area Strategies for Wandsworth and Nine Elms).

**11.8** One of the largest sewer infrastructure projects in Europe, the Thames Tideway Tunnel, is currently being built with its main shaft site located in the riverside area of Kirtling Street Nine Elms. Due for completion in 2024 the sewer will replace London's 150-year-old sewer network and prevent tens of millions of tonnes of that currently pollutes the River Thames every year. The project, which has six large construction sites mainly located in the riverside area, will provide positive lasting legacy which provides environmental improvements, jobs, skills and economic investment. The sites will be transformed into new public open spaces, including a new promontory in the Thames at Putney embankment and Nine Elms (Heathwall Pumping Station), new public realm enhancing the setting of King Georges Park including new tree planting, and opening up new areas of riverside walk in Nine Elms. The Council will continue to work with Tideway to ensure its legacy is sustainable, enhances the relationship between the sites and their surroundings and developed in partnership with residents and community groups.

**11.9** Leisure activity is a valuable element that adds to the character and the appeal of the riverside. Rowing and boating activity on the river is part of the Wandsworth's heritage. There is scope to promote and enhance river related recreational activities along the stretch of the Riverside, but particularly at Putney Embankment, where there is a concentration

of boat servicing and repair facilities, moorings, boathouses, slipways, steps, stairs and landing places used in connection with river sports and general recreational use of the river (see the Area Strategy for Putney). The River Thames and its tributaries are also a major ecological resource providing an important ecological corridor across London and supporting a host of habitats and species. As a major linear open space of strategic importance, the Thames acts as the backbone of the green chain network which spreads out through Wandsworth and adjoining boroughs. Future development should account for this, seeking to enhance and develop these linkages and the ecological and nature conservation value.

**11.10** Past development along the riverside has secured the provision of a riverside path for pedestrians and cyclists, and it is now possible to walk or ride along almost the entire stretch of the riverside. These connections have also linked many of the features associated with the riverside: an example of where this has been done successfully is at Ransome's Dock, where improved pedestrian access to the Dock has been achieved by way of a new colonnade connection to Elcho Street. The ultimate aim is the completion of the Thames Path, which is a National Trail. Enhancement to Thames Path will be complemented by the erection of new bridges (Pimlico-Nine Elms and Diamond Jubilee Bridge) providing improved linkages with the neighbouring boroughs; and by improving connectivity and legibility between the Wandsworth's Riverside and Putney, Wandsworth Town and Clapham Junction town centres. In addition, there is scope for enhancements to existing riverbus services to serve the growing population in riverside developments.

## Character

**11.11** The Area Strategy encompasses the entirety of Wandsworth's Riverside. Recognising the geographic extent of the area, its character is varied, ranging from human-scale active frontages with boathouses in Putney, through large-scale modern residential development and industrial buildings in Wandsworth, through the outstanding landscape interest of Battersea Park, to an area undergoing a significant change and evolution – Nine Elms.

**11.12** Putney Riverside is defined by the distinct sweeping bend of the River Thames. The area is punctuated by Leader's Gardens, which, together with mature trees along a substantial portion of the riverside, create a green setting characterised by busy public spaces with leisure users on the river. The large number of pedestrians and cyclists lend a promenade feel to the riverside, reinforced by consistent use of natural materials and well considered street furniture. Although busy, the river and mature vegetation lend a feeling of calm and tranquillity, creating a strong perception of nature. Much of the area sits within Putney Embankment Conservation Area, recognised for the importance of its 19th century boathouses. The Conservation Area contains some of the oldest surviving buildings in Putney, including Victorian, Edwardian and Georgian properties with generous set back from the riverside. Although the area has a strong sense of place, some public realm elements along Putney Embankment require repair. Further, there is a need to enhance the connection of the riverside with Putney High Street. These matters are addressed in the Area Strategy for Putney.

**11.13** Downstream of Putney Bridge, the Deodar Road Conservation Area creates a green frontage formed by private gardens to Victorian houses backing onto the Thames. This provides a distinct suburban feel immediately behind the busy Putney High Street, with the special interest created by the houses' relationship to the river. Looking further west, Wandsworth Park marks a distinct change to the more urban and denser frontage of Wandsworth Town. The riverside north of Wandsworth Town is characterised by a mixture of tall residential buildings and remaining industrial sites. The area benefits from the openness of the River Thames, local boat traffic, and the interest of the piers and moorings. Similar to Putney Embankment, there are, however, issues of lack of clear, legible routes connecting the town centre to the River Thames and Wandle River. There are also issues of inappropriate landscape treatments, including areas that feel overly

private. These matters are discussed in more detail in the Area Strategy for Wandsworth Town.

**11.14** Further to the west is Battersea Riverside. It is generally characterised by coarse urban grain with limited tree cover and large-scale buildings, as well as trading estates and car dealerships on Lombard/York Road. There are few leisure or entertainment destinations, and much of the area feels 'private'. This, together with the lack of functional public realm and open space, contributes to the relative absence of activity or vibrancy along much part of the riverside. Exceptions include Vicarage Gardens and the area around St Mary's churchyard open space, which forms part of Battersea Square Conservation Area. The square has a strong sense of place and coherent, distinctive historic character. In addition, it provides valuable space for gathering, eating and drinking, and creates a pleasant environment. The area also benefits from the presence of wharves which are valued for visual interest, colour and richness, particularly where they retain historic elements such as at Ransome's Dock.

**Picture 11.3 The visual interest, colour and richness provided by the wharves.**

**11.15** Further to the west is Albert Bridge, which marks the transition to Battersea Park, a Grade II* Registered Historic Park and Garden of outstanding landscape interest and quality. Its historic landscape is based on the formal and informal compositions within the park, its tree-lined carriageway drives, embankment promenade, lakeside settings, the views within and from the park and its relationship to the River Thames. The combination of avenues of mature trees, lakes and open landscape with views over the river provides high scenic quality and a feeling of serenity and tranquillity, with the promenade along the Thames popular for walking.

**11.16** At the western end of the park is Chelsea Bridge. It provides views towards Battersea Power Station, where the striking silhouette of the four chimneys against the skyline gives significance to the setting of the building. Chelsea Bridge also marks a transition to Nine Elms, which is described in more detail in its dedicated Area Strategy.

## Vision

**11.17** The Area Strategy for Wandsworth's Riverside will meet the vision and objectives of the Local Plan by:

- shaping the riverside's evolution, raising its quality to become a thriving area of **remarkable public space**.
- creating a **coherent network of links that prioritises pedestrian movement** along the river, introduces space for cycling, and connects the river with adjacent town centres, as well as wider walking and cycling routes. This will ensure that movement to, from and along the riverside becomes an uplifting experience that is accessible to all;
- celebrating the river's unique contribution to Wandsworth by increasing opportunities for people to **enjoy and directly interact with the river**. To achieve this, it is key that points of interest along the riverside walk act as local destinations and encourage activity along its full length;
- promoting **residential-led redevelopment** to enhance Focal Point of Activity, providing new housing with a mix of small-scale uses which bring

vibrancy to the area, meeting the needs of local residents;

- **connecting the riverside with Wandsworth Town** and Wandle Delta, and promote its use and setting for eating and drinking, cultural and leisure uses; and
- supporting **river related activity** including for sport, leisure, business and transport uses.

**PM9 Wandsworth's Riverside**

**Placemaking**

A. The existing character of Putney Riverside is strong, with a distinctive sense of place and high quality townscape. Therefore, the strategy is to conserve the character, elements and features whilst enhancing existing features where appropriate. New development proposals should:

1. respect the scale and proportions of the existing period buildings and streetscape which is fundamental to the character of the area;
2. protect the openness and framing of vistas towards the river, along Putney Embankment;
3. maximise use of natural materials to integrate with the quality and natural feel of the existing townscape - including stone, timber, period brickwork and planting;
4. ensure good maintenance of building façades, particularly where they present an active frontage to the Thames Path;
5. provide high quality public realm, including street furniture which is distinctive to the area; and
6. contribute to the valued leisure functions, including water uses, walking and cycling.

B. Much of the riverside between Wandsworth and Battersea Parks has been redeveloped. However, a number of sites present opportunities for targeted growth. These are mainly located to the north of Wandsworth Town (see Site Allocation in the Area Strategy for Wandsworth Town) and in the vicinity of Lombard Road (see Site Allocations in the Area Strategy for Wandsworth's Riverside). New development in these locations should:

1. create a positive front to the water, with active ground floor uses and continuation of the public riverside walk;
2. have distinctive character that creates remarkable landmarks;
3. provide excellent and inviting public realm as part of a coherent strategy rather than spaces between buildings;
4. provide active frontages to the Thames Path;
5. preserve linear views along the river; and
6. create references to historic pattern, uses and elements where possible to bring coherence, legibility and integrity;

C. Development proposals should retain, respect and restore (where appropriate) the historic elements of St Mary's Church, Battersea, and surrounding green space.

D. Development proposals should enhance the sense of place and focus at Plantation Wharf to aid legibility and quality of experience at this part of the river.

E. The Urban Design Study has identified appropriate locations for tall buildings in Wandsworth's Riverside. The broad locations are identified in Appendix 2. Any proposal for a tall building will be subject to addressing the requirements of Policy LP 4 (Tall Buildings) as well as other policies in the Plan as applicable.

F. New development along the riverside should conserve and enhance the quality of the built and natural environment as identified through the designated heritage status of the area, the architectural quality of its buildings and preserve important local views and vistas, as identified in the visual plan.
G. Opportunities to enhance the experience and quality of the public realm through carefully considered, well designed proposals that create interesting, dynamic, accessible, and inclusive public spaces are encouraged. These should provide elements that encourage dwell time, such as seating, which facilitate community and cultural use, and which incorporate public art. Imaginative landscape design can contribute to the greening of these spaces.
H. Development proposals will need to take account of the ecological value of the River Thames and opportunities will be sought by the Council, either as the local planning authority when determining relevant planning applications or through its own corporate activity, to enhance and improve the ecological value where appropriate.
I. Development on the riverside should have regard to the aims of the All London Green Grid (ALGG) and the opportunities identified in the area frameworks (Arcadian Thames, Wandle Valley, & Central London).
J. Support the Thames Tideway Tunnel project through to completion in 2021 and beyond to create a sustainable and lasting legacy. For each site this will mean the protection and enhancement of the setting and character of the surrounding area, improvement of the environment both on site and its setting and providing economic and social benefits such as jobs and skills, and opportunities for the creation of public art and event space to allow for inclusive and varied use.

**Smart Growth**

A. New residential accommodation in Wandsworth's Riverside will help meet the borough's housing target, as set out in Local Plan Policy LP 24. Development in this area is expected to provide at least 3,210 homes by 2037/38 (the entire plan period), of which 2,917 are expected to be delivered by 2032/33 (10-year housing supply). These figures reflect the projected completions on large, small and windfall sites rather than total capacity of Site Allocations. Projected completions on sites located in other Area Strategies but also covered as part of this overarching Area Strategy are included.
B. Promote the mixed uses including restaurants, cafés and pubs around Battersea Square to maintain a sense of activity and vibrancy.
C. Promote residential-led development in the Focal Points of Activity, alongside a mixture of uses to increase activity and vibrancy along the riverside. These should be of a small-scale which is appropriate to serving local needs, and should not detract from the vitality or viability of town centres. Town centre uses will be required to pass a sequential test to ensure this. Where Focal Points of Activity are established, these should be supported and enhanced to sustain a critical mass of local activity.
D. Sports use of the river and water-based leisure will be supported recognising the importance of these activities to the vibrancy and spectacle of the corridor. Opportunities to improve facilities and encourage further use of the river for recreation will be supported.
E. The use of the river for transport purposes will be supported.

**People First**

A. Development proposals should contribute to creating a continuous, connected and legible Thames Path route along the river to avoid pedestrians and cyclists from having to divert from the riverside.
B. Opportunities will be sought to increase public access to the waterfront across the length of the riverside, especially to Putney, Wandsworth Town and Clapham Junction Town Centres. The improvements should prioritise pedestrian and cyclists, and form part of a coherent movement network linking with the wider pedestrian and cycle networks.
C. Opportunities will be sought to improve crossings over Lombard and York Roads.
D. The cultural heritage of the river will be celebrated as an intrinsic part of Wandsworth's story. Future Development proposals should accord with the recommendations set out in the Cultural Planning

Guidance for Lombard Road/York Road Riverside Focal Point Area, as well with the recommendations outlined in the forthcoming River Thames Cultural Vision. The development of Arts and Culture Strategy to create a sense of coherence between the many different elements along the riverside will be supported.

E. Opportunities to enrich the experience of the river through public art and interpretation will be sought and supported along the length of the riverside.

F. Development / renewal proposals affecting Battersea Park or its setting should refer to Management and Maintenance Plan, which sets out actions to conserve and enhance the park. In particular, the following measures have potential to improve the quality of King George's Park for local communities:

1. Conserve and enhance valued features including the listed and non-listed elements.
2. Retain and manage existing trees, particularly mature trees.
3. Preserve and reinstate original features in the public realm such as paving slabs, granite kerbs and setts.
4. Preserve the openness of the park and the riverside by resisting development which would affect this perception.
5. Continue the programme of facilities and events in the park to maintain its vibrancy and importance as a destination.

G. Opportunities for increased water-based travel and use of the water for business will be supported in line with requirements of the emerging London Plan. The Council will support improvements to Wandsworth Riverside Quarter pier and access to Putney Pier.

# Wandsworth's riverside

**Public realm and active travel**

- Suggested location for new public open space
- Existing route
- Active travel enhancement
- Valued view and vista
- Proposed new pedestrian and cyclist bridge

**Transport infrastructure**

- Crossrail 2 safeguarding area
- Crossrail 2 Area of Surface Interest

**Growth location**

- Focal Point
- Site Allocation Boundary

1. Former Prices Candles Factory, 110 York Road, Battersea, SW11 (Ref: RIV1)
2. Dovercourt site, York Road, SW11 (Ref: RIV2)
3. 41-47 Chatfield Road, SW11 (Ref: RIV3)
4. Garrons Industrial Estate, Garrons Way, SW11 (Ref: RIV4)
5. York Road Business Centre, Yelverton Road, SW11 (Ref: RIV5)
6. 36 Lombard Road, SW11 (Ref: RIV6)
7. Travis Perkins, 37 Lombard Road, SW11 (Ref: RIV7)
8. 19 Lombard Road, 80 Gwynne Road, SW11 (Ref: RIV8)
9. The Chopper P.H., 58-70 York Road, SW11 (Ref: RIV9)
10. 200 York Road, Travelodge Hotel, SW11 (Ref: RIV10)
11. Battersea Church Road/ Crewdene Court Garage, Somerset Estate, SW11 (Ref: RIV11)
12. Randall Close Day Centre and adjacent Surrey Lane Estate car park, SW11 3TG. (Ref: RIV12)
13. Bridge Lane Medical Group Practice, 20 Bridge Ln, Battersea, London SW11 3AD (Ref: OUT5)

**Background information**

- Metropolitan Open Land
- Other open space

## Site Allocations

## RIV1 Former Prices Candles Factory, 110 York Road, Battersea, SW11

## Site Allocation

Mixed use development including residential with new public space leading to the Thames riverside.

## Site Description

This site is bounded to the east by York Road and to the north by Bridges Court. To the south of the site boundary, past Candlemaker Apartments, is York Place. The site contains a candlemaker and furniture store, a car showroom and parking.

**Map 11.2 RIV1 Former Prices Candles Factory, 110 York Road, Battersea, SW11**

Site Area – 0.79ha

## Development Considerations

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/York Road Riverside Focal Point Supplementary Planning Guidance (2015).

**Planning Permission** – It is recognised that the site has planning permission for erection of a mixed use including residential development. For more information see planning application reference 2017/0745.

## Design Requirements

**Built Form** - New buildings should be arranged to provide a generous new public space leading to the Thames riverside defined by active frontages including small-scale retail, restaurants and bars in line with the Focal Point policy. This means that new buildings should be set back from and face Bridges Court and York Road with frontages that include active uses at ground floor level with frequent entrance doors and windows

**Movement** - Improvements to pedestrian links between York Road and the Riverside Walk will be sought and improvements to Bridges Court and its junction with York Road will also be required.

**Context** - The existing Victorian candle factory buildings fronting York Road are an important historic feature providing character and a sense of place and should be retained.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV2 Dovercourt site, York Road, SW11

### Site Allocation

Mixed use development including residential, new public open space, with E, B2, B8 and related SG uses. New route connecting York Road to Bridges Wharf.

### Site Description

The site is bounded to the east by York Road and to the north by Lombard Road and Bridges Court. To the south of the site is a residential development and to the west the London Heliport. The site contains Heliport House, car sales showrooms and associated parking.

**Map 11.3 RIV2 Dovercourt site, York Road, SW11**

Site Area – 0.78ha

### Development Considerations

**Open Space** - Bridges Court has the potential to be a location for new high quality public space that would serve as a destination and an attractive route to the Thames riverside from York Road. The development of this site should contribute to the provision of a new high quality public space connection.

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

### Design Requirements

**Built Form** - New development should be arranged so that building fronts define the perimeter of the site. This means that new buildings should face, Lombard Road and York Road with frontages that include entrance doors and windows.

**Movement** - Improvements to Bridges Court to bring the road up to an adoptable standard will be sought, along with potential further pedestrian links between York Road and Bridges Court leading to the Riverside Walk and improvements to the junction of Bridges Court with York Road.

**Movement** - In addition, when the Heliport Industrial Estate is developed a new route for pedestrians should be provided through the site from York Road to Bridges Wharf. Development should be arranged so that active building fronts define the existing street frontages and frontages to new public space. This means that new buildings should face Bridges Court, Lombard Road, York Road and the new route through the site with active frontages that include frequent entrance doors and windows.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV3 41-47 Chatfield Road, SW11

### Site Allocation

Mixed use development with business on the ground floor and residential to upper floors.

### Site Description

The site is west of York Road and is bounded to the north by Chatfield Road and to the south by Mendip Road. The site contains storage and warehouse uses.

**Map 11.4 RIV3 41-47 Chatfield Road, SW11**

Site Area – 0.31ha

### Development Considerations

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

**Planning Permission** – It is recognised that the site has planning permission for demolition, excavation and construction of a mixed use development. For more information see planning application reference 2014/4301.

### Design Requirements

**Built Form** - The existing street pattern provides the basis for a tight knit development with frontages to both Chatfield and Mendip Roads. The uses at ground floor should seek to build upon the active frontages in the locality. Entrances to ground and upper floors should be directly from the street.

**Movement** - Improvements to the footway around the frontages of the development will be sought.

**Context** - The density of development should be such that it will enable development to relate satisfactorily to the character of the surrounding area whist achieving the provision of good quality mixed use development and a high standard of residential accommodation, taking into account amenity and space standards, and appropriate parking provision.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV4 Gartons Industrial Estate, Gartons Way, SW11

### Site Allocation

Mixed use development incorporating replacement employment floorspace, commercial uses, affordable creative workspace, and residential with new public space.

### Site Description

The site is west of York Road and is bounded to the north and west by Gartons Way. Its southern frontage connects to a mixed use residential development that fronts onto Chatfield Road. The site is used for industrial uses.

**Map 11.5 RIV4 Gartons Industrial Estate, Gartons Way, SW11**

Site Area – 0.36ha

### Development Considerations

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

### Design Requirements

**Built Form** - New development should be arranged so that building fronts define any new public space and the perimeter of the site with active uses at ground level.

**Cooperation with other allocated sites** - This site is adjacent to 200 York Road (Ref: RIV10), and together they have the potential, when developed with the surrounding area, to become a new creative quarter within this part of the focal point area.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV5 York Road Business Centre, Yelverton Road, SW11

### Site Allocation

Mixed use development incorporating replacement employment floorspace and residential use.

### Site Description

The site is bounded to the east by York Road and Yelverton Road; and bounded to the west by Lombard Road. To the south of the site is Lombard Road and York Road junction. To the north of the site is Holman Road. The site is used for industrial and storage uses

**Map 11.6 RIV5 York Road Business Centre, Yelverton Road, SW11**

Site Area – 0.7ha

### Development Considerations

**Parking** - Development will be expected to promote access and use by sustainable transport modes, including provision of a car club.

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

**Planning Permission** – It is recognised the site has planning permission for a mixed use development. For more information see planning application reference 2018/3776.

### Design Requirements

**Built Form** - New development should be arranged so that building fronts define the perimeter of the site. This means that new buildings should face York Road, Lombard Road and Holman Road with frontages that include entrance doors and windows.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV6 36 Lombard Road, SW11

### Site Allocation

Mixed use including residential and replacement employment floorspace.

### Site Description

The site is west of Lombard Road, north of the London Heliport, and south of residential development. To the west of the site is the shoreline of the River Thames. The site is currently used as a timber yard.

**Map 11.7 RIV6 36 Lombard Road, SW11**

Site Area – 0.3ha

### Development Considerations

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

### Design Requirements

**Built Form** - Development of this site has the potential to improve the amenity of the existing link from Bridges Court to the riverside walk to the north of the Heliport and provides the opportunity to create a new public space on the riverside enhancing the vestige of the former dock between this site and Falcon Wharf to the north.

**Massing** - Be sensitive to the proximity of adjoining residential buildings and the need to protect resident's amenity.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV7 Travis Perkins, 37 Lombard Road, SW11

### Site Allocation

Mixed use development incorporating replacement employment floorspace and residential use. Improvements to the amenity and appearance of the adjacent open space.

### Site Description

The site is east of Lombard Road, south of Gwynne Road, and west of Harroway Road. To the south of the site is mixed use apartments. The site is currently used as a building merchant.

**Map 11.8 RIV7 Travis Perkins, 37 Lombard Road, SW11**

Site Area – 0.61ha

### Development Considerations

**Uses** - Commercial floorspace is appropriate at ground floor level on the Lombard Road frontage, whilst residential use at ground floor level may be appropriate on the Gwynne Road and Harroway Road frontages. It is important that new development takes full advantage of the site's location adjoining Harroway Gardens and should be designed to substantially improve the amenity and appearance of the open space.

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

### Design Requirements

**Built Form** - Ensure that new buildings define the street with active frontages that make a positive contribution to public realm and pedestrian environment and enhance personal safety and security.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV8 19 Lombard Road, 80 Gwynne Road, SW11

### Site Allocation

Mixed use development incorporating replacement employment floorspace and residential use.

### Site Description

The site is north of Gwynne Road, east of Lombard Road, and south of train tracks that cross from the River Thames. To the east of the site are apartments. The site is currently used for industry and warehouse/ storage.

**Map 11.9 RIV8 19 Lombard Road, 80 Gwynne Road, SW11**

Site Area – 0.3ha

### Development Considerations

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

### Design Requirements

**Built Form** - Buildings fronting Lombard Road and Gwynne Road should define the street frontages with active uses at ground floor level. There is potential for new public realm on the Lombard Road frontage, especially at the junction with Gwynne Road.

**Movement** – There is potential to improve pedestrian and cyclist crossing facilities at the junction of Gwynne Road and Lombard Road to allow for access to the Thames riverside.

**Context** – The development of the adjoining site at 12-15 Lombard Road has enhanced access to the riverside and provided new public realm. This site should be developed to coordinate with and extend these improvements.

**Identity and Architectural Expression** - Enhancement of the appearance of the brick railway bridge / viaduct will be sought and mature trees on the south facing railway embankment adjoining the site should be retained.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV9 The Chopper P.H., 58-70 York Road, SW11

### Site Allocation

Mixed use development including residential.

### Site Description

The site is north of York Road, to the east of Yelverton Road and south of Holman Road. The site is currently vacant, previously being used as a public house.

**Map 11.10 RIV9 The Chopper P.H., 58-70 York Road, SW11**

Site Area – 0.08ha

### Development Considerations

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

**Planning Permission** – It is recognised that this site has planning permission for a mixed use development. For more information see planning application reference 2017/5818.

### Design Requirements

**Built Form** - New buildings should define all street frontages with active uses at ground floor level. The opportunity to improve the amenity and appearance of Yelverton Road and the cul de sac running to the north of the site should be realised by the layout and design of the new building and high quality landscape works.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within town centres and along strategic routes, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV10 200 York Road, Travelodge Hotel, SW11

### Site Allocation

Mixed use development including residential and commercial uses that include opportunities for affordable creative workspace.

### Site Description

The site is bounded to the east by York Road and to the north by Gartons Way. To the south of the south of the site is a mix of commercial and residential uses and to the west are industrial uses. The site is used for hotel and parking uses.

**Map 11.11 RIV10 200 York Road, Travelodge Hotel, SW11**

Site Area – 0.25ha

### Development Considerations

**Relevant Management Plans** – Any proposal will be required to meet the guidance set out in the Lombard Road/ York Road Riverside Focal Point Supplementary Planning Guidance (2015).

**Cooperation with other allocated sites** - This site is adjacent to Gartons Industrial Estate (Ref: RIV4), and together they have the potential, when developed with the surrounding area, to become a new creative quarter within this part of the focal point area.

### Design Requirements

**Identity and Architectural Expression** - The site has a frontage to Gartons Way and York Road and development should aim to contribute to the townscape and pedestrian amenity in York Road and contribute to the provision of a new public space at the junction of Gartons Way and York Place.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall building clusters and/or landmarks, and the height at which buildings will be considered as 'tall' is 8 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV11 Battersea Church Road/ Crewkerne Court Garage, Somerset Estate, SW11

### Site Allocation

Mixed use development with residential and provision of play facilities and parking facilities.

### Site Description

The site is just south of the junction of Battersea Church Road and Bolingbroke Walk. To the south and east of the site are mixed use residential development. The site is used for residential and playing pitches.

**Map 11.12 RIV11 Battersea Church Road/ Crewkerne Court Garage, Somerset Estate, SW11**

Site Area – 0.36ha

### Development Considerations

**Parking** – Parking provision should not change with development and the inclusion of car club and electric vehicle charging points is encouraged.

### Design Requirements

**Built Form** – Development should front onto Battersea Church Road with existing games pitches moved further into the site away from the main roads.

**Movement** – Connections should be created on the western frontage that help people cross Battersea Church Road and access the Thames riverside.

**Nature** – The two large mature trees on the corner of Bolingbroke Walk and Battersea Church Road should be retained as part of any proposal.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## RIV12 Randall Close Day Centre and adjacent Surrey Lane Estate Car Park, SW11

### Site Allocation

Mixed use development including residential, with new public open space.

### Site Description

The site is to the east of Battersea Bridge Road, south of Randall Close and north of Surrey Lane Estate. The site contains a mix of community, open space, parking, and residential uses.

**Map 11.13 RIV12 Randall Close Day Centre and adjacent Surrey Lane Estate Car Park, SW11**

Site Area – 0.92ha

### Development Considerations

**Open Space** – New public square and communal spaces with improved accessibility across the site.

**Parking** - Replacement car parking for existing residents, plus wheelchair parking bays for additional homes within the site and elsewhere in the estate.

### Design Requirements

**Built Form** – Buildings should provide active frontages that open onto the public realm areas to provide natural surveillance. Main entrance to the site should be from Battersea Bridge Road.

**Movement** – Proposals should improve lighting and pathways to be safer and connections on the wider estate should be provided.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

# 12 Area Strategy for the Wandle Valley

## Introduction

**12.1** The Wandle Valley is a strategically important asset for Wandsworth, which provides an important environmental resource, as well as much of the borough's strategically important industrial land, which caters for a wide range of economic activity – from storage and distribution to rehearsal spaces. There are opportunities for targeted intervention that can realise greater environmental benefits, while retaining and supporting the area's economic role, building enduring social capital and resilience for its growing communities. This Area Strategy sets out how this can be achieved. The strategy is mainly focused on the stretch of the Wandle Valley located between the boundary with London Borough of Merton and the northern end of King George's Park. The opportunities associated with the remaining part of the Wandle Valley, located to the north of the borough, are addressed in the Area Strategy for Wandsworth Town, which outlines how new development can bring enhancements to that part of the River Wandle, including opportunities to unveil the River Wandle, create publicly accessible green spaces and contribute to 'greening' and the enhancement of biodiversity. These measures are key to reconnecting Wandle Valley with Wandsworth Town and the Wandsworth's Riverside.

## Context

**12.2** The Wandle Valley corridor, which runs from Croydon to the confluence with the Thames in Wandsworth Town, is characterised by established industrial areas and open spaces. The River Wandle – once described as "Europe's hardest working river" – has a remarkable industrial and cultural heritage. From the 17th century, the area was a focus of industry and manufacturing, with mills and factories developing along the river to take advantage of the power it provided. Industries included production and processing of iron, gunpowder, leather, linen and copper. From the 19th century, settlement developed around the edges, with terraced streets of worker's dwellings around Bendon Valley, as well as a public house and school.

**Picture 12.1 Mature trees in King George's Park help to soften tall buildings in Wandsworth Town Centre into the landscape**

**12.3** This industrial heritage is present within the contemporary landscape: the area includes a large proportion of the borough's protected industrial areas, which form a strategic reservoir of industrial capacity, accommodating a dense ecosystem of industrial businesses that make a major contribution to the economy of the borough and the provision of jobs in the local area. The majority of these sites are designated as Locally Significant Industrial Areas (LSIAs), including those at Old Sergeant; Kimber Road; Lydden Road; and Thornsett Road. As part of the emerging London Plan, the Summerstown/Garratt Business Park area, which borders with and extends into the North Wimbledon Industrial area in the London Borough of Merton, is proposed as being designated as 'Strategic Industrial Land', a Greater London Authority (GLA) designation which recognises the importance of the area to the effective functioning of London's wider economy. This Plan supports that designation which formalises the protection and is likely to strengthen investor confidence.

**12.4** All of these industrial locations benefit from good access to the strategic network, via Garratt Lane, and encompass a broad range of

uses including warehousing, self-storage facilities, light industrial uses, as well as creative and cultural industries – such as recording studios and rehearsal space – with some ancillary office provision. Across the sites, the majority of the building stock is of a good quality, and rents are generally low: the Earlsfield Road ward, in which the majority of the industrial estates in the Wandle Valley is located, has an average rent of £207 per sqm of industrial floorspace (in 2020). That notwithstanding, there are also examples of poorer quality buildings, particularly in the Lydden Road LSIA, which could be redeveloped to provide facilities which are more fit for purpose, including workshops and warehousing space, with limited ancillary office units. This floorspace should be targeted at SMEs, for which the LSIAs and SIL already provide an important source of land and floorspace. The ease of access to the Strategic Road Network makes many of these sites particularly suitable for storage and distribution uses, which corresponds with the use with the greatest amount of forecast demand over the Local Plan period.

**12.5** The Lydden Road LSIA formerly extended further south, encompassing a larger area of land that was predominantly occupied by a leisure centre with a large car park, as well as a self-storage unit. As part of the last Local Plan review (the Employment and Industry Document, 2018), this land – alongside the Riverside Business Centre – was re-designated as an Economic Use Intensification Area (EUIAs). This designation seeks to intensify the economic use of this underutilised land, encouraging investment in modern industrial premises alongside the provision of residential uses and business floorspace. This site forms a Site Allocation (below) and is currently the subject of a planning application. In addition to this area, further underutilised land in the north of the valley in the Wandle Delta, including the former gas holder and the neighbouring sites, was also re-designated as EUIAs. The sites have an excellent potential to provide intensified economic uses, including industrial floorspace, within good proximity of Wandsworth Town Centre, thereby contributing to wider strategic regeneration ambitions and the re-engagement with the River Wandle in this area, a process which has begun with the redevelopment of the Ram Brewery. These opportunities are addressed in further detail in the Wandsworth Area Strategy.

**Picture 12.2 Tennis courts, King George's Park**

**12.6** Whilst past industrialisation and urbanisation had little regard to the natural and ecological value of the River, there is a growing realisation and appreciation of the value of the Wandle Valley as a strategic resource for the borough and London. The protection and restoration of its natural qualities, alongside the enrichment of its diverse visitor offer, will play an important role in making a vital and vibrant piece of green infrastructure. An important future challenge for the Wandle Valley is to create a better relationship between industrial areas and the green space network which it borders upon; working with landowners to allow greater access between or through industrial sites, improving permeability for pedestrians, cyclists and adjacent communities. To achieve this, there is a need to improve the connectivity along the River Wandle, which currently suffers from the severance effect of Wandsworth Gyratory one-way system, thereby restricting north-south movement on foot and by bicycle. It is also important to complete the missing link of Wandle Trail, a pedestrian and cycling route which follows the course of the river, bar for an interrupted area in Earlsfield. At present,

travelling north from Plough Lane, the Trail follows the alignment of the river until Summerley Street. At this point access to the river is restricted by development. Pedestrian and cyclists are forced to continue to Garratt Lane, before linking into Penwith Road and following residential roads to King George's Park. Providing effective and sustainable transport links along the Valley is integral to its success.

## Character

**12.7** The character of the area is defined by the course of the River Wandle and its valley, comprising open space and industrial uses. The former includes Garratt and King George's Parks, both of which form part of the wider Wandle Valley Regional Park. The abundant open space creates a sense of openness, providing relief from surrounding development.

**12.8** King George's Park, designed by Stephen Percival Cane and opened in 1923 by King George V, is a large public park with municipal character. The lake, water fountain, tennis courts and formal design to the north of the park are all remnants of the original 1920s vision. Today, the park is valued by local communities for its recreation and leisure interests, and as a space for formal and informal sports. Apart from tennis courts, facilities include a skatepark and playing fields to the south of Kimber Road. The park is also valued for its flexible and accessible paths and spaces, which provide an important, albeit underutilised, active travel route to the town centre.

**12.9** The River Wandle does not have a strong presence in the park. This is largely due to the municipal character of the park including ornamental planting, and a lack of indication of the watercourse by typical riverside trees such as willow, alder or poplar. The Wandle Trail runs alongside the river, but diverts away from it around the southern end of King George's Park, where it follows residential roads within the residential areas around Southfields and Earlsfield. The trail sheds light on the biodiversity value of Wandle Valley, part of which is designated as a Site of Importance for Nature Conservation (SINC). The grassland, woodland, standing water priority habitats, and the ecological value of the River Wandle are particularly treasured, which is reflected in a grade I designation of SINC importance.

**Picture 12.3 View along the River Wandle from the bridge on Kimber Road.**

**12.10** Built form with heights at around 1 to 4 storeys on the periphery of the green spaces is prominent and, especially where trees are lacking at the perimeters, becomes the dominant feature. It consists primarily of large-scale industrial units, education and retail units, transitioning to residential towers in Wandsworth Town Centre. These are noticeable, but mature trees help to integrate them into the landscape. Few historic features of the former mills remain (e.g. Flock Mill), which have been converted to residential or office uses.

**12.11** The area has a number of detractors which do not positively contribute to the character of the place. In particular, this applies to the over-dominant presence of industrial units or parking back onto the river (e.g. Bendon Valley and Lydden Road, Penwith Road area), which provide limited space on the riverbanks for wildlife, and no public access. The hard, grey character of the industrial areas - of generic, blank façades and security features such as fencing – have little or negative visual interest and detract from the scenic qualities of the park. The open spaces in Wandle Valley, as well as areas along the River Wandle, often lack active

frontage. For instance, the urbanised part of the Wandle Valley near Wandsworth Town has high hard edges and is faced by backs of buildings, whereas the open spaces west of the Henry Prince Estate are separated from the river with high walls with little relationship to the river. As a result, much of the river today is characterised by a backland quality, and is somewhat hidden within its urban environment.

## Vision

**12.12** This Area Strategy will meet the vision and objectives of the Local Plan by:

- **balancing the demands** for formal and informal recreation with the need to conserve features of nature conservation and cultural heritage importance;
- enhancing the green space network, creating a place, rich in heritage, where people are **proud to live, work and play;**
- maximising opportunities for healthy living by improving access and quantity of **good quality public realm and greenspace**;
- enhancing the local economy by **using the environment to encourage employment**, training, apprenticeships and enterprise; and
- protecting the **strategic reservoir of industrial land and premises** within the area, while creating opportunities to intensify this provision.

**PM10 The Wandle Valley**

**Placemaking**

A. The area has the potential to incorporate targeted growth and new development as long as this:

1. does not reduce the quantity or quality of open space;
2. respects the setting of the parks; and
3. respects the recreation and leisure function of the area.

B. The Urban Design Study has identified appropriate locations for tall buildings in Wandle Valley. The broad locations are identified in Appendix 2. Any proposal for a tall building will be subject to addressing the requirements of Policy LP 4 (Tall Buildings) as well as other policies in the Plan as applicable.

C. New development along the Wandle Valley should respect the small scale of the river corridor, offer public access and provide positive frontage to the riverside. Future proposals must ensure a high degree of permeability for pedestrians and cyclists, which promotes heritage and natural trails and encourages linkages along the watercourse.

**Smart Growth**

A. New residential accommodation in Wandle Valley will help meet the borough's housing target, as set out in Local Plan Policy LP 24. Development in this area is expected to provide at least 4,716 homes by 2037/38 (the entire plan period), of which 3,935 are expected to be provided by 2032.33 (10-year housing supply). These figures reflect the projected completions on large, small and windfall sites rather than total capacity of Site Allocations. Projected completions on sites located in other Area Strategies but also covered as part of this overarching Area Strategy are included.

B. Designated industrial land within the Wandle Valley will continue to provide a strategic reservoir of land for economic uses, including logistics, services and industry, and land for waste management, and will be protected in this capacity. The intensification of industrial uses within such locations, through the more efficient use of space and the development of multi-storey schemes, is supported.

C. The redevelopment of sites within the Bendon Valley EUIA should capitalise on underutilised land to provide intensified economic uses, including modern industrial floorspace, alongside the provision of high quality homes, and enhance public access to and the relationship with the Wandle River.

D. To utilise the open space network and minimise flood risk, development proposals should seek to reduce water run off by promoting the installation of green roofs and sustainable urban drainage.

**People First**

A. Measures to improve pedestrian and cycling accessibility within the river corridor, to Wandsworth Town and the Wandle Delta / Wandsworth's Riverside will be supported. Proposals should aim to improve physical connections and remove barriers to access to the open spaces along, across and into the Wandle Valley, by creating access routes through and around industrial estates and housing developments.

B. Proposals should enhance the Wandle Trail, and in particular, should complete the missing link in Earlsfield to remove the need for pedestrians and cyclists to divert through Earlsfield centre via Garratt Lane.

C. The special character of River Wandle as a valuable recourse for wildlife and biodiversity, including wildlife corridors and green chains, will be preserved and enhanced.

D. Proposals for improved landscaping and planting in the existing parks and along River Wandle will be supported. New green infrastructure should aim to make the river more prominent in the landscape, and enhance the riparian character of the Wandle Valley by planting species such as poplar, willow, flag iris and marsh marigold.

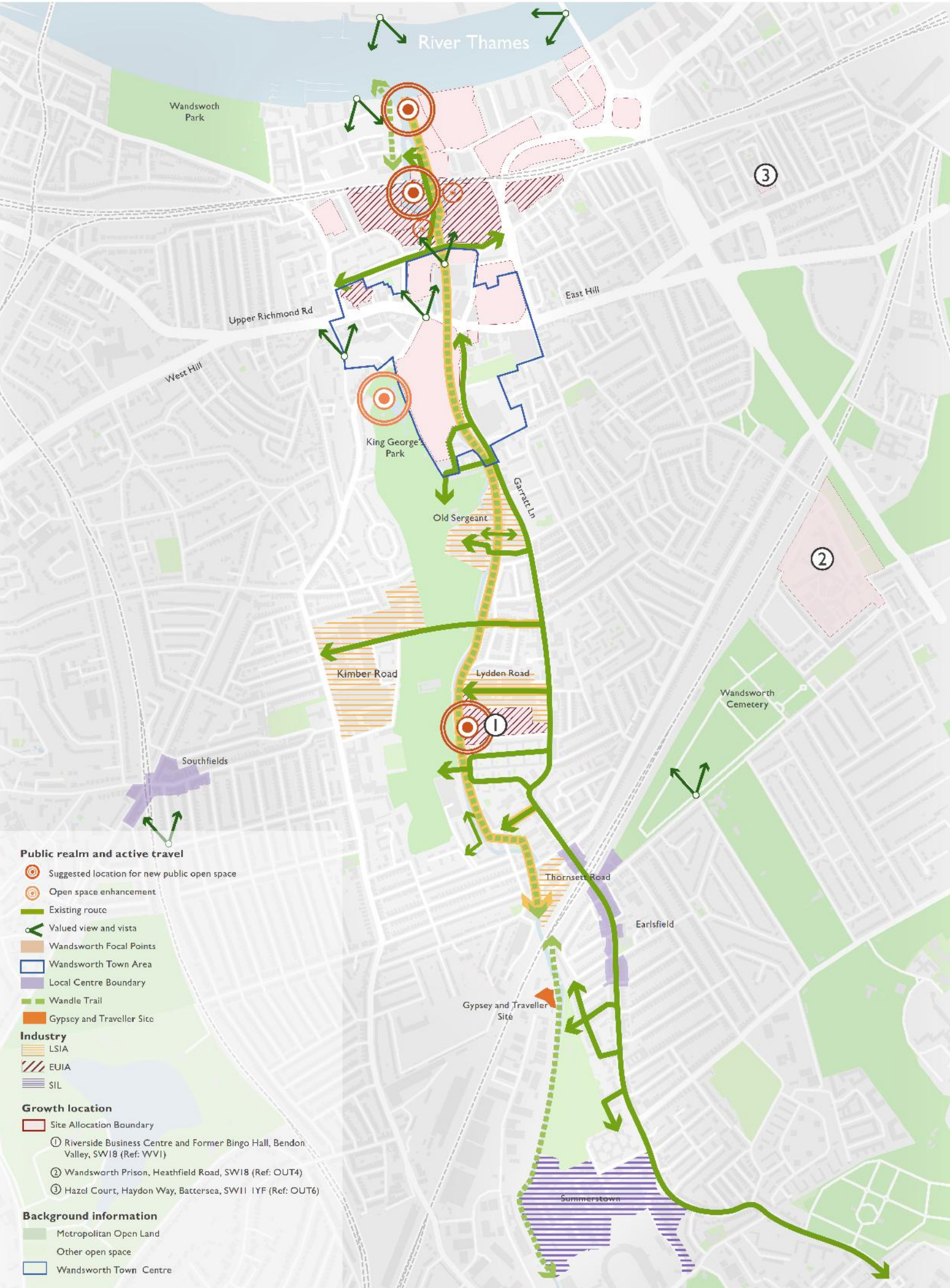
E. Where appropriate, the Council will seek contributions from new developments towards the provision or upgrading of riverside infrastructure through planning obligations to deliver Wandle Valley Regional Park objectives.

F. Development/renewal proposals should refer to King George's Park Management and Maintenance Plan, which sets out actions to conserve and enhance the park. In particular, the following measures have potential to improve the quality of King George's Park for local communities:

1. Strengthen links with Wandle Valley through incorporating brand identity and interpretation along the Wandle Trail to create a greater feeling of cohesiveness with the surrounding green routes.
2. Address the lack of provision of toilets throughout the park.
3. Provide additional cycle parking within or at the periphery of the park to provide opportunities for active travel.
4. Support appropriate meanwhile use of the park for events (such as festivals and open days) and activities to engage local community and increase the range of people that visit the park.
5. Enhance the biodiversity of the River Wandle through less intensive management, allowing more natural riverbanks with off-line wetlands.
6. Introduce passive and active recreational facilities that support the vision of the Wandle Valley Regional Park.
7. Address the issues with anti-social behaviour in the park by requiring any improvements to the physical features of the park have regard to designing out crime principles.
8. Develop a programme of renewal/repair/restoration of existing railings, hard surfaces and play equipment in the park.

G. The Wandle Valley Regional Park Trust already has a strong track record of leading change and co-ordinating activity in the Wandle Valley. The Council will work in partnership with the Wandle Valley Regional Park Trust, as well as other stakeholders – including landowners, community organisations, charities and statutory bodies – to improve the coherence, resilience and quality of the Wandle Valley, and improve its identity, quality and heritage value.

# The Wandle Valley



## Site Allocations

## WV1 Riverside Business Centre and Former Bingo Hall, Bendon Valley, SW18

## Site Allocation

Mixed use development including residential and economic uses. Redevelopment of the site should provide at least a 25% increase in the existing amount of industrial and office floorspace.

## Site Description

The site is between the River Wandle and Garratt Lane and south of Wandsworth Town Centre. The site is bounded to the north by Bendon Valley and the South by Haldane Place and a play area adjacent to Wandle Way. The site is used as a trampolining centre.

**Map 12.2 WV1 Riverside Business Centre and Former Bingo Hall, Bendon Valley, SW18**

Site Area – 2.19ha

## Development Considerations

**Uses** - Redevelopment of the site should prioritise the re-provision of purpose-built industrial floorspace, with direct loading access to industrial units and the site arranged to ensure that the use of these industrial units and those in the adjacent Lydden Road LSIA does not conflict with residential units on this or neighbouring sites.

**Open Space** – Proposal should include provision of open space to the west of the site to connect with the Wandle Path and King George's Park.

## Design Requirements

**Built Form** - A mixed use development is required that combines business uses and residential use in a sensitive way. The site could be sub-divided into perimeter blocks, possibly with a new street linking Bendon Valley with Haldane Place. The site should anticipate any potential infill development on the south side of Haldane Place to complete the street frontage. Building frontages should be provided to Garratt Lane, Haldane Place, Bendon Valley and any new streets formed within the site, as well as to the frontage on to the River Wandle. Active frontages are required to all streets.

**Movement** - The rear of the site should improve the setting of the Wandle, with provision for pedestrian route along the river bank at least 3m wide. If feasible, this should linkup with a pedestrian route continuing to the south and north; to provide opportunities to improve access across the Wandle. The site should include pedestrian and vehicular routes linking Haldane Place with Bendon Valley. Contributions to public realm improvements will be required, including to the Wandle riverside walk and a footbridge across the Wandle, will be required.

**Identity and Architectural Expression** – The development will need to draw upon precedents of mixed use urban form in a contemporary manner and be appropriate in its context.

**Context** - The Henry Prince Estate lies to the south of the site, separated by Haldane Place. Residential and business uses should be focussed on this part of the site.

**Nature** – A landscape management and maintenance plan will be required setting out the aspirations for the landscape treatment of the River Wandle frontage. A strategy for green roofs should be prepared to promote a rich biodiversity. Tree lined streets are encouraged with the potential for rain gardens.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 part of the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

# 13 Site Allocations Outside the Spatial Areas

## OUT1 Balham Health Centre, 120 - 124 Bedford Hill, London, SW12

### Site Allocation

Mixed use development including residential and expansion of healthcare facilities.

### Site Description

The site is south of Balham Spatial Area and is west of Bedford Hill. The site is south of Larch Hill and north of Elmfield Road. To the north of the site is a children's home and to the west are residential homes. The site is used as a health centre, electrical substation and associated parking.

**Map 13.1 OUT1 Balham Health Centre, 120 - 124 Bedford Hill, London, SW12**

Site Area – 0.25ha

### Design Requirements

**Built Form** - Development will be required to provide active frontages onto Bedford Hill.

**Nature** - Existing trees and green space must be reprovided on site.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 5 storeys, and development of 5 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4

## OUT2 259-311 Battersea Park Road, SW11

### Site Allocation

Mixed use including residential, community uses, including health, retail and the provision of a new public library.

### Site Description

The site is south of Battersea Park and west of Nine Elms Spatial Area. The site is bounded to the north by Battersea Park Road and the east by Alfreda Street. To the west of the site is Austin Road and to the south is Charlotte Despard Avenue and Palmerston House. The site is used for retail and community uses.

**Map 13.2 OUT2 259-311 Battersea Park Road, SW11**

Site Area – 1.25ha

### Design Requirements

**Built Form** - The re-establishment of a street frontage to Battersea Park Road is the most fundamental spatial consideration along with the formation of blocks of development that can interface with the three slab blocks to the south. The development should carefully define the public spaces and form new private space to the rear. A new public library and supermarket could be reprovided to the Battersea Park Road frontage.

**Context** - The proposed development will need to enhance the setting of the Grade II listed buildings on the north side of Battersea Park Road, which are included in the Battersea Park Conservation Area.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## OUT3 ASDA, Roehampton Vale, SW15

### Site Allocation

Mixed use development with residential and retention of existing retail facility.

### Site Description

The site is south of Roehampton and is bounded to the north by Roehampton Vale. The site is west of Putney Vale Cemetery and Crematorium and within a mixed use development with residential. The site is used for retail and commercial uses with associated parking.

**Map 13.3 OUT3 ASDA, Roehampton Vale, SW15**

Site Area – 1.95ha

### Development Considerations

**Natura 2000 Sites Impact** - Assessment of the impact of emissions from traffic (construction and occupation) on Richmond Park Natura 2000 site to determine appropriate mitigation. Promote introduction or enhancement of Stag Beetle habitats in consultation with Natural England's Discretionary Advice Service (DAS)."

### Design Requirements

**Context** - New buildings should take care not to impact sensitive views from adjoining Metropolitan Open Land, including Putney Vale Cemetery, Wimbledon Common and Richmond Park; Development must protect the amenities of adjoining residential property.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the site is located in an area which has opportunities for tall buildings within a local context, and the height at which buildings will be considered as 'tall' is 5 storeys. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4.

## OUT4 Wandsworth Prison, Heathfield Road, SW18

### Site Allocation

Expansion of prison facilities and residential uses.

### Site Description

The site is east of Earlsfield Road and west of Wandsworth Common. It is bounded to the west by railway tracks and to the east by Trinity Road. To the south of the site are residential homes. The site is used as a prison.

**Map 13.4 OUT4 Wandsworth Prison, Heathfield Road, SW18**

Site Area – 8ha

### Development Considerations

**Planning Permission** - It is recognised that the site has planning permission for demolition and redevelopment of the existing site. For more information see planning applications reference 2017/4947.

### Design Requirements

**Context** - Any redevelopment of the site will be required to protect and enhance the historic assets and their settings.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 5 storeys, and development of 5 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4

## OUT5 Bridge Lane Medical Group Practice, 20 Bridge Ln, Battersea, London SW11 3AD

### Site Allocation

Mixed use development including residential with reprovision and expansion of healthcare facilities and parking.

### Site Description

The site is south west of Battersea Park and to the west of the junction of Cambridge Road, Bridge Lane, and Battersea Bridge Road. To the north of the site is Shuttleworth Road and the south is Banbury Street. To the west is are multi storey apartments. The site is used as a medical centre.

**Map 13.5 OUT5 Bridge Lane Medical Group Practice, 20 Bridge Ln, Battersea, London SW11 3AD**

Site Area – 0.2ha

### Development Considerations

**Planning Permission** - It is recognised that the site has planning permission for a two storey extension with other uses. For more information see planning applications reference 2010/0260

### Design Requirements

**Built Form** - Development will be required to provide active frontages onto Bridge Lane and Cambridge Road.

**Nature** - Existing trees and green space must be reprovided on site.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 6 storeys, and development of 6 storeys and above it is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4

## OUT6 Hazel Court, Haydon Way, Battersea, SW11

### Site Allocation

Mixed use development including residential and open space.

### Site Description

The site is east of Wandsworth Town Centre and west of Clapham Junction. It is north of St John's Hill and is bounded to the east and north by Haydon Way. The site is adjacent to a variety of residential and community uses and is used as a care home.

**Map 13.6 OUT6 Hazel Court, Haydon Way, Battersea, SW11**

Site Area – 0.2ha

### Development Considerations

**Open Space** – The existing trees and open space on site should be reprovided fronting onto Haydon Way.

### Design Requirements

**Context** – Proposals will be required to integrate into the existing residential area in terms of style and massing.

**Tall Buildings** - In accordance with the Urban Design Study and the tall buildings maps in Appendix 2 the height at which buildings will be considered as 'tall' is 5 storeys, and development of 5 storeys and above is likely to be inappropriate. Development proposals for tall buildings will be assessed in accordance with Local Plan Policy LP 4

# ACHIEVING DESIGN EXCELLENCE


**LP 1 Urban Design**

**LP 2 General Development Principles**

**LP 3 The Historic Environment**

**LP 4 Tall Buildings**

**LP 5 Residential Extensions and Alterations**

**LP 6 Basements and Subterranean Developments**

**LP 7 Small Sites Development**

**LP 8 Shopfronts**

**LP 9 Advertisements**

# 14 Achieving Design Excellence

## Introduction

**14.1** Over the last decade there has been a fundamental shift in policy regarding density, design and characterisation. Nationally there is a focus on the central role of design which is reflected in revision of the National Planning Policy Framework (NPPF) and the publication of the National Design Guide, the latter of which outlines ten characteristics of well designed places to help illustrate how this can be achieved. Regionally, the emerging London Plan also focuses on a design-led approach, with greater consideration of character, design, accessibility, and existing as well as proposed infrastructure.

**14.2** Within this context, many areas of Wandsworth are undergoing change, and it is important to plan for growth in these areas in a way that optimises capacity, delivers high quality streetscapes, open spaces and where development contributes to the quality of life of communities. The quality of much of the townscape together with the abundance of green space, vibrancy and the diverse range of communities give Wandsworth a unique character. It is therefore also crucial that local distinctiveness and character are cherished and reinforced through new development.

**14.3** Wandsworth is an ambitious and proactive borough that desires to drive positive change with a focus on appropriate, well-planned delivery. The Council has recently placed a greater emphasis on high quality design, recognising the value it brings in improving quality of life and creating successful places to live. Good design encourages the formation of social fabric, human interactions at street level, mitigates climate change and contributes to mental health and wellbeing. With these benefits in mind, the Council promotes the use of masterplans for large scale developments to secure coherent development strategies, and requires the use of a design review panel for complex development schemes. The Council has led the regeneration of the Nine Elms Opportunity Area, and more recently the regeneration of Winstanley and York Road estates, and Roehampton Alton Area. These projects have sought to improve housing quality and standards, and deliver accessible and inclusive places.

**14.4** The Council also commissioned an Urban Design Study, which brought together a deep understanding of the values, character and sensitivity of different parts of the borough with the reality of future development pressures. The study provides a robust evidence base to inform future planning and assess the potential for delivering more housing on both large redevelopment sites and small individual plots in more established areas. The guidance provided by the study has been embedded in Area Strategies, which direct development towards the most accessible and well-connected places, focussing on centres, making the most efficient use of the existing and future public transport, walking and cycling networks. In addition, the Urban Design Study has identified locations where tall buildings will be an appropriate form of development in principle, and place-based design principles for different areas of the borough. This is to ensure that tall buildings fit into the skyline and respect the area they sit within. The Council envisages that the findings of the Urban Design Study will also be used to develop design codes (as advocated by the emerging London Plan) for some parts of the borough to provide clear design guidance for development in those areas.

**14.5** This chapter aims to outline general design principles on a borough-wide scale, with high quality design being at the heart of this strategy. This does not only include the physical design of buildings and their surrounds, but also their layout and access arrangements, sustainable design and construction methods, and design which responds to local constraints such as flood risk. It builds on the spatial vision set out in this Local Plan, setting out detailed policies on general development principles, urban design, protection of the historic environment, tall buildings, residential extensions, basements, infill development, advertisements and shopfronts. These policies are also supplemented by a range of Government publications relating to the built environment.

## LP1 Urban Design

A. Development proposals must reflect and demonstrate that the following principles have been followed having had regard to their relevance within the context of the scale and nature of the development proposed:

1. Use a design-led approach to optimise the potential of sites so that the layout and arrangement of buildings ensure a high level of physical integration with their surroundings.
2. Ensure that the scale, massing and appearance of the development provides a high quality, sustainable design and layout that enhance and relate positively to the prevailing local character and the emerging character (where the context is changing).
3. Ensure the urban grain and site layout take account of, and improve, existing patterns of development and movement, permeability and street widths in order to, contribute positively to wellbeing and enhance active travel.
4. Provide recognisable, permeable and legible street networks, and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and to promote accessibility, social interaction, health and wellbeing.
5. Include well-located public spaces that support a wide variety of activities, and provide a high quality public realm, satisfying the criteria set out in the emerging London Plan Policy D8.
6. Ensure that the proposed finishing materials and façade design (such as the degree of symmetry, variety, the pattern and proportions of windows and doors, materiality and their details) demonstrate an appreciation and understanding of vernacular, local character and architectural precedents in the local area.
7. Provide a mix of uses including local services and facilities to support daily life.
8. Maximise active frontages / ground floor uses facing main pedestrian routes, having regard to the location of the site.
9. Ensure that the service access including for regular maintenance, waste collection, deliveries is separated from the primary access locations and screened away from key public areas. Ground floor design should consider the access and egress requirements for all types of users including pedestrians, cyclists, public transit users, private vehicles as well as service vehicles and personnel.
10. Integrate existing, and incorporate new, natural features into a multifunctional network that supports quality of place, biodiversity and water management, and addresses climate change mitigation and resilience. Proposals should be designed and constructed to achieve high sustainability standards, including by seeking to maximise opportunities for urban greening, having regard to Policy LP 59 (Urban Greening Factor).
11. Minimise opportunities for crime and antisocial behaviour including terrorist activities in a site-specific manner, based on an understanding of the locality and the potential for crime and safety issues.
12. Achieve the highest standards of accessible and inclusive design, in accordance with the emerging London Plan Policy D5.
13. Provide high quality public art as an integral part of the design of new major developments, particularly around gateway locations and where they benefit legibility. The Council will only permit development for artworks, statues or memorials where they protect and enhance the local character and historic environment and contribute to a harmonious and balanced landscape design.

B. The Council will promote good urban design by encouraging:

1. use of its pre-application service;
2. developer-led public engagement in advance of the submission of a planning application;

3. the design review of appropriate major schemes; and
4. the development of masterplans.

**14.6** This policy requires a high quality of design for all buildings and spaces in the borough, making Wandsworth a healthier and an even more attractive place to live, work and visit. Development should be mindful of and sympathetic to the character of the borough, but also able to create new places which reflect current times and needs, and which are fit for the future.

**14.7** The NPPF makes it clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This is complemented by the National Design Guide, which illustrates how well designed places that are beautiful, enduring and successful can be achieved in practice. Recognising the increasing role of design, the Council has commissioned an Urban Design Study to provide an up-to-date and thorough understanding of the local character in various areas across the borough. All these documents and frameworks have helped in informing this policy.

**14.8** The Local Plan seeks to create buildings and places of high quality that will be appreciated by future generations. High quality design is both visually interesting and attractive and should enhance local character. It is not just about what things look like; it is also about how places function and how individual buildings and the spaces around them contribute to the public realm and community wellbeing: the design of the places and buildings that make up our local environment affects everyone and the quality of life.

**14.9** Achieving a high quality public realm is a key component of the emerging London Plan. This focusses on an extensive range of factors influencing the quality of our environment. These include designing the public realm to promote active travel, decluttering, proper public access and good management, an appropriate balance of space for different modes, promoting health and wellbeing, balancing the place and movement function of streets and spaces, ensuring active frontages and natural surveillance and ensuring parking is well integrated into streets and spaces.

**14.10** Another key component of this policy is public art. It can help to create a sense of place, enhance civic pride, animate public space, add value and enhance the visual quality of an area. Public art can take many forms and can vary in both scale and approach, ranging from traditional methods such as sculpture and other art forms to more contemporary media, and can be conceived in a number of ways, such as a garden, creative interventions into the public realm, the façade of a building or lighting installations and can be temporary or permanent. Public art can help in the process of regeneration, fostering social inclusion and community involvement and can also contribute to the borough's streetscape. Newly commissioned artworks, statues and memorials should commit to environmental good practice (in terms of the environmental impacts of materials, sourcing, construction and transportation) and support the characteristics and sense of place (as set out in the Placemaking chapter) that work towards cohesive, well-connected and healthy communities. In assessing applications for artworks, statues and memorials the Council will take into account matters set out in forthcoming corporate guidance for Artworks, Statues and Memorials.

**14.11** Development will be expected to maximise opportunities to deliver ground floor active frontages with a focus on non-residential uses, particularly in town centre locations. An active frontage/use is one which allows some kind of movement or visual relationship between the person outside and the activity inside. In case of residential uses, an active frontage maximises the amount, size or visibility of windows of habitable rooms, and avoids garage doors, ground floor bathroom windows. In case of non-residential uses, the most interactive frontages are usually those of retail services,

restaurants, cafes, pubs, health and social facilities. Development should ensure an active frontage/use towards public routes and spaces, and avoid blank walls and inactive frontage. Buildings on street corners should be dual fronted, with active and attractive facades to both streets.

**14.12** The successful application of this policy will require that proposals use a design-led approach, which must begin with an understanding of the site context. This context includes the distinctive character of the site along with its wider setting, including the neighbourhood within which it is situated. The Urban Design Study (2020) should be referred to as a useful starting point for considering development proposals, and will assist in providing insight into the key features of the borough's historical, built and natural environment. This is only one point of reference, however, and proposals will be expected to clearly articulate how the development has been designed to respond to the local context in a positive way.

Consequently, applicants will need to submit a Design and Access Statement to demonstrate the consideration of design options at the early stage of the development process informed by an understanding of the local context, including through effective engagement with the local community. These design options should then be used to determine the most appropriate form of development that responds to the local context, along with the optimal use of land to support the delivery of the spatial strategy for the borough, also taking into account existing and planned infrastructure capacity.

**14.13** We will work positively and proactively with development industry partners and other key stakeholder to secure the delivery of high quality design in Wandsworth. Applicants are encouraged to engage with the Council at the early stages in the planning and design process. This will help to ensure that development proposals are appropriate for their location, positively respond to the local context and contribute to the delivery of the spatial strategy for the borough.

## LP2 General Development Principles

A. Development proposals must not adversely impact the amenity of existing and future occupiers or that of neighbouring properties or prevent the proper operation of the uses proposed or of neighbouring uses. Proposals will be supported where the development:

1. avoids unacceptable impacts on levels of daylight and sunlight for the host building or adjoining properties (including their gardens or outdoor spaces);
2. avoids unacceptable levels of overlooking (or perceived overlooking) and undue sense of enclosure;
3. is not visually intrusive or has an overbearing impact as a result of its height, scale, massing or siting, including through creating a sense of enclosure;
4. would not compromise the visual amenity of adjoining sites; and
5. would not lead to detrimental effects on the health, safety and the amenity of existing and new occupiers, and the amenity of occupiers/users of nearby properties through unacceptable noise, vibration, traffic congestion, air pollution, light pollution, odours, land contamination, disturbances during construction and demolition, in accordance with Policy LP 14 (Air Quality).

B. Development must ensure how it takes account of existing or planned social and transport infrastructure and contributes to the provision of additional infrastructure where necessary, so that development is adequately served by public transport and a range of community facilities.

C. Development must take into account the operational needs of existing businesses and not prejudice the activities of existing uses/operations.

D. Development must be adequately serviced with utility infrastructure related and appropriate to the development, including in relation to water supply, sewerage, drainage, waste management, telecommunications, broadband, heat, power and cooling.

E. Development must include waste and recycling storage facilities on-site unless there are exceptional circumstances, in which case off-site provision will be sought. Waste and recycling storage facilities should be provided in accordance with the Council's adopted 'Refuse and recyclables in developments SPD'.

**14.14** Most new development in Wandsworth results in an intensification of uses. It is therefore essential that amenity considerations are at the fore when designing at higher residential densities for a growing population. Amenity should be central to the design-led process, with careful consideration given to the layout, design, construction and operation of buildings and spaces, including the public realm. Development proposals must provide a sufficient level of information to demonstrate that potential impacts have been avoided or appropriately mitigated.

**14.15** This policy covers all development, including extensions, alterations and changes of use. The aim is to protect the living conditions and amenity of occupants of new, existing, adjoining and neighbouring buildings as far as possible from the impacts of new development. The Council will support proposals for development that protect the amenity of both its future occupiers and the occupiers of adjoining properties. The term 'property' encompasses both the building as well as its curtilage.

**14.16** In assessing whether sunlight and daylight conditions are good, both inside buildings and in gardens and open spaces, the Council will have regard to the most recent Building Research Establishment guidance, both for new development, and for properties affected by new development. In some circumstances, mathematical calculations to assess daylighting and sunlighting may be an inappropriate measure, and an on-site judgement will often be necessary. An overbearing, overpowering or over-dominant development can also significantly reduce the quality of living conditions both inside and outside, in new as well as existing developments. The impact on the sense of enclosure will often be dependent on on-site judgement.

**14.17** Privacy is another key consideration and new development should not cause significant or unreasonable harm in terms of overlooking. Balconies or terraces on roofs of main buildings can be visually intrusive and result in serious intrusion into the privacy and quiet enjoyment of neighbouring residential properties. The degree of overlooking depends on the distance and the horizontal and vertical angles of view. Privacy of gardens and courtyards is also important. However, public spaces and communal amenity areas will benefit from a degree of overlooking due to the increased level of surveillance it can provide.

**14.18** Outlook is the visual amenity enjoyed by occupants when looking out of their windows or from their garden; how pleasant an outlook is depends on what is being viewed. Loss of daylight/sunlight (based on Building Research Establishment guidance), overshadowing, loss of outlook to the detriment of residential amenity are material planning considerations; however, the loss of a private view from a property is not protected.

**14.19** Future development will also be expected to avoid potentially conflicting uses. The Local Plan sets out how the borough will develop in the future and provides the framework for managing uses in identifying areas for business, mixed use, waste management, industry, and town centres where ambient noise levels tend to be higher and which tend to be located away from family housing. It identifies particular types of development that could be suitable in these locations. Operations that are likely to give rise to noise, dust, vibration or other pollutants are

also controlled by the licensing regime implemented by the Council's Environmental Services Division.

**14.20** The Council will seek to ensure that there is adequate infrastructure available to serve all new developments, including social and transport infrastructure and utility infrastructure (water supply, sewerage, waste management, telecommunications, broadband, heat, power and cooling). Developers will be required to demonstrate that there is adequate capacity to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity issue, the developer will be required to liaise with the infrastructure provider and/or the Council to agree required improvements.

**14.21** Good design and layout are also important in achieving opportunities for sustainable waste management, including incorporation of recycling facilities. New developments should integrate waste management facilities without adverse impact on the streetscene and/or landscape. The National Planning Policy for Waste provides more details for applicants and developers on best practice in this respect. Further guidance is provided in the Council's adopted 'Refuse and recyclables in developments SPD'.

**14.22** All development proposals will be assessed against this policy. It is acknowledged that not all elements of this policy will be relevant for every development, however applicants must consider the relevance of all criteria to their proposal as they may be asked to justify why they consider a specific element is not relevant to their application. These policies are also complemented by advice and guidance contained in the Government's NPPF, National Planning Practice Guidance, the emerging London Plan, and the Council's corporate plans and strategies which will inform much of the detailed aspects of development.

## LP3 The Historic Environment

A. Development proposals will be supported where they sustain, preserve and, wherever possible, enhance the significance, appearance, character, function and setting of any heritage asset (both designated and non-designated), and the historic environment. The more important the asset the greater the weight that will be given to its conservation. Proposals should demonstrate that consideration has been given to the following:

1. The conservation of features and elements that contribute to the heritage asset's significance and character. These may include: chimneys, windows and doors, boundary treatments, original roof coverings, shopfronts or elements of shopfronts in conservation areas, as well as internal features such as fireplaces, plaster cornices, doors, architraves, panelling, walls and historic planform in listed buildings.
2. The reinstatement of features and elements that contribute to the significance of the heritage asset which have been lost.
3. The conservation and, where appropriate, the enhancement of the space in between and around buildings including front, side and rear gardens.
4. The removal of additions or modifications that are considered harmful to the significance of any heritage asset. This may include the removal of pebbledash, paint from brickwork, non-original style windows, doors, satellite dishes or other equipment.
5. Securing the optimum viable use for the heritage asset (being that which is likely to cause the least harm to its significance.

6. Historical information discovered during the application process shall be submitted to the Greater London Historic Environment Record by the applicant.
7. Adaptations to allow people with disabilities access to, or use of, a heritage building or asset and that these have been sensitively and appropriately designed.

B. The significance of the Outstanding Universal Value (OUV) of the Westminster World Heritage Site (WWHS) will be protected. Development will only be permitted where its OUV, including its setting, is sustained and enhanced. Views in, across and from the WWHS will be protected.
C. Development proposals should protect, and whenever possible enhance strategic and locally important views. Development proposals should provide appropriate supporting evidence to demonstrate acceptable visual impact on protected views.
D. The substantial or total demolition of buildings in conservation areas will be resisted unless it can be demonstrated that the tests set out in Part E below have been fully complied with.
E. Development proposals involving substantial harm to (or total loss of significance of) designated heritage assets will be resisted unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss and has been clearly and convincingly demonstrated in accordance with national policy and guidance.
F. Proposals for development involving ground disturbance in Archaeological Priority Areas (as identified on the Policies Map), or heritage assets of archaeological interest will need a desk based archaeological assessment and may also require appropriately supervised field evaluation. The recording and publication of results will be required and in appropriate cases, the Council may also require preservation in situ, or excavation.
G. Proposals affecting non-designated heritage assets (including locally listed buildings) will be assessed on the scale of the harm relative to the significance of the asset, in accordance with national policy and guidance.
H. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, any consequential deteriorated or damaged state will not be taken into account in any decision.

**14.23** The Council has a duty to conserve and enhance the significance, character and appearance of the borough's historic environment when carrying out its statutory functions and through the planning system. It is recognised that the historic environment contributes to the enjoyment of life in the borough and provides a unique sense of identity.

**14.24** Wandsworth has a wide range of heritage assets across the borough. Our 46 conservation areas include town centres, such as Clapham Junction and Wandsworth town; planned philanthropic Victorian housing at the Shaftesbury Park Estate; pioneering early twentieth century 'cottage estates' such as the Dover House Estate and Totterdown Fields; and many other areas of special character such as the Heaver Estate, Battersea Park and Putney Embankment. The borough has also over 500 statutory listed buildings which include former Georgian country houses in Roehampton, bridges across the Thames, the Grade II* listed Battersea Power Station, many churches, former municipal buildings such as Wandsworth's Court House (now Wandsworth Town Library), the 1930s Town Hall itself and many houses; all buildings that are of recognised interest to the nation. Wandsworth also has eight Parks and Gardens of Special Historic Interest and among these designated heritage assets includes Battersea Park (grade II*) designed and laid out in the 1850's that today is a cherished amenity for residents.

**14.25** Wandsworth's heritage also includes non-designated heritage assets, and it is important that we recognise the value and significance of these assets as part of the historic environment in planning for the future. The Council recognises this and maintains a Local List of heritage assets which may include buildings, structures, historic parks and gardens, street furniture, war memorials, public art and

more if it is of significance to the borough. There were over 1000 locally listed heritage assets in 2020. Wandsworth also has a number of Archaeological Priority Areas, many of which have revealed important finds.

**14.26** The importance of the historic environment is confirmed in the NPPF, which is material to all applications affecting the historic environment. The NPPF requires local authorities to take into account:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

**14.27** The historic environment is a non-renewable resource and once harmed, buildings and places can lose their character and their significance. A sustainable environment is one in which future generations will have the same opportunity as people today to enjoy, study and make use of our heritage assets. There are many alterations that can needlessly harm what is special about Wandsworth's historic environment and these will be strongly resisted.

**14.28** The Council maintains a Heritage at Risk Register in conjunction with Historic England to monitor and find solutions for designated heritage assets that are at risk of losing their significance through decay or unsympathetic alteration. The Council works with owners to help them restore their buildings (or areas) so that they can be removed from the register. Grant assistance may be available for conservation and enhancement from the Council, and officers can advise on other grant giving bodies. Where new uses are found, these will only be approved if they are compatible with the conservation of the building or area. There can often be a positive relationship between the use of historic buildings for arts and culture uses and these will be encouraged subject to the satisfaction of town centre and community facilities policies.

**14.29** The emerging London Plan stipulates that boroughs should develop evidence that demonstrates a clear understanding of the local historic environment. In line with the emerging London Plan, the Council adopted the Historic Environment SPD and commissioned a borough-wide Urban Design Study. This Historic Environment SPD investigates the challenges that we face today in protecting, cataloguing, managing and celebrating our built and natural heritage. It sets out a vision for managing heritage assets in ways that facilitate the preservation of a rich tapestry of heritage assets as a legacy for future generations to understand and enable the interpretation of the social, cultural and economic history of the borough. The Urban Design Study provides an up-to-date and thorough understanding of the local character in various areas across the borough, taking into account a number of considerations including relevant heritage designations.

**14.30** The Council may from time to time make Article 4 Directions to protect parts of the historic environment that, if lost, would harm the significance, appearance, character and setting of a heritage asset or the surrounding historic environment. The Council will collate information on the borough's historic environment including maintaining up to date Conservation Area Appraisals and Management Strategies; a Local List of heritage assets of significance to the borough of Wandsworth, and make this publicly available through the website and the Historic Environment Record.

**14.31** War memorials are an important part of our heritage. They provide insight into the changing face of commemoration and military, social and art history. The UK National Inventory of War Memorials records 237 memorials in Wandsworth at May 2009, some of which are listed heritage assets and others undesignated. Given the importance of war memorials in commemorating those who gave their lives for peace, development involving their demolition is considered inappropriate.

**14.32** Battersea Park, Wandsworth Park, Putney Vale Cemetery, Wimbledon Park and part of the grounds of the Grove House, Roehampton and Springfield Hospital are included in the Register of Historic Parks and Gardens under the National Heritage Act 1983. These areas have historic layouts and features of landscape significance which make them of special historic interest. Development should aim to conserve and enhance the character and appearance of historic parks and gardens.

**14.33** The historic environment is particularly sensitive to tall buildings. Policy LP 4 (Tall buildings), contains detailed criteria for the assessment of tall buildings, which include an assessment of the impact on the existing historic environment to demonstrate how, the surrounding area's character or appearance or the setting of a listed building will be preserved or enhanced. Important local views to be protected are listed in the Local Views Supplementary Planning Document (SPD). Policy LP 5 (Residential Extensions and Alterations) is also relevant because of the impact these can have on the historic environment.

**14.34** Wandsworth is a stakeholder borough along with adjacent boroughs to protect and manage the Outstanding Universal Value (OUV) of the Westminster World Heritage Site (WWHS) including its setting. New development will be assessed and scrutinised in terms of any impact through the London View Management Framework (LVMF) and 3D digital analysis.

**14.35** All applications affecting a heritage asset or its setting must be accompanied by a Design & Access Statement and a Statement of Heritage Significance and Impact (Heritage Statement), either as a separate document or as part of the Design and Access Statement. This shall be proportionate in detail to the value of the asset affected and the impact of the proposal. The Heritage Statement should be carried out by a specialist historic environment consultant where applications involve substantial change or demolition of a heritage asset or new buildings which may impact on a heritage asset.

**14.36** Heritage Assets covered in this policy include:

- listed buildings (designated HA);
- locally listed buildings (undesignated HA);
- conservation areas (designated HA);
- war memorials (undesignated or designated HA);
- registered Historic parks and gardens (designated HA);
- registered historic parks and gardens of local interest (undesignated HA);
- scheduled ancient monuments (designated HA);
- archaeological priority areas (designated HA); and
- any other building, monument, site, place, area or landscape positively identified as having a degree of significance warranting consideration in planning decisions (undesignated HA).

**14.37** The Council will balance the requirement to provide inclusive design with the interests of conservation and preservation. When dealing with historic buildings and heritage assets, careful consideration will be given to inclusive design at an early stage. This is essential to securing successful schemes that will enable as many people as possible to access and enjoy the historic environment now and in the future. Development proposals will need to have regard to the emerging London Plan Policy D5.

## LP4 Tall Buildings

A. Proposals will trigger assessment against the detailed criteria in this policy where they meet or exceed the local definitions of tall buildings as set out in Appendix 2 [Table 1].

B. Proposals for tall buildings may be appropriate in locations identified in Appendix 2 [Figures 2-10] as being 'Opportunities for tall building clusters and/or landmarks' and 'Opportunities for tall buildings within town centres and along strategic routes', where the development would not result in any adverse visual, functional, environmental and cumulative impacts, having regard to and complying with

the criteria set out in Parts C and D of the emerging London Plan Policy D9. In addition, proposals for tall buildings should address the following criteria:

*Visual Impacts*

1. The design of tall buildings should respect key view corridors towards strategic landmarks across the borough and in neighbouring boroughs, including distinctive roof line features. Tall buildings should not obscure important views of nearby heritage assets, and should avoid altering the skyline by becoming features of the backdrop.
2. The location of tall buildings should avoid substantial visual interruptions in areas with otherwise very consistent building and/or roof lines.
3. In case of landmark tall buildings, the development should successfully respond to the analysis of key view corridors towards the site to ensure the location, form and detailing accentuate its prominence within the wider context. In case of other tall buildings, the development should respect the surrounding context and preserve the hierarchy of existing prominent view corridors.
4. In case of landmark tall buildings, proposals should consider the design of the lower, middle and upper parts of the tall building and how they work together and with the surrounding area and mid-range and long-range views.
5. Proposals should be supported with graphic 3D modelling to assess the individual and cumulative impact of the proposal on both the existing and emerging skyline. The 3D modelling must also incorporate buildings with extant planning permission to ensure that the future nature of views is considered in a holistic way.
6. In case of tall buildings located near to or within existing tall building clusters, the proposal should follow the established principles of group composition including through the provision of noticeable stepping down in height around cluster edges.

*Spatial Hierarchy*

7. The massing of tall buildings should respect the proportions to their local environment, including the consideration of the width of adjacent streets as well as public open spaces, parks and watercourses, and should be designed so as not overwhelm the street and adjacent context.
8. In case of landmark buildings, the design and location of development should consider their role in wayfinding, such as, acting as landmarks or gateway features marking town centres or local centres.
9. In case of tall buildings located close to the street edge, proposals should incorporate measures to soften their edges and provide positive public spaces at their base through the use of generous walkways and mature planting.

*Tall Buildings Near the River Thames Frontage*

10. Tall buildings should strike a careful balance between achieving optimal riverfront views without creating a dense wall of development that blocks visibility from buildings and public spaces behind it.
11. Where appropriate, the massing of tall buildings should consider their landward facing orientation and step down appropriately to provide a transition towards smaller building types. In such instances, finishing materials should transition from the river frontage where views are cherished, towards the more traditional natural materials of housing stock within the borough.
12. Tall buildings should be appropriately set back to ensure the Thames Path continues to act like a welcoming public route without heavy overlooking from adjacent riverside residences.

*Microclimate and Lighting*

13. The design should avoid lighting features which negatively impact on surrounding buildings (particularly residential), as well as on night-time vistas and panoramas.
14. The building façade design and glazing should consider the building use at night and minimise light spill that can exacerbate light pollution, and should avoid any harsh solar glare onto any public areas as well as surrounding development.
15. The choice of building materials should mitigate the contribution to urban heat island effect through thermal radiation as well as release of anthropogenic (waste) heat, having regard to Policy LP 10 (Responding to the Climate Crisis).
16. Where required, shade analysis should be carried out to ensure that the building shadow does not adversely impact solar gain and thermal comfort in key public spaces during times of busy use.

*Ground Floor Uses and Public Realm*

17. The main access to the building should be provided along the frontage facing primary streets and should provide an engaging arrival experience.
18. The base of tall buildings building should provide pedestrian weather protection (such as colonnades) along the main frontages of the building; and, should use high quality materials and human-scale detailing that encourage social interaction and animate the ground floor environment.
19. Where practicable, buildings with ground floor non-residential use should supplement the existing public realm through the incorporation of public spaces such as plazas at their entrance.
20. Where required, the building design should maintain through access for ease of pedestrian movement and permeability.

C. Proposals for tall buildings in areas identified in Appendix 2 as 'Opportunities for tall buildings within a local context' may be appropriate where the proposal respects the building proportions and prevailing height of the character area or sub-area within which it is proposed to be located (as identified in the Council's Urban Design Study). In addition, proposals should demonstrate that they accord with the criteria set out in Part B.

D. Outside the locations identified in Parts B and C, proposals for tall buildings are likely to be inappropriate unless:

1. the site forms part of a strategic masterplan area which has identified that the principle of accommodating tall buildings is acceptable; or
2. a convincing justification is provided to demonstrate the appropriateness of the site to accommodate a tall building(s).

In such circumstances, proposals should demonstrate that they accord with the criteria set out in Part B, and should demonstrate how any adverse impact on the visual amenity of the relevant character area or sub-area (as identified in the Council's Urban Design Study) has been mitigated.

E. Proposals for tall buildings should be guided by the height identified in the Council's Urban Design Study.

**14.38** Tall buildings can make a crucial, positive contribution to good urban design as well as providing densities supporting scheme viability, maximising the delivery of affordable housing and optimising the use of land. Height is only one element of a development when considering its acceptability and whether it is of good design. Nevertheless, it is a significant one in terms of increasing the visibility of a development and its potential wider impact on an area's character. The emerging London Plan Policy D8 requires the Local Plan to provide a definition of a tall building and identify areas where tall buildings are appropriate. To fulfil this requirement, the

Council's Urban Design Study identified local definitions of 'tall', taking into account factors such as those identified in the emerging London Plan Policy D1 (London's form, character and capacity for growth).

**14.39** The borough of Wandsworth has a hugely varied character from the major tall developments of the Nine Elms Opportunity Area in the east through to the more suburban character of Roehampton and Putney Heath in the west. This diversity of built form means that the capacity for tall buildings varies across the borough. It also means that the height of a building for it to be considered "tall" varies. Recognising this, the Urban Design Study has developed a number of local definitions, which are based on an assumption that tall buildings in Wandsworth are those that are 8 storeys or taller; or are 50% higher than the prevailing height of the local context [character area/sub-area]. Consequently, the definition of 50% higher than the prevailing context height dictates a tall building for the majority of the borough. For example, in an area of generally 2-3 storey buildings a new development of 5 storeys or more would be considered "tall". In areas which are already characterised by tall buildings (existing prevailing height of 5 storeys or more), the definition of 8 storeys will apply to ensure clustering of tall buildings is carefully planned and considered. The local definitions of tall buildings are set out in Appendix 2.

**14.40** Wandsworth has capacity for tall buildings in a number of strategic and more local locations. Opportunities for tall building clusters are generally concentrated on the River Thames frontage where, until recently, commercial and industrial uses have dominated (Wandsworth, Battersea and Nine Elms). These clusters respond to the large scale and width of the riverside. However, the impact of riverside development goes well beyond the borough boundaries and therefore must continue to be carefully planned to protect the character of the northern bank and the overall historic and cultural importance of the Thames as a globally recognised characteristic of London.

**14.41** Crucially, the designation of a location as likely appropriate for tall buildings does not preclude other forms of developments. Locations identified as being 'Opportunities for tall building clusters and/or landmarks' and 'Opportunities for tall buildings within town centres and along strategic routes' can also accommodate high density mid-rise or mansion-block style development rather than only standalone high-rise towers.

**14.42** Within town centres and along key strategic routes there are further locations for tall buildings identified where the acceptability of individual plots will depend on specific characteristics of the site. The tall building guidance provided in Appendix A of the Urban Design Study is intended to help steer selection of appropriate sites and development of suitable building proposals.

**14.43** Further, there are locations across the borough where there is potential for local tall buildings (which may generally only be up 5-6 storey high) in response to the proportions of the townscape, the nature of existing building heights and the overall sensitivity of the area. The cumulative impact of tall buildings within these zones requires very careful consideration as they are not identified as having the capacity to receive distinct clusters of dense development.

**14.44** Outside these locations, there is no presumption in support of tall development. Whilst identifying locations that are unacceptable for tall buildings, the Council does not want to stifle opportunities for good development elsewhere that might be tall but not necessarily inconsistent with good design and other desired policy outcomes. The Council recognises that it does not yet know all sites that will be developed over the lifetime of the plan. Extensive areas might come forward for redevelopment (e.g. as part of a masterplan) that might not be subject to an allocation. The policy therefore provides for some flexibility, where it can be justified, to allow for tall buildings outside areas identified in the Plan, such as in the case of development forming part of a strategic masterplan vision. Where it is proposed to bring forward proposals under Part D of the policy, the verified technical evidence supporting that approach and the proposal should be independently reviewed by

the Design Review Panel (DRP) and again at detailed design stage during the pre-application process.

**14.45** The heights identified in the Urban Design Study are based on a high level of analysis, rather than in many cases considering a detailed building design. They indicate the heights likely to be generally acceptable/unacceptable. There might however be circumstances where the quality of design of a development and its impact on character is such that taller buildings in these locations could be shown by applicants to be acceptable.

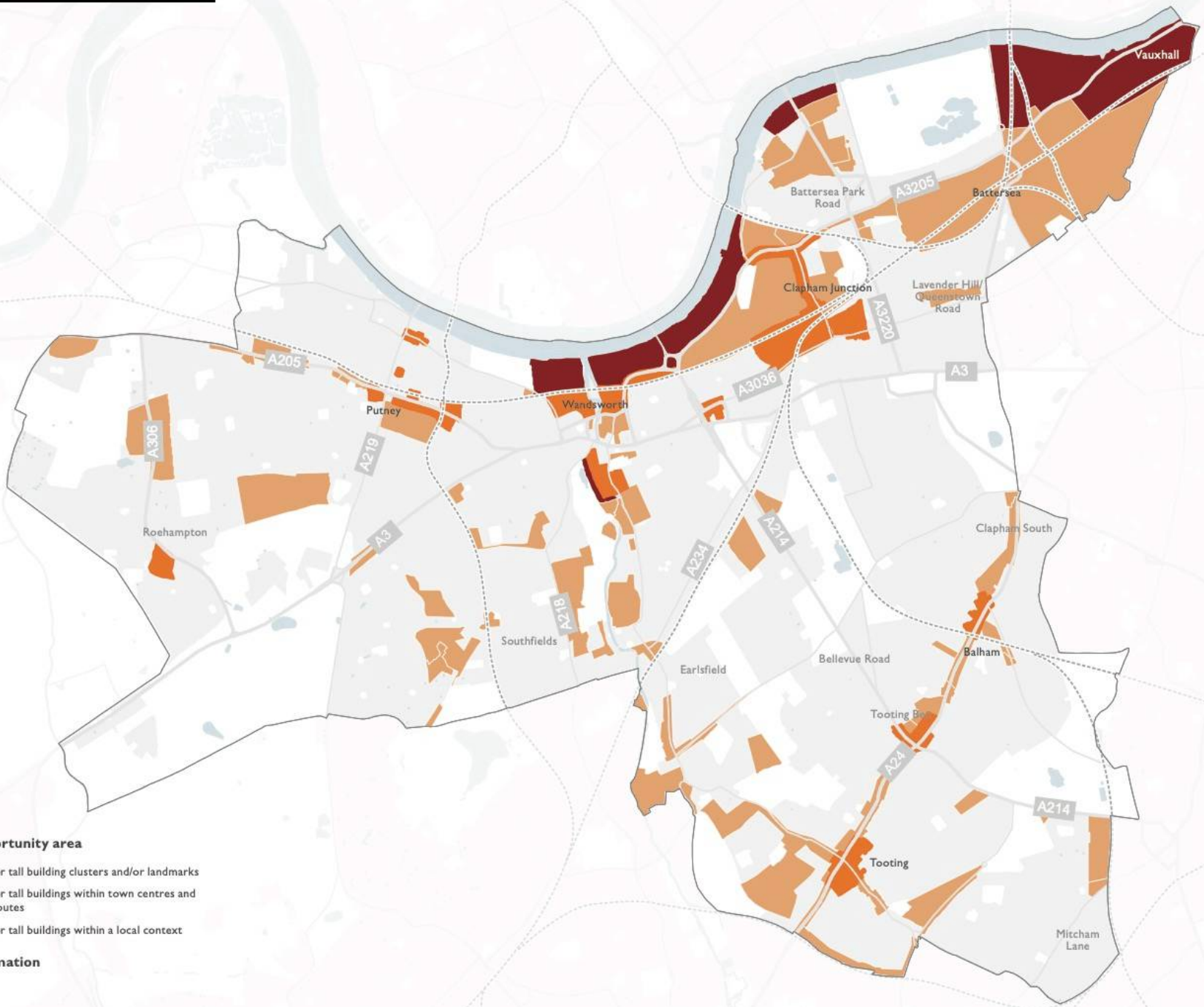
**14.46** Any reference within the Local Plan or the Urban Design Study to number of storeys is for residential storeys. Proposals for commercial premises should be consistent with the parameters set by the height in metres for the identified number of residential storeys. The heights expressed in all parts of the Local Plan are expressed as storeys and assume an average storey height of 3 metres. Applications for tall buildings will be required to express the height of buildings in storeys and metres in order for a robust assessment of their effects to be carried out. Where applications involve the addition of storeys on a building that would already be classed as 'tall' or the additional storeys would cause the building to be considered 'tall' in accordance with Policy LP 4 (Tall buildings), an assessment against the criteria of this policy will be carried out.

**14.47** In all cases the tall buildings element must be of such a design quality that it enhances the character of the place within which it is set. The emerging London Plan Policy D8 (Tall buildings) sets out detailed requirements and criteria against which tall building proposals will be assessed. These include consideration of the visual, functional, environmental and cumulative impacts of development. The criteria outlined in the emerging London Plan are complemented by additional criteria in Part B of Policy LP 4. This policy should be read in conjunction with other Local Plan policies, including Policy LP 1 (Urban Design), which set the requirements for delivering high quality, design-led development across the borough. Other relevant considerations are provided by Historic England's Advice Note 4 on Tall Buildings 2015. The final set of criteria for tall buildings will be further informed by the outcomes of the Regulation 18 consultation.

**14.48** A number of criteria in Part B of Policy LP 4 make a reference to 'landmark tall buildings', which will generally only apply to buildings of 8 storeys or more, or buildings which are considered to act as a 'landmark'. The latter applies to a building or structure that stands out from its background by virtue of height, size or some other aspect of design. Landmark buildings, in townscape terms effectively act as a pointer to guide people around the borough and makes a significant contribution to local distinctiveness.

**14.49** Applicants will be required to submit technical information and graphic 3D modelling to support the analysis (e.g. enabled by VU.CITY). Through the design-led process all proposals for tall buildings will need to provide a sufficient level of information to demonstrate that potential impacts have been suitably identified and adequately addressed. Proposals will be strongly resisted where they would result in unacceptable visual, functional, environmental and cumulative impacts that cannot be avoided or appropriately mitigated.

# Map 14.1 Tall Buildings




**Tall buildings opportunity area**

- Opportunities for tall building clusters and/or landmarks
- Opportunities for tall buildings within town centres and along strategic routes
- Opportunities for tall buildings within a local context

**Background information**

- Railway
- Main road
- Borough Boundary

**LP5 Residential Extensions and Alterations**

A. Proposals for extensions and alterations to existing residential properties will be supported where:

1. an extension is well designed, uses appropriate materials and is not so large that it dominates the original building;
2. an extension, dormer window or other alteration to a roof is confined to the rear of the building, and where it is visible from the street scene, it would be sympathetic to the style of the building and would form part of the character of the locality;
3. side extensions would not cause a terrace effect as a result of in-filling the spaces between buildings;
4. extensions are not erected to the front of houses where they would be visible from the highway;
5. modifications to the front elevations are of a minor scale such as a small porch, and any free-standing structures including for cycle storage, are appropriate in terms of their scale and design and have had regard to the size of the original front garden within which it would be located such as to avoid creating an obtrusive feature within the street scene;
6. refuse and bike storage enclosures are sited unobtrusively and do not detract from the appearance of the building or amenity;
7. rear extensions would be subservient to the original host dwelling and its setting, would not be overly dominant, and ensure that a substantial depth of the original rear garden would remain free of buildings and structures including lightwells;
8. the provision of lightwells would retain at least 50% of the original front garden depth, and within conservation areas ensure that a minimum depth of 2m of front garden is retained; and
9. hardstandings would be constructed of permeable materials, and would not dominate the appearance of a front garden or cause harm to the character or appearance of the dwelling or the street scene. In conservation areas, hardstandings will be resisted where they would be contrary to the relevant Conservation Area Appraisal Strategies (CAAS) or where they would not be characteristic of the area or would result in harm to the appearance of the street scene.

B. Proposals for residential extensions and alterations should have regard to the Council's adopted Housing SPD.

C. The use of green roofs and other ways to secure biodiversity net gain such as the integration of bird boxes will be strongly encouraged for flat roofs which are not used or proposed to be used as amenity space.

**14.50** The Council is committed to ensuring that all residential alterations and extensions deliver good design. Architectural unity, detailing and compositional harmony are essential characteristics of local distinctiveness and should be respected when residential extensions are being undertaken.

**14.51** Recognising the strong local interest from the local community with respect to this type of development, the Council have prepared a Housing SPD. This guidance document sets out clear principles and development guidelines that help to support implementation of the Local Plan. All proposals for residential extensions and alterations will be expected to refer to the SPD (and any future updates to this).

**14.52** Extensions to residential buildings should normally be subordinate in scale to the original building. This is in order to ensure that new development does not dominate existing and well-established features of the building or setting, or result in disproportionate additions that detract from local character. Alterations and extensions must also respect the architectural qualities and coherence of the urban grain, for example, by taking into account

the distinctive qualities of blocks or terraces of buildings and not undermining their established uniformity.

**14.53** Innovative, high quality and creative contemporary design solutions that positively respond to the site context will be supported in principle, so long as the design carefully considers the architectural language and integrity of the original building and avoids any awkward jarring building forms.

**14.54** The Urban Design Study discusses how the local character of places varies greatly across the borough. It is therefore crucial that development proposals are well thought out, using the design-led approach to ensure a place-based response to the specific characteristics of a site. This stresses the importance of ensuring that alterations and extensions are sensitive to their local and historical context.

## LP6 Basements and Subterranean Developments

A. Proposals for subterranean and basement developments will be required to comply with the following:

1. Extend to no more than a maximum of 50% of the existing garden land or more than half of any other undeveloped garden area (this excludes the footprint of the original building).
2. Use natural ventilation and lighting where habitable accommodation is provided.
3. Include a minimum of 1 metre of naturally draining permeable soil above any part of the basement beneath the garden area, together with a minimum 200mm drainage layer, and provide for a satisfactory landscaping scheme.
4. Respect the architectural character of the building, the character and amenity of the area, and the significance of heritage assets including conservation areas and listed buildings.
5. Demonstrate that the scheme will not increase or otherwise exacerbate flood risk on the site or beyond, in line with policy LP 12 (Water and Flooding).

**14.55** Basement developments are becoming an increasingly popular way for householders to adapt their homes to changing lifestyles and needs, for example, to create more amenity space or accommodate larger families. They also offer opportunities for businesses and organisations to make a more optimal use of land and space in a highly urbanised area like Wandsworth, for instance, by accommodating additional workspace or operational space. Whilst recognising the role that basements can play in meeting the needs of the local population, it is important that development does not adversely impact on local character and the environment or harm the amenity of neighbouring properties, whether during the construction or occupation phases. Not all new basements will require planning consent as there are permitted development rights covering some types of development. Where planning permission is required, we will consider proposals against the Local Plan policies to ensure new basement developments are appropriately integrated into the site and local area.

**14.56** While basements may not have a detrimental impact on the openness of an area, they can introduce a degree of artificiality into the garden area and restrict the range of trees and other planting. Therefore, this policy requires the retention of at least half of each garden to enable natural landscapes and the character to be maintained. In addition, this enables the treatment of surface water as close to its source as possible by retaining the infiltration capacity of the un-excavated area of the garden, thus ensuring that proposals do not increase surface water flows onto adjoining properties.

**14.57** To support appropriate planting and vegetation as well as to allow for sustainable drainage, the Council will require a soil depth over any part

of the basement beneath a garden of a minimum of 1 metre, together with a minimum 200mm drainage layer. This will allow for both a reduction in the amount as well as speed of surface water runoff, whereby the surface water drainage regime above the basement should be connected to the unaffected part of the garden area.

**14.58** All basement and subterranean development should be installed with a pumped sewerage system to prevent flooding from back flow in public sewerage system as recognised in Part H of the Building Regulations. Issues of groundwater ingress to basement levels should be addressed by property owners. In areas at risk of flooding, Policy LP 12 (Water and Flooding) will be applied, which restricts certain types of basements and uses in accordance with the relevant flood zones. In addition, basements are vulnerable to groundwater entering through the walls and floors as well as service entries. Applicants should follow the BSI Code of Practice for protection of below ground structures against water from the ground (BS 8102:2009).

## LP7 Small Sites Development

A. The Council will support proposals for infill and backland development and for the redevelopment or upward extension on small sites in existing residential areas to provide additional housing. In accordance with the emerging London Plan, intensification is encouraged on small sites with good public transport accessibility (PTAL 3-6) and on sites within 800m of a Tube, rail station or Major or District town centre boundary (as defined in the London Plan).

B. Development proposals for infill and backland development, and for the redevelopment or upward extension on small sites should:

1. demonstrate how the proposed development ensures a high level of physical integration with its surroundings, in accordance with Policy LP 1 (Urban Design);
2. protect and should not adversely impact on local amenity, in accordance with Policy LP 2 (General Design Principles);
3. be designed to a high quality standard with accommodation that meets the relevant standards for private internal and outdoor space, having particular regard to Policy LP 29 (Housing Standards);
4. ensure that all main entrances to houses, ground floor flats and communal entrance lobbies are visible from the public realm and clearly identified;
5. protect and enhance biodiversity and green and blue infrastructure, and maximise opportunities for urban greening;
6. retain or re-provide features important to the character and appearance of the area or which support biodiversity, in accordance with policy LP 58 (Tree Management and Landscaping);
7. retain similar spacing between new buildings and that which is characteristic of the locality;
8. provide adequate servicing, recycling and refuse storage as well as cycle parking; and
9. not result in the net loss of family sized homes (as originally built).

C. There is a presumption against loss of back gardens due to the need to maintain local character, amenity space and biodiversity. Back garden land which contributes either individually or as part of a larger swathe of green space to amenity of residents or provides wildlife habitats must be retained. In some cases a limited scale of backgarden development may be considered acceptable if it complies with the requirements set out in Part B above. Development on back garden sites must be more sympathetic in scale and lower than frontage properties.

D. Proposals involving demolition and redevelopment of existing residential properties will generally be resisted in conservation areas and areas with high sensitivity to change. The council will prepare and

make available a supplementary planning document to identify these areas and assist with the implementation of this policy.

**14.59** The NPPF places a strong emphasis on the role of small sites in supporting housing delivery. This is also reflected in the emerging London Plan, which introduces a significant step change in the strategic approach to meeting housing need across London. As part of this approach, it seeks to increase the rate of housing delivery from smaller sites. This is particularly relevant in highly accessible residential areas, where there are considered to be key opportunities to intensify sites. All boroughs are expected to help facilitate the development of small sites in a positive and proactive way. To fulfil this ambition, Wandsworth will be pro-active in promoting opportunities for new housing development on all suitable sites, including windfall sites and small sites.

**14.60** The emerging London Plan sets out a 'small sites' housing target for every borough. Small sites are defined as those that are less than 0.25 hectares. The targets are based on trends in housing completions on sites of this size. For Wandsworth, the small sites target for the ten-year period from 2019/20 is 4,140 net housing units, or 414 units per year. This is broadly in line with our monitoring of 'windfall' development on small sites in the Borough.

**14.61** Our approach to housing development on small sites is expected to facilitate the incremental intensification of existing residential areas, particularly where sites have a good Public Transport Accessibility Level (PTAL 3-6) and/or they are within 800 metres of a station or Major/District town centre, as defined in the London Plan. This policy recognises that small sites development can plan an important role in increasing the number and variety of dwellings in the borough, and provide attractive local downsizing options; however, it important to ensure that the creation of additional dwellings is not achieved at the expense of family-sized accommodation. As such, where existing houses are redeveloped, development proposals will be required to reprovide a family sized unit (as originally built).

**14.62** In addition, it is imperative that future growth and development occurs in a way that respects and enhances local character, with the distinctive features of Wandsworth's communities at the heart of the design-led process. The Urban Design Study identifies areas that are positioned to facilitate an uplift in small housing development, recognising that the physical character of some areas may need to evolve gradually over time, for example, to accommodate new housing and investment in infrastructure. The Urban Design Study defines areas on a spectrum of sensitivity to change, based on local character, taking into account factors such as existing urban grain, historic evolution, building typologies, and spatial strategic growth and regeneration priorities across the borough. All proposals for small housing development will be expected to refer this document, as a starting point, to understand the scope for intensification in a given area and to gain an appreciation of the key features of local character.

**14.63** There are a variety of opportunities and types of small sites that can support new housing development. Vacant and underused brownfield sites along with redundant ancillary facilities, such as garages or residential storage units, present relatively straightforward options for redevelopment. However, these types of sites are limited in availability and are often constrained, such as by irregular plot forms, site access issues or land-use designations (including those that protect land for commercial uses). It is therefore expected that the majority of small sites development will occur in existing residential areas, where new homes can be sensitively integrated. Housing development on small sites can take a number of forms including: infill and backland development, demolition and redevelopment or extension of existing buildings (including upward, rear and side extension, and basement development).

**14.64** In many cases, backland development in the borough involves loss of garden land. In response to concerns over the cumulative effect

of infill and backland development on garden land, the emerging London Plan clarifies that previously developed land excludes private residential gardens. In general the Council will not accept proposals for developments on back garden land, but proposals for a limited scale of back garden development may be acceptable, subject to the criteria in Part B of this policy and other relevant policies. The restrictive approach reflects the direct and indirect value of gardens contributing to local character, providing safe and secure amenity and play space, supporting biodiversity, helping to reduce flood risk and mitigating the effects of climate change including the heat island effect. The Council will restrict garden development where gardens make a significant contribution to local character, ecology and/or the general environment. In assessing local ecological value the Council will take into account the length and overall size of the gardens and value of adjacent land as larger areas support a wider range and number of species.

**14.65** In considering new infill development the width of the remaining and the new plot should be similar to the prevailing widths in the immediate area, and the established spacing between dwellings, building line and prevailing height should be respected. This recognises the fact that the character of streets has often been weakened by infilling space between dwellings.

**14.66** Proposals for 'demolition and redevelopment' intensification will generally be limited to areas with adequate public transport accessibility (PTAL 3-6), poorly defined character and low sensitivity to change (as set out in forthcoming supplementary planning guidance). This recognises the fact that a high concentration of demolitions is likely to lead to a situation where heritage-rich places lose their unique visual interest and become generic in architectural terms. Housing demolitions will generally be unacceptable in conservation areas given that such development can detract from the positive cohesion of residential streets. Where 'demolition and redevelopment' intensification is considered acceptable in principle, proposals will be required to demonstrate how the development would enhance the character and appearance of the area.

**14.67** To help facilitate the appropriate development of small sites for housing, including through the incremental intensification of existing buildings and sites, the Council will aim to prepare a supplementary planning document (1) identifying areas that have the potential to facilitate an uplift in small housing development, and (2) setting out design codes for those areas. The supplementary planning document will be in turn informed by the Urban Design Study. Development proposals will be expected to have regard to this planning guidance, where relevant, and demonstrate how it has been used to inform the development through the design-led process.

## LP8 Shopfronts

A. Proposals for new or refurbished shopfronts should:

1. relate to the scale, proportion and appearance of the building;
2. respect the local street scene, character and appearance of the locality;
3. use robust, carefully detailed materials for aesthetic and weathering purposes;
4. enhance natural surveillance and activate the frontage;
5. permanently display the property numbers of the shop and any accommodation at the entrances;
6. avoid solid or perforated roller shutters; and
7. retain, and where practicable provide, a separate entrance to upper floor accommodation where this is separate from the ground floor use.

B. Proposals for shopfronts in conservation areas should demonstrate an appreciation of the significance of the Conservation Area and serve to preserve or enhance the character and appearance of that area.

C. Proposals for shopfronts will be required to retain shopfronts of architectural or historic interest or any features of interest that survive on the premises (including historic shop signage), particularly where these make a positive contribution to the distinctive visual or historic character of a building, townscape or area. Such shopfronts or features should be retained, refurbished and sympathetically incorporated into any new proposal.

D. Shops that are converted to residential or non-residential uses (including through permitted development) should retain the existing shopfront fenestration and provide natural surveillance of the street.

**14.68** Shopfronts within the borough play a key part in establishing and defining the visual character of our high streets and shopping parades. An attractive shopping environment is of fundamental importance to the economic health and retail vitality of the Wandsworth's town and local centres, as well as areas of special character. In all areas, the design of shopfronts and the appropriateness of signs must reflect local context. The borough has many fine examples of shopfront design ranging from the mid-nineteenth century through to today. The preservation of early examples is important for maintaining our highly valued built heritage and links with the past, however emphasis should also be placed on ensuring high standards of design for all new shopfronts.

**14.69** The architectural merit of buildings and the collective townscape qualities of the street can be eroded by poor quality alterations or the unsympathetic replacement of shopfronts. This policy is intended to require greater care to be taken in shopfront design in order to maintain the character and appearance of traditional shopfronts, and to improve the quality of new shopfront designs so they respect and enhance their surroundings. To assist implementation of policy, detailed design guidance is set out in the SPG on Shopfronts, and the Council has produced a good practice advice note covering Security for Shops.

## LP9 Advertisements

A. New advertisements (including shop signage) and hoardings must:

1. be of high quality in terms of appearance;
2. be well integrated with their context, including having regard to the design of new or existing buildings;
3. respect local context, including in relation to listed buildings and conservation areas. Internally illuminated signs will not normally be permitted within conservation areas or on listed buildings;
4. not contribute to a proliferation or clutter of signage either on the host building or site or in the locality;
5. avoid material harm to public amenity by way of excessive illumination and visual intrusion of light pollution; and
6. avoid causing material harm to public or highway safety.

**14.70** Advertisements are important to commercial areas, being both informative and sometimes adding interest and vitality to the street scene. Although they play a role in providing information, control of signs and advertisements is important as they can have significant impacts on the quality and appearance of the street scene and upon the building on which they are displayed. In particular, the architectural integrity of individual buildings and groups of buildings may be damaged by insensitive advertisements. A balance has to be met between commercial requirements and the protection of the environment, including pedestrian and vehicular safety.

**14.71** Properly planned, executed and managed, advertising can enhance peoples' experience of the public realm. We will work with the applicants to find ways of ensuring the most is made of the positive aspects. Careful consideration will be given to the size, location, materials, details, and method of illumination of proposed signs and advertisements together with the impact they will have on the architectural features of the building upon which they are fixed.

# TACKLING CLIMATE CHANGE

**LP 10 Responding to the Climate Crisis**

**LP 11 Energy Infrastructure**

**LP 12 Water and Flooding**

**LP 13 Waste Management**

**LP 14 Air Quality, Pollution and Managing Impacts of Development**

# 15 Tackling Climate Change

## Introduction

**15.1** Strategically addressing climate change is an important challenge for Wandsworth, ensuring that the growth of the borough is sustainably delivered, both through a robust approach to the protection and effective management of the borough's environment and natural resources, but also by identifying opportunities for growth to support the development of more sustainable buildings and neighbourhoods that are designed to minimise their contribution to, and to mitigate the effects of, climate change – thereby contributing to an overall improvement in the quality of life of the borough's residents.

**15.2** Recognising the scale of the challenge, in July 2019, Wandsworth Council declared a Climate Emergency; resolving to become a carbon neutral organisation by 2030, a zero carbon organisation by 2050, and to establish Wandsworth as the greenest borough in inner-London. To reach these ambitious targets, the Council has developed a detailed roadmap outlining actions that it will take to tackle climate change within the borough – the Wandsworth Environmental and Sustainability Strategy (WESS). Planning, and the policies set out within this Local Plan, will play a key role in delivering many of these actions.

**15.3** Reflecting the cross-cutting nature of climate change, the WESS encompasses a broad range of themes: sustainable transport; air quality; energy management; urban greening and open spaces; waste management; water management and flood resilience; and sustainable development. These topics aptly reflect many of the different chapters and policies within this Local Plan, reinforcing the importance of taking a holistic approach to tackling climate change. The management of and adaptation to climate change should be seen as a golden thread which runs throughout the entire Local Plan; however this chapter sets out a number of policies covering key issues which sit at the core of this: sustainable design and construction and energy efficiency; zero and low carbon development; the increased use of renewable energy; decentralised energy networks; the management of water and building resilience to flooding; the management of waste; and mitigating the impact of development on the borough's air quality and other pollutants.

**15.4** In delivering the WESS, the Council has committed to producing an annual Action Plan to ensure that it remains on track to meet the targets. The policies established within this chapter – and within the Local Plan as a whole – will be kept under review, and the Council will seek to revise these in accordance with the Action Plan, where necessary, to ensure that this document continues to effectively contribute to tackling climate change.

**LP10 Responding to the Climate Crisis**

**Sustainable Construction and Design**

A. Developments will be required to achieve high standards of sustainable design and construction in order to mitigate the effects of climate change, and to realise the Council's ambition of becoming zero carbon by 2050. This will include, but is not necessarily limited to the:

1. Incorporation of Sustainable Drainage Systems (SuDS) or demonstration of alternative sustainable approaches to the management of surface water (see Policy LP 12 (Water and Flooding)).
2. Use of sustainable construction methods, such as the use of sustainably sourced and recycled materials.
3. Use of demolished materials from the development site where practicable, in order to minimise the transportation of waste and reduce carbon dioxide emissions.

4. Incorporation of water conservation measures, setting maximum water usage at 110 litres per person per day for homes (including an allowance of 5 litres or less per person per day for external water consumption) under the optional national technical standard.
5. Incorporation of living roofs and walls where feasible (See Policy LP 59 (Urban Greening Factor)).

B. Applicants will be required to meet the following:

1. New non-residential buildings over 100 sqm will be required to meet BREEAM 'Outstanding' standard, unless it can be demonstrated that this would not be technically feasible. New buildings should be designed for the climate they will experience over their lifetime.
2. Proposals for change of use to residential will be required to meet BREEAM Domestic Refurbishment 'Outstanding' standard, unless it can be demonstrated that this would not be technically feasible.
3. Residential buildings will be encouraged to meet the BRE Home Quality Mark or Passivhaus.

C. Development, including the re-use or extension of existing buildings, should achieve the maximum feasible reductions in carbon emissions and support in achieving the strategic carbon reductions target in this Plan, while protecting the heritage and character of the buildings.

**Reducing Carbon Dioxide Emissions**

D. Developers are required to incorporate measures to improve energy conservation and efficiency, as well as contributions to renewable and low carbon energy generation. Proposals will be required to meet the following minimum reductions in carbon dioxide emissions, where targets are expressed as a percentage improvement over the target emission rate (TER) based on Part L of the 2013 Building Regulations:

1. All new major development should achieve zero carbon standards, as set out in the emerging London Plan, with a minimum on-site reduction of 35%.

2. All other new residential buildings should achieve a minimum on-site reduction of 35%.

3. Residential development should achieve a 10% reduction and non-residential development should achieved a 15% reduction through energy efficiency measures alone.
4. In exceptional circumstances, where it is clearly demonstrated that the on-site percentage threshold targets listed in Parts D.1 and D.2 cannot be fully achieved, any shortfall must be provided through a cash in lieu contribution to the borough's Carbon Offset Fund.

**The Energy Hierarchy**

E. All development is required to follow the energy hierarchy set out within the emerging London Plan (Policy SI 2) with respect to its design, construction, and operation.

**Energy Assessments**

F. All new residential development and major non-residential development proposals are required to submit an energy assessment, and minor non-residential development proposals are strongly encouraged to provide one.

**Compliance and Monitoring**

G. Conditions may be used to ensure the principles outlined within this Policy are adhered to throughout the lifetime of the development. In addition, major development proposals may be required to fund post-construction monitoring of renewable and low-carbon equipment to demonstrate full compliance with the commitments identified within the permission, up to a 4-year period.

**Adapting to Climate Change**

H. The Council will promote and encourage all development to be fully resilient to the future impacts of climate change in order to minimise vulnerability of people and property. Retrofitting of existing buildings, through low-carbon measures, to adapt to the likely effects of climate change should be maximised and will be supported.

**Overheating**

I. New development, in their layout, design, construction, materials, landscaping and operation, should minimise the effects of overheating, mitigate the urban heat island effect, and minimise energy consumption in accordance with the following cooling hierarchy set out in the emerging London Plan, Policy SI 4.

**15.5** 'Carbon' is used in this chapter as shorthand for all greenhouse gases. London's carbon accounting is measured in carbon dioxide equivalent, which includes the conversion of other greenhouse gases into their equivalent carbon dioxide emissions.

**Sustainable Design and Construction**

**15.6** There are a wide range of measures which developers can incorporate, where appropriate, to make their developments more sustainable, during both the construction and the operational phases. These may include passive solar design, natural ventilation, green and brown roofs, sustainable drainage systems (SuDS) and rainwater harvesting, the sustainable use of building materials and the management of construction waste.

**15.7** The national technical standards relate to water efficiency, space and accessibility for new housing developments. Where feasible, developers are encouraged to use accepted standards, such as the Home Quality Mark or Passivhaus, to demonstrate that higher design and operational aspects over and above those required by the Building Regulations have been incorporated. The Building Research Establishment Environmental Assessment Method (BREEAM) is a sustainability standard which can be applied to non-residential developments. It is expected that developments brought forward within the borough should meet the criteria to be recognised as 'Outstanding'. In all instances where assessment methods are changed or superseded, the appropriate replacement standards should be used.

**15.8** The existing building stock in Wandsworth makes a significant contribution to the borough's carbon dioxide emissions. As such, conversions, extensions and refurbishment of existing buildings, including for a different use, present an opportunity to reduce carbon dioxide emissions through retrofitting. Where applicable, development should consider synergies with new build elements on sites and developments should seek to achieve the zero carbon target across the site. Where conflict between climate change objectives and the conservation of heritage assets is unavoidable, the public benefit of mitigating the effects of climate change will be weighed against any harm to the significance of the heritage asset, in accordance with national, the emerging London Plan and the Council's planning policies. There may be opportunities to improve the energy efficiency of existing heritage buildings through measures such as improved insulation and draught-proofing, and these measures should be considered by applying energy generating

technologies. When retrofitting renewable energy technologies to listed buildings or buildings within Conservation Areas, care should be taken to choose appropriate technologies and to position equipment in the least visually harmful location. Guidance can also be found in Historic England's advice on 'Energy efficiency and Historic Buildings'. Further information is also available in the Council's Conservation Area Appraisal and Management Strategies.

**15.9** The Mayor's Sustainable Design and Construction SPG provides further technical guidance on the operation and implementation of these principles in new development. The standards set out in the SPG, or any future replacement, should be addressed in planning applications. The Mayor of London intends to publish further guidance on whole life-cycle carbon assessments, and applicants are encouraged to have regard to this.

**Reducing Carbon Dioxide Emissions**

**15.10** The Council requires developments to contribute towards the Mayor of London's commitment of making London a zero-carbon city by 2050.

**15.11** All development proposals should apply the following Energy Hierarchy, as set out in the emerging London Plan: to be lean; be clean; be green; and to be seen. The priority is to minimise energy demand, and then address how energy will be supplied and renewable technologies incorporated. An important aspect of managing demand will be to reduce peak energy loadings.

**15.12** The Council will require an assessment of energy demand and carbon dioxide emissions from the proposed development, which should demonstrate the expected energy and emissions savings from energy efficiency and renewable energy measures incorporated into the development. Renewable technologies such as photovoltaic cells, solar panels, ground and air source heat pumps and other forms of renewable energy are likely to be appropriate in many parts of the borough, subject to other policies within this Plan. The Energy Statement must demonstrate how the energy requirements will be met in line with the Energy Hierarchy.

**15.13** All major developments (residential and non-residential) should achieve zero carbon standards, as set out in the emerging London Plan. A zero carbon development is considered to be one where at least 35% of regulated CO2 emissions reductions, expressed as minimum improvement over the Target Emission Rate (TER) outlined in the national Building Regulations (2013), are achieved on-site, with the remaining emissions (up to 100%) to be offset through a contribution into the Council's Carbon Offset Fund. All other new residential schemes (of one unit or more) should achieve a minimum 35% on-site reduction in carbon dioxide emissions. Developments are expected to achieve carbon reduction beyond Part L (of the regulations) from energy efficiency measures alone to reduce energy demand as far as possible. Where development is brought forward as part of a phased application, the relevant policy threshold should be applied on the basis of the cumulative impact of applications on the site.

**15.14** The Council recognises that there may be exceptional circumstances where it is not technically feasible for a development to achieve a 35% reduction in carbon dioxide emissions over Building Regulations (2013). In such cases, the applicant will have to demonstrate in the Energy Statement why the carbon dioxide emissions reduction target cannot be met on-site. Any justifiable shortfall in on-site reductions will need to be met through a cash-in-lieu contribution to the Council's Carbon Offset Fund, agreed through a Section 106 legal agreement in line with the Planning Obligations SPD.

**15.15** The Council has adopted the price of carbon of £95 per tonne x 30 years, equalling £2,850 per tonne of carbon. This pricing is consistent with the recommendations made within the emerging London Plan, although it may be subject to amendment in the future to ensure the Council's stepped approach to realising zero carbon. Where development viability is a concern, affordable housing will be prioritised over zero carbon contributions. Future changes

to energy efficiency standards will be kept under review, and policy requirements will be updated with the prevailing standards if required.

### Energy Assessment

**15.16** To ensure that development proposals comply with the policies set out in the local development plan, the approach to energy supply on development sites should be clearly set out in an energy assessment, which shows how various options have been considered and includes the provision of sufficient and robust detail to demonstrate an achievable energy strategy. All new development and all applicable major non-residential development should submit any relevant BREEAM pre-assessments.

### Compliance and Monitoring

**15.17** Where permission is granted, conditions may be included as part of this to ensure the provision of evidence that the approved energy strategy is implemented on site and to require final certification and/or evidence of the proposed national technical standards and BREEAM levels. Design stage and post-construction reviews will generally be required by conditions.

**15.18** In order to become zero carbon in line with the Council's ambitions, it is essential that the development continues to deliver the energy demand and carbon emissions commitments once operational. In line with the fourth point of the Mayor's energy hierarchy ('be seen'), the Council may require the developer, through a s106 agreement, to make a contribution to cover the cost of the ongoing (over a period of 4 years) monitoring of the building's energy efficiency through the use of smart meters and a web-based platform. This will require payments to cover the cost of the equipment, as well as Officer time to review the outputs. Monitoring will also provide the Council with a robust evidence base against which to set future revised targets as part of a longer-term 'stepped approach' to the realisation of zero carbon.

### Climate Change Adaptation

**15.19** Climate change is already having – and will continue to have – a profound impact on our environment. These are likely to be realised in varied ways which pose risks to people's wellbeing and to the built environment: through extreme weather events; increased temperatures; greater levels of rainfall and incidences of floor events; rising sea levels and the threat of storm surge; among others. It is essential that the location and design of development appropriately considers this in order to reduce vulnerability and increase resilience. This should be realised holistically, taking account interconnected factors such as flood risk, sustainable drainage, green infrastructure, trees, water resources, water conservation and water consumption targets, which are dealt with in more detail in separate policies within this Plan.

**15.20** Retrofitting existing properties, particularly residential buildings, presents a significant opportunity to help meet the carbon emission reduction target. Adapting and retrofitting existing homes provides the opportunity to make them more comfortable, marketable, resource efficient, and fit for purpose in the present and the future. The sensitivity of existing developments, in particular heritage assets, in terms of their historic fabric and significance, should be considered before developing methods in which to retrofit higher standards of energy and water efficiency.

### Overheating

**15.21** It is predicted that London's summers will get progressively warmer, with an increased likelihood of extreme high temperatures. As an inner London borough, Wandsworth is particularly vulnerable to such events due to the urban heat island effect, which is the relative higher temperature witnessed in urban areas as a result of the high capacity of buildings, roads, and other urban infrastructure to absorb and retain heat.

**15.22** Development should be designed in such a way to account for, and appropriately mitigate the potential overheating of a building. Various measures can be taken to achieve this, which

should follow the emerging London Plan's cooling hierarchy (set out in Policy SI 4 (Managing heat risk)), as follows:

1. Reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure.
2. Minimise internal heat generation through energy efficient design.
3. Manage the heat within buildings through exposed internal thermal mass and high ceilings;
4. Provide passive ventilation.
5. Provide mechanical ventilation.
6. Provide active cooling systems.

**15.23** In this policy, 'new development' applies to new build development of 1 dwelling unit or more as well as to new build (including extensions) of 100sqm or more of non-residential floor space.

**LP11 Energy Infrastructure**

A. New development will be expected to connect to any existing decentralised energy network (DEN). Where networks do not exist, developments should make provision to connect to any future network that may be developed, having regard to the possibility for this to come forward.
B. Where no decentralised heat energy networks are planned, or in exceptional circumstances where it can be sufficiently demonstrated that it is not technically feasible and/or economically viable to connect to an existing network, major developments should incorporate on-site DEN, such as combined heat and power.
C. Where applicable, applicants are required to consider the installation of low, or preferably ultra-low, NOx boilers to reduce the amount of NOx emitted in the borough.

**15.24** Heat that is created as a by-product of traditional energy generation is normally wasted; however in decentralised energy networks (DEN) this waste heat can be used instead to heat local homes and businesses through a system of pre-insulated underground pipes. Decentralised energy can therefore play a significant role in reducing both carbon emissions, both by eliminating power lost in transmission over the national grid, but also by reducing the reliance of local development on this grid. DENs are commonly based on gas-fire CHP but have the potential to switch to renewable energy sources in the future such as biogas, which could further reduce carbon emissions and improve energy security.

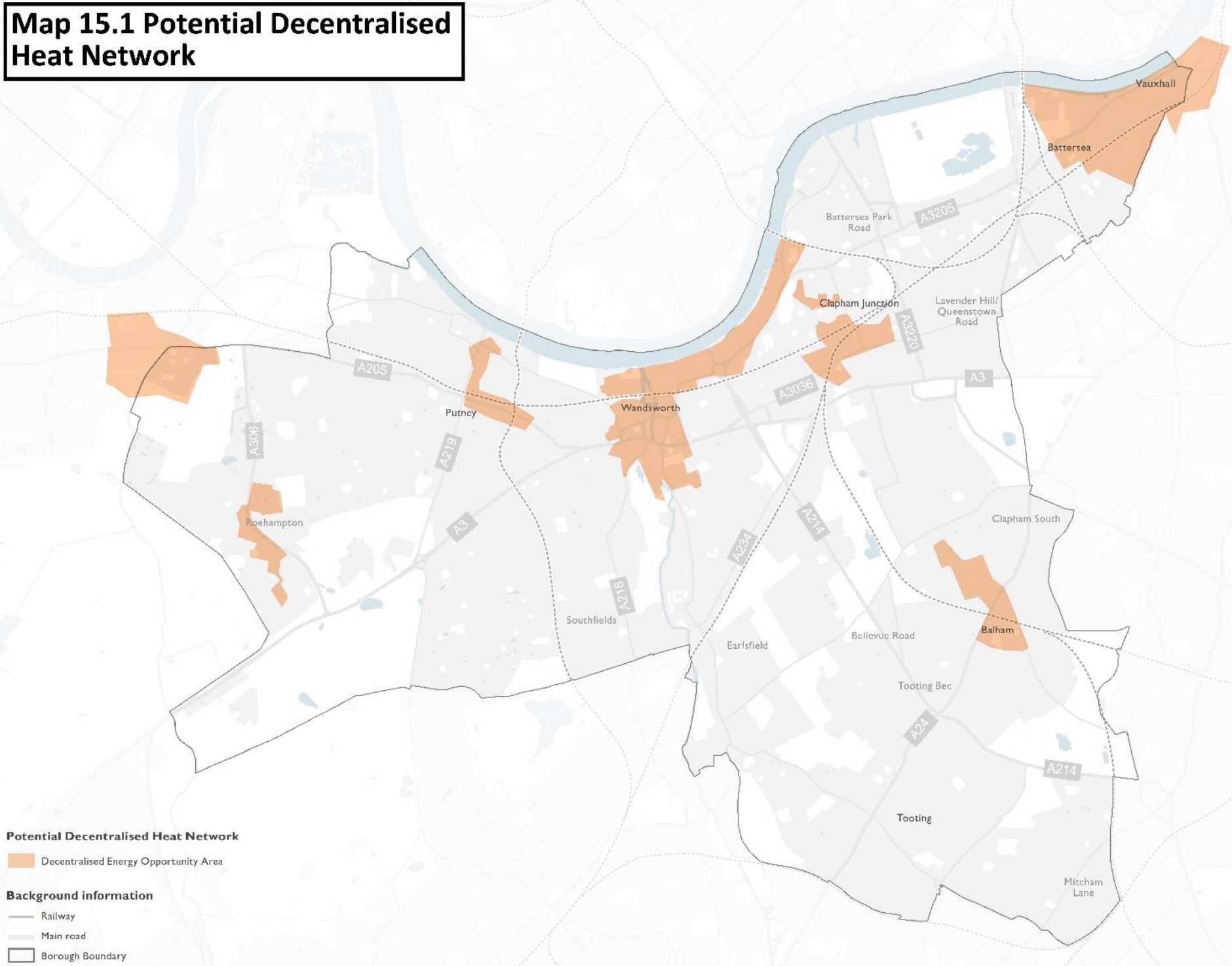
**15.25** The Council expects all development to maximise opportunities to incorporate decentralised energy to support further reductions in energy use and emissions. New developments should therefore be designed in a manner fully compatible with any existing, planned or future decentralised energy network (DEN) – including appropriate design of building systems to minimise return temperatures – in accordance with any relevant energy masterplan, the District Heat Manual for London (GLA, 2014), or equivalent replacement document. Map X (map to be inserted) shows the borough's decentralised energy opportunity areas.

**15.26** There are two DENs in Nine Elms: the Embassy Quarter Heating Network (EQHN), with an energy centre housed within the US Embassy; and the Battersea Power Station Heating Network, powered from an energy centre within the grounds of the Power Station. There are particularly good opportunities to create new and/or expand existing DENs in large mixed use developments in the areas of major change, such as central Wandsworth and the Wandle Delta and Clapham Junction.

**15.27** The Council will work with development partners to promote necessary strategic sustainable energy infrastructure. This may include developers identifying land and access for Energy Centres, DEN plant and district

heating connections as well as making financial contributions towards establishing or expanding networks where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Developers will be expected to contribute towards the costs of the DEN in line with the avoided costs of their own plant installation. Applicants will be expected to demonstrate the low air quality impacts of any decentralised energy network.

# Map 15.1 Potential Decentralised Heat Network



**LP12 Water and Flooding**

**Flood Risk Management**

A. All developments should avoid, or minimise, contributing to all sources of flooding, including fluvial, tidal, surface water, groundwater and flooding from sewers, taking account of climate change and without increasing flood risk elsewhere. Development will be guided to areas of lower risk by applying the 'Sequential Test' as set out in national policy guidance, and where necessary, the 'Exception Test' will be applied. Unacceptable developments and land uses will be refused in line with national policy and guidance, the Council's Strategic Flood Risk Assessment (SFRA) and as outlined in the table below. In Flood Zones 2 and 3, all proposals on sites of 10 dwellings or more or 1000sqm of non-residential development or more, or on any other proposal where safe access/egress cannot be achieved, a Flood Emergency Plan must be submitted. Where a Flood Risk Assessment is required, on-site attenuation to alleviate fluvial and/or surface water flooding over and above the Environment Agency's floodplain compensation is required where feasible.

| Flood Zone | Land uses and development - restrictions | Sequential Test | Exception Test | Flood Risk Assessment |
|---|---|---|---|---|
| **Zone 3b** | The functional floodplain as identified in the Council's Strategic Flood Risk Assessment will be protected by not permitting any form of development on undeveloped sites unless it:<br>• is for Water Compatible development;<br>• is for essential infrastructure which has to be located in a flood risk area and no alternative locations are available and it can be demonstrated that the development would be operational and safe, result in no net loss of flood storage, not impede water flows, not increase flood risk elsewhere and where possible would reduce flood risk overall.<br><br>Redevelopment of existing developed sites will only be supported if there is no intensification of the land use and a net flood risk reduction is proposed; any restoration of the functional floodplain will be supported.<br><br>Proposals for a change of use or conversion to a use with a higher vulnerability classification will not be permitted.<br><br>Safe refuge is required above the 1 in 100 fluvial or 1 in 200 tidal flood level (whichever is greater depending on location), including an allowance for climate change, or appropriate extreme water level as advised by the Environment | Required for essential infrastructure | Required for essential infrastructure | Required for all development proposals |

| | | | | |
|---|---|---|---|---|
| | Agency, or to the maximum acceptable height possible below this, should sufficient justification be provided, or safe access and egress is at a Low Hazard rating is required. | | | |
| **Zone 3a (Tidal / Fluvial)** | Land uses are restricted to:<br>• Water Compatible;<br>• Less Vulnerable; and<br>• More Vulnerable development<br><br>Highly Vulnerable developments will not be permitted. Self-contained residential basements and bedrooms at basement level will not be permitted.<br><br>Finished floor levels for more vulnerable development with a sleeping element must be raised to a minimum of 300mm above the 1 in 100 fluvial, or to the 1 in 200 tidal flood level (whichever is greater depending on location – undefended fluvial or defended Tidal), including an allowance for climate change, or appropriate extreme water level as advised by the Environment Agency, or to the maximum acceptable height possible below this, should sufficient justification be provided. Floor levels for less vulnerable development in undefended fluvial areas should also be raised in accordance with this standard.<br><br>Safe refuge is required above the 1 in 100 fluvial or 1 in 200 tidal flood level (whichever is greater depending on location), including an allowance for climate change, or appropriate extreme water level as advised by the Environment Agency, or to the maximum acceptable height possible below this, should sufficient justification be provided, or safe access and egress is at a Low Hazard rating is required.<br><br>Self-contained residential basements and bedrooms at basement level will not be permitted. | Required for all developments unless exceptions outlined in the supporting text apply | Required for more vulnerable development | Required for all development proposals |

| | | | | |
|---|---|---|---|---|
| **Zone 2** | No land use restrictions. Self-contained residential basements and bedrooms at basement level will not be permitted.<br><br>Finished floor levels for more vulnerable development with a sleeping element must be raised to a minimum of 300mm above the 1 in 100 fluvial, or to the 1 in 200 tidal flood level (whichever is greater depending on location – undefended fluvial or defended Tidal), including an allowance for climate change, or appropriate extreme water level as advised by the Environment Agency, or to the maximum acceptable height possible below this, should sufficient justification be provided. Floor levels for less vulnerable development in undefended fluvial areas should also be raised in accordance with this standard.<br><br>Safe refuge is required above the 1 in 100 fluvial or 1 in 200 tidal flood level (whichever is greater depending on location), including an allowance for climate change, or appropriate extreme water level as advised by the Environment Agency, or to the maximum acceptable height possible below this, should sufficient justification be provided, or safe access and egress is at a Low Hazard rating is required.<br><br>Self-contained residential basements and bedrooms at basement level will not be permitted. | Required for all developments unless exceptions outlined in the supporting text apply | Required for highly vulnerable development | Required for all development proposals unless for change of use from water compatible to less vulnerable |
| **Zone 1** | No land use restrictions.<br><br>Where development over 1 ha is proposed or there is evidence of flooding from another localised source opportunities should be sought to: ·<br><br>• Ensure that the management of surface water runoff from the site is considered early in the site planning and design process;<br>• Ensure that proposals achieve an overall reduction in the level of flood risk to the surrounding area, through the appropriate application of sustainable drainage techniques. | Not applicable | Not applicable | A sustainable Drainage Statement is required for all major development.<br><br>Where development over 1 ha is proposed or for all other development proposals |

| | | | | |
|---|---|---|---|---|
| | | | | where there is evidence of a risk from other sources of flooding, including surface water, groundwater and sewer flooding. |

**Table 15.1 Flood Zones**

**Basements and Subterranean Developments**

B. Basements within flood affected areas of the borough represent a particularly high risk to life as they may be subject to very rapid inundation. Applicants will have to demonstrate that their proposal complies with the following:

| | |
|---|---|
| **Flood Zone 3b** | Basements, basement extensions, conversions of basements to a higher vulnerability classification or self-contained units will not be permitted. |
| **Flood Zone 3a (Fluvial/Tidal)** | **In areas of Extreme, Significant and Moderate Breach Hazard** (as set out in the Council's SFRA):<br>• **New basements:**<br>• • Restricted to Less Vulnerable / Water Compatible use only.<br>• 'More Vulnerable' uses will only be considered if a site-specific Flood Risk Assessment demonstrates that the risk to life can be managed. Bedrooms at basement levels will not be permitted.<br>• 'Highly Vulnerable' uses such as self-contained basements/bedrooms will not be permitted.<br><br>**In areas of Low or No Breach Hazard** (as set out in the Council's SFRA):<br>• **New basements:**<br>• • If the Exception Test (where applicable) is passed, basements may be permitted for residential use where they are not self-contained or used for bedrooms.<br><br>If a basement, basement extension or conversion is acceptable in principle in terms of its location, it must:<br>• have safe access threshold levels and internal staircases provided to access floors to a minimum of 300mm above the 1 in 100 fluvial, or to the 1 in 200 tidal flood level (whichever is greater depending on location – undefended fluvial or defended Tidal), including an allowance for climate change, or |

| | |
|---|---|
| | appropriate extreme water level as advised by the Environment Agency. The only exception to this is where the applicant has demonstrated that a permanent fixed barrier is in place to prevent floodwater from entering any sleeping accommodation that is located below the extreme water level in accordance with the hazard advice above. Flood resistant and resilient design techniques must be adopted.<br><br>In areas at risk of surface water flooding, basements, basement extensions and basement conversions must be protected by appropriate mitigation such as raising floor level thresholds, providing storage for surface water or other SuDS proposal.<br><br>Basements should not be permitted in areas of high surface water risk without appropriate mitigation. |
| **Flood Zone 2** | **In areas of Extreme, Significant and Moderate Breach Hazard** (as set out in the Council's SFRA):<br><br>• New Basements:<br>• 1. If the Exception Test (where applicable) is passed, basements may be permitted for residential use where they are not self-contained or used for bedrooms<br><br>If a basement, basement extension or conversion is acceptable in principle in terms of its location, it must:<br><br>• have safe access threshold levels and internal staircases provided to access floors to a minimum of 300mm above the 1 in 100 fluvial, or to the 1 in 200 tidal flood level (whichever is greater depending on location – undefended fluvial or defended Tidal), including an allowance for climate change, or appropriate extreme water level as advised by the Environment Agency. The only exception to this is where the applicant has demonstrated that a permanent fixed barrier is in place to prevent floodwater from entering any sleeping accommodation that is located below the extreme water level in accordance with the hazard advice above. Flood resistant and resilient design techniques must be adopted.<br><br>In areas at risk of surface water flooding, basements, basement extensions and basement conversions must be protected by appropriate mitigation such as raising floor level thresholds, providing storage for surface water or other SuDS proposal. |
| **Flood Zone 1** | In areas at risk of surface water flooding, basements, basement extensions and basement conversions must be protected by appropriate mitigation such as raising floor level thresholds, providing storage for surface water or other SuDS proposal. |

**Table 15.2 Requirements for Basements in Flood Zones**

### Sustainable Drainage

C. The Council will require the use of Sustainable Drainage Systems (SuDS) in all development proposals. Applicants will have to demonstrate that their proposal complies with the following:

1. A reduction in surface water discharge to greenfield run-off rates wherever feasible.
2. Where greenfield run-off rates are not feasible, this will need to be demonstrated by the applicant, and in such instances, the minimum requirement is to achieve at least a 50% attenuation, aiming for 100% attenuation of the existing (undeveloped) site's surface water runoff at peak times based on the levels existing prior to the development.
3. Where minor development is proposed, schemes should not affect floodplain storage or flow routes through the incorporation of mitigation measures in line with CIRIA guidance on SuDS.

D. The Council will seek planning obligation contributions towards flood protection measures and SuDS in accordance with the Planning Obligations SPD.

**Flood Defences**

E. Applicants will have to demonstrate that their proposal complies with the following:

1. Retain the effectiveness, stability and integrity of flood defences, river banks and other formal and informal flood defence infrastructure.
2. Ensure the proposal does not prevent essential maintenance and upgrading to be carried out in the future.
3. Set back developments from river banks and existing flood defence infrastructure where possible (16 metres for the tidal Thames and 8 metres for other rivers).
4. Take into account the requirements of the Thames Estuary 2100 Plan, and demonstrate how the current and future requirements for flood defences have been incorporated into the development.
5. The removal of formal or informal flood defences, is not acceptable unless this is part of an agreed flood risk management strategy by the Environment Agency.
6. Proposals should assess the opportunities to undertake river restoration and enhancement and implement natural flood management measures as part of a development to make space for water. Enhancement opportunities should be sought when renewing assets (e.g. de-culverting, the use of bio-engineered river walls, raising bridge soffits to take into account climate change).
7. Further culverting and building over culverts should be avoided.

**The Sequential Test**

F. Future development in Zone 3a and Zone 2 will only be considered if the 'Sequential Test' has been applied in accordance with national policy and guidance. However, there are some exceptions to this. The Sequential Test is considered to have been passed and will not be required if is not a major development or at least one of the following applies:

1. Is located within an Area Strategy area as identified in this Local Plan; including within the 400m buffer around the town centre based strategies*:

    a. Vauxhall Nine Elms Battersea Opportunity Area (including Battersea Design and Technology quarter)
    b. Roehampton Regeneration Area
    c. The Wandle Valley
    d. Wandsworth' s Riverside
    e. Balham*
    f. Clapham Junction and York Road/Winstanley Regeneration Area*
    g. Putney*

h. Tooting*
i. Wandsworth Town, including the Wandle Delta Area*

2. It is a Local Plan Site Allocation, unless the proposed use is not in accordance with the allocations of the Local Plan.
3. Redevelopment of an existing single residential property or its ancillary uses.
4. Minor development, conversions and change of use.
5. For development sites falling outside of these areas, the default area of search for the Sequential Test to be applied will be the borough administrative area, unless justification is provided for a smaller area as described in the Strategic Flood Risk Assessment.

**Multifunctional Benefits**

G. In addressing flood mitigation opportunities to bring other benefits including recreational, habitat creation to support biodiversity and urban greening will be encouraged.

**15.28** Managing the risk of flooding is a key component of mitigating the effects of and adapting to climate change. Significant areas of the borough are at risk of some form of flooding and it is important to ensure that new and existing development responds to this risk which is will become more likely in the future due to the effects of climate change. This Policy sets out what is expected of development to ensure flood risk has been understood and managed effectively.

**15.29** Development which is built during the Local Plan period will be expected to have a life to the end of the century and beyond, and therefore it must be designed and built to accommodate potential future flooding events. The National Planning Policy Framework(NPPF) requires a sequential risk-based approach to steer development to areas of low flood risk both at the plan making and applications stages of the development cycle. Due to the need to accommodate growth in the borough as set out in the spatial strategy, it is not reasonable for future development within the borough's key growth and investment areas to be located within areas of lower flood risk elsewhere. In order to sustain the continuing role of these areas, development is therefore considered to satisfy the Sequential Test and a site specific application of the Sequential Test is not required as part of an application. Instead, development within these areas will need to meet the requirements of the Exception Test to manage and reduce flood risk on site and within these areas, and developments will need to follow a sequential approach for the final layout and design where possible.

**15.30** The NPPF outlines that Local Plans should be supported by a Strategic Flood Risk Assessment (SFRA) and LPAs should use the findings to inform strategic land use planning. The Council has updated its Strategic Flood Risk Assessment (2020); including incorporating a review of its Surface Water Management Plan, to both inform the Local Plan and guide development within the borough. The SFRA sets out the most up to date readily available flood risk information for all sources of flooding, to provide an overview of flood risk issues across the borough. The SFRA has been used to inform the content of this Policy and used to undertake the Sequential Test of the Site Allocations of the Plan, including the setting out of specific flood risk mitigation measure for each site as contained in the 'level two' SFRA.

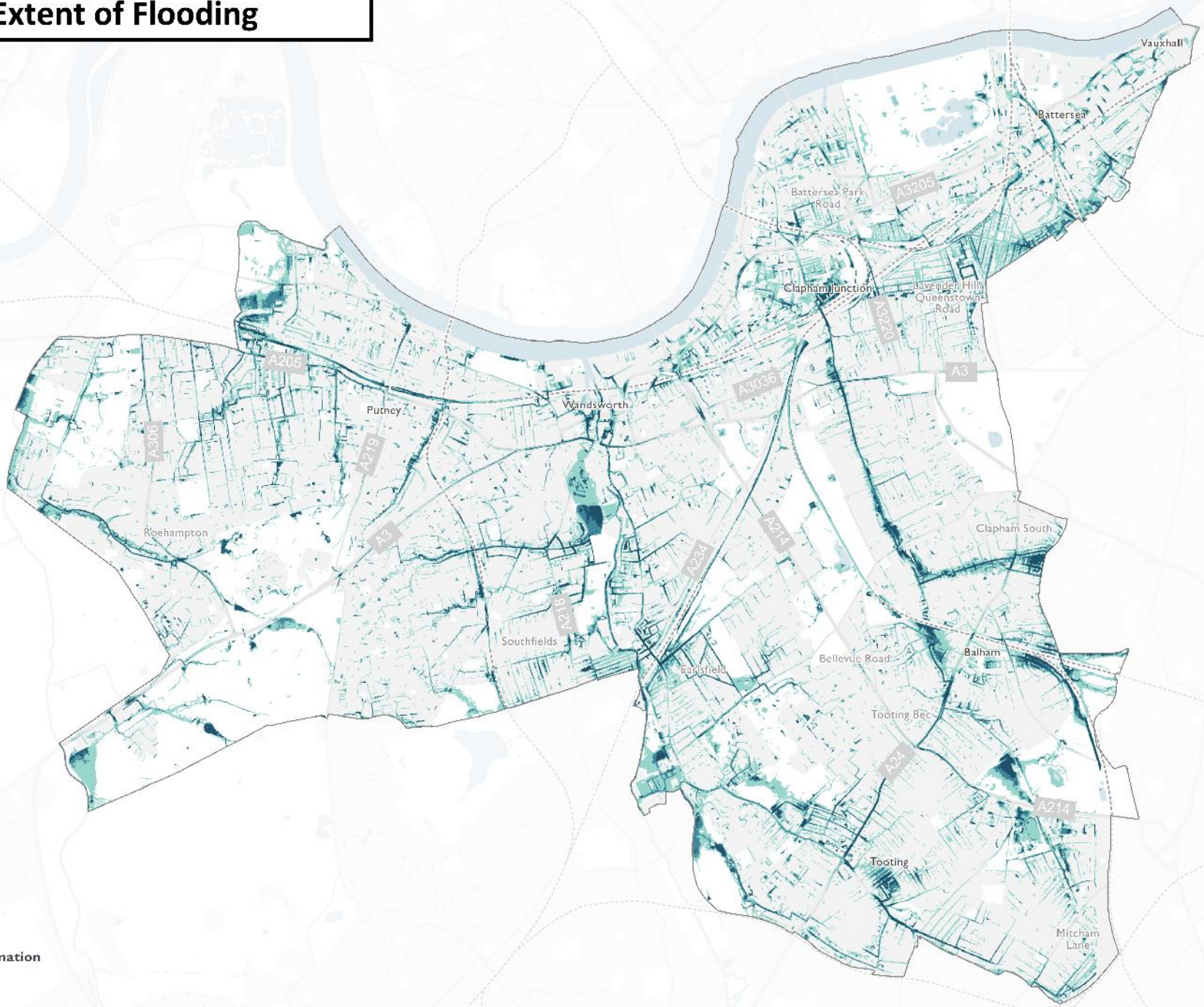
**15.31** The Environment Agency produces Flood Maps for Planning with a nationally consistent delineation of "high" (Flood Zone 3), "medium" (Flood Zone 2) and "low" (Flood Zone 1) flood zones, which are updated and published on a quarterly basis. In addition, the Council's Strategic Flood Risk Assessment, sub-divides the Environment Agency's Flood Zone 3 into "high probability" (Zone 3a) and the "functional floodplain" (Zone 3b). The areas of Flood Zone

3 associated with the River Thames are also defined as 'Areas Benefitting from Defences' (ABD), i.e. they are shown to benefit from the presence of flood defences during a 0.5% AEP flood event. The Thames Tidal Defence (TTD) system includes both the raised flood defence walls along the River Thames frontage, as well as the Thames Barrier located downstream at Woolwich. The risk of tidal flooding to these northern parts of Wandsworth (along the River Thames and the Wandle Delta area) is therefore a residual risk, in the event of a breach or overtopping of the flood defences. Breach modelling and associated hazard and depth modelling is set out within the SFRA and has been used to develop this policy and should be used by applicants in their assessment of flood risk. The modelling also shows that flood zone 3b is mainly constrained to within the river bank of the Thames, Wandle and the Wandle Delta area, meaning that there would be extremely limited circumstances where the policy criteria relating to flood zone 3b would apply unless development was to encroach into the river. There have been few instances of the defended and undefended areas of the river Thames, Wandle, and Beverly Brook flooding; however, the EA flood maps show the extent of flooding in the event of a 0.5% AEP flood event which is what the policies are fundamentally based upon and Flood Risk Assessments need to mitigate any risks.

**15.32** Applicants need to use both flood maps to identify the flood risk relevant to their site. Explanations for the flood zones, land uses and their flood risk vulnerability, are set out in national policy and guidance. Applicants and developers are also encouraged to use the Environment Agency's Flood Risk Standing Advice for planning applicants and their agents, and early pre-application discussions with the Council and the Environment Agency are encouraged.

**15.33** Land within high risk zones accounts for around a quarter of the borough's area and includes land within the borough's main investment and growth areas. There are not enough sites within the low flood risk area to accommodate the new housing targets that have been identified for the borough, and therefore it will be necessary to develop in these areas to accommodate growth, which includes the regeneration and enhancement of the borough's town centres and regeneration sites for a range of uses including significant forecast growth in housing and employment.

# Map 15.2 Flood Risk from Surface Water - Extent of Flooding




**Flooding extent**

- 1 in 30 years
- 1in 100 years
- 1 in 1000 years

**Background information**

- Railway
- Main road
- Borough Boundary

## Basements

**15.34** Basements within flood affected areas of the borough represent a particularly high risk to life, and it is essential that careful consideration is given to their design and use. Basements may be subject to very rapid inundation of floodwater and it is essential that the minimum design requirements as set out in this policy as well as in the Council's SFRA are rigorously adhered to.

**15.35** This policy restricts basement developments in areas of Extreme, Significant and Moderate Breach Hazard, as set out in the Council's SFRA and 'More Vulnerable' (such as residential) uses will only be considered if a site specific Flood Risk Assessment can demonstrate that the risk to life can be managed. An applicant will need to confirm with the Council whether a development proposal is located within a breach hazard area in accordance with the SFRA.

**15.36** No essential services or storage space for key provisions and equipment should be located at basement level where they need to remain operational during a flood event. By virtue of the low lying nature of basements, they are vulnerable to many types of flooding and in particular sewer flooding. Therefore, all new basements with a waste outlet (such as toilets, bathrooms, utility rooms) will need to be protected from sewer flooding through the installation of a suitable (positively) pumped device, which will need to be shown in drawings submitted with a planning application.

**15.37** The Council's SFRA sets out further guidance on basements, including how to assess ground floor level and internal access level requirements for basements.

**15.38** In addition to a Flood Risk Assessment (FRA), a Flood Emergency Plan will be required as set out in part A of the Policy. The main aims of a Flood Emergency Plan are to reduce the risk to life, mitigate damage, and enable a safe and well organised evacuation of occupants of premises during a flood event.

**15.39** It is necessary in some instances to identify whether adequate flood warnings would be available and that people using the development will act on them to keep safe. Depending on the nature of a development and the severity of flooding on a site, a flood emergency procedure may entail retreating to a safe place of refuge within the development, leaving the development by a signed safe access route to dry ground beyond the flooded area, or preparing for rescue by the emergency services to safe locations previously identified in a Flood Emergency Plan. More information is provided in the Council's guidance on producing a Flood Emergency Plan.

## Surface Water Flooding

**15.40** The borough is very susceptible to surface water flooding. Surface water flooding happens when the ground and rivers cannot absorb heavy rainfall and when man-made drainage systems have insufficient capacity to deal with the volume of rainfall. Typically this type of flooding is localised and happens very quickly, making it very difficult to predict and give warnings. With climate change predicting more frequent short-duration, high intensity rainfall and more frequent periods of long-duration rainfall, coupled with an ageing Victorian sewer system and increasing pressure from growing populations, surface water flooding is likely to be an increasing problem.

**15.41** Therefore, to reduce the risk of surface water and sewer flooding, all development proposals in the borough that could lead to changes to, and have impacts on, surface water run-off are required to follow the emerging London Plan drainage hierarchy:

- Store rainwater for later use.
- Use infiltration techniques, such as porous surfaces in non-clay areas.
- Attenuate rainwater in ponds or open water features for gradual release to a watercourse.
- Attenuate rainwater by storing in tanks or sealed water features for gradual release to a watercourse.
- Discharge rainwater direct to a watercourse.
- Discharge rainwater to a surface water drain.
- Discharge rainwater to a combined sewer.

**15.42** If discharging surface water to a public sewer, developers are required to provide evidence that capacity exists in the public sewerage network to serve their development in the form of written confirmation.

**15.43** The Council's SFRA identifies reducing the rate of discharge from development sites to greenfield runoff rates as one of the most effective ways of reducing and managing flood risk within the borough. Greenfield run-off is the surface water drainage regime from a site prior to development. To maintain the natural equilibrium of a site, the surface water discharge from a developed site should not exceed the natural greenfield run-off rate. Where greenfield run-off rates are not technically feasible, applicants will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken. In such instances, the minimum requirement is to achieve at least a 50% attenuation of the site's surface water runoff at peak times, based on the site's performance prior to development.

**15.44** Applicants and developers will need to submit evidence, as part of Flood Risk Assessments, that the above drainage hierarchy has been followed and SuDS have been utilised where feasible.

**15.45** Borough-specific guidance on SuDS is set out in the Council's SFRA and CIRIA guidance. Flood resilient and resistant measures should be incorporated into the design of development proposals in any area susceptible to flooding to minimise and manage the risk of flooding. All parties involved on the design and development of buildings are expected to apply BS 85500:2015, which provides guidance to developers and designers on how to improve the flood resistance and resilience of buildings to reduce the impacts of flooding from all sources.

**15.46** Existing developments in areas susceptible to flooding are encouraged to include flood resistant and/or resilient measures to mitigate potential flood risks. Retrofitting properties by integrating flood resilient and resistant measures could help to reduce the consequences of flooding and would ultimately contribute to positively managing flood risk in the borough.

**15.47** In addition to the above requirements, under the Flood and Water Management Act 2010, the local planning authority has to consult the Lead Local Flood Authority on SuDS for all major development proposals. Therefore, applicants have to submit drainage and surface water management designs as part of the planning process. The satisfactory performance of SuDS depends not only on good design but also adequate maintenance, and provision for adoption and maintenance must be made from the outset. The Council will use planning conditions or obligations to make sure that arrangements are in place for ongoing maintenance over the lifetime of the development.

### Flood Defences

**15.48** The protection of people, properties and infrastructure from the risk of fluvial and tidal flooding is essential in this borough and the integrity of the flood defence infrastructure must therefore be maintained. Flood defence infrastructure includes formal and informal flood defences and such defences may not always be recognisable and can include mounds, buildings and walls.

**15.49** There is a statutory requirement for the Council to consult the Environment Agency for any development that could affect flood defence infrastructure; as a guide, this requirement applies to proposals within an area of 20 metres from the top of the bank of a main river.

**15.50** Proposals for redevelopment should seek opportunities to set back the development from existing flood defences. The Council, in conjunction with the Environment Agency, will require a buffer zone of 8 metres on the borough's rivers, and 16 metres for the tidal Thames. This is to allow for the maintenance and future upgrading of the flood defences as well as for improvements to flood flow and flood storage capabilities. Applicants are strongly encouraged to liaise with the Environment Agency for any development that

could affect flood defence infrastructure as their consent will be required for any works that could affect the flood defences.

**15.51** Developments should also take into account the requirements of the Thames Estuary 2100 (TE2100) Plan with regard to the implementation of current and future improvements to the River Thames tidal flood defences in order to effectively manage tidal flood risk over the plan period.

**LP13 Waste Management**

A. Wandsworth will support the circular economy and contribute towards London's recycling and net self-sufficiency targets by safeguarding existing waste sites and identifying suitable areas for new waste facilities.

B. The following waste sites are safeguarded for waste use:

| Site Name | Address | Size (ha) | Facility Type |
|---|---|---|---|
| Biffa Waste Services | 45 Pensbury Place, London SW8 4TR | 0.18 | Vehicle depot |
| Cringle Dock WTS (Cory) | Cringle Dock SWTS, Cringle Street, Battersea, London, SW11 8BX | 1.13 | Transfer |
| D Goldsmith | D Goldsmith Ltd, 2 Bendon Valley, Tooting, London, SW18 4LZ | 0.04 | Transfer Station taking Non-Biodegradable Wastes |
| EMR | Private Sidings, Pensbury Place, Wandsworth, London, SW8 4TP | 0.79 | Recycling |
| Pensbury Place Transfer Station (Cory) | Pensbury Place Transfer Station 661-679 Pensbury Place Battersea<br><br>SW8 4TP | 0.79 | Transfer |
| Smugglers Way waste facilities (WRWA/Cory) | Smugglers Way, Wandsworth, London SW18 1EG | 3.4 | Recycling and Transfer |
| Wandsworth Transfer Station (Suez) | British Rail Goods Yard, Pensbury Place, Wandsworth, London SW8 4TR | 0.17 | Recycling and Transfer |

| | | | |
|---|---|---|---|
| The Willows MRF | Cappagh Public Works Ltd, The Willows Materials Recycling Facility, Riverside Road, London SW17 0BA | 0.57 | Recycling |

**Table 15.3 Wandsworth's existing waste sites**

C. Development on sites adjacent to existing waste sites that may prejudice use for waste management purposes will not be permitted unless satisfactory mitigation measures can be provided, in line with the Agent of Change principle.

D. New waste capacity is directed towards existing facilities, safeguarded wharves, and SIL and LSIAs. Applications for waste facilities outside of these areas will need to demonstrate that it is not feasible to develop the proposed facility in one of the preferred locations. Sites which support sustainable transport options such as rail and water are supported.

E. Applications for waste management facilities, including those replacing or expanding existing sites, will be required to demonstrate that the proposal optimises the waste management capacity of the site.

F. Applications for waste facilities which include additional recycling capacity are welcomed and opportunities to co-locate complementary activities, such as manufacturing using recycled waste, will be supported.

G. Applications for new waste facilities will be assessed against criteria in the National Planning Policy for Waste, the emerging London Plan and Wandsworth's Local Plan policies.

H. Waste sites will only be released for other uses if compensatory capacity is provided within Wandsworth or, if the borough's waste needs have been met, elsewhere in London. Compensatory provision should be at or above the same level of the waste hierarchy of that which is lost and meet or exceed the maximum achievable throughput of the site over the last five years.

I. Wandsworth will continue to co-operate with waste planning authorities in areas which receive significant waste exports from the borough to address any cross-boundary waste issues.

J. Developers will be expected to reuse, recycle or recover 95% of construction and demolition waste and find beneficial uses for 95% of excavation waste.

K. Circular Economy Statements will be required for all referable applications which set out how the proposed development promotes circular economy outcomes and the aim for net zero waste.

**15.52** Wandsworth has a number of different roles and responsibilities related to waste. Wandsworth is responsible for collecting and disposing of household and some business waste, and both of these services are outsourced. Wandsworth also has a planning responsibility to ensure there is sufficient waste management capacity to meet the borough's identified waste needs. This is achieved through this Local Plan waste policy which is supported by the Waste Technical Report 2020.

**15.53** Wandsworth is required to plan for seven waste streams. The largest of these are Local Authority Collected Waste (LACW), Commercial & Industrial Waste (C&I) and Construction, Demolition and Excavation Waste (CD&E). The emerging London Plan apportions an amount of LACW and C&I waste to each borough and Wandsworth is required to have regard to these apportionment targets and to be in general conformity with the emerging London Plan. The other waste streams are low level radioactive waste, agricultural waste and wastewater / sewage sludge.

**15.54** London is working towards a circular economy. A circular economy is an economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'. To achieve this, the London Environment Strategy and the emerging London Plan set out targets for waste reduction, recycling and landfill diversion. In particular boroughs are expected to work in collaboration with the Mayor and industry to ensure that there is zero biodegradable or recyclable waste to landfill by 2026, and meet the 65% recycling target for municipal waste by 2030, meet the 95% reuse/recycling/recovery targets for C&D waste and meet the 95% target of beneficial use for excavation waste. A negligible amount of Wandsworth's LACW, C&I and C&D waste goes to landfill so Wandsworth is already achieving the target of zero biodegradable or recyclable waste to landfill by 2026. Wandsworth is also already achieving over 95% recycling or recovery of C&D waste and developers are expected to continue this high standard and seek opportunities to put excavation waste to beneficial use.

**15.55** Wandsworth is one of four London boroughs (along with Wandsworth, Hammersmith & Fulham and Kensington & Chelsea) for which the Western Riverside Waste Authority (WRWA) is the statutory waste disposal authority for household waste. A thirty year Waste Management Service Agreement (WMSA) was established between WRWA and Cory Environmental Ltd to dispose of WRWA waste, which ends in 2032. Some of Wandsworth's household waste is managed within the borough, with recyclable material going to a Materials Recovery Facility (MRF) at Smugglers' Wharf. Only around 22% of Wandsworth's Local Authority Collected Waste is currently recycled. The majority of Residual ("black bag") waste is taken to Smugglers Way Transfer Station in the borough and then transported down river to the Belvedere energy recovery facility in the London Borough of Bexley.

**15.56** The Mayor's Environment Strategy contains ambitious targets for municipal waste comprising 50% of LACW by 2025 and 75% of C&I waste by 2030. This is a challenging target for an inner London borough and the barriers to increasing household recycling rates are well known, for example the high proportion of flatted developments and low number of gardens. The Council is required to be "in general conformity" with the waste chapter of the Mayor of London's Environment Strategy which contains these targets. The Council's waste Reduction and Recycling Plan (RRP) seeks to demonstrate this conformity.

**15.57** Household waste recycling (sorting/bulking) is the responsibility of the Western Riverside Waste Authority (WRWA) and Wandsworth will continue to work with the WRWA to increase recycling and support delivery of the waste management strategy. It is more difficult for Wandsworth to directly influence business recycling rates and therefore partnership working with the London Waste and Recycling Board will be key to increasing business waste recycling. In 2019/20, Wandsworth recycled 23.7% of household waste.

**15.58** Design will be important in raising recycling rates in Wandsworth, both at construction and end user stages. The emerging London Plan requires developers to submit 'Circular Economy Statements' for all referable applications which set out how the proposed development promotes circular economy outcomes and the aim for net zero waste. A key element of increasing municipal waste recycling is to ensure there is sufficient space for the separation and storage of recyclables for collection and this will be assessed in accordance with Policy LP 2 (General Development Principles).

**15.59** Wandsworth will contribute to the emerging London Plan target of net self-sufficiency by 2026 by planning for capacity to manage the borough's waste apportionment targets set out in the emerging London Plan, and the equivalent of 100% of C&D waste arisings, including hazardous waste. Wandsworth will also seek opportunities for the beneficial use of excavation waste within the borough. Wandsworth's waste needs over the plan period are set out in the table below.

| | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|
| LACW/C&I waste apportioned to Wandsworth in the emerging London Plan | 264,000 | 266,000 | 268,000 | 274,000 |
| C&D waste | 85,000 | 85,000 | 85,000 | 85,000 |
| Excavation waste | <250,000 | <250,000 | <250,000 | <250,000 |
| All other waste streams | 0 | 0 | 0 | 0 |

**Table 15.4 Wandsworth's waste needs over the plan period**

**15.60** In order to meet its waste management needs, it is important that Wandsworth retains its existing waste management capacity and optimises throughput on these sites. All waste sites in the borough are safeguarded for waste uses. Wandsworth's waste sites are listed in the policy although these may be subject to change as new facilities are built.

**15.61** Wandsworth's waste capacity will be monitored against the following baseline figures.

| Source | LACW/C&I recycling capacity | C&D recycling capacity |
|---|---|---|
| Existing licenced waste sites | 141,164 | 87,258 |
| Exempt waste sites | 6,380 | 0 |

**Table 15.5 Wandsworth's existing waste capacity (2018)**

**15.62** A site will only be released for other uses if an applicant demonstrates, to the satisfaction of the Council, that compensatory capacity has been provided. This could be achieved through a s106 agreement or condition.

**15.63** Compensatory provision should be at or above the same level of the waste hierarchy of that which is lost and meet or exceed the maximum achievable throughput of the site over the last five years. The maximum throughput achieved on the site over the last five years can be identified through the Environment Agency's Waste Data Interrogators. Where this information is not available, for example if a waste site has been vacant for a number of years, the potential capacity of the site should be calculated using an appropriate and evidenced throughput per hectare.

**15.64** Compensatory capacity should be provided within Wandsworth unless it can be demonstrated that Wandsworth has met its waste need, in particular for apportioned waste. This could be achieved through reference to the Authority's Monitoring Report.

**15.65** Wandsworth will close the capacity gap by providing sufficient opportunities to meet the identified needs of the borough. New waste facilities are directed towards the existing designated industrial areas of SIL and LSIAs in accordance with Policy LP 37 (Managing land for industry and distribution).

**15.66** Wandsworth has a capacity gap for managing the LACW and C&I (apportioned) waste streams. The amount of new capacity required is set out in the table below and this equates to up to 2.1ha of land depending on the type of facility.

| LACW and C&I | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|
| Capacity gap | 116,456 | 118,456 | 120,456 | 126,456 |

**Table 15.6 Wandsworth's waste management capacity gap**

**15.67** In order to meet the Mayor's recycling targets set out in the Environment Strategy and the emerging London Plan, Wandsworth will need to reduce waste generated and increase recycling of Local Authority Collected Waste (LACW) and Commercial and Industrial (C&I) waste streams. Therefore additional recycling capacity is the focus for new facilities. There is currently sufficient recycling facilities within the borough to manage the equivalent of 100% of Construction and Demolition (C&D) waste arisings. Developers will be expected to reuse, recycle or recover 95% of C&D waste. Excavation waste does not form part of the Mayor's target for net self-sufficiency, but developers will be expected to find beneficial uses for this waste stream.

**15.68** Wandsworth has a duty to cooperate with other local authorities on strategic matters that cross administrative boundaries. Waste is exported from Wandsworth as well as imported and is a strategic cross-boundary issue. Wandsworth will continue to engage with other waste planning authorities on imports and exports and to monitor any significant changes to waste movements. Exports will be monitored against the following baseline figures.

| Year / Waste type | LACW/C&I | CD&E | Hazardous |
|---|---|---|---|
| 2014 | 16,470 | 289,409 | 28,045 |
| 2015 | 39,389 | 239,536 | 13,674 |
| 2016 | 9,663 | 477,023 | 27,981 |
| 2017 | 7,690 | 292,586 | 834,851 |
| 2018 | 9,459 | 34,851 | 15,260 |

**Table 15.7 Waste exported from Wandsworth 2014-2018**

**LP14 Air Quality, Pollution and Managing Impacts of Development**

A. The Council will seek to ensure that local environmental impacts of all development proposals do not lead to detrimental effects on the health, safety and the amenity of existing and new users or occupiers of the development site, or the surrounding land. These potential impacts can include, but are not limited to, air pollution, noise and vibration, light pollution, odours and fumes, solar glare and solar dazzle as well as land contamination.

B. Developers should follow any guidance provided by the Council on local environmental impacts and pollution as well as on noise generating and noise sensitive development. Where necessary, the Council will set planning conditions to reduce local environmental impacts on adjacent land uses to acceptable level

**Air Quality**

C. The Council promotes 'air quality positive' design and the use of new technologies. Development proposals must be at least 'Air Quality Neutral', and should not contribute to a decrease in air quality during the construction or operation stage, in line with the emerging London Plan Policy SI 1.

D. To consider the impact of introducing new developments in areas already subject to poor air quality, the following will be required:

1. An air quality impact assessment, including modelled data, where necessary.
2. Mitigation measures to reduce the development's impact upon air quality, including the type of equipment installed, thermal insulation and ducting abatement technology.
3. Measures and appropriate design to protect the occupiers of new developments, and in particular vulnerable people and users such as children and the elderly, from existing sources.
4. Strict mitigation for developments to be used by sensitive receptors such as schools, hospitals and care homes in areas of existing poor air quality; this also applies to proposals close to developments used by sensitive receptors.

**Noise and Vibration**

E. The Council encourages reduction, management, and mitigation of noise and vibration resulting from developments to ensure that the health and quality of life of residents, especially within noise sensitive buildings, is protected. Development proposals should have regard to the emerging London Plan Policy D14, and following will be required, where necessary:

F. A noise assessment of any new plant and equipment and its impact upon both receptors and the general background noise levels.

1. Mitigation measures where noise resulting from a development needs to be controlled and managed, including through the promotion of good acoustic and site design and use of new technologies.
2. Time limits and restrictions for activities where noise cannot be sufficiently mitigated, including through the use of conditions.
3. Measures to protect the occupiers of new developments from existing sources, without harming the successful continued operation of existing uses in line with the Agent of Change principle set out in the emerging London Plan Policy D13.

**Light Pollution**

G. The Council will seek to ensure that artificial lighting in new developments does not lead to unacceptable impacts by requiring the following, where necessary:

1. An assessment of any new lighting and its impact upon any receptors.
2. Mitigation measures, including the type and positioning of light sources.
3. Promotion of good lighting design and use of new technologies.

**Odours and Fume Control**

H. The Council will seek to ensure that any potential impacts relating to odour and fumes from commercial activities are adequately mitigated by requiring the following:

1. An impact assessment where necessary.
2. The type and nature of filtration to be used.
3. The height and position of any chimney or outlet.
4. Promotion and use of new abatement technologies.

**Land Contamination**

I. Where development is proposed on contaminated or potentially contaminated land, a desk study and site investigation in line with the most up-to-date guidance will be required. Proposals for the remediation of any contamination identified will need to be agreed with the Council before development proceeds.

J. Development proposals that involve hazardous processes, or which are located in proximity to hazardous installations, will need to ensure that the potential risk of adverse impacts on people and the environment has been assessed, and that suitable mitigation measures are proposed. These should be agreed with the Council in advance of the development taking place.

**Construction and Demolition**

K. The Council will seek to manage and limit environmental disturbances during construction and demolition. To deliver this the Council requires the submission of Construction Management Statements (CMS) for the following types of developments:

1. All major developments.
2. Developments of sites in confined locations or near sensitive receptors.
3. If substantial demolition/excavation works are proposed.

L. Developments of sites in confined locations or near sensitive receptors.

M. If substantial demolition/excavation works are proposed.

**15.69** Developers should explore ways to minimise any harmful and adverse environmental impacts of development, including during construction and demolition. The design and layout of new development should minimise conflict between different land uses, taking account of users and occupiers of new and existing developments. Therefore, any noisy or polluting activities or features, such as plant equipment, should be positioned away from sensitive areas where possible to ensure any detrimental impacts on health, living conditions or amenity are kept to acceptable levels. Where possible, development that is likely to generate pollution should be located away from sensitive uses such as hospitals, schools, care homes and wildlife sites.

**15.70** Where there are already significant adverse effects on the environment, amenity or living conditions due to pollution, sensitive uses should ideally be steered away from those areas. However, given the limited availability of land for development in this borough, this will not always be possible. New developments, including changes of use, should therefore

mitigate and reduce any adverse impacts resulting from air and light pollution, noise, vibration and dust to acceptable levels

### Air Quality

**15.71** Air pollution has a significant impact on climate and on people's quality of life and health. It is essential that exposure to atmospheric pollutants is minimised across the borough. There are a number of areas in the borough that do not comply with the air quality targets and action must be taken to control, minimise and reduce the contributing factors of poor air quality.

**15.72** The borough has been an Air Quality Management Area since 2001 due to concentrations of pollutants exceeding national air quality standards. As such, any new development and its impact upon air quality must be considered very carefully. Strict mitigation will be required for any developments proposed within or adjacent to 'Air Quality Focus Areas'. An 'Air Quality Focus Area' is a location that has been identified as having high levels of pollution (i.e. exceeding the EU annual mean limit value for nitrogen dioxide) and human exposure. Air Quality Focus Areas are designated by the Greater London Authority (GLA). The Council has produced a revised Air Quality Action Plan for 2016-2021. This contains measures to improve air quality across the borough helping to reduce the key pollutants of concern within the borough – Nitrogen Dioxide (NO2) and Particulate Matter (PM10). It sets out several key measures, ranging from minimising emissions from Council activities, promoting alternative modes of transport to the car, for both journeys to work and business related journeys, to encouraging walking and cycling and the use of public transport, and discouraging people driving to stations.

**15.73** In accordance with the emerging London Plan, Policy SI 1 air quality assessments will be required for major developments, developments associated with sensitive uses/receptors, such as schools, and where considerable demolition will occur. The GLA have committed to producing further guidance on Air Quality Neutral and Air Quality Positive approaches, as well as guidance on how to reduce construction and demolition impacts, and applicants should have regard to this guidance.

**15.74** The consideration of existing air quality issues should be addressed at the planning application and design stage, with solutions identified in order to appropriate mitigate against potential risk. This will reduce the need for post-design or retro-fitted mitigation measures. Developments are encouraged to take a holistic air quality positive approach, using multi-faceted means such innovative design solutions, urban greening, and energy masterplanning and other mitigation strategies to improve air quality in all developments.

**15.75** Measures to improve air quality should be implemented on-site, however where it can be demonstrated that on-site provision is not feasible, off-site measures to improve local air quality may be acceptable, provided that equivalent air quality benefits can be demonstrated. The Council will seek financial contributions through the use of Planning Obligations towards air quality measures where a proposed development is not air quality neutral or mitigation measures do not reduce the impact upon poor air quality.

**15.76** The GLA have committed to producing further guidance on Air Quality Neutral and Air Quality Positive approaches, as well as guidance on how to reduce construction and demolition impacts, and applicants should have regard to this guidance, as well as the stipulations of the emerging London Plan Policy SI 1.

### Noise and Vibration

**15.77** Noise pollution can have a harmful effect on people's health and wellbeing. Wandsworth's urban setting and character means that there are multiple contributors to noise and vibration, as well as the more localised impact of factors which can intensify this, such as busy roads, major railway lines, aircraft flight paths (including that from the London Heliport), and as a product of certain commercial and industrial uses. The Council will seek to reduce as much as possible, the harmful impact of noise and

vibration through effective management and mitigation measures, in line with London Plan Policy D14.

**15.78** Applicants need to consider acoustic design at an early stage of the planning process to ensure occupiers of new and existing noise sensitive buildings are protected.

**15.79** The Council will protect existing businesses and industrial uses in line with the economic land policies set out in this Plan (Chapter 19). Businesses should not have unreasonable restrictions put on them because future noise sensitive uses are subsequently permitted adjacent to the business or within the surrounding area; this also includes changes of use. Therefore, proposed new noise sensitive developments should follow good acoustic design principles and incorporate adequate mitigation measures to ensure appropriate acoustic conditions in new developments. The Agent of Change principle, set out in the emerging London Plan Policy D13, will apply.

### Light Pollution

**15.80** Though an important part of the urban environment, artificial lighting when not controlled, is poorly designed or positioned incorrectly can have a detrimental effect upon occupiers and residents. As part of the development process steps must be taken to ensure that the impact of artificial lighting is considered carefully. This related to the requirements of Policy LP 2 (General Development Principles).

### Odours and Fume Control

**15.81** Some commercial activities can have an impact upon the local environment; these impacts can include such things as odours, fumes, dust and steam. As part of the development process steps must be taken to ensure that any impact is considered carefully and that mitigation is in place to manage these types of emissions.

### Land Contamination

**15.82** There are sites within Wandsworth borough that have previously, or are currently, occupied by industrial activities and utilises which could have resulted in the contamination of the land. Where development is proposed on such sites, the Council promotes the remediation of such contaminated land to ensure that future uses can safely be accommodated on site. To deliver this, the Council will:

- require a desk top study and preliminary assessment, including of the site's history, potential contamination sources, pathways and receptors;
- where necessary, require a site investigation and detailed risk assessment in line with current best practice guidance, including where appropriate physical investigations, chemical testing and assessments of ground gas risks and risks to groundwater;
- where necessary, require a remediation strategy that sets out how any identified risks from the reports above are going to be addressed; and
- where necessary, require a validation report once remediation has taken place, including evidence that demonstrates that risks from contamination have been controlled effectively.

**15.83** The location of development involving hazardous substances and processes will need to be carefully considered. It will not be appropriate in many locations, and where it is, all risks to either people or the environment will need to be assessed and appropriately mitigated.

**15.84** The Council will apply the Health and Safety Executive's land use planning methodology in the event of a proposal being located near to a hazardous installation. In combination with advice provided by the Health and Safety Executive, consideration will also be given to site-specific circumstances and any proposed mitigation measures. If the Health and Safety Executive advise against development, planning permission will only be granted in circumstances where it can be demonstrated that the benefits arising from the proposed development would significantly outweigh the potential risks to health and the local environment.

### Construction and Demolition

**15.85** In addition to the operational phase of a development, there is a need to ensure that occupiers are protected from environmental disturbances during the construction and demolition phases.

**15.86** The Council requires the submission of Construction Management Statements (CMS) for the types of developments as set out in the policy. In addition, in certain circumstances, the Council may also require a Construction Logistics Plan (CLP), in areas that are subject to high traffic congestion to ensure that vehicles entering the site do not adversely impact on local traffic; and a management plan that sets out how developers monitor dust, noise and vibration, and where necessary take the appropriate action if issues arise.

**15.87** To limit the impact of construction and demolition, it will also be necessary to control the hours of operation for noisy site works, as well as the processes that would need to be followed in order to work outside these hours when and if required.

**15.88** As part of the Council's commitment to better air quality, the Council will also request, through planning conditions, that the GLA Regulation relating to Non Road Mobile Machinery (NRMM) is imposed where necessary.

**15.89** In applying this policy, developers should have regard for the guidance as set out in the Mayor of London's 'The Control of Dust and Emissions During Construction and Demolition' Supplementary Planning Guidance (SPG).

# PROVIDING FOR WANDSWORTH'S PEOPLE


**LP 15 Health and Wellbeing**

**LP 16 Public Houses and Bars**

**LP 17 Social and Community Infrastructure**

**LP 18 Arts, Culture and Entertainment**

**LP 19 Play Space**

**LP 20 New Open Space**

**LP 21 Allotments and Food Growing Spaces**

**LP 22 Planning Obligations**

**LP 23 Utilities and Digital Connectivity Infrastructure**

# 16 Providing for Wandsworth's People

## Introduction

**16.1** Wandsworth is more than just a place to live and work. A wide range of facilities such as health, education, culture, sports, leisure facilities, places of worship, emergency services are required to meet the borough's needs. The built environment can help influence changes in lifestyle and help achieve positive health outcomes. The Council will seek to secure a local environment which promotes physical activity and mental wellbeing through new development, and seek to improve people's economic, social and environment conditions. Given the projected population growth in Wandsworth and the change in the profile of future residents, there will be a need to protect, improve and provide new social and community facilities to ensure adequate provision and enhancement to meet the changing needs of Wandsworth's community. The Council will work with the relevant stakeholders to encourage the provision and design of flexible community facilities that can accommodate a range of needs, where appropriate.

**16.2** The Council will continue its strong stance for the protection of pubs. The Government has now amended the Use Classes Order (UCO) and removed pubs from the General Permitted Development Order which helps prevent their loss where local policy exists to protect pubs. Wandsworth took a leading role in protecting its pubs and continues to do so which now reflect the Government's ambition to protect pubs underlining their importance to the community and this borough.

**16.3** The contribution of arts, culture and entertainment is significant to Wandsworth's community needs, economic development, vitality and regeneration. There are a significant number of artists, designers, and other creative professionals, and the creative industries contribute strongly to the local economy.

**16.4** Recent times have highlighted more than ever the importance of a reliable, extensive broadband network for all residents and businesses to enable access to technology. Getting such a network for the borough's residents and tackling digital exclusion as well as building on the boroughs excellent track record for encouraging investment in the borough and through the creation of local opportunities for residents to enhance social mobility. The Plan will support the provision and improvement of utilities and digital infrastructure to ensure capacity meets demand.

**LP15 Health and Wellbeing**

A. The Council will promote and support development, particularly for priority neighbourhoods in Tooting Battersea, Queenstown and Roehampton, which enables healthy and active lifestyles and includes measures to reduce health inequalities through the provision of:

1. access to sustainable modes of travel including safe cycling routes, attractive walking routes and easy access to public transport to reduce car dependency;
2. access to green infrastructure, including to river corridors, open spaces and leisure, recreation and play facilities to encourage physical activity;
3. access to local community facilities, services and shops which encourage opportunities for social interaction and active living, as well as contributing to dementia-friendly environments;
4. access to local healthy food opportunities, allotments and food growing spaces;

5. an inclusive development layout and public realm that considers the needs of all, including the older population and disabled people; and
6. active Design which supports wellbeing and greater physical movement as part of everyday routines.

B. Planning Applications will be required to demonstrate that:

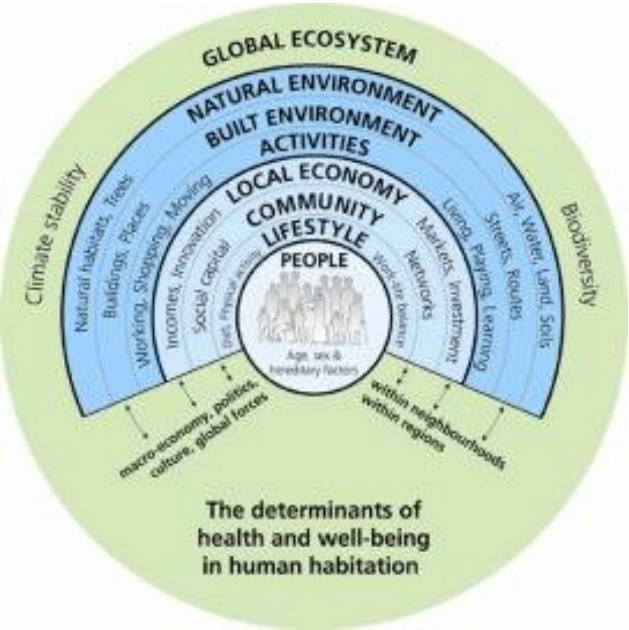
1. health benefits have been maximised through the submission of a Health Impact Assessment for all development proposals which include 50 or more residential units;
2. proposals for fast food takeaways would not result in an over-concentration of such uses located within 400 metres of the boundaries of a primary or secondary school;
3. existing health facilities will be retained where these continue to meet, or can be adapted to meet, residents' needs; and
4. new or improved facilities or loss of health and social care facilities accord with the requirements of Policy LP 17.

**16.5** Health and wellbeing is a cross-cutting theme, which has links to many other parts of the Local Plan.

**16.6** The environment in which we live is a key determinant in people's health and wellbeing. The planning system plays an important role in influencing the built and natural environment and therefore plays a key role in the physical and mental wellbeing of the population. A healthy environment can promote wellbeing and healthy lifestyles for all and can contribute to a reduction in health inequalities.

**16.7** The health and wellbeing of individuals and populations is affected by the built and natural environment within which they are encompassed. Good or bad health is not simply the result of individual behaviours, genetics and medical care. A substantial part of the difference in health outcomes is down to a diverse range of social, economic and environmental factors that shape people's lives which are often referred to as the 'wider determinants of health' or 'social determinants'.

**16.8** The Joint Strategic Needs Assessment (JSNA) for the borough identifies that a high proportion of the population have unhealthy lifestyles. Unhealthy lifestyles, influenced by the environments in which we live, are contributing to a rise in preventable illnesses such as diabetes, obesity and cardiovascular and respiratory diseases. Prevention of ill-health by helping people to live healthier lives in order to prevent avoidable illness, is a major focus of the health services.




**Picture 16.1 Settlement Health Map (Barton and Grant, 2006)**

**16.9** Healthy and active people tend to be less dependent on health and social care services so there are tangible economic benefits in encouraging and making it easy for the population to lead healthy lifestyles. Planning can play a part in facilitating the creation of healthy environments. Development should result in a pattern of land uses and facilities that make the healthy choice the most convenient and attractive option for residents, helping them

to lead healthier lives more easily. Some factors that determine our health, such as age, gender and genetics cannot be modified. Other factors, such as health behaviours or impact of social or economic situations, can be modified or mitigated through individual and collective action and effective programs and policies. In this Local Plan health is referred to in its broadest sense which is a person's level of good physical and mental health, and the extent to which individuals are enabled to live healthy and flourishing lives.

**16.10** There is an emerging obesity issue in the borough, particularly in children. Childhood obesity amongst school age children is a concern as evidence suggests that obese children are more likely to be obese adults and are at an increased risk of developing further health difficulties. Access to fast food takeaways can influence the ability of individuals to adopt healthy lifestyles and have the potential to undermine healthy eating initiatives that may be in place at the school. Therefore, this policy focuses on overconcentration of these uses in close proximity to schools in line with the emerging London Plan.

**LP16 Public Houses and Bars**

A. The loss of public houses and bars will be resisted. Public Houses and bars of historic or architectural interest and/or community value will be protected from demolition and/or change of use.

B. Proposals involving the loss of public houses and bars must demonstrate that:

1. no historic or architectural interest would be lost; and
2. the public house/bar has no community value and is not viable as a pub/bar or that it could not be used for another social or community use by requiring a full and proper marketing exercise for a period of at least 24 months in line with the requirements set out in Appendix 1.

**16.11** Public houses (including bars) play an important role and social function in the local community and add to the local character of the area, often being buildings of historical or architectural interest. Therefore, the Council will protect pubs where they are of historic or architectural interest and will require satisfactory marketing evidence to establish that the pub is firstly not viable and secondly that it is not viable as an alternative social or community use. The listing of a pub as an Asset of Community Value will also be a material planning consideration. The Council would assess the historic and architectural interest including for example; whether the pub is a listed building, locally listed, located within a conservation area or has other significance as a heritage/architectural asset in accordance with the National Planning Policy Framework (NPPF).

**16.12** The Council places great importance on keeping pubs at the heart of the community. In 2015 the Town Centre Uses SPD was adopted which considered both the historic and architectural, and community value of pubs to plan positively for their protection. The information set out in this SPD may now be out of date and therefore consideration of these criteria would need to be re-assessed at the time of an application in accordance with the above policy. In 2015 the Council introduced an Article 4 Direction to ensure pubs could be protected. Since September 2020 Public Houses are classed as a 'Sui Generis' use which underlines their importance to the community and this policy seeks to ensure that the Council has a strong policy basis to reflect the Government's ambition to protect pubs. The positive change to the UCO for pubs somewhat supersedes the Council's pubs Article 4 Direction in respect of a change of use, however it still continues to have importance for particularly demolition and alterations, including painting.

**16.13** The painting of the exterior and alterations to Public Houses and Bars of special architectural or historic interest will require planning permission and listed building consent. Those of architectural or historic interest (albeit not listed) contained within the Council's Article 4 Direction (Public Houses and Bars) will also require planning permission for painting the exterior and alterations externally and these will be considered on their merits, including their significance as a heritage asset and whether a proposal would lead to a degree of harm to public amenity and the character of the surrounding area.

**LP17 Social and Community Infrastructure**

A. The Council will work with its key partner organisations and developers to ensure that high quality social and community facilities and services are provided and/or modernised in order to meet the changing needs of the whole community and reflect the approaches that the Council or its partners take to the delivery of services. This will be achieved by:

1. resisting the loss of social and community facilities unless it can be clearly demonstrated that there is no current or future demonstrable need or demand;
2. supporting the dual use of social, educational and community facilities, including by maximising the use of schools outside of core teaching hours, for a mix of sporting, social, cultural and recreational uses;
3. supporting the investment plans and strategies for the provision of education, and health facilities and services including for mental health care, GP and local hospital services, and to enable recognised research bodies to expand and enhance their operations having regard to the social and economic benefits they generate for Wandsworth, London and the wider area. In assessing proposals, the Council will take into account any impacts including on residential amenity and transport infrastructure balanced against those social and economic benefits;
4. the provision of infrastructure will be supported. In areas of deficiency as identified in the Infrastructure Delivery Schedule the Council will require proposals to demonstrate how the effects of the development will be mitigated;
5. planning applications for 10 or more residential dwellings will be required to clearly demonstrate that there is sufficient capacity within the existing social and community infrastructure in the neighbourhood to accommodate the needs arising from the new development;
6. where a development proposal would generate a site-specific impact the Council will expect the impact to be mitigated on-site or through the provision of financial contributions in accordance with the Council's Planning Obligations SPD; and
7. supporting the provision of necessary health and emergency services facilities in appropriate locations. The loss of existing health or emergency service facilities will only be permitted where facilities are declared surplus to need as part of any strategic restructuring of health or emergency services and after appropriate consultation.

**Loss of Social or Community Infrastructure**

B. The loss of social, community or cultural infrastructure will be resisted. Proposals involving the loss of such infrastructure will need to demonstrate clearly:

1. that there is no longer an identified need for the facilities or future demand for the space or that they no longer meet the needs of users and cannot be readily adapted to meet that need; or
2. that the existing facilities are being adequately re-provided in a different way or on another site in a convenient alternative location accessible to the community it currently supports, or that there are sufficient suitable alternative facilities in the locality; and
3. the potential of re-using or redeveloping the existing site for the same or an alternative social infrastructure use for which there is a local and future need has been fully assessed. This should

include evidence of completion of a full and proper marketing exercise of the site for a period of at least 18 months in line with the requirements set out in Appendix 1;

4. that it can be shown that the proposal does not constitute the loss of a service of particular value to the local community which may impact the vitality of the area; and
5. if B (2) applies, adequate replacement floorspace must be of equal or improved capacity, design and layout as that being lost through development and must be in accordance with C below.

**New, improved and replacement social and community infrastructure**

C. Proposals for new or extensions to existing social and community infrastructure will be supported where:

1. it provides for an identified need, particularly in areas of regeneration or growth and investment areas;
2. it is close or accessible to the community it is intended to serve by a range of transport modes including walking, cycling and public transport and is designed to be accessible for all, including for people with disabilities;
3. are contained in buildings which are of a high quality and inclusive design, are flexible, adaptable, capable of multi-use and makes provision for potential future expansion where possible;
4. a maintenance and funding plan has been submitted which demonstrates that sufficient funding can be secured to provide for its on-going maintenance and that service charges will be affordable;
5. it is in a location that would not result in an over-concentration of similar facilities in any residential area;
6. it would not result in a loss of residential units;
7. would support the co-location of activities and services where practical;
8. innovative ways of addressing constrained sites are promoted including through the use of shared facilities, meanwhile provision, off-site and multi-storey provision and that the use of any buildings are maximised in the evenings and at weekends; and
9. planning permission is granted, conditions may be used in order to protect this provision in the long term.

**16.14** Wandsworth has a range of community facilities which includes uses for; education and training, health, social, leisure, places of worship, burial spaces, community spaces including public houses and bars where these are of community value, cultural and civic uses and provision related to community safety such as police and emergency services. The provision of these essential community facilities plays a vital role in creating and sustaining liveable neighbourhoods through providing valuable services.

**16.15** In determining whether there is a need or demand for community facilities in the context of these policies, reference should be made to Council publications including but not limited to the following documents, subsequent updates or versions and any other relevant material

- Draft Cultural Strategy for Wandsworth
- Cultural Strategy for Nine Elms and Battersea
- Wandsworth Children and Young People's Plan
- Wandsworth Adult and Community Learning and Development Plan
- Wandsworth Joint Strategic Needs Assessment
- Wandsworth Teaching Primary Care Trust Commissioning Strategy Plan
- (The Council is also preparing a cultural facilities map, which will include a comprehensive stock-take of community facilities in the borough and will be made available on the Council's website):

**16.16** An Infrastructure Delivery Plan (IDP) will provide an infrastructure assessment for the borough which links into the Local Plan. The IDP sets out what is needed, where it is needed and when it is needed. It will also provide an update on the delivery of the required infrastructure to date. It also sets out the range of plans, programmes and strategies, including those of partner organisations and agencies.

**16.17** Each infrastructure type will be accompanied by an Infrastructure Delivery Schedule table (as part of the IDP) which provides further detail on delivery, funding sources, costs and identifies whether there are any funding gaps.

**16.18** Funding to support the development of the borough in relation to public facilities will generally be provided through the Council as part of the standard CIL charge. However, where a development generates a site-specific impact this can be mitigated through the use of developer contributions, subject to the Regulation 122 tests. The Infrastructure Funding Statement will set out the year's income and expenditure relating to the community infrastructure levy (CIL) and section 106 (S106) agreements.

**16.19** The cost of land and the impact of the COVID-19 pandemic on community groups has effected the ability of facilities to continue to run in the short term in Wandsworth which means that community facilities may come under pressure from uses which attract higher land values. Without protection against this, the community may lose an accessible facility or those suitable for voluntary and ethnic minority community groups. Once these sites are lost to other uses it can be very difficult to find alternative sites or return to their previous use, especially for use by voluntary groups. Where possible and in accordance with other Local Plan policies vacant or underutilised facilities should be brought into use, to help address these needs.

**16.20** The use of a building and the needs of communities can change over time. In some cases, change might be inevitable or desirable, to meet the variable needs of users or through the efficient use of land through dual-use of facilities. Therefore, new community facilities should be designed to be flexible and adaptable to changing circumstances including being capable of multi-use and expansion.

**16.21** Where appropriate, new and existing social and community infrastructure will be encouraged to offer and use space for art and cultural event space in line the principles of co-location to ensure efficient use of land. Additionally, the service providers through co-location will be able to share spaces and services and to reduce capital and revenue costs. Innovative approaches to the land should be employed and the Council promotes the use of solutions which may include meanwhile provision to enable redevelopment of an existing site. Other solutions could include multi-storey provision, such as roof top playgrounds.

**16.22** The Council aims to promote innovative innovative ways of addressing constrained sites such as the use of shared facilities, meanwhile provision, off-site and multi-storey provision; and maximising use of buildings in evenings and at weekends. All new community facilities should be accessible, welcoming, inclusive and open and available to all members of the local community with sufficient capacity and flexibility to meet a range of local needs. A smaller quantity of floorspace may be acceptable where it is demonstrated to the satisfaction of the council that the new accommodation can be used more effectively.

**16.23** To assess the loss of community facilities or floorspace, the Council will require evidence to justify the loss. The Council must be satisfied that either an adequate replacement facility is provided, or there are no reasonable prospects of reuse by an alternative community use. The premises/site should be marketed to the Council's satisfaction for at least 18 months. Where a development proposal involves either a new or loss to a community facility it should not have a detrimental effect on the design, character, significance and setting of buildings or areas of acknowledged heritage value.

**16.24** The emerging London Plan states that social infrastructure should be easily accessible by walking, cycling and public transport in accordance with the Healthy Streets Approach and LP51 Sustainable Transport. Where

practicable new community facilities should be located so that they are close to schools, local shopping facilities and public transport and other community services to reduce the number of trips people need to make to access them. However, it is acknowledged that there may be circumstances where the needs of a particular group or client base mean that it does not need to be located close to other services. In such instances, applications would need to be supported with information demonstrating how the lack of access to other services will not have a negative impact on the end users of the new community facility and the amenity of the surrounding area.

**16.25** Where possible services will be co-located so as to enable multipurpose trips, reduce the need to travel and for the convenience of the user.

**16.26** It is noted that changes of use between uses within Class E of the UCO do not require planning permission, which limits the scope of this policy's application. Where planning permission is required the Council may impose conditions to restrict further change of use in the future.

**LP18 Arts, Culture and Entertainment**

A. Proposals for new cultural space will be supported where:

1. new provision or extensions to arts, culture and entertainment provision will attract significant numbers of visitors into the borough's town centres and the emerging centres at Battersea Power Station and Nine Elms within the Central Activities Zone;
2. it is located in an area which is accessible by public transport, walking and cycling routes including by those that are likely to use the facility from outside the local area, including in Focal Point areas, Winstanley and Lombard Road/York road areas designated as a Creative Enterprise Zone by the GLA; and within the Hubs in the area designated in Nine Elms as a Design and Technology Quarter which must support the creative/cultural workspace;
3. it involves Meanwhile cultural uses within parks, highly accessible areas and town centre locations. Meanwhile cultural uses focused around maker spaces and creative workspaces will be permitted in vacant buildings within areas of lower footfall;
4. it makes provision for Arts, culture and entertainment activities as part of enhanced and new public realm; and
5. it supports placemaking; accounting for the Area Strategies of this Plan and the Council's emerging Arts and Culture Strategy

B. The loss of accommodation used for arts, culture or entertainment purposes will be resisted.

C. In assessing the suitability of proposals, the following criteria will be taken into account:

1. whether the building has been purpose built or specifically adapted;
2. the adaptability of the building for other arts, culture and entertainment purposes;
3. the availability of other facilities locally to meet existing and future demand;
4. access by public transport;
5. the relationship with adjoining uses;
6. the impacts of the re-provision on existing occupiers and users of the facility;
7. changes in the mix of uses arising from the loss of the existing cultural/leisure facility;
8. the loss of cultural heritage;
9. the affordability of the proposed new facility; and
10. where a replacement facility is proposed, it should be at the same or better standard than the facility which is lost and continue to be accessible to its existing users.

D. In accordance with the Council's adopted Planning Obligation SPD, in circumstances agreed by the Council where an applicant is unable to provide an Arts and Culture Action Plan, it is not appropriate due to the scale and nature of the scheme, or is located within the Nine Elms Design and Technology Quarter (where there are proposed creative incubator hubs) or Garratt Lane area then a commuted sum will be sought to enable the Council to meet the requirements for such provision within in the local area.

E. As part of the planning application where applicable, as detailed in the Planning Obligation SPD the applicant will be required to produce and realise a robust Arts and Culture Action Plan to enhance the range of arts and cultural opportunities in the area.

**16.27** The emerging Arts and Culture Strategy is the Council's commitment to creating a long term creative vision for the borough, and to help achieve its placemaking objectives, to help improve the lives of residents, support economic growth and local jobs, and create thriving local neighbourhoods. It takes a broad view of culture and arts, and its vital link to heritage. This can include: dance, music, theatre, visual arts, combined arts, architecture, crafts, fashion, film, literature, museums, collections and culinary art, libraries and heritage, but not sports or parks.

**16.28** Arts, Culture and Entertainment (ACE) uses are main town centre uses which should be located within town centres and the CAZ. The NPPF and the National Planning Practice Guidance (NPPG) set out the approach to assessing proposals for new ACE uses. The emerging London Plan recognises and promotes a diverse range of uses to support the vitality and viability of town centres and encourages the repurposing/redevelopment of surplus retail space for alternative main town centre uses. The importance of the visitor/tourism sector to London's economy is highlighted and is expected to grow.

**16.29** The emerging London Plan sets out a hierarchy of town centres and confirms policy support for a diverse range of arts, culture sport and entertainment provision and enhancement. The Mayor's Cultural Strategy seeks to promote London's cultural and arts facilities as visitor attractions. This was taken into account in the borough's Retail and Town Centre Needs Assessment (2020) which did not identify a need for substantial growth in the borough for such uses but did identify potential growth and may be potential to improve certain facilities by 2040.

**16.30** As identified in the Retail Needs Assessment, the proximity and wide range of ACE uses within Central London and within the larger centres in south and south west London such as Croydon and Kingston, contribute to meeting the needs of the borough. The Council's draft Arts and Culture Strategy seeks to promote and encourage participation in the borough's arts, culture and entertainment facilities. Integrating art in the public realm within development opportunities contributes to the creation of unique, high quality environments which people want to be in, as well as supporting crime reduction and community cohesion objectives.

**16.31** High densities and activity levels in the borough's town centres mean that the combination of higher ambient noise levels and high public transport accessibility identify them as being the most suitable and sustainable locations for ACE uses. Whilst the borough is close to the West End, the borough's ACE facilities have much to offer with key providers such as Battersea Arts Centre, the Royal College of Art and the Pump House Gallery, Putney School of Art and Design, Backyard Cinema and Turbine Theatre, and some important annual events such as the Putney Boat Race, Wandsworth Arts Fringe and Battersea Park Fireworks Display. Arts, Culture and Entertainment uses can make an important contribution to the vitality and viability of the town centres, to the regeneration and employment generating objectives of the focal points and to create and maintain vibrant active places along the riverside as visitor attractions.

The Council expects the siting of new facilities, including the expansion of existing provision, to consider its associated impacts.

**16.32** As such, large scale facilities which will attract significant numbers of people into the area and make use of public transport to get there may not be appropriate in out-of-centre locations (including Focal Points which are not in a town centre). The Council will expect any such proposals to be accompanied by an impact assessment, as set out in the NPPF and NPPG, to the specification of the Council and proportionate to the scale of development proposed.

**16.33** The symbiosis between the cultural sector and creative industries, in effect existing as a distinct ecosystem, is recognised and supported, especially the amplifying effect they have on wages, productivity and innovation. Therefore, smaller facilities or large facilities that do not attract significant numbers of visitors could be appropriate in other areas of the borough providing they do not have an adverse impact on the surrounding area or the local community and are in accordance with other Local Plan policies. This is particularly the case in areas where there are already embryonic clusters of creative industries (design, music, publishing, architecture, film and video, crafts, visual arts, fashion, TV and radio, advertising, literature, computer games and the performing arts) such as around the Battersea Design and Technology Quarter, Wandle Delta, Wandle Valley and the Wandsworth Riverside.

**16.34** With the advancement of technology, a larger range of services are now delivered online which can result in vacant retail units. This allows opportunities for a broader and more diverse range of town centre uses, including arts and cultural uses to be introduced into the borough's town centres making them the hubs of local life. The temporary use of buildings for example, may offer the opportunity for community uses, thereby helping to enliven town centres, where vacancy is an issue.

**16.35** The assessment of other cultural and arts events such as sculpture and heritage trails and exhibitions will be assessed on an individual basis taking account of the NPPF, the emerging London Plan policies, design policies, and controls exercised by other legislation including the entertainment licensing regulations. Under the Licensing Act 2003, small-scale one-off events which involve licensable activities can take place with a Temporary Event Notice, provided certain criteria are met. New and temporary events, including those in parks and commons, which require planning permission will also be considered in light of policies covering sustainable development, open space, and transport.

**16.36** Existing indoor sports and recreation facilities play an important role in meeting the needs of the community. National Guidance and the emerging London Plan confirm that these types of facilities, including indoor bowling, snooker and bingo halls, should be located in town or local centres, which benefit from high public transport accessibility.

**16.37** Where appropriate, a planning obligation in the form of a commuted sum will be secured to meet the requirements in the local area in accordance with the planning obligation tests. The Council has identified within the Nine Elms area a design and technology quarter which will host two creative incubator hubs. The focus for any development within this quarter will be to improve the hubs and therefore the Council would prefer to seek a commuted sum towards the enhancement of these areas. The Wandle Delta and Garratt Lane have also been an identified as embryonic creative hubs which would benefit from enhancement, as set out in the emerging cultural strategy.

**LP19 Play Space**

A. The Council will protect existing play and recreation facilities and support the development of new formal and informal play facilities or the enhancement of existing facilities☐
B. New major residential developments and mixed use schemes with a residential component will be required to make on-site provision for 10sqm of dedicated play space per child.
C. Where it has been clearly demonstrated that the provision of on-site play space would not be feasible or appropriate, the council will require a financial contribution towards the provision of new facilities or the enhancement of existing facilities in the locality which have, or are capable of having, sufficient capacity to accommodate the needs of the proposed development.
D. New play spaces should:

1. be inclusive to all;
2. provide a range of different types of play facilities and experiences for children of different ages and abilities;
3. be of a sustainable construction, support placemaking principles, and be easy and cost effective to maintain; and
4. be designed to allow for use in differing weather conditions including the need for shelter and protection from lightning.

**16.38** For children and young people, the key feature of a successful space for play is its 'playability.' A playable space is one where children's active play is a legitimate use of the space. Playable space typically includes some design elements that have 'play value': they act as a sign or signal to children and young people that the space is intended for their play. The creation of play value through fixed equipment, informal recreation activities or engaging landscaping features should be a key requirement.

**16.39** For a detailed list of playable space typologies see the Mayor of London Shaping Neighbourhoods: Play and Informal Recreation Table 4.6 Playable Space Typology.

**16.40** Play space provides a range of benefits to young people and the built environment as a whole. They help to address health inequalities in the borough as areas deprived of play space typically have higher rates of health problems and / or lower life expectancy. Play space is key to children and young people's wellbeing and development. Safe and stimulating play improves young people's mental and physical health and providing appropriate play facilities increases the likelihood of children being active.

**16.41** Well located and properly designed play space also plays an important role in placemaking and adding to the character of an area. They can allow for social inclusion, community cohesion and promote sustainable development.

**16.42** The total amount of play space required can be calculated using the Council's Population Yield Calculator. More detail on play space requirements can be found in the Council's Planning Obligations SPD. Developments should consult with children and young people as part of any play space proposal to ensure adequate consultation has been completed. For a detailed list of play provision facilities see the Mayor of London Shaping Neighbourhoods: Play and Informal Recreation Table 4.7 Play provision in new developments.

**16.43** Proposals affecting play space should have regard to the Council's Play Strategy, Active Wandsworth Strategy, Open Space Study, and Playing Pitch Strategy.

**LP20 New Open Space**

A. Major developments will be required to provide new public open space on site and make improvements to the public realm and/or provide a financial contribution toward the enhancement of existing public open space and the public realm in the locality if it can be clearly demonstrated that on-site provision is not feasible or appropriate. Proposals for new public open space will need to demonstrate that:

1. convenient public access points are provided which are open at all times;
2. it would be accessible to all ages and abilities;
3. it would be maintained in perpetuity;
4. the design reflects best practice in terms of environmental sustainability;
5. placemaking principles have been adopted;
6. it forms an integral part of the wider scheme;
7. that it would maximise biodiversity benefits; and
8. privately-owned public open spaces (POPs) which meet the Draft Public London Charter and future drafts will be considered.

B. Funding for open space and sports provision required as a result of incremental growth will be provided through the Community Infrastructure Levy as set out in the Council's Infrastructure Funding Statement.

**16.44** Open space and green and blue infrastructure are defined in the supporting text for Policy LP 55 (Protection and Enhancement of Open Space).

**16.45** It is important to the borough that new open space or public realm enhancements are a part of every new major development and especially in areas of open space deficiency (see Open Space Study 2020). Accessible and useable open spaces have been shown to improve mental and physical wellbeing as well as promoting social inclusion and cohesion. Creating new open spaces is a great opportunity to establish a sense of place in the borough and build on the existing character. They also have significant biodiversity value and even small open spaces can act as a green corridor for important species.

**16.46** Any proposals that will require new open space, that are in areas of Open Space Deficiency, will be required to provide open space on site or public realm enhancements to the area of open space deficiency.

**16.47** The Open Space Study sets out all the areas of Open Space Deficiency in the borough. The study also outlines ways that open space and the public realm can be improved. The Council will resist strongly developments that will lead to the loss of any open space. Any proposal resulting in the creation of new open space should consider the interconnectedness of it with amenity and play space and how these spaces can benefit from one another. New open space should be green space such as a local park, however, civic spaces can be considered. Proposals should also consider the management and maintenance of any proposed open space.

**16.48** Further information regarding requirements for the provision of open space are set out in the Planning Obligations SPD. For more information on new open spaces, the Open Space Study and the Active Wandsworth Strategy provide detailed information on the borough's existing open spaces.

**LP21 Allotments and Food Growing Spaces**

A. The Council will protect existing allotments and support the creation of community spaces for growing food. Food growing spaces will be required in major new developments, particularly where there is a known demand for food growing space in the vicinity of the application site, unless it is clearly demonstrated that such provision is neither feasible nor appropriate.
B. The Council will support the temporary use of vacant or derelict land or buildings and incidental open space on housing estates for food growing spaces, where this does not conflict with other policy objectives or land use priorities.
C. The inclusion of productive trees and plants in landscaping proposals for new developments will be encouraged where appropriate to the development.

**16.49** Allotments, food growing spaces, and land used communally to produce food contributes to the borough's overall amount of green and open space and plays a role in tackling climate change and its effects. This policy also extends to food productive trees or plants that are grown communally in the borough.

**16.50** Allotments and food growing spaces have been shown to improve the quality of biodiversity, wildlife, and the landscape value of an area. Additionally, they can help define the character of new or existing places and act as a form of placemaking.

**16.51** Allotments have been shown to successfully provide recreational value and improve individuals physical and mental wellbeing. They help build healthy communities and promote healthy living that is active, sustainable and socially inclusive. They help foster a sense of pride and achievement along with the production of fresh food. Allotments contribute to local communities as an open space resource that focuses on educating people on agriculture, social solidarity and community engagement. Food growing spaces typically have a wide social reach, with family members and friends taking part in the production and enjoyment of the produce. The benefits of allotments can often spread past the individual plot holder to neighbours and the entire community.

**16.52** Wandsworth is lacking in terms of allotment provision with a total of 9 allotments (7ha in total) currently available in the borough with waiting lists on average 5 years long. Ravenslea allotments have the longest waiting list which is 16 years long. Using the National Society of Allotments and Gardens calculations, based on the current population figures, the borough should provide 82ha of allotments. As an inner London Borough, finding the additional space to overcome the existing deficit will be difficult but providing greater provision will be encouraged. To do this the Council will promote the creation of new allotments in sustainable locations which consider the following guidance.

**16.53** New developments should consider creative uses of roofs walls and balconies for helping grow food productive plants. Limited space should not be seen as an automatic deterrent to food growing spaces. They should ensure that they are structurally stable and can incorporate sustainable landscape principles and practices, including effective water management, efficient energy use and the use of sustainable materials.

**16.54** The Council will support the use of incidental open space on housing estates that may not require planning permission. This would depend on its scale and form and the extent to which it would change the character and function of the area.

**16.55** Proposals should consider the impact allotments and food growing spaces can have, even those that are on vacant land. Food growing spaces do have the potential to have an unacceptable impact on amenity of adjoining spaces from the scale and nature of the activity through noise, disturbance or noxious smells.

**16.56** For more information on allotments and food growing spaces in Wandsworth please consult the Open Space Study.

**LP22 Planning Obligations**

A. The Council will use the Community Infrastructure Levy to fund strategic infrastructure necessary to deliver the vision set out in the Local Plan, including the ambitions outlined within the Area Strategies, where appropriate, and with the priorities identified in the Council's Infrastructure Delivery Plan.

B. Planning obligations will be sought on a site-by-site basis to secure the provision of affordable housing in development schemes and to ensure that development proposals provide or fund local improvements to mitigate the specific impact of development and/or additional facilities made necessary by the proposal, subject to the three tests set out in the CIL Regulations and the principles set out in the Council's Planning Obligations SPD.

**16.57** Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as S106 agreements, are a mechanism which make a development proposal acceptable in planning terms, which would otherwise be unacceptable. The common uses of planning obligations are to secure affordable housing and/or financial contributions to provide infrastructure or affordable housing. These are not the only uses for a planning obligation, which can also:

- restrict the development or use of the land in any specified way;
- require specified operations or activities to be carried out in, on, under or over the land;
- require the land to be used in any specified way; or
- require a sum or sums to be paid to the authority on a specified date or dates or periodically.

**16.58** Planning obligations will be sought as appropriate to mitigate the impact of development, and are negotiated. The following three statutory tests for the use of planning obligations will be applied (in line with the Community Infrastructure Levy Regulations 2010, as amended), and it will have to be demonstrated that that the obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

**16.59** The Community Infrastructure Levy (CIL) provides the main means of addressing the infrastructure requirements arising out of developments. It was introduced under the Planning Act 2008, and provides a fixed charge (or set of charges) that can be levied on most new development. The levy is charged on the area of floorspace (a '£ per square metre' basis), and therefore provides more certainty than planning obligations. The Council's CIL will be spent on local strategic infrastructure in accordance with the Council's Infrastructure Delivery Plan which will be set out in the Council's Infrastructure Funding Statement. The Wandsworth Local Fund (WLF), the neighbourhood contribution of the Community Infrastructure Levy (CIL), also pays for local community and social infrastructure needed to support development. CIL applicable infrastructure includes: roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities; and open spaces. It does not include the provision of affordable housing. Where policies in the Local Plan, including the Area Strategies, require consideration of direct assessment for infrastructure provision, such as for transport, utilities and green infrastructure, the impact on existing infrastructure and the infrastructure requirements arising from new development will need to be clearly established within an

application. Mechanisms will need to be secured to ensure delivery in conjunction with the timetable expected for development. Since 2014 all of the CIL raised in the Nine Elms area, including the Neighbourhood CIL, has been ring-fenced to fund and support the wider development programme being undertaken in Nine Elms. This provides the programme with the maximum resources to meet the large infrastructure needs in the area, as well as the flexibility to quickly respond to local priorities.

**16.60** A separate CIL is also charged by the Mayor of London. In February 2019, the Mayor adopted a new charging schedule (MCIL2), which came into effect on 1 April 2019. Wandsworth is mostly listed as a 'Zone 1' borough, assigning a £80 charge per square metre of development. The majority of the Nine Elms area is in the central London zone with higher rates for retail, office and hotel uses.

**16.61** The emerging London Plan Policy DF1 identifies that where it has been demonstrated that planning obligations cannot viably be supported by a specific development, applicants and decision-makers should firstly apply priority to affordable housing and necessary transport improvements. The Plan identifies the role of large sites in delivering health and education infrastructure, and the importance of affordable workspace, culture and leisure facilities.

**16.62** Development will be expected to contribute to any additional infrastructure and community needs generated by the development, taking account of the requirements set out in this Plan, the Council's Planning Obligations SPD, and the borough and Mayoral Community Infrastructure Levy.

**16.63** The Government's White Paper, 'Planning for the Future', published in August 2020, makes various proposals which could potentially change the means by which developer contributions are collected. These include the scope for a consolidated infrastructure levy; the extension of the levy to cover permitted development rights; the use of the levy to deliver additional affordable housing; and giving LPAs greater flexibility over how this levy is spent. These may impact the operation of this policy.

**LP23 Utilities and Digital Connectivity Infrastructure**

A. The provision and improvement of infrastructure including for utilities, digital connectivity (including in areas with gaps in connectivity and barriers to digital access), communications (including for prior approval under Part 16 of the General Permitted Development Order), waste, heat, recycling facilities, water and sewerage capacity will be supported in appropriate locations.

B. The provision of the infrastructure necessary to support development, including those identified in the Council's Infrastructure Delivery Plan, will be sought. The availability and capacity of existing and proposed infrastructure or the potential of its enhancement through investment will be taken into account when assessing planning applications.

C. The Council will support the installation of required utility and digital connectivity apparatus that:

1. supports an enabling approach to the provision of public services. Services will be incorporated within proposals as they are brought forward by partner organisations, with funding supported by the Community Infrastructure Levy and/or Section 106 planning obligations. Where apparatus is required as part of a proposal or needed to mitigate the impact of development, it should be provided on-site or within the vicinity of the development site, in accordance with the Council's adopted Planning Obligations SPD;
2. would have no significant impact on the character or appearance of the building on which, or space within which, the equipment is located, or detract from the character and appearance of the surrounding area. Utility apparatus must minimise its visual impact on the street scene, camouflaging its appearance wherever possible, and must not lead to an over accumulation of visual clutter, be located in such a way as to impact on the usability of the pedestrian environment

including for those with disabilities and for families, and must not cause harm to the appearance of heritage assets;

3. maximises the opportunity for co-location / mast-sharing on existing taller buildings and sites. Where such an approach has been explored and is not possible this should be clearly evidenced as part of any submissions to the Council for its consideration; and
4. does not create any unacceptable risks to the health, wellbeing and amenity of residents and users of the host site or surrounding and nearby sites. All masts and additions to existing masts are self-certified to meet International Commission on Non-Ionizing Radiation Protection (ICNIRP) standards.

D. The Council will work with Thames Water and Bazalgette Tunnel Limited to support the timely implementation of the Thames Tideway Tunnel project, including the connection of the combined sewer overflows in the borough in accordance with The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.

**16.64** A digital connection is now widely seen as an everyday essential alongside traditional utilities such as water, recycling, telecommunications, heat, energy, and waste management. An impressive network of utilities and digital connectivity infrastructure already exists across the borough in the form of masts, cabinets, piping and other apparatus essential to the continued operation of important services.

**16.65** The Council's new Smart Growth Programme aims to provide access to technology in order to take advantage of online training, employment and business opportunities. Building a comprehensive digital network is important for tackling digital exclusions, encouraging investment in Wandsworth, and promoting social mobility.

**16.66** The continued expansion of high quality and reliable utility and digital connectivity infrastructure is essential for economic growth and social wellbeing. There has also been a rise in businesses operating out of homes and more people working remotely which highlights the importance of affordable digital connectivity and reliable utility infrastructure to the economy. This policy seeks to ensure that all new developments enable next-generation mobile technology (such as 5G) and full fibre broadband connections to the premises are incorporated.

**16.67** The Council will support initiatives for the provision of utility and digital connectivity infrastructure (including high quality 5G infrastructure) which support businesses and residents alike, but this must be carried out in a way that is sensitive to the local environment. In conservation areas and on metropolitan open land there will be greater consideration given to the visual impact of new utility and digital connectivity infrastructure.

**16.68** Where utility and digital connectivity infrastructure proposals sit outside the GDPO (General Permitted Development Orders) the Council recommends using existing masts for new apparatus but in cases where the mast will grow by more than a third, the proposal should consider the visual impact of the entire mast. The Council recommends that masts should not be enlarged above 15m as they will begin to detrimentally impact upon the character of an area.

**16.69** Applications for new digital connectivity masts must include a statement that self-certifies the equipment will meet International Commission on Non-Ionizing Radiation Protection (ICNIRP) standards as per Government Guidance. Subject to this, the Council may not determine health safeguards when assessing applications for digital connectivity equipment. However, all applications should include the outcome of pre-submission consultations with residents and other organisations with an interest in the development, in particular where a mast is to be installed near a school or college.

# PROVIDING HOUSING


**LP 24 Provision of New Homes**

**LP 25 Affordable Housing**

**LP 26 Housing Mix**

**LP 27 Protecting the Existing Housing Stock**

**LP 28 Conversions**

**LP 29 Housing Standards**

**LP 30 Purpose built student accommodation**

**LP 31 Housing with Shared Facilities**

**LP 32 Build to Rent**

**LP 33 Specialist Housing for Vulnerable People**

**LP 34 Gypsy and Traveller Accommodation**

**LP 35 Visitor Accommodation**

# 17 Providing Housing

## Introduction

**17.1** With a growing population, delivering high quality, affordable homes to meet the needs of Wandsworth's existing and future households is a key challenge for the new Plan. House prices in Wandsworth have risen by 23% between 2014 and 2019, a reflection of the borough's desirability as a place to live and the associated increase in the demand for housing. In light of this, the supply of housing in the borough must keep pace with this demand.

**17.2** Wandsworth has a strong track record in the delivery of housing, with 10,710 new homes delivered in the last 5 years, 18% above the current housing requirement. The borough's annual London Plan housing target was amended from 1,145 in the period to 2014/15, to 1,812 in the period from 2015/16. The emerging London Plan proposes that it should increase to 1,950 from 2019/20. Our ambition is to maintain this record and exceed the London Plan housing target by keeping levels of delivery as close as possible to those achieved in recent years. To fulfil this commitment, Wandsworth will be pro-active in promoting opportunities for new housing development on all suitable sites, including windfall sites and small sites.

**17.3** Through this growth strategy, the new Local Plan will seek to deliver a range of housing types to a diverse range of households, from young professionals to older people, to families of all ages, to those requiring low cost rented housing and those with specialist needs. This will ensure that the borough remains attractive for residents at all stages of their lives. New developments will provide a range of affordable housing rental and ownership options, including high quality housing for market sale, Build to Rent housing, as well as provisions for students and vulnerable residents. Whilst recognising the need for different forms of housing, the Plan will ensure that for developments where there is a need for on-going management, such as Build to Rent and student accommodation, this is properly undertaken to ensure that the specific housing need is met, the development can co-exist harmoniously with its neighbours and it contributes to the delivery of mixed and balanced communities.

| Year | Past completions | Projected completions |
|---|---|---|
| 2015/2016 | 2,735 | |
| 2016/2017 | 2,710 | |
| 2017/2018 | 2,025 | |
| 2018/2019 | 1,877 | |
| 2019/2020 | 1,363 (provisional) | |
| 2020/2021 | | 2,641 (provisional) |
| 2021/2022 | | 2,890 (provisional) |
| 2022/2023 | | 2,865 (provisional) |
| 2023/2024 | | 3,382 (provisional) |
| 2024/2025 | | 3,154 (provisional) |

**Table 17.1 Housing Delivery (Source: Draft 2019/20 Authority Monitoring Report)**

**17.4** The provision of affordable family housing is a strategic priority of the Local Plan. Our approach to affordable housing focuses on the specific identified needs of the borough, including those in priority need. The Plan, therefore, aims to ensure that the housing delivered supports the needs of a range of households rather than perpetuating a polarised approach to meeting housing demand. It seeks to strike a careful balance between the need to provide low-cost rented homes against the need to provide intermediate housing for those households on low to middle incomes who would not qualify for social rented housing or be able to afford market housing. This will ensure that the affordable housing offer provides options for all of the borough's residents regardless of income.

**17.5** The consequences of the COVID-19 pandemic may lead to changes in relation to internal and external migration patterns, which could affect the type and size of home needed. Therefore there is a need for the Council to maintain flexibility in its approach to the market housing mix in order to be able to be responsive to changing circumstances. Development will be expected to respond to local need by securing a mix of dwelling sizes, including for 'down-sizing' and families. The creation of mixed and balanced communities is one of the priorities of the Plan, and as such development proposals will need to take into account the existing housing stock in the neighbourhood in order to avoid any over-concentration of a single type or size of homes. The affordable housing mix will mainly be focused on 1 and 2 bedroom dwellings, recognising the preferences of households on the Wandsworth's Housing Register.

**17.6** New housing invariably only accounts for a small proportion of the overall housing stock, and thus it is crucial, as part of providing a balance in Wandsworth's housing stock, that the range of dwelling sizes available in the existing stock is maintained, particularly family housing with gardens. Our priority is therefore to protect small family houses from sub-division, while recognising that in certain cases conversions play an important role in increasing the number and variety of dwellings in the borough, and providing attractive local downsizing options.

**17.7** All new development across the borough will support the health (both physical and mental) and wellbeing of all residents; inclusive high quality design with appropriate space standards and flexible internal layouts; as well as good access to local services, jobs, infrastructure and public transport.

**LP24 Provision of New Homes**

A. To ensure the supply of new homes in Wandsworth, the Local Plan will provide for the delivery of a minimum of 1,950 new homes per year by 2028/2029. This target will be rolled forward until it is replaced by a revised London Plan target.

B. The following levels of housing are indicative ranges within different broad areas of the borough to 2028/2029 (5-year supply) and 2032/33 (10-year supply):

| **Area** | **Approx. no. of units (2023/24-2027/28)** | **Approx. no. of units (2028/29-2032/33)** | **Total** |
|---|---|---|---|
| Area Strategy for Balham | 9 | 54 | 63 |
| Area Strategy for Clapham Junction and Winstanley/York Road Regeneration Area | 964 | 750 | 1,714 |
| Area Strategy for Nine Elms | 6,061 | 691 | 6,752 |
| Area Strategy for Putney | 176 | 6 | 182 |
| Area Strategy for Roehampton | 415 | 581 | 996 |

| | | | |
|---|---|---|---|
| Area Strategy for Tooting | 136 | 292 | 428 |
| Area Strategy for Wandsworth Town | 1,697 | 1,776 | 3,472 |
| Rest of Borough | 4,360 | 2,735 | 7,095 |
| **Total** | 13,817 | 6,885 | 20,702 |

**Table 17.2 Housing 5 and 10 Year Supply**

C. The new homes will be delivered by:

1. the development of sites as allocated through this Local Plan;
2. maximising the delivery of homes through estate improvement, renewal and regeneration strategies, as set out in the Spatial Development Strategy of this Plan;
3. requiring development proposals involving new housing to demonstrate that the use of the building / site has been optimised through a design-led approach, in accordance with Policy LP 2 (General Development Principles);
4. resisting development which would result in a net loss of homes or residential floorspace, in accordance with Policy LP 27 (Protecting the Existing Housing Stock);
5. supporting the development of appropriate small and windfall sites, in accordance with Policy LP 7 (Small Sites Development); and
6. supporting self/custom-build development, in particular on small sites, provided the scheme is in accordance with all other development plan policies.

**17.8** The issues surrounding the delivery of housing are a pan-London challenge. To address this, the emerging London Plan sets out ambitious targets for all London boroughs to deliver a significant increase in housing to meet current and future needs across the Capital. In Wandsworth that target is 1,950 per annum (19,500 additional dwellings to be delivered from 2019/20 – 2028/29) and has been informed by the 2017 London SHLAA. It reflects the potential capacity of large and small housing sites and considers the character and context of the borough. The figure constitutes an approximately 8% increase from the previous target of 1,812 dwellings per annum.

**17.9** The National Planning Policy Framework (NPPF) requires local authorities to inform the establishment of their housing requirement through a local housing need assessment which uses the nationally based standard method (as informed by the 2014-based household projections). This is to ensure the government's stated ambition of delivering 300,000 dwellings per annum can be achieved. Using this methodology, the minimum number of homes needed in Wandsworth is 2,537 dwellings per annum. Importantly, national policy and guidance makes it clear that the local housing need figure identified using the standard method does not in itself establish an area's housing requirement. Rather, it is a starting point for considering the level of housing need to be accommodated through the plan-making process. The Council also needs to take account of the need to ensure that sufficient land is available for other essential uses such as employment, education, health, retail and other community facilities whilst ensuring poorly performing housing stock and residential environments are improved. In addition, growth should contribute to the vitality and viability for town centres without undermining the borough's valued character and heritage.

**17.10** For these reasons, the NPPF requires local authorities to have a clear understanding of the land available in their area. Paragraph 67 of the NPPF sets out a requirement to identify a supply of specific deliverable sites. For years 6-10 and, where possible, for years 11-15 of the Plan specific developable sites or broad locations for growth should be identified. In accordance with the NPPF we have undertaken a comprehensive review of land and sites available for development, including large, small and windfall sites. Through this exercise (see Table 11), we have identified the potential to deliver 13,817 net new homes across Wandsworth over the 5-year period, and 20,702 net new homes over the 10-year period. The former exceeds the emerging London Plan housing target by 31%, thereby allowing for considerable flexibility and choice within the market, in accordance with the Planning Practice Guidance (PPG).

**17.11** The housing capacity for years 1 to 10 is also sufficient to meet and exceed the emerging London Plan housing requirement (19,500). However, meeting the objectively assessed local housing need figure (25,370) poses a significant challenge. The Council recognises that its objectively assessed housing need is far in excess of its identified sources of housing capacity, and therefore this Local Plan will seek to deliver at least 19,500 homes between 2019/20 – 2028/29, as set out in the emerging London Plan.

| | Sum of Years 1-5 (2023/24-2027/28) | Sum of Years 6-10 (2028/29-2032/33) | Total of Years 1-10 | Sum of Years 11-15 (2033/34-2037/38) | Total of Years 1-15 |
|---|---|---|---|---|---|
| Area Strategy for Balham | 9 | 54 | 63 | 68 | 130 |
| Area Strategy for Clapham Junction and Winstanley/York Road Regeneration Area | 964 | 750 | 1,714 | 1,251 | 2,965 |
| Area Strategy for Nine Elms Opportunity Area | 6,061 | 691 | 6,752 | 55 | 6,807 |
| Area Strategy for Putney | 176 | 6 | 182 | 7 | 189 |
| Area Strategy for Roehampton | 415 | 581 | 996 | 149 | 1,145 |
| Area Strategy for Tooting | 136 | 292 | 428 | 318 | 746 |
| Area Strategy for Wandsworth Town | 1,697 | 1,776 | 3,472 | 689 | 4,161 |
| Rest of Borough | 4,360 | 2,735 | 7,095 | 2,652 | 9,747 |
| Total | 13,817 | 6,885 | 20,702 | 5,189 | 25,891 |

**Table 17.3 Estimated housing capacity over the plan period**

**17.12** The draft in-house housing capacity assessment also considered the capacity of land and sites available for development in years 11 to 15. This identified a potential capacity to accommodate 5,189 net new homes. Although the figure indicates that the Council would not be able to meet its housing requirement if it is rolled forward for years 11 – 15 of the Plan period, it is expected that sites that are not deliverable or developable now will have the potential to become so as the supply of easily developed sites reduces over time. Recognising that during the lifetime of this Plan, the supply of developable land available for residential development is likely to become much more limited, the Plan takes a pro-active approach to housing delivery, which is embedded in a number of policies. These include a positive approach to housing delivery on small sites, optimising site capacity through a design-led approach and identifying opportunities to maximise delivery through estate improvement, renewal and regeneration. In addition, we intend to prepare a supplementary planning document setting out design codes for key areas with capacity for growth. All these measures will create strong foundations to meet and exceed the housing requirement during the lifetime of this Plan.

**17.13** The government has recently put forward proposals in its consultation on 'Changes to the current planning system', which, among other things, proposes changes to the standard method for assessing local housing need. The Government's proposed approach puts a greater emphasis on affordability and removes the cap which exists under the current approach. The proposed new Standard Method, as consulted on, would result in a housing need figure of 3,059 dwellings annually for Wandsworth borough. Nevertheless, the consultation makes it clear that this figure continues to provide the 'starting point' for establishing the housing requirement for a Local Plan. At the time of writing it is unknown if and when these will be implemented and whether there will be a transitional period. It is also worth noting that the figure derived through the Standard Method is based on an algorithm that does not take into account constraints, unlike the figure set by the emerging London Plan. The Council will monitor developments regarding the proposed changes.

**17.14** For the purpose of monitoring housing completions, we will take into account net changes in both conventional and more specialist forms of housing in line with the guidance set out in the emerging London Plan. For the avoidance of doubt, non-self-contained accommodation for students will be counted on a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home. Non-self-contained accommodation for older people will be counted on a 1:1 ratio, with each bedroom being counted as a single home. All other net non-self-contained communal accommodation will count towards meeting the Council's housing requirement on the basis of a 1.8:1 ratio, with one point eight bedrooms/units being counted as a single home.

**LP25 Affordable Housing**

A. The Council will seek to secure the Mayor's strategic target of 50 per cent of all new homes to be affordable, having regard to the character and context of individual development proposals and to viability considerations.

B. Development that creates 10 or more dwellings (gross) must provide affordable housing on-site in accordance with the threshold approach set out in emerging London Plan Policy H5. The threshold level of affordable housing based on the gross number of new homes to be provided, having had regard to the most up-to-date viability evidence, must equate to at least:

1. 35% on individual sites outside of the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA);.
2. 15% on individual sites within the VNEB OA;.

3. 50% for public sector land on individual sites outside the VNEB OA where there is no portfolio agreement with the Mayor;.
4. 50% in Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites where the inclusion of residential uses is considered appropriate in accordance with the emerging London Plan Policy E7 (, where the scheme would result in a net loss of industrial capacity.

C. The Council will require an affordable housing tenure split of 50% low-cost rent products and 50% intermediate products. The low-cost rent products should be Social Rent or London Affordable Rent. The intermediate products should maximise the provision of London Living Rent and London Shared Ownership units. The Council will consider the provision of other intermediate products (such as Shared Equity, Discounted Market Sale, Intermediate Rent) where it has been demonstrated to the Council's satisfaction that any alternative intermediate products would meet local housing need, having regard to the Council's latest relevant Housing Strategy.

D. Affordable housing will be required on site. Off-site provision of affordable housing will only be accepted in exceptional circumstances where it can be clearly demonstrated that affordable housing cannot be delivered on-site or where it can be demonstrated that offsite provision on another site in the borough would better deliver the creation of mixed and balanced communities than through on-site provision. Applicants will be required to identify a site(s) which would be acceptable for the development of affordable housing. In exceptional circumstances when it is clearly demonstrated to the Council's satisfaction that an alternative site cannot be identified will the payment of a financial contribution to support the delivery and supply of affordable housing on another site in the borough be considered. The provision of affordable housing on another site(s) will be at least equivalent to the increased development value if affordable housing is not provided on-site and will be provided prior to, or tied to, the completion of the on-site market housing, subject to such a contribution being viable. Further guidance is provided in the Council's adopted Planning Obligations SPD.

E. The Council requires viability assessments to be submitted in line with London Plan Policy H5. Any viability assessment must follow criteria set out in the Council's Planning Obligations SPD. The Council will undertake an independent review of that assessment for which the applicant will bear the cost.

F. The management of the affordable housing homes provided will be undertaken by a Registered Provider which is a Preferred Partner of the Council unless otherwise agreed by the Council. Any relevant scheme will need to demonstrate that the design, siting and phasing of affordable homes provides for its proper integration and timely provision as part of the wider development.

G. The application of the Vacant Building Credit (VBC) is not appropriate in Wandsworth. The use of VBC will only be considered in limited circumstances, where applicants clearly demonstrate there are exceptional reasons why it is appropriate and all of the following criteria are met:

1. the building is not in use at the time the application is submitted;
2. the building is not covered by an extant or recently expired permission;
3. the site is not protected for alternative land use;
4. the building has not been made vacant for the sole purpose of redevelopment.

H. The Council will expect the design, type, size and mix of the affordable homes to be such that the development is 'tenure blind' in respect of its character and appearance. Proposals will be required to demonstrate that this approach has been considered from the outset of the design process.

I. The provision of affordable housing or financial contributions will be sought from any development making provision for new dwellings or the provision of residential accommodation with shared facilities.

**17.15** National and regional guidance indicates that being able to access decent affordable homes is a major contributing factor in improving people's quality of life. Accommodation standards and affordability have a strong influence on health, education and skills, all of which contribute to a person's quality of life.

**17.16** There is a significant London-wide and local need for genuinely affordable housing. Table 12 shows that the median house price in Wandsworth was over 18 times that of the median salary in 2019. In addition, median house prices in Wandsworth increased by 23% between 2014 and 2019. During the same time frame there was a 9% change in the median cost of rents. Consequently smaller, privately rented properties are often the only feasible option for residents faced with the high costs of purchase and a shortage of affordable properties. Nevertheless, despite a lower overall percentage increase in private rents they are equally high and rising, with median rents in 2019 at £1,650, and average rents at £1,855.

| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---|---|---|---|---|---|---|
| Median price | £507,500 | £543,750 | £616,000 | £651,125 | £628,653 | £622,563 |
| Change in relation to 2014 | 0% | 7% | 21% | 28% | 24% | 23% |
| Average price | £652,355 | £690,303 | £734,247 | £770,224 | £760,673 | £752,828 |
| Change in relation to 2014 | 0% | 6% | 13% | 18% | 17% | 15% |
| Median rent | £1,507 | £1,615 | £1,649 | £1,659 | £1,650 | £1,650 |
| Change in relation to 2014 | 0% | 7% | 9% | 10% | 9% | 9% |
| Average rent | £1,664 | £1,815 | £1,854 | £1,870 | £1,873 | £1,855 |
| Change in relation to 2014 | 0% | 9% | 11% | 12% | 13% | 11% |
| Affordability ratio | 16.57 | 17.05 | 18.71 | 19.84 | 17.90 | 18.44 |

**Table 17.4 Housing cost in Wandsworth between 2014 and 2019**

**17.17** The need for affordable homes is significant in the borough, as evidenced by the Council's Local Housing Need Assessment (LHNA) (2020). The LHNA estimates a net need for 2,327 affordable rented and 1,248 affordable home ownership dwellings per annum to be provided over the plan period. This is significantly above the overall housing requirement that the borough can accommodate as established in Policy LP 24 (Provision of New Homes) above. Consequently, the Council will be unable to satisfy this level of need recognising that national policy requires the Council to set affordable housing targets that are realistic, including in relation to development viability and achieving mixed and balanced communities.

**17.18** The emerging London Plan Policy H6 sets a strategic target for 50% of all homes to be genuinely affordable, and introduces a threshold approach which removes the need for individual applications to be supported by a viability assessment as long as the proposed provision of affordable housing meets that threshold. The Council acknowledges the Mayor's long term ambition to secure 50% affordable housing provision. However, even achieving the current adopted Local Plan target of 33% on sites outside of the VNEB OA and 15% on sites within the VNEB OA based on a 60% social rent / 40% intermediate tenure split has been in many cases challenging as a result of, primarily, viability considerations. Despite this, the Council will continue to seek to support the achievement of the Mayor's strategic target where possible.

**17.19** Based on the most up-to-date evidence available it is proposed to adopt a borough-specific threshold approach as a starting point for informing individual applications, rather than that set out in the emerging London Plan. This locally-specific approach reflects the particular circumstances of the borough, including within the VNEB OA, where significant investment in infrastructure (such as funding the Northern Line Extension) is required to support the development of the area. The proposed proportion of affordable homes on sites within the VNEB OA will maintain the approach taken in the current adopted Local Plan. Nevertheless,

the Council will be updating its Local Plan Viability Assessment and Development Infrastructure Funding Study (DIFS) to ensure that it has taken account of any changes in order to strike a balance between meeting its affordable housing needs, whilst ensuring that the total cumulative costs of Local Plan requirements do not threaten the delivery of much needed development as a result of scheme viability. Depending on the outcomes of this work, the Council may need to establish a different affordable housing target which seeks to optimise the delivery of affordable housing in the borough in line with the emerging London Plan, in order to meet as much as possible of its local need based on the most up-to-date evidence.

**17.20** The emerging London Plan requires that a minimum of 30 per cent of affordable housing is provided as low cost rented products, 30 per cent as intermediate products, with the remaining 40 per cent to be determined by the borough. There is a presumption that the 40 per cent to be decided by the borough will focus on Social Rent and London Affordable Rent given the level of need for this type of tenure across London. Social Rent and London Affordable Rent dwellings are generally intended for low-income households. The Greater London Authority's (GLA) Housing in London (2019) report indicates that households moving into social housing (including Affordable Rent) have by far the lowest incomes, with half of them on less than £13,000 a year and the vast majority (approximately 90%) on less than £25,000 a year. Locally, there is a significant number of households on Wandsworth's Housing Register (8,800 as of 31st March 2020), which indicates the high levels of need for social housing in the borough. Yet, the acute need for these tenures and the distribution of income among households moving into social housing also mean that low-cost rented products will only be available to a small proportion of residents in Wandsworth. Taking into account the number of households on Wandsworth's Housing Register, it is reasonable to assume that low-cost rented products will generally be available to households with income not exceeding £25,000 a year. Figure 1 indicates that this represents approximately 10-15% of the borough's households.

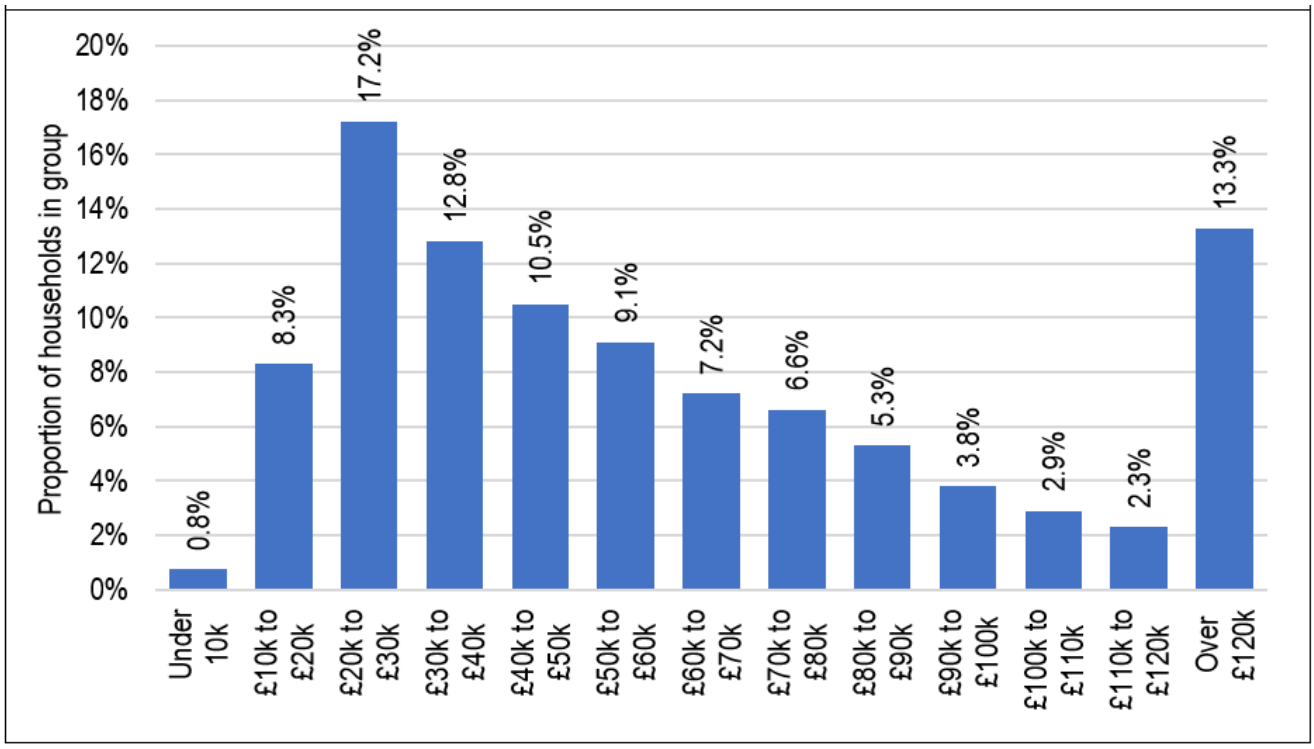



**Figure 17.1 Estimated distribution of Household Income in LBW in 2018 (Source: LHNA)**

**17.21** Although there is a substantial need for low-cost rented homes in Wandsworth, the provision of this affordable housing product must be balanced against the need to provide intermediate housing for those households on low to middle incomes who would neither have priority for social housing or be able to afford market housing. This relates to households with incomes between £25,000 and £90,000 a year, which equates to some 55-60% of the total number of households in the borough. Policy LP 25 (Affordable Housing) therefore seeks to ensure that the affordable housing offer provides options for a wide range of the borough's residents. The LHNA (2020) indicates that intermediate tenures, such as London Shared Ownership and London Living Rent, are both viable options that can assist in fulfilling this aspiration. The income required to afford London Living Rent and Affordable Rented dwellings (within Local Housing Allowance limits) starts at around £24,000, rising to around £33,600 for a 3-bedroom home. As such, household incomes within the approximate range £24,000 to £60,000 will be eligible for London Living Rent. London Shared Ownership is more expensive, with a required income of around £38,400 for the smallest size of home, increasing to approximately £58,000 for larger dwellings. It will therefore be available to households in Wandsworth within the approximate income range of £38,400 to £90,000. The Council will require that London Shared Ownership or Shared Equity accommodation is priced so that a significant majority of the units can be purchased by households with low to medium incomes within a range to be determined by the Council, which will be updated annually to reflect changes in incomes and house prices, with upper income thresholds being determined with reference to any revised figures in the emerging London Plan Annual Monitoring Report. Intermediate housing for rent such as London Living Rent, Intermediate Rent, and Discounted Market Rent will be required to meet the Council's affordability criteria with upper income thresholds for rent being determined with reference to any revised figures in the emerging London Plan Annual Monitoring Report.

**17.22** Based on recent experience of the difficulties of achieving the adopted Local Plan affordable housing tenure split of 60% affordable rent and 40% intermediate products, primarily for scheme viability reasons, the Council has also considered whether changing the balance of provision would help to improve the delivery of much needed affordable homes. It recognises that there is a difficult balance to be struck and that there is a significant need to secure homes for affordable rent. The Planning Practice Guidance (PPG) of February 2019 confirms a widening definition of those to be considered as in affordable need including "households from other tenures in need and those that cannot afford their own homes, either to rent, or to own, where that is their aspiration." The accepted understanding of this requirement is that plan-makers now need to quantify need for tenures that offer an affordable route to home-ownership. However, there is currently no guidance about how this may be done. Having reviewed the most up-to-date evidence the approach that the Council proposes to take reflects the role that London Living Rent homes can play across both the intermediate and affordable rented sectors but which is defined in the emerging London Plan as an intermediate product. It also reflects the growing interest in the borough of Build to Rent schemes and the Mayor's ambition that the discounted market rent provision within this type of development should be at London Living Rent levels.

**17.23** For the reasons outlined above, the Council considers that an equal split of 50% low-cost rented housing and 50% intermediate housing is the best approach to improving housing options in the borough. This approach will help to bridge the housing offers available to a range of households rather than perpetuating a polarised approach to meeting housing need which fails to consider the importance of creating mixed and balanced communities. It should, however, be noted that the preferred balance of tenures may change as a result of the Council's updated Local Plan Viability Assessment.

**17.24** The emerging London Plan requires that affordable housing provision is focused on 'genuinely affordable' tenures, including low cost rented products (London Affordable Rent or

Social Rent) and intermediate products (London Living Rent and London Shared Ownership). Policy LP 25 (Affordable Housing) seeks to prioritise these tenures; however, it also recognises that genuinely affordable homes can in certain cases cover a broader spectrum of affordable housing types as defined in the NPPF . For example, a Pocket Living housing scheme in Mapleton Crescent (Wandsworth Town Centre) delivered over 50 per cent homes for local first-time buyers at a discount of at least 20 per cent. The scheme was affordable to households with an income of between £45,000 and £66,000, and the homes were sold to households with an average household income of circa £45,000, with the majority being sold to households living or working in the borough. Therefore, it is clear that alternative intermediate products can work in particular circumstances where it has been demonstrated to the Council's satisfaction that any alternative intermediate products would meet local housing need.

**17.25** The Council's adopted Planning Obligations SPD sets out that the Council's expectation is that delivery is through on-site provision. This supports the maintenance or creation of mixed and balanced communities. Affordable housing delivery will only be considered by way of off-site provision in exceptional circumstances, where it can be clearly demonstrated that affordable housing cannot be delivered on-site or where it can be clearly demonstrated that off-site provision would better achieve the objective of creating mixed and balanced communities than through on-site provision. Financial contributions will only be acceptable in very exceptional circumstances, and only where this is supported by detailed viability evidence to demonstrate that the provision of on-site affordable housing is not deliverable, that off-site provision has been explored but is not deliverable, and that accepting a financial contribution will not be detrimental to the delivery of mixed and balanced communities.

**17.26** Where applications are not considered to be maximising the level of affordable housing or where it is proposing a tenure mix which is not policy compliant, the Council will consider the appropriateness of requiring review mechanisms at appropriate stages / milestone(s) of the construction period. The majority of schemes will have an early stage review to incentivise the implementation of planning permissions. Where reviews are required they will be expected to will follow the formula set out in the emerging London Plan, as updated, unless agreed otherwise by the Council.

**17.27** The emerging London Plan sets out that the percentage of affordable housing in a scheme should be measured by habitable rooms to ensure that a range of sizes and affordable homes can be delivered, including family sized homes, having taken account of relevant policies on the appropriate local mix and having regard to site specific circumstances. However, the Council considers that it is more appropriate to continue to measure affordable housing by units. That notwithstanding, applicants should present affordable housing figures as a percentage of the total residential provision proposed by habitable rooms, by dwelling, and by floorspace to enable comparison.

**17.28** The Council supports the approach of the Mayor's Affordable Housing Supplementary Planning Guidance and considers that the application of the Vacant Building Credit (VBC) is unlikely to bring forward more development. The Vacant Building Credit (VBC) is a material consideration in the determination of relevant planning applications but in Wandsworth, it is likely that the acute need for affordable housing will outweigh the application of the VBC in all cases. The aim of the VBC is to incentivise development on brownfield sites, but this is an unnecessary incentive in Wandsworth given that all development sites are brownfield, and that housing delivery has been and is likely to remain strong. Applicants looking to justify the application of the VBC will need to clearly demonstrate exceptional circumstances and ensure that they meet all of the criteria listed in Policy LP 25 (Affordable Housing).

**17.29** In line with other Local Plan policies, all new affordable housing must be of a high quality design and incorporate durable materials, adhering to the same space and amenity standards as market housing. To promote inclusive communities it is imperative that affordable housing is designed to be 'tenure blind', so that it is indistinguishable from other

types of housing. Affordable housing must also be sensitively integrated into the site and its surroundings to ensure that all local residents, irrespective of tenure type, are provided with high quality living environments and are able to benefit from shared access to all on-site amenities.

**LP26 Housing Mix**

A. Development will be supported where the market housing dwelling mix:

Development proposals creating 10 or more units (gross):

1. has regard to the borough-level indicative proportions detailed below:

| Dwelling size/ Tenure | 1 Bedroom | 2 Bedroom | 3 Bedroom | 4+ Bedroom |
|---|---|---|---|---|
| Market | 30-40% | 30-40% | 15-25% | 5-10% |

**Table 17.5**

Development proposals creating additional residential units:

2. includes a range of house sizes to address local need including for 'down-sizing' and specialist housing as appropriate;
3. takes into account the existing housing stock in the neighbourhood in order to avoid any over-concentration of a single type or size of homes, or specialist accommodation, where this would undermine the achievement of creating mixed and balanced communities.

B. Planning applications will be required to be supported by evidence, proportionate to the nature and scale of development proposed, to justify the mix of new market homes to be provided.

C. Development proposals creating 10 or more units (gross), will be supported where 1 person/studio accommodation does not exceed 5% of all market units. 1 person/studio accommodation will only be supported within the market element of the housing to be provided.

D. Development will be supported where the affordable housing dwelling mix has been provided taking account of the borough-level indicative proportions detailed below:

| **Dwelling size / Tenure** | **1 Bedroom** | **2 Bedroom** | **3 Bedroom** | **4+ Bedroom** |
|---|---|---|---|---|
| Affordable Rented Housing | 40–45% | 30-35% | 20-25% | 5-10% |
| Affordable Ownership Housing | 35-40% | 40-45% | 15-20% | 5-10% |

**Table 17.6**

E. The dwelling mix will be considered on a site by site basis and in applying the preferred housing mix regard will be given to the following:
Current evidence in relation to housing need.

1. The surrounding context and character;

2. The overall level of affordable housing proposed; and
3. The financial viability of the scheme.

**17.30** The NPPF and the emerging London Plan require boroughs to achieve a mix of housing to reflect the current and future needs of the borough's population, including for families with children, for both affordable and market housing over the Plan period. The proportions are expected to be informed by a Local Housing Need Assessment (LHNA).

**17.31** The LHNA 2020 provides the latest published housing needs evidence in relation to the likely quantum, type, size and tenure of new homes needed across the borough over the plan period. It recommends that the focus of new market housing provision should be on 1-bedroom (30-40%) and 2-bedroom (30-40%) properties and to a smaller extent on 3-bedroom (15-25%) and 4-bedroom (5-10%) dwellings. The recommended proportion of 3 and 4 bedroom dwellings (20-35%) would be slightly higher than the proportion of 3 and 4 bedroom dwellings that have recently been delivered (21% of market housing delivered between 2016/17–2018/19 was 3 and 4 bedroom dwellings). Recognising this, the policy approach to market housing should strike a balance between meeting needs and providing enough flexibility for developers to make schemes viable. Crucially, the LHNA 2020 was prepared prior to the COVID-19 pandemic, and therefore does not necessarily reflect potential changes in relation to out-migration and how this may affect the type and size of home needed. Whilst the market dwelling mix of development proposals creating 10 or more units (gross) will need to be informed by the borough-level indicative proportions set out in the policy, there is a need for the Council to maintain a certain level of flexibility in its approach to the provision of market housing in order to respond to changing circumstances.

**17.32** Within this context, there will continue to be a need to consider the most appropriate location for new homes and the characteristics of those locations, the type and size of properties to be provided in different areas, making best use of land, and the characteristics of the population in terms of its relative mobility and the effect this has on neighbourhoods. In regard to these latter points it will therefore be important to ensure that development proposals support the delivery of self-contained new homes, which is where there is the greatest identified need including for families and those wanting to downsize (which would itself help to release more family sized housing back into the supply chain).

**17.33** In addition, new homes should contribute to supporting the creation of stable local neighbourhoods and cohesive communities. Preference will therefore be given to larger homes, because proposals which provide more than a small proportion of studios are unlikely to achieve this objective and therefore will not normally be supported. Although the increasing proportion of single person households is forecast to continue, this does not necessarily result in a proportionate increase in demand for small studios as many people would like a spare bedroom for visitors or to use as a study/office. However, in a borough such as Wandsworth, where land values and property prices are high, undue restriction against provision of small units may have an impact on affordability. The LHNA (2020) identified that the average monthly cost of a studio flat is £950pcm, as against £1,250pcm for a 1-bedroom dwelling, which is a substantial difference. Taking this into consideration, it is important that applicants are able to respond appropriately to the demand for homes of this size. Therefore, a realistic approach is to allow for a proportion of new developments to contain studios up to a maximum limit. A maximum proportion of studios and 1 bedroom one person units has only been set for market housing as this type of accommodation will not be supported as part of the affordable housing element of a scheme.

**17.34** In considering the market housing element the Council will take account of the existing stock of homes within the locality to achieve the objective of creating mixed and balanced communities. Information regarding, amongst other things, the profile of housing and population characteristics within local areas can be found by using the Local Area Reports facility on the Office of National Statistics 'nomis official labour market statistics' website, or such other replacement source.

**17.35** In terms of the proposed mix of affordable homes, the LHNA (2020) recommends that the focus of affordable ownership provision should be on 1-bedroom (35-40%) and 2-bedroom (40-45%) properties, while the focus of affordable housing rented provision should be on 1-bedroom (40-45%), 2-bedroom (30-35%) and 3-bedroom (20-25%) dwellings. The substantial need for 1 and 2-bedroom affordable ownership products is driven by the fact that 96.6% of entries on the Housing Register in Wandsworth express preference for 1 and 2-bedroom dwellings. The report contains recommendations which support focusing the provision of affordable rented homes on 1-bedroom (40-45%) and 2-bedroom (30-35%) properties, and to a smaller extent on 3-bedroom properties (20-25%). As is the case with affordable ownership products, these proportions have been informed by the preferences of households on the Wandsworth's Housing Register. Taking that the proposed mix of intermediate and rented affordable homes is broadly aligned with the delivery rates of such dwellings between 2016/17 – 2018/19, the Council considers that this proposed mix will be deliverable. Nevertheless, the Council will be updating its Local Plan Viability Assessment and Development Infrastructure Funding Study (DIFS) to ensure that it has taken account of any changes in order to strike a balance between meeting its housing mix needs, whilst ensuring that the total cumulative costs of Local Plan requirements do not threaten the delivery of much needed development as a result of scheme viability. Depending on the outcomes of this work, the Council may need to establish a different approach to the affordable housing mix currently proposed.

**17.36** While the dwelling mix of market and affordable homes is expected to reflect the preferred dwelling mix set out in this policy, rigid application of these requirements may not be appropriate in all cases. When considering the mix of dwelling sizes appropriate to a development, the Council will have regard to individual site circumstances including location, the character of the area, site constraints, viability and the achievement of mixed and balanced communities. The Council will also allow flexibility in estate regeneration schemes, in particular where a dwelling mix has been agreed on the basis of detailed consultation with the residents which has taken on-board their specific needs. Furthermore, flexibility will be applied for developments providing for retirement, sheltered or extra care housing. The policy also recognises that the needs identified in the LHNA (2020) could change over time. Therefore, the policy refers to 'current' evidence in relation to housing need. This approach allows for the policy to reflect changes in the evidence of the need for different dwelling types over the period of the Local Plan.

**LP27 Protecting the Existing Housing Stock**

A. Existing self-contained housing will be safeguarded in accordance with the emerging London Plan Policy H8. Exceptionally, the net loss of self-contained residential dwellings, and/or the loss of land previously used in whole or in part for residential purposes, may be acceptable where:

1. the proposal involves combining separate non family-sized dwellings in order to create a family-sized unit, or
2. in the context of residential properties located above non-residential uses, a self-contained dwelling with separate access to the street cannot be provided without prejudicing the effective use of other parts of the property.

B. Where the loss of existing affordable housing dwellings is proposed, the Council will follow the approach set out in London Plan Policy H8.

C. Proposals for the change of use of residential accommodation to short-term holiday lets will not be supported.

**17.37** Existing properties are an important source of larger and family accommodation, as new housing only accounts for a small proportion of the overall housing stock in the borough. The Local Plan sets out the importance of maintaining the range of dwelling sizes available in the existing stock, especially family-sized housing. Therefore, whilst the provision of new homes is required to meet the borough's housing requirement, it is also important to ensure that existing residential properties and land last used for housing are afforded sufficient protection. The emerging London Plan requires boroughs to meet or exceed targets for new housing and to prevent the loss of housing, including loss of affordable housing.

**17.38** The Local Housing Need Assessment (LHNA) identifies a need for family-sized accommodation. In the private sector this can be assisted through the de-conversion of flats to create family-sized houses. There is therefore scope for de-conversion of smaller flats to contribute to meeting the identified need for family accommodation. This type of development can also contribute towards providing greater variety and choice in the housing stock. However, de-conversion activity is not usually appropriate in other circumstances where this would prejudice existing identified needs, such as supported housing, or where it would not contribute to meeting identified family housing needs, such as the combining of more than one house. The circumstances in the policy where loss of units through combining smaller flats to provide a family-sized home applies primarily to dwellings that have previously been subdivided to enable them to be converted back to a single dwelling as originally built. In addition, the policy allows for combining small units in purpose-built flats and maisonettes. Applications to convert purpose built non-family flats into larger flats or houses for families will be considered on their merits and account will be taken of the suitability of the unit created in terms of meeting the need for family accommodation.

**17.39** The use of residential premises in London as temporary sleeping accommodation involves a material change of use requiring planning permission by virtue of the Greater London Council (General Powers) Act 1973 (as amended), unless it benefits from the new exception introduced by the Deregulation Act 2015 which came into force on 26 May 2015. This provides that the use of temporary sleeping accommodation of any residential premises in London does not constitute a change of use (for which planning permission would be required) if certain conditions are met, including the use of the premises as temporary sleeping accommodation for no more than 90 nights. If the conditions are not met, use as temporary sleeping accommodation of residential premises involves a material change of use requiring planning permission. The policy protects existing housing from change of use to non-permanent accommodation (including timeshare, short-term lets, and temporary sleeping accommodation, as well as C1 uses which include hotels, guest houses and boarding houses, and hostels and bed and breakfast premises). Demand for short-term and temporary sleeping accommodation of these types in the borough should be met from appropriate sites in non-residential use, rather than sites used for permanent housing.

**LP28 Conversions**

A. The conversion of dwellings with less than 150sqm or less will only be permitted where it can be clearly demonstrated that the property is unsuitable for families.

B. Conversions of dwellings of 150sqm or more of existing habitable floorspace (prior to any extensions carried out since the end of 2008) will only be permitted where the following criteria are satisfied:

1. at least one family-sized unit is provided with direct access to a dedicated rear garden; or
2. where four or more units are being provided, at least two are family-sized units (one of which must have direct access to a dedicated garden); and
3. the provision of 1 bedroom/studio accommodation is limited to one unit, or 1 in 5 units in larger conversions.

**17.40** Conversions play an important role in increasing the number and variety of dwellings in the borough; however, it is important that the creation of additional dwellings is not achieved at the expense of family-sized accommodation. The Council's monitoring information demonstrates that the vast majority of recent new build residential development has been for flats or apartments, mainly 1- and 2-bedroom units, and it is anticipated that this trend will continue into the future. Recognising that the LHNA (2020) sets out that there will be an increasing need for family accommodation, we will seek to ensure that existing family sized units are not lost through conversion. This policy is not considered to undermine the potential for the provision of smaller dwellings, as proposals will continue to be supported where the scheme makes adequate provision for family sized homes through retention or re-provision.

**17.41** In order to protect family-sized dwellings from conversion, the Council has had a long-standing policy approach of protecting houses, family-sized flats and maisonettes. Previously this protected properties below 120sqm from conversion into smaller dwellings. This policy was subsequently updated in the current adopted Local Plan, by raising the size threshold for conversion of all dwellings from 120sqm to 150sqm. The change was supported by an analysis of residential conversions in 2008, which estimated that 69% of houses in the borough's existing stock are above 120sqm in size, including 44% between 120sqm and 149sqm, and 25% over 150sqm. It found that the proportion of existing flats and maisonettes over 120sqm was limited, 91% of which is below 120sqm. Raising the size threshold for conversion from 120sqm to 150sqm has therefore had a significant impact on the level of protection afforded to family sized dwellings, in particular those suitable for use by families with children. The protection of smaller dwellings also contributes to the provision of a greater choice of dwelling sizes and prices. Small houses and larger flats, in addition to maisonettes, can also provide for the needs of professional sharers, families, and for people who work from home. Taking into account that the vast majority of homes delivered since the adoption of the existing Local Plan has been for 1- and 2-bedroom dwellings, we propose to retain this policy, and consider that the recommendations of the 2008 analysis are still relevant.

**17.42** Permitted Development Rights (PDR) enable many residential extensions to take place without the need for planning permission. Raising the threshold for conversion of dwellings will help to prevent the loss of smaller houses where extensions carried out under PDR would bring the floorspace up to the minimum threshold for conversion. Extensions carried out since the end of 2008 (the date the conversions analysis was carried out) will not be included in the calculation of existing habitable floorspace.

**17.43** The 150sqm threshold will apply except where the property is considered to be unsuitable for families. In determining whether a property is suitable for families account will be taken of its location. For example, properties above shops or offices, in town centres or along busy main roads may not be suitable for families and therefore the principle of conversion is likely to be acceptable, subject to compliance with other policies of the Plan, including as set out below.

**17.44** Where properties above 150sqm are converted, this policy requires the provision of a family sized unit(s) and the number of 1 bedroom/studio units is limited in line with the approach to new build accommodation set out in Policy LP 26 (Housing Mix), in order to ensure good standards of residential accommodation are provided and to contribute to the mix of homes needed across the borough.

**LP29 Housing Standards**

A. All new residential development, including new-build dwellings, conversions and change-of-use schemes where new dwellings are created, will be expected to:

1. comply with the Nationally Described Space Standard;
2. meet all requirements for housing standards set out in the emerging London Plan Policy D6;
3. meet all requirements for accessible housing set out in the emerging London Plan Policy D7;
4. be designed to be inclusive, accessible and safe to all, having regard to the requirements of emerging London Plan Policy D5; and
5. achieve the highest standards of fire safety, having regard to the requirements of emerging London Plan Policy D12.

B. All new residential development will be expected to provide dual-aspect accommodation, unless exceptional circumstances can be clearly demonstrated. Where such circumstances are demonstrated, all single aspect units must:

1. provide a good level of daylight for each habitable room, and optimise opportunity for direct sunlight;
2. ensure that the aspect is not predominantly north-facing;
3. does not face onto main roads or other significant sources of air pollution and/or noise and vibration, and odours which would preclude opening windows;
4. provide a good level of natural ventilation throughout the dwelling via passive/non-mechanical design measures; and
5. ensure that future occupiers have a good level of privacy and do not experience adverse impacts from overlooking.

C. Residential developments and mixed-use schemes incorporating a residential element will be expected to provide an appropriate amount of communal amenity space in accordance with London Plan standards and children's play space in accordance with Policy LP 19 (Play Space) of this Plan.

D. Residential conversions will be supported where family-sized dwellings are each provided with a dedicated garden of at least 15sqm. Where the overall quality of accommodation is acceptable in accordance with A (1) and A (2) above and there is no potential for the provision of a dedicated rear garden of at least 15sqm, the provision of balconies and/or roof gardens may be acceptable where they do not cause harm to the amenity of neighbouring properties as a result of overlooking.

**17.45** Housing plays an important role in the safety, health and wellbeing of individuals and communities and in the shaping of neighbourhoods. It must therefore be designed to a high quality. This is particularly important in Wandsworth given the growing need for housing driving higher density developments. The design of new development therefore must be people-focused to ensure that the needs of individuals and families are the heart of housing that is developed in Wandsworth. This focus on high quality housing will contribute to the development of mixed and balanced communities.

**17.46** Through the emerging London Plan the GLA has set minimum housing design and accessibility standards as well as standards for the provision of private amenity space for new homes in all London boroughs. This, together with the requirements identified in Building Regulations, access to outdoor amenity space and ensuring that new buildings are well-insulated and sufficiently ventilated to avoid the health problems associated with damp, heat and cold, will help provide healthier living environments for Wandsworth residents. In addition, the emerging London Plan sets out criteria for housing development in relation to fire safety and inclusive design, the latter of which will ensure that developments provide suitable housing and genuine choice for Wandsworth's diverse population, including for disabled people, older people and families with young children.

**17.47** Dual aspect dwellings have multiple 'comfort' and wellbeing benefits, particularly by maximising levels of natural light and enabling cross ventilation (and therefore reducing the need for mechanical ventilation). All residential dwellings should be dual aspect. There may be legitimate circumstances where the provision of a dual aspect is unachievable or inappropriate, but this should be clearly demonstrated in line with the policy requirements. Provision of a greater quantum of residential units is not considered adequate justification for the provision of single aspect units.

**17.48** External amenity space of all kinds must also be fit for purpose, have sufficient privacy, preferably be of a regular shape and receive as much as daylight and sunlight as possible. Further guidance is set out in Policy LP 19 (Play Space). Communal amenity space provides breathing space between buildings and an opportunity for neighbours to meet and socialise. The design of community amenity space will therefore be a key consideration in assessing planning applications.

**17.49** The policy acknowledges that in conversions, the provision of amenity space can be more difficult to achieve. Where family units are provided through conversion, Policy LP 29 (Housing Standards) will apply, and flexibility in the provision of amenity space may be appropriate within the overall context of the standard of accommodation being proposed.

**LP30 Purpose Built Student Accommodation**

A. Proposals for Purpose Built Student Accommodation will be supported where the development:

1. meets all requirements for student accommodation, including affordable provision, as set out in the emerging London Plan Policy H15;
2. has access to good levels of public transport, and to shops, services and leisure facilities appropriate to the student population;
3. would not result in an over-concentration of similar uses at the neighbourhood level;
4. meets the need for such accommodation as identified in the Wandsworth Local Housing Need Assessment or in any Accommodation Strategy of a recognised educational institution which has been agreed by the Council;
5. provides a high quality living environment, including the provision of good-sized rooms, well-integrated internal and external communal areas, and a high level of amenity (providing good levels of daylight and sunlight, and natural ventilation);

6. provides at least 10% of student rooms which are readily adaptable for occupation by wheelchair users; and
7. is accompanied by a site management and maintenance plan which demonstrates that the accommodation will be managed and maintained over its lifetime so as to ensure an acceptable level of amenity and access to facilities for its occupiers and would not give rise to unacceptable impacts on the amenities of existing residents in the neighbourhood.

B. The loss of existing student accommodation will be resisted unless it is demonstrated that the facility no longer caters for current or future needs and the floorspace is replaced by another form of residential accommodation that meets other Local Plan housing requirements.

**17.50** London's higher education providers make a significant contribution to its economy and labour market. The Planning Practice Guidance (PPG) emphasises that local planning authorities need to plan for a sufficient supply of student accommodation whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus.

**17.51** There are two Wandsworth-based Higher Education Institutes, being the University of Roehampton and St. George's, University of London. In addition, there are a number of other Higher Education Institutes with some of their campuses located in the borough, including the Royal College of Art's Battersea Site and the Kingston University's Roehampton Vale campus. The University of Roehampton and St. George's, University of London, currently have plans to expand by 2024/2025, adding around 1100 additional students in total. In addition, Kingston University aims to relocate its existing teaching facilities from Roehampton Vale to the Royal Borough of Kingston upon Thames and use the site Roehampton Vale site for student accommodation.

**17.52** The Council supports the provision of new student accommodation as long as such provision responds to a clearly identified need.. While the LHNA highlights an acute need for conventional housing, insufficient provision for university students could place additional pressure on the lower end of the private rented sector (PRS), and therefore it is important that provision is made for new facilities close to their places of study in order to cater for existing and projected increases in demand. Inadequate local provision, with students having to travel long distances to attend college, would also be contrary to sustainable development principles. Planning policies also need to take into account pressure for speculative student housing, where the developer has not partnered with an educational institution, as this could provide a loophole bypassing the need to comply with affordable housing and general housing amenity standards.

**17.53** To balance the demand for student accommodation against the demand for other types of housing in the borough, all new student housing must be linked to a recognised higher education institution. In addition, purpose-built student accommodation should be limited to locations with good accessibility by public transport, and sites where the provision of such accommodation would not lead to an over-concentration of similar uses. Where the scale and/or concentration of student housing is likely to harm local amenity, the Council will resist such proposals or seek a range of measures to ensure that the effects of development are appropriately mitigated. This may include planning contributions for any additional infrastructure provision required to support the development.

**17.54** Purpose-Built Student Accommodation should be directed to well-connected locations with good level of access to public transport (PTAL 4 or higher), including those supported by good walking and cycling infrastructure. It is also important that Purpose-Built Student Accommodation is sited so student residents have access to a wide range of services and facilities within a 15-minute walking distance. Purpose-Built Student Accommodation will also be supported where the development is capable of having good access to public transport and

facilities as a result of proposed transport improvements, including through a package of measures that the proposal would deliver. During the site selection process applicants should give priority to locations in proximity to the institutions that the development will serve.

**17.55** We will seek to protect against the loss of existing student accommodation. This is particularly to ensure that such loss does not adversely impact on existing capacity or existing residents, whose displacement could create additional pressure on the conventional housing market. However, flexibility will be applied where it can be clearly demonstrated that demand for the provision in question no longer exists.

**17.56** To ensure conformity with the emerging London Plan, proposals for Purpose-Built Student Accommodation will be required to provide functional living spaces and layouts, as well as adequate proportions of affordable and wheelchair accessible/easily adaptable student accommodation. In addition, all proposals will be required enter into a Section 106 planning obligation to secure a student management plan to guarantee the protection of residential amenity for neighbours and for the occupiers of the accommodation.

**LP31 Housing with Shared Facilities**

A. Development proposals for new residential accommodation with shared facilities in the form of Houses in Multiple Occupation (HMOs) which are defined as a 'sui generis' use will be supported where they:

1. do not result in the loss of existing larger dwellings suitable for family occupation;
2. do not result in an overconcentration of HMOs at the neighbourhood level;
3. do not give rise to adverse impacts on the amenity of the surrounding properties and the character or the neighbourhood, including as a result of cumulative impacts having regard to the number of other HMOs in the area;
4. have access to good levels of public transport, and to shops and services appropriate to the needs of the intended occupiers; and
5. are well designed and provide high quality accommodation that satisfies the requirements set out in Policy LP 29 (Housing Standards).

B. Development proposals that result in the loss of an HMO will be resisted unless it can be demonstrated that:

1. the existing building does not meet the appropriate standards for an HMO and has no realistic prospect of meeting the standards; or
2. adequate replacement provision can be secured within the borough, having regard to the requirements of Part A above, such that there would be no net loss in HMO floorspace.

C. Large-scale purpose-built shared living accommodation which is defined as being a 'sui generis' use will generally be resisted. Such accommodation will only be supported where it is clearly demonstrated that:

1. such development meets all of the criteria set out in the emerging London Plan Policy H16;
2. it can be clearly demonstrated that there is an identified local need for the type of accommodation proposed;
3. it would not lead to an overconcentration of single-person accommodation at the neighbourhood level;
4. it can be clearly demonstrated that the site is not suitable for development for conventional units;

5. it would not give rise to adverse impacts on the amenity of neighbouring properties, the character of the neighbourhood or would not support the creation of mixed and balanced communities;
6. it can be demonstrated that the development would be capable of adaptation to alternative residential use should there no longer be a need for such accommodation;
7. it has been demonstrated through the submission of a management plan that the development will be managed and maintained over its lifetime so as to ensure an acceptable level of amenity and access to facilities for its occupiers and would not give rise to unacceptable impacts on the amenities of existing residents in the neighbourhood; and
8. a financial contribution has been secured towards the provision of affordable dwellings in the borough in accordance with the emerging London Plan policies and those contained in this Plan.

**17.57** Some forms of shared housing can play an important role in supporting diversity in London's housing offer, meeting distinct needs and reducing pressure on other parts of the housing stock. They can provide flexible and relatively affordable accommodation through the private rented sector (PRS). They can also play an important role in providing labour market flexibility in London. Shared housing therefore has a part to play in supporting a range of offers within Wandsworth's housing stock provided, as with all other residential development, they are designed well and of a good quality.

**17.58** It is permitted to change a Use Class C4 HMO property to a Use Class C3 dwelling house without the need for planning permission, and vice versa. Planning permission is however required for the use of land and buildings for larger HMOs which are defined as being a 'sui generis' use. Therefore, Policy LP 31 (Housing with Shared Facilities) only relates to HMOs and other 'sui generis' shared accommodation i.e. those which do not fall within Use Class C4.

**17.59** New HMOs should contribute positively to their neighbourhoods by supporting the maintenance or creation of mixed and balanced communities. Therefore proposals must demonstrate that any such development will not result in a harmful overconcentration of HMOs at a neighbourhood level. This is to ensure an appropriate distribution of different types of housing provision across the borough, along with the protection of the amenity of neighbouring properties and the character of the neighbourhood. The spatial extent of what comprises a neighbourhood will be considered on a case-by-case basis, owing to the significant variances in the character, urban structure and mix of uses across the borough. Furthermore, as with other forms of higher density development, housing with shared facilities should be located in well-connected locations with good level of access to public transport (PTAL 4 or higher), including those supported by good walking and cycling infrastructure. It is also important that HMOs are sited so future occupiers have access to a wide range of services and facilities within a 15-minute walking distance.

**17.60** Good quality HMOs make an important contribution to local housing provision, particularly for vulnerable groups and those on lower incomes. For this reason, the loss of good quality shared living accommodation will be resisted. We will seek to protect HMOs where there is good reason to believe they could be improved to a decent standard. Where a change of use or re-development is acceptable in principle, we will seek appropriate re-provision of residential floorspace giving priority to HMO or other accommodation to meet priority needs in the borough, including genuinely affordable housing.

**17.61** London has very recently experienced a rise in the development of large-scale purpose-built shared living accommodation, including co-living schemes. The value that co-living can create for the occupier, if properly designed and managed, can be one of convenience, social interaction and a good quality living environment in terms of access to facilities and accommodation. The emerging London Plan defines this type of shared living accommodation as generally

comprising developments of 50 units or more. However, in Wandsworth this will be considered on a case-by-case basis, owing to the significant variances in the character, urban structure and mix of uses across the borough, the need to ensure development of this scale is appropriate to its location, and having regard to the quantum of single-person accommodation and HMOs in an area.

**17.62** Whilst it is recognised that shared accommodation can be an increasingly valuable form of accommodation, it is clear from the Council's LHNA (2020) that self-contained residential dwellings (and in particular affordable dwellings) should be the priority focus for the borough as this is the type of accommodation for which there is the greatest need. Crucially, large-scale purpose-built shared living accommodation which is defined as a 'sui generis' use does not provide an alternative route to affordable housing to people on lower quartile incomes. Also, it is not necessarily a viable alternative to affordable housing. Firstly, it can be substantially more expensive in rental terms, on a square metre basis, than affordable rented accommodation and, secondly, because the private space provided by most developments consists solely of bedrooms and therefore does not cater for the needs of residents who wish to continue to live within the borough, but rather for a more transient occupier. For this reason, proposals for large-scale purpose-built shared living accommodation will usually be resisted on sites capable of providing conventional housing.

**17.63** Where it is demonstrated that the site is not capable of providing conventional housing, we will support proposals for large-scale purpose-built shared living accommodation where there is an identified local need for such provision. Applications will be required to provide a clear justification for developments of this type which demonstrate there is a local need for it. This is to ensure that development does not compromise opportunities for more conventional forms of self-contained housing to be delivered on larger sites, and to prevent against speculative development which does not adequately respond to local need.

**17.64** Proposals will also need to demonstrate that the development will not result in a harmful over-concentration of single-person accommodation at the neighbourhood level. The spatial extent of what comprises a neighbourhood will be considered on a case-by-case basis, owing to the significant variances in the character, urban structure, mix of uses across the borough and the size of the scheme. Single-person accommodation includes all types of non-self-contained dwellings and self-contained studios. This requirement recognises that Policy LP 26 (Housing Mix) seeks to limit the proportion of bedsits within market housing, and therefore it is important that Policies LP 26 (Housing Mix) and LP 31 (Housing with Shared Facilities) take a holistic approach to achieving this.

**17.65** Given their nature and scale, proposals for large-scale purpose-built accommodation will be expected to contribute to the delivery of affordable housing, in line with the emerging London Plan policies. However, because the accommodation provided does not normally meet minimum space standards for conventional housing, and generally consists of bedrooms rather than self-contained dwellings, it is not considered as a suitable form of affordable housing in itself. Therefore financial contributions will be required, to be secured on a case-by-case basis having regard to viability, in accordance with the level of financial contributions sought by the policies within the emerging London Plan.

**LP32 Build to Rent**

A. Development proposals for purpose built self-contained, private rented homes must:

1. meet all criteria set out in emerging London Plan Policy H11;

2. provide a mix of dwelling sizes that meets identified local and strategic housing needs, in accordance with Policy LP 26 (Housing Mix);
3. provide on-site affordable housing, in line with the threshold approach set out in the emerging London Plan. The tenure of the affordable housing delivered as part of the development will be required to be London Affordable Rent (50%) and London Living Rent (50%); and
4. provide high quality housing, in line with Policy LP 29 (Housing Standards).

**17.66** Households which rent privately often live in some of the worst quality, poorly managed accommodation. Furthermore, some private renters face arbitrary evictions and unjustified rent increases, which is particularly damaging for households with children. This is, however, not the case for Build to Rent housing, which forms a relatively new type of delivery model providing high quality, purpose-built homes which are collectively professionally managed and with longer tenancies for those who want them. Additionally, it provides an opportunity to boost the rate of overall housing delivery, as it does not compete directly with traditional housing development schemes which are built for sale. When delivered in line with the emerging London Plan Policy H11, Build to Rent housing can offer a range of benefits, making it a more attractive product than traditional PRS housing to developers, tenants, councils and stakeholders, as it:London's private rented sector (PRS) has grown significantly over recent years while home ownership levels have declined. In Wandsworth, 32.7% residents were renting from a private landlord in 2011. This is above the national and London average, and it represents a 7.7 percentage point increase from 2001.

- increases the overall supply and accelerates the construction of new homes;
- offers longer term investment vehicles and associated gains;
- supports greater choice for tenants in the rental market;
- delivers a better quality of rental product that is professionally managed;
- provides opportunities for longer term tenancies; and
- provides certainty about the rent for the length of the tenancy and includes a clear basis for any increases.

| | 2001 | 2011 |
|---|---|---|
| **Owned** | 59,213 | 59,393 |
| **Owned (% of total)** | 51.2 | 45.5 |
| **Affordable (shared ownership & social rented)** | 27,541 | 28,427 |
| **Affordable (shared ownership & social rented - % of total)** | 23.8 | 21.8 |
| **Private rented / Living rent free** | 28,899 | 42,673 |
| **Private rented / Living rent free (% of total)** | 25.0 | 32.7 |

**Table 17.7**

**17.67** The emerging London Plan Policy H11 sets out the criteria by which development can be defined as Build to Rent, including that the minimum size for such schemes is for 50 dwellings. Build to Rent should provide a

proportion of low-cost and London Living Rent homes, which are designed to help households on average income levels to save for a deposit to buy their own home. The covenant period for Build to Rent schemes in Wandsworth will be at least 15 years to ensure they make a long term contribution to meeting housing need in the borough across all tenures. A claw-back mechanism will be applied in accordance with the policies of the emerging London Plan and national Planning Practice Guidance (PPG) on Build to Rent, in order to protect the value of the affordable housing provision that is withdrawn if affordable housing units in Build to Rent blocks are converted to another tenure after the expiry of the covenant period.

**LP33 Specialist Housing for Vulnerable People**

A. Existing specialist and supported housing will be protected where it is considered suitable for its use and meets relevant standards for this form of accommodation. The redevelopment of any site which includes specialist and supported housing is only considered acceptable where:

1. there is no longer an identified need for its retention in its current format;
2. the needs met by this form of housing will be re-provided elsewhere within the borough, resulting in no net loss of overall provision;
3. re-provision as part of a development proposal would result in improved standards and quality of accommodation; and
4. new accommodation meets the criteria in Part B below.

B. Proposals for the development of specialist and supported housing will be supported where the accommodation:

1. meets an identified need, having regard to the evidence set out in the Council's most up-to-date Local Housing Need Assessment;
2. is of a high quality and meets relevant best practice guidance for this type of accommodation;
3. has access to good levels of public transport, and to shops, services and leisure facilities appropriate to the needs of the intended occupiers; and
4. includes provision of affordable units, in accordance with the emerging London Plan.

**17.68** The Council is committed to protecting and empowering the most vulnerable residents in the borough. Our priority is to help local residents to remain in their own home through additional support and adaptations. This includes through the provision of new homes which are either accessible and adaptable or wheelchair accessible in accordance with Parts M4(2) and M4(3) of the Building Regulations. However, the Council recognises that care needs cannot always be met through conventional housing and therefore the provision of specialist accommodation is required. This policy aims to ensure that there is a sufficient supply of appropriate housing available for older people, homeless people, disabled people and vulnerable people to live as independently as possible. Examples of specialist housing include:

- Sheltered housing – commonly self-contained homes with limited on site support.
- Residential care homes – commonly bedsit rooms with shared lounges and eating arrangements.
- Nursing homes – similar to residential care, but accommodating ill or frail elderly people, and staffed by qualified nursing staff.

- Dual-registered care homes – residential care homes where nursing care is provided for those residents who need it.
- Extra-care homes – combinations of the above providing independent living alongside care and support, and sometimes also offering support for older people in the wider community.
- Staff accommodation ancillary to a relevant use will also be appropriate.

**17.69** The LHNA indicates that there are a number of housing options available for older people and vulnerable groups in the borough, including some 2,346 units of housing with integrated elements of support or care. This provision is helping to meet the varying types of need, but it is recognised some additional capacity will need to come forward given the expected future growth in the borough's vulnerable population. The emerging London Plan sets an indicative annual benchmark for the borough of 120 units of specialist older persons housing, and this should be considered in the context of more detailed local assessments of specific types of need. Proposals for the development of specialist housing (including older persons housing) should clearly demonstrate that there is a local need for such accommodation, having regard to the evidence set out in the LHNA.

**17.70** This policy seeks to resist the loss of various forms of specialist accommodation so that the level of provision in the borough is not reduced. However, the Council recognises the changing nature of care provision for older, vulnerable and homeless people. Where existing specialist accommodation does not meet modern standards, the Council will support its re-provision or modernisation to ensure the provision of high quality specialist accommodation which better meets the needs of older, vulnerable and homeless residents.

**17.71** Older, vulnerable and homeless people are generally more reliant on public transport, and without good access, living on their own can lead to isolation and loneliness. The location of specialist accommodation in accessible locations is therefore important to ensure occupants are able to be as independent as possible and have easy access to key local services such as health facilities and local shops (within a 15-minute walking distance), which is key to their general health and wellbeing. Specialist Housing for Vulnerable People will therefore be directed to well-connected locations with a good level of access to public transport (PTAL 4 or higher), including those supported by good walking and cycling infrastructure.

**LP34 Gypsy and Traveller Accommodation**

A. The Council will safeguard the existing Gypsy and Traveller site at Trewint Street to meet the identified needs over the Plan period. Should any additional need arise over the Plan period, the Council will identify a new site(s) for additional permanent facilities within the borough to meet the needs of Gypsies and Travellers.

B. Proposals for new sites should meet the following criteria:

1. transport services and sustainable transport options.
2. Appropriate landscaping and planting can be accommodated in order to enable the proper integration of the site with the surrounding environment.
3. Appropriate essential services including water and waste disposal can be provided.
4. The site has reasonable access to local services with capacity, including education establishments, health and welfare services, together with shops and community facilities.
5. The number of pitches and design of the site is in keeping with local context and character.
6. The site is not located in an area at high risk from flooding, including functional floodplains.
7. The proposed use would not harm neighbours' living conditions and would be compatible with surrounding uses, including as a result of potential disturbance from vehicular movements and on site business activities.

**17.72** The Council has a long-established Gypsy and Traveller site at Trewint Street which currently accommodates 11 residential pitches, one of which is vacant. Regular visits are undertaken by Council officers to inspect the condition of the site and check on communal areas. Recent site works have included improvements to the local amenities, including the utility blocks, and to ensure safety on site, gas meters have been removed and new electrical meters have been installed, with regular electrical checks carried out.

**17.73** The government's policies for meeting the housing needs of gypsies and travellers are set out in 'Planning Policy for Traveller Sites' (2015). Further guidance is contained in Policy H14 (Gypsy and Traveller accommodation) of the emerging London Plan. The Mayor has adopted a definition for Gypsies and Travellers, which recognises those who have ceased to travel permanently due to a lack of available permanent pitches, those who currently live in bricks and mortar accommodation due to the lack of caravan site provision, as well as those who have ceased to travel due to their own or their family's or dependants' educational or health needs or old age.

**17.74** The effect of these different definitions has been to some extent considered as part of the Council's Gypsy and Traveller Accommodation Needs Assessment (2019). While it does not fully account for the needs of those who have ceased to travel due to their own or their family's or dependants' educational or health needs or old age, it identifies that there has been a significant decrease in demand for traveller pitch licences in the borough. Due to the low turnover rate and relatively settled status of the occupying households, the vacant pitch, and low number of applicants on the waiting list for the site (1 household as of July 2020), there is currently no evidenced requirement or need for additional pitches to be provided on the Trewint Street site or elsewhere in the borough. Nevertheless, should demand exceed supply in the future, the Council will actively explore options to identify an additional site(s), in accordance with Policy LP 34 (Gypsy and Traveller Accommodation).

**LP35 Visitor Accommodation**

A. Proposals involving the development, redevelopment and/or intensification of visitor accommodation will be supported where they are appropriately located within the Central Activity Zone (CAZ), within or on the edge of town centres, in Focal Points of Activity, or other locations with good levels of public transport accessibility (PTAL 4 or higher).

B. Proposals which result in the net loss of bed spaces will be resisted unless appropriate marketing evidence demonstrates that there is no longer a demand for the visitor accommodation.

C. All proposals involving visitor accommodation must fully address the following requirements:

1. The scale of the proposal would be proportionate to its location and its function.
2. It would not result in an over-concentration of visitor accommodation at the neighbourhood level.
3. It would be inclusive and accessible, in line with Policy E10 of the emerging London Plan.
4. It would not significantly compromise the supply of land for new homes on either allocated housing sites or sites capable of providing new homes and the Council's ability to meet its housing requirement.
5. It would provide ancillary facilities which are open for public use and create employment opportunities for local residents including restaurants, gyms and conference facilities.
6. It would be managed appropriately as short-term accommodation, with stays not exceeding 90 consecutive days.

**17.75** Visitor accommodation refers to any building or place that provides temporary or short term accommodation on a commercial basis. This includes hotels, hostels, bed and breakfasts, apart-hotels and any other visitor accommodation model that meets this definition.

**17.76** The emerging London Plan identifies a target for the provision of an additional 58,000 bedrooms of serviced accommodation by 2041, with a focus on both leisure and business visitors. The Council recognises the value of the visitor economy both to the local and London economy, and the role it can play in assisting the emerging London Plan in achieving its ambition.

**17.77** In line with the emerging London Plan, this policy seeks to ensure that new hotel provision is focused on accessible locations. Outside the Central Activity Zone (CAZ), provision should be focused on town centres, Focal Points of Activity, and other areas with good access to public transport. Within the CAZ, strategically important hotel provision should be focused within the VNEB OA, with smaller scale provision in CAZ fringe locations with good public transport accessibility.

**17.78** While the benefits of visitor accommodation are recognised, it is important to ensure that an appropriate mix and balance of uses is maintained in individual neighbourhoods to avoid an overconcentration of visitor accommodation. As such, any proposal for visitor accommodation will need to demonstrate that it is of an appropriate scale to the function of the location, and that it would not lead to an overconcentration of similar uses in the area.

**17.79** In addition, a key priority of the Local Plan is the maximisation of employment floorspace and development of new conventional housing, including affordable housing. Therefore, development proposals for new visitor accommodation will be assessed within the context of the need to secure the delivery of other uses which are considered a greater priority. When considering whether a proposal for visitor accommodation would compromise capacity to meet the need for conventional dwellings in the borough the council will have regard to:

- whether a proposal would displace existing residential accommodation;
- whether a site has been allocated for housing;
- whether a site has been identified in the Local Plan housing trajectory as having capacity for conventional housing; and
- whether a site has an extant or historic planning permission for housing.

**17.80** An Inclusive Design Statement should demonstrate new visitor accommodation is meeting the requirements of the emerging London Plan policies E10 and D5. The needs of those requiring additional access facilities and assistance should be considered alongside the requirements for wheelchair accessible rooms.

**17.81** To ensure that hotels provide facilities for business visitors, new hotels will be encouraged to provide ancillary business facilities such as meeting rooms and flexible working areas. Where there is an identified shortage of leisure facilities in the location of the proposal (particularly swimming pools, gyms and other indoor or outdoor sports facilities), the Council will explore the potential for any leisure facilities of this type provided as part of the hotel to be made available for use by the general public at times to be agreed with the Council. This provision and associated maintenance requirements of both business and leisure facilities will be secured through a Section 106 planning obligation.

**17.82** Apart-hotels often display characteristics associated with conventional housing, meaning that such accommodation may therefore fall within the C1 or C3 Use Classes, depending on its characteristics. Where apart-hotels are considered to fall within the C3 Use Class, proposals will be assessed against relevant housing policies in the Local Plan. For proposals within the C1 Use Class, the Council will ensure that units would not be occupied as permanent accommodation. Conditions will therefore be used to limit the maximum lease lengths for such accommodation.

# BUILDING A STRONG ECONOMY


**LP 36** Promoting and Protecting Offices

**LP 37** Managing Land for Industry and Distribution

**LP 38** Mixed Use Development on Economic Land

**LP 39** Railway Arches

**LP 40** Requirements for New Economic Development

**LP 41** Affordable, Flexible and Managed Workspace

**LP 42** Local Employment and Training Opportunities

**LP 43** Protected Wharves

# 18 Building a Strong Economy

## Introduction

**18.1** The borough of Wandsworth has a rich economic history. The presence of the Wandle and the River Thames gave rise to brewing, flour milling and craft industries in the late 17th and early 18th centuries, before the industrial revolution and the development of the railways brought heavier industries to the area. This transportation infrastructure, in turn, helped to facilitate the development of large-scale offices at locations such as Putney and, to a lesser extent, Wandsworth in the 1960s; many of which have subsequently been redeveloped in response to changing work practices, and as the borough's businesses and enterprises have become smaller and more diverse. The evolution of the borough's economic geography is continuing with the redevelopment of former industrial land in Nine Elms and north-east Battersea, including the Grade II* listed Battersea Power Station, although new railway infrastructure, in the form of the Northern Line Extension (NLE), remains key to unlocking this potential. This development will transform the area into a world class business centre providing an expanded offer for Central London, and a major draw for corporate headquarters, with high profile companies and organisations, such as Apple and the US Embassy, choosing to locate here.

**18.2** Alongside the development of this area, the borough anticipates that Wandsworth's local and sub-market will also continue to experience growth, which will be focused on small and medium enterprises. Such businesses form the overwhelming majority of Wandsworth's businesses: 93.6% of all the businesses in the borough are 'micro' businesses employing fewer than 10 people; and 98.8% employ less than 50 people.

| Employment Size | Wandsworth | | London |
|---|---|---|---|
| | Number of Businesses | % of total | % of total |
| 1 to 9 (Micro) | 16,010 | 93.6 | 90.7 |
| 10 to 49 (Small) | 890 | 5.2 | 7.4 |
| 50 to 249 (Medium) | 155 | 0.9 | 1.5 |
| 250 + (Large) | 40 | 0.2 | 0.4 |
| **Total** | **17,110** | **-** | **-** |

**Table 18.1 VAT and PAYE by Size Band in Wandsworth and London**

**18.3** The borough's Employment Land and Premises Study 2020 (ELPS), prepared by AECOM, forecasts that there will be a net requirement of 8.6 hectares of industrial land up to 2034, and for an additional 22,500 sqm of office floorspace in the local / sub-regional office market in that same timeframe. In accordance with the National Planning Policy Framework (NPPF), the Local Plan must set out a clear economic strategy which positively and proactively encourages sustainable economic growth, identifying sites and inward investment opportunities in order to meet anticipated needs over the plan period.

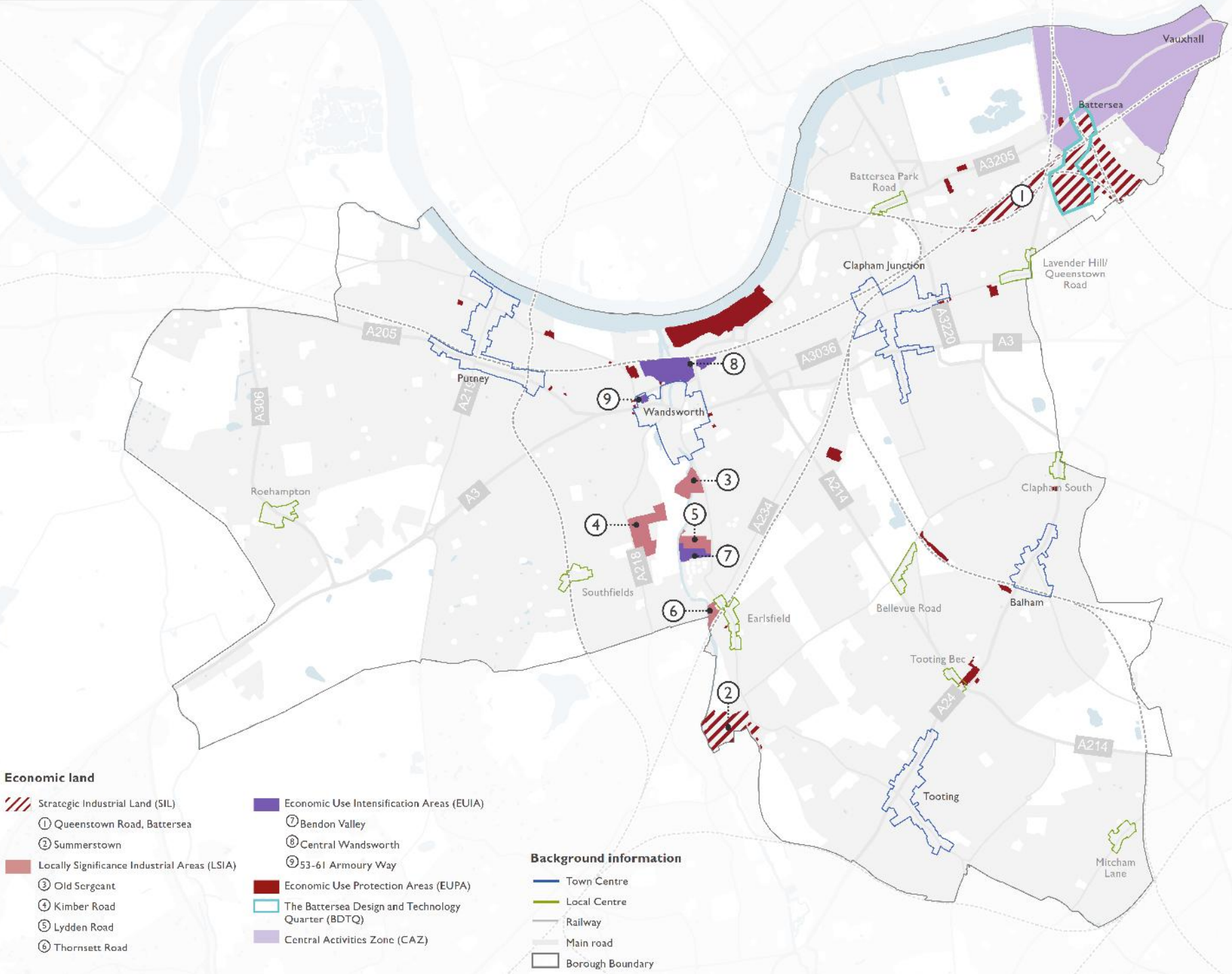
**18.4** The policies in this chapter set out that strategy, ensuring the continued success of Wandsworth's economy. The strategy will promote sustainable economic development in the borough which:

- delivers the right floorspace in the right locations;
- supports existing businesses and attracts new enterprises, particularly in the creative and technology sectors;
- provides opportunities for local people to find employment and to develop skills, enabling them to get on in life; and which
- recognises and safeguards the important contribution that the borough's economic land makes to London as a whole.

**18.5** In accordance with national policy, the borough's town centres and the strategic reservoir of industrial land will remain the focus for accommodating office and industrial uses, respectively. It is recognised, however, that the capacity of these locations is insufficient to accommodate the scale of demand, identified above. As such, this Plan sets out provisions for the strategic transformation and intensification of two areas – the Wandle Delta and the Battersea Design and Technology Quarter – through mixed use redeveloped of underutilised land to provide new flexible economic floorspace, creating jobs and stimulating entrepreneurship, alongside the delivery of homes and local facilities. This is supported by targeted growth at other key sites within the borough, such as around Clapham Junction Station, ensuring that the benefits of development are sustainably delivered throughout the borough.

**18.6** That notwithstanding, it is important to recognise that the forecast demand should be treated as indicative. Predicting future economic trends and corresponding employment land requirements is not an exact science, and the assessment of need is based on a series of assumptions, including the future performance of individual business sectors, the proportion of employment in each sector that corresponds with different types of use classes, and the future employment densities and plot rations for each use class. In turn, the future economic performance of Wandsworth's economy, in relation to external factors, such as the COVID-19 pandemic, increases uncertainty. The long term impact of the pandemic on working practices is not yet known, with industry experts predicting different potential outcomes: the increased incidence of homeworking; a trend towards distributed working practices, from local centre hubs over a centralised office; or the return to the office but with new formats and layouts. The NPPF requires that Local Plans are flexible enough to accommodate needs not anticipated through forecasting, which this plan seeks to achieve. That notwithstanding, it will be important for the Council to monitor the impacts of such factors and to update the demand forecasting, and the policy position, if considered necessary. Further detail on the impact of the pandemic is included within the following sections.

# Map 18.1 Economic Land



**LP36 Promoting and Protecting Offices**

**Locations for New Office Space**

A. The Council will support the development of new office space within the emerging centres at Battersea Power Station and Nine Elms, near Vauxhall, in the Central Activities Zone (CAZ). These areas will be the focus for the provision of predominantly large-scale office floorspace for high-value occupiers, to support their potential as strategic employment hubs.

B. Outside of the CAZ, new office development will be supported in the following locations, subject to compliance with any applicable area-specific criteria:

1. Primary Locations:

    a. Town and Local Centres

2. Secondary Locations:

    a. Appropriate edge-of-centre sites, as identified in the Site Allocations
    b. The Battersea Design and Technology Quarter (BDTQ) (see Policy LP 37, Part B - Managing Land for Industry and Development)
    c. Economic Use Intensification Areas (EUIAs)
    d. Economic Use Protection Areas (EUPAs)

C. Office development in these locations will be expected to cater primarily for the local and sub-regional office market, and should provide appropriate workspace suitable for small and medium enterprises (SMEs). Within town centres, the provision of flexible and touchdown space will be encouraged. All proposals for office development must be of a scale and size that is compatible with its intended location or, where relevant, the vision set out for that location contained within the relevant Area Strategy and/or through guidance provided as part of the relevant Site Allocation.

D. Applications for new office development located outside of the areas identified in Parts A and B will only be supported where this has been clearly justified and would not undermine the function of the sequentially preferable locations identified in Part B.

**Protecting Existing Office Space**

E. Existing office floorspace located in the areas identified in Parts A and B will be protected. Redevelopment proposals requiring planning permission in such locations will only be supported if:

1. they would result in no net loss of office floorspace and the criteria of the relevant designation and/or site allocation has been met (Policies LP 38 - Mixed Use development); or
2. it has been clearly demonstrated that there is no demand for the use of the premises as offices through the submission of evidence that a full and proper marketing exercise of the site for a period of at least 18 months has been undertaken in line with the requirements set out in Appendix 1 (Marketing Requirements).

**18.7** The total stock of office premises in Wandsworth is 460,700 sqm – approximately the equivalent floorspace of seven and a half 'Walkie Talkie' buildings combined. In Wandsworth, this provision is distributed across the borough, however it is possible to identify two distinct property markets which cater for different users, each of which needs to be

planned for accordingly. One is the emerging office market located within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA), in London's Central Activities Zone (CAZ). This comprises of modern office space, much like that found in the Walkie Talkie or The Shard, and which caters for businesses operating at a regional, national or international scale. The other, and larger – comprising over 80% of the borough's total office floorspace – is a local / sub-regional market which primarily caters for small and medium-sized businesses serving customers within the borough and in areas across the south and west of London.

### Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA) / Central Activities Zone (CAZ)

**18.8** The VNEB OA Planning Framework, which straddles both Wandsworth and Lambeth, was developed in 2012 through a collaboration between these boroughs and the Mayor of London. It set out the spatial strategy for the transformation of this area, identifying the potential for new development to create 25,000 new jobs, of which 20,000 would be located in Wandsworth, alongside 20,000 new homes, a new linear park, new social and community infrastructure and substantial public realm improvements. This is supported by major new infrastructure in the form of the Northern Line Extension (NLE), which is intended for completion by Autumn 2021 and which will greatly improve the accessibility and connectivity of the area.

**18.9** The borough has been working to realise the vision set out within this Planning Framework, with approximately 205,000 sqm of office floorspace expected to be developed by 2024 in the part of the VNEB OA located in Wandsworth. This is focused around the emerging centres at Battersea Power Station and at Nine Elms, near to Vauxhall. Much of this office floorspace is already built or under construction, including the US Embassy which opened in 2018, the new headquarters of Penguin at Embassy Gardens and Battersea Power Station. The majority of this floorspace is of large template and a high quality design, on a par with central London offices, and will attract occupiers of national and international significance, as shown by Apple's intention to open its London HQ at Battersea Power Station. Rental rates are expected to be in the region of £700 / sqm (late 2019 prices), which is approximately the equivalent other CAZ locations such as on the South Bank. This represents a significant divergence from the type, size and cost of office floorspace elsewhere in the borough, where average rental rates are approximately £360 / sqm (late 2019 prices).

**18.10** The planned spatial redevelopment of the VNEB OA is creating a step change in office provision in the borough, and is expected to realise this area as a new functional part of the Central London office market. The CAZ market has shown a good appetite for large schemes of high quality specification in new mixed use business locations with complementary retail and leisure provision, with successful examples including London Bridge, More London, King's Cross and Paddington. Analysis within the Employment Land and Premises Study (ELPS) has indicated that the VNEB OA will likely capture a critical level of demand from the wider central London office market, which will therefore meet the planned supply of approximately 205,000 sqm of office floorspace. This demand is considered to be distinct from that identified through forecasting based on future economic growth projections on a sector-by-sector basis, which is addressed below.

**18.11** The Local Plan supports this approach, and will continue to promote the economic development and regeneration of the VNEB OA to ensure that it becomes a strategic employment hub providing large-scale office floorspace for high-value occupiers. Key to ensuring this is the creation of a sense of place through improvements to infrastructure and public realm provision. This is already occurring on sites such as the redevelopment of Battersea Power Station, and should be required of future development within this area.

### Wandsworth's Local / Sub-Regional Office Market

**18.12** The local / sub-regional office market in Wandsworth accommodates approximately 382,000 sqm of floorspace. Premises are mostly

small and are found dispersed along the River Thames in Focal Points, Wandsworth Town Centre, and – to a lesser extent – within the Queenstown Road SIL and the borough's Locally Significant Industrial Areas (LSIAs); with some medium-sized premises also located in Putney Town Centre. Occupiers are generally split between the more traditional SMEs and sole traders, such as legal, accountancy and small consultancy firms, creative and cultural occupiers, and public organisations.

**18.13** The forecasting exercise undertaken as part of the borough's ELPS 2020 suggests that there is a net additional requirement for 22,500 sqm of office floorspace up to 2034, once vacant floorspace and frictional vacancy have been factored in. While this figure represents demand in the borough as a whole, evidence of demand in the property market assessments, including very low (2.8%) vacancy rates and recent positive net absorption rates for smaller units, indicate that a considerable proportion of this demand is likely to be for office premises in the local/sub-regional market. As such, the Local Plan assumes that this demand will correspond to areas of the borough that are outside of the VNEB OA.

**18.14** In contrast the new office development occurring within the VNEB OA, projections of the supply pipeline show that, if all approved planning applications concerning office space in areas outside of the VNEB OA were to come forward for development, the size of the local office market would reduce by 12,200 sqm. This projected loss of supply, should it come forward, will exacerbate the need to identify a clear strategy for the provision of office floorspace within the borough.

**18.15** External factors, such as the COVID-19 pandemic, have the potential to substantially impact existing working behaviours, and correspondingly, to affect the demand for both the type and the quantity of office development in the future. This Local Plan recognises that impact, and the Council will remain particularly responsive to emerging trends and data that provide more clarity with respect to the longer-term impacts. That notwithstanding, the policy for office development outlines a broadly preferential approach to the location of new office development, ensuring that it is targeted in the most sustainable locations, thereby accommodating a strongly or poorly performing office market, whilst creating the necessary flexibility in order to account for the individual requirements of different businesses.

### Town Centre First Approach

**18.16** Given the diverse and changing economic geography of the borough, it is important that the right type of new office floorspace is developed in the right places. The NPPF, the emerging London Plan, and the spatial strategy for this borough all recognise the importance of town centres as the primary location for businesses. This policy follows that approach, directing new office development within the local / sub-regional market to the borough's five town centres, and, where there is limited capacity in these locations, to appropriate edge-of-centre sites. Local centres will also be appropriate for new office development, where this is of a scale compatible with the size and capacity of the local centre.

**18.17** It is expected that this floorspace will primarily cater to SMEs, and should be designed accordingly (see Policy LP 40 (New Economic Development)). Mixed use development, with office floorspace brought forward alongside other town centre uses, will be appropriate in these locations. In line with Policy LP 45 (Development in Centres), it is expected that ground floor uses should present an active frontage in order to promote the vibrancy and vitality of the centre, and office uses should therefore generally occupy upper floor levels, in particular in the Core and Secondary Frontages, where retail uses are expected to predominate, and should maintain separate access arrangements where feasible.

**18.18** It is recognised that certain office uses, such as co-working spaces or 'touchdown' spaces, provide a more flexible model of office delivery, which can potentially be accessed by a wider range of users across a longer time period and which can contribute to wider town centre development objectives (such as increasing the daytime population). Touchdown workspaces are an emerging type of office provision which seek to provide a local alternative for employees

to use instead of travelling to a regional centre or a large centralised office space. Where uses present an active frontage, and are otherwise permitted in line with the Council's policies, they will be acceptable in Core and Secondary Frontages.

### Beyond the Centres

**18.19** The draft Economic Land Availability Assessment (ELAA) undertaken by the Council has identified a reasonable supply of land for offices in town centres, however both this assessment and the ELPS recognise that this capacity will nonetheless fall short of the projected demand for new office floorspace. For this reason, the Local Plan identifies a number of other areas where the provision of office floorspace, as part of mixed use redevelopment schemes, is appropriate. These sites are based on an assessment of the borough's local office market to identify premises which can be intensified or redeveloped to accommodate demand. As well as meeting an identified need for office floorspace, redevelopment in these locations has the potential to realise the Council's other strategic ambitions: both economic, such as the intensified provision of industrial floorspace; and social, through the provision of new homes and accompanying uses to support vibrant and resilient communities. Further information on each designation is included within the Policy LP 38 (Mixed Use Development).

**18.20** As part of the place-based approach on which this Local Plan is founded, sites that are particularly suitable for office development have been identified in individual Site Allocations, outlined in the Area Strategies chapter of this document. The majority of the site allocations which include the provision of office floorspace are located within the other spatial designations identified above, and within Part B of the policy. There are a small number which lie outside of these areas, however none include the provision of office uses as part of the allocation.

**18.21** Outside of the locations identified above, in accordance with the NPPF, applications for the provision of new office floorspace will need to be justified by a sequential test to ensure that it does not have a detrimental impact on the prioritised areas.

### Protecting Existing Office Floorspace

**18.22** Given the positive forecast for office floorspace demand to 2034, it will be important for the Council to not only promote and nurture the provision of new space in the local office market, but to ensure that fit for purpose space is retained so that it can contribute to the net increase in demand. The redevelopment of such space, where this is in sustainable locations, should therefore be resisted unless the redevelopment provides at least full replacement provision of an equal or greater standard. For appropriate areas and premises, the policy allows a change of use subject to demonstrating that there is no demand for premises through a robust and meaningful marketing exercise. Appendix 1 sets out the requirements for establishing redundancy of office premises.

**18.23** From 1 September 2020, the Government has introduced significant changes to the Use Classes Order (UCO), with the introduction of the new Use Class E, which collates commercial, business and service uses. For the purposes of economic land: Use Classes B1a (office other than a use within Class A2 – financial and professional services, not including medical); B1b (Research and development of products or processes); and B1c (industrial processes which could be carried out in any residential area without causing detriment to the amenity of the area) have all been removed and incorporated within Use Class E, alongside other uses. Changes of use within the same use class are not considered to be development, and therefore do not require planning permission, nor does the Local Planning Authority have the ability to exercise control over such changes of use. It is recognised that this could potentially compromise the ability of the Council to protect existing office space in line with the ambitions of Part E of this policy, as well as with the requirements of paragraphs 80 and 81 of the NPPF. That notwithstanding, given the need for office floorspace identified within the borough's ELPS, and reflecting the strategic recommendations of that document,

the Council consider that this requirement remains important where the redevelopment proposal does not meet the criteria of new permitted development rights introduced by the new Use Class Order, or where it seeks to introduce uses, such as residential, which would require the obtaining of planning permission.

**18.24** The legislation that has introduced the changes to the UCO has also identified that, for the purposes of permitted development rights, use classes prior to 1 September 2020 will remain in effect until 31 July 2021. In 2018, the Council confirmed an Article Four direction to exclude the conversion of offices to residential use, through permitted development rights (PDR) in certain parts of the borough. The areas included in the Article 4 direction were primarily town centres, parts of the Wandle Valley and the VNEB OA, although specific sites that make important contributions to the borough's office floorspace were also included. The direction has had a considerable positive impact on the borough's ability to retain its office floorspace: of the borough's pipeline position in 2020, all but 1,900 sqm of the total anticipated reduction in office floorspace of 31,000 sqm was granted prior approval under PDR before the Article 4 direction came into effect in May 2018. It is the Council's intention to continue to enforce its Article 4 direction to require development involving the loss of office floorspace in key employment locations to go through planning permission.

**LP37 Managing Land for Industry and Distribution**

**Protecting Industrial Land and Premises**

A. The Council will support the use of land and premises for industry and distribution in appropriate locations, falling within the following uses:

1. Light industry (falling within Use Class E, part (g)(iii), and which would have been identified as Use Class B1c prior to 1 September 2020);
2. General industry (B2);
3. Storage and logistics/distribution (B8);
4. Flexible hybrid industrial space;
5. Secondary materials, waste management and aggregates;
6. Utilities infrastructure;
7. Land for suitable transport functions, including intermodal freight interchanges, rail and bus infrastructure;
8. Research and development of industrial and related products or processes (falling within Use Class E, part (g)(ii), and which would have been identified as Use Class B1b prior to 1 September 2020); and
9. Sui generis uses that relate to, and support, the industrial nature and operation of the area.

**Strategic Reservoir of Industrial Land**

B. A strategic reservoir of industrial land, comprised of the borough's Strategic Industrial Locations (SILs) and Locally Significant Industrial Areas (LSIAs), will be protected and retained. In these locations:

1. Uses identified in Part A will be supported. Where necessary, proposals may be subject to the use of conditions in order to protect the industrial function of the land in perpetuity.
2. The redevelopment of sites must provide at least the full replacement of existing industrial floorspace, in accordance with those uses identified in Part A.

3. The intensified use of sites for industrial purposes, through increased floorspace, operating hours or other methods, will be strongly encouraged. Where appropriate, landowners should work with adjacent sites in order to make the most efficient use of land.
4. Developments proposals for other uses in these locations will not be supported, except in the following circumstances:

    a. Office uses will only be supported where they are ancillary to the use of the site or premises for one or more of the industrial uses identified in Part A. This does not apply to the area of the Queenstown Road Battersea SIL designated as the 'Battersea Design and Technology Quarter' as set out in Part B.4.c.
    b. In limited instances, non-industrial uses may be appropriate in these locations if they are small-scale and cater to the local needs of people working the area.
    c. In the Battersea Design and Technology Quarter, SME office accommodation and research and development uses will be appropriate on upper floors, provided that the use does not erode the effective operation of the industrial function of the SIL, and that it would result in the intensification of industrial uses on the site in accordance with the Area Strategy and relevant Site Allocation. If the existing use of the site is solely or predominantly for office use, redevelopment must provide for new industrial uses on the ground floor, unless this would result in harm to a heritage asset or would cause material harm to the amenity of neighbouring occupiers or the operations of neighbouring uses.

**Industrial Land and Premises in Other Locations**

C. In order to meet the identified need for industrial land and premises, the Council will seek to retain these where they are located outside of the strategic reservoir (SILs and LSIAs). The redevelopment of such sites, including former industrial land, to provide intensified or new industrial premises will be supported in the following locations:

1. Economic Use Intensification Areas (EUIAs).
2. Economic Use Protection Areas (EUPAs).
3. Focal Points of Activity.
4. On sites allocated for industrial use in the Area Strategies and/or Site Allocations.
5. Existing industrial land and premises that are not otherwise designated.

D. Proposals for mixed use developments, including residential, on sites within the locations identified in Part C will be supported, where:

1. the provision of industrial floorspace will be fully re-provided or intensified, in accordance with Policy LP38 (Mixed Use Economic Development), and where all other relevant criteria of this policy have been met; or
2. it can be demonstrated that suitable alternative land and/or premises is available in reasonable proximity (including accessibility to the same bus route and rail/underground station(s)) to the application site and where it can be demonstrated that appropriate arrangements to support the relocation of existing businesses have been put in place prior to the commencement of the development; or
3. there is no reasonable prospect of the site being used for the industrial and related purposes set out in Part A of this policy, as demonstrated through the submission of evidence that a full and proper marketing exercise of the site, for a period of at least 18 months, has been undertaken in line with the requirements set out in Appendix 1 (Marketing requirements).

**New Covent Garden Market**

E. The primary function of New Covent Garden Market, and the railway arches adjacent to it, as a wholesale retail facility will be protected. The principle of the consolidation and reconfiguration of New Covent Garden Market will be supported, subject to it being clearly demonstrated that the operational requirements of the market as a whole would continue to be met.

**18.25** Industrial activity in Wandsworth is focused along two main axes. The first runs east-west from remnant areas in Nine Elms and the Queenstown Road, Battersea SIL through to the Lombard Road / York Road Focal Point, and along the River Thames as far west as the Wandle Delta. The second extends south from this location along the Wandle Valley to Wandsworth's boundary with Merton. These sites encompass a wide variety of important economic functions, from bus depots and concrete batching plants to car repair, hi-tech manufacturing, breweries, self-storage facilities and builder's yards. The borough's industrial land also provides premises for cultural workplaces, including workshops, studios and storage space for creative manufacturing and production. Many cultural and other businesses in the borough's industrial areas are located here in order to be in close proximity to the Central Activities Zone (CAZ) and the established institutions and businesses that help to make London unique.

**18.26** There is a total of 133.6 hectares of land currently in industrial or related uses in the borough. Of this, 68.9 hectares is occupied by core industrial and warehousing uses, and 63.3 hectares is occupied by wider industrial uses, such as for waste management, utilities, land for transport, and wholesale markets. The remaining 1.4 hectares is vacant, although this is to some extent reflective of expected churn in industrial properties, and is indicative of a buoyant market with high levels of demand. Such demand has, in part, been driven by the large-scale reduction of industrial land since the new millennium, both at the local and the regional scale. Over the period of 2001 to 2015, more than 1,300 hectares of industrial land in London were released to other uses – well in excess of the monitoring benchmarks that had been established within the relevant London Plan. In Wandsworth, the ELPS 2020 identifies that industrial stock has fallen by 14.7% between 2010 to 2019, equivalent to 65,600 sqm of industrial floorspace.

**18.27** Driven in part by this decreasing supply, rental values for industrial floorspace have increased significantly in recent years, from £129/sqm in 2009 to £209/sqm in 2019 (an increase of 62%). Rental values for industrial land in Wandsworth are higher than the averages for the functional economic market area (£186), a reflection of the proximity of the Queenstown Road, Battersea SIL to the CAZ, and of the generally good standard of the premises.

**18.28** Industrial businesses operating within the borough are mostly SMEs with a local / sub-regional market reach, and their land and premises requirements reflect this scale of operation. Larger premises are found primarily within the Queenstown Road SIL and in Nine Elms, including both medium to large storage and warehouse units and traditional industries such as cement / concrete works and light manufacturing. There are some examples of larger premises elsewhere, for example, in the EUPAs and the EUIA near to Central Wandsworth, such as the waste transfer station on Smuggler's Way and a Council depot at Frogmore, however typically the premises in Central Wandsworth and the Wandle Valley are smaller.

**18.29** The ELPS 2020 indicates that there is a net requirement for 8.6 hectares of industrial land between 2019 and 2034. The assessment predicts that approximately 5.5ha of land will be required to accommodate demand for core industrial uses, which arises primarily from a need for additional storage and distribution uses (B8 use class), although there is also an increase in demand anticipated for light industrial and research and development facilities (E use classes). Up to 2.1ha of land will be needed to

accommodate additional demand for wider industrial uses, including waste management (see Policy LP 13, Waste Management), while the remaining 1ha of this requirement is to ensure that the borough has an optimal amount of 'frictional vacancy' to allow for the efficient churn of occupiers.

**18.30** The forecast increase in demand for industrial land contrasts with a projected loss in supply, as identified within the Council's monitoring reports, which record that if all approve planning applications were to come forward the net supply of industrial land in the borough would reduce by 7.6ha. The majority of this land (5ha) is located within the VNEB OA, wherein the loss of industrial land should not be seen as a market response (i.e. a contracting industrial economy), but rather results from the Council and the Greater London Authority's (GLA) vision for the regeneration of the area, which seeks to prioritise other needs, including housing the development of higher value-added sectors.

**18.31** That notwithstanding, it is clear from the economic projections that there is not a sufficient supply of industrial land in the borough to meet the total forecast demand, and that the anticipated contraction of the existing supply, if realised, would exacerbate this need. The importance of retaining and protecting the borough's existing remaining industrial land within that capacity, and the need to provide intensified industrial floorspace in locations where this is appropriate, is paramount. This policy sets out the approach for how this will be realised.

**18.32** For clarity, references to 'industrial' land and premises within this chapter and the Local Plan should be read as those uses identified within Part A of this policy, unless otherwise stated.

### Strategic Reservoir of Industrial Land

**18.33** In line with the principles of the NPPF, the identified demand for additional land for industrial uses over the Local Plan period should be accommodated within the most appropriate locations for these uses. The Planning Practice Guidance (PPG) states that Councils should identify a future supply of land which is suitable, available and achievable for economic development uses. The borough's existing industrial land designations, Strategic Industrial Land (SIL) and Locally Significant Industrial Land (LSIA), remain the most suitable locations for industrial and related uses, and it is the Council's intention to therefore protect them in this capacity to form a strategic reservoir of industrial land.

**18.34** Strategic Industrial Land (SIL) is identified within the emerging London Plan, Policy E5, as forming London's main reservoir of land for industrial, logistics and related uses, and is given strategic protection because these sites are considered critical to the effective function of London's economy. Sites that are designated as SIL in the borough are:

- Queenstown Road, Battersea
- Summerstown (as part of the 'North Wimbledon / Garratt Business Park (Summerstown)' SIL that is shared between Merton and Wandsworth boroughs)

**18.35** In the currently adopted Local Plan (Employment and Industry Document, 2018), Summerstown was identified as a LSIA. The emerging London Plan has proposed that this is redesignated to become a SIL. This Local Plan takes forward that proposition, as the site is considered to perform the functions and to demonstrate the characteristics of the SIL. This designation will enhance the protection of the industrial uses within the site, and provides greater confidence to developers interested in providing intensified industrial uses.

**18.36** The borough's Locally Significant Industrial Areas (LSIAs) comprise of land in Wandsworth that have a particular local importance for industrial and related functions, and which complement the SIL provision. These are the equivalent of the Locally Significant Industrial Sites (LSIS) as identified within the emerging London Plan, Policy E6. Sites that are designated as Locally Significant Industrial Areas in the borough are:

- Old Sergeant
- Kimber Road

- Lydden Road
- Thornsett Road

**18.37** Intensification of industrial uses in both the borough's SILs and LSIAs is encouraged in order to meet the identified demand. This could be realised through: the introduction of smaller units; the development of multi-storey schemes; the addition of basements; and the more efficient use of land through higher plot rations, although this must also ensure that sufficient yard space is retained in order to meet operational requirements and that any negative impacts on the transportation network are appropriately mitigated. To support the most efficient use of sites, it is strongly encouraged that landowners work with adjacent sites in order to promote a coordinated approach, and it may be beneficial to realise this through a masterplan. This can achieve efficiencies in particular in relation to access and servicing arrangements.

**18.38** Proposals for new delivery or distribution facilities are encouraged in the borough's SILs and LSIAs, particularly where these help to meet an identified demand (as forecasted within the ELPS 2020). Any proposals for new delivery or distribution facilities must pay particular regard to the relevant Local Plan and emerging London Plan policies regarding transport, traffic, public realm and amenity in order to ensure any increase in vehicle movements or changes to operation does not have a significantly negative impact on the local area. Opportunities to take advantage of emerging technologies and distribution organisation practices will be encouraged where this would assist in reducing and consolidating deliveries, take vehicles off the roads, improve air quality, and reduce disturbance.

**18.39** The nature and by-products of industrial activities, which can include the generation of noise, odours, dust, emissions, traffic (including HGVs) and the requirement for operation across at 24 hour period, often result in conflicts being raised with other uses, and in particular residential. The encroachment of residential uses into these industrial areas can harm their operation and limit their capacity and, in order to protect the strategic reservoir, the SILs and LSIAs in the borough are therefore not appropriate locations for any sort of residential use. Other non-industrial uses will also be restricted, other than where they are either:

- ancillary to the primary industrial function (e.g. a small amount of office floorspace, with the exception of the Battersea Design and Technology Quarter, where a strategic decision to intensify economic uses has been taken, see below); or
- where they provide services to people working in the SILs and LSIAs and support the businesses in this area. Examples include small-scale cafes, creche facilities, or training centres that relate to industrial or transportation businesses.

**18.40** Through protecting a strategic reservoir of land that is dedicated for industrial use, this policy will enable a rich diversity of local businesses to thrive both now and in the future, as it affords a greater ability to respond flexibly to demand without the risk of impacting – or being impacted by – other non-industrial uses. This approach corresponds with the principles set out in the emerging London Plan Policies E4, E5, and E6. and reflects the recommendation made within the ELPS 2020.

### Battersea Design and Technology Quarter (BDTQ)

**18.41** The Battersea Design and Technology Quarter (BDTQ) is an area of the Queenstown Road, Battersea SIL – comprised of Havelock Terrace, Ingate Place, and Silverthorne Road – that the Council has identified as having the potential to establish as a creative and technological cluster. The concept seeks to leverage the investment in the wider VNEB OA and to build upon the area's existing creative economy to deliver intensified economic uses: by bringing new SME jobs to the area which complement the anticipated digital cluster at the Battersea Power Station Development; and by promoting the intensification of the existing industrial activities within the SIL. In support of this, We Made That were commissioned in 2019 to undertake an economic appraisal of the area, and to provide guidance on a physical development framework that would support the Council's ambitions. This is published as the Battersea Design and

Technology Quarter Economic Appraisal and Development Framework (BDTQ EADF) and has been used to inform this policy approach as well as that set out in the Nine Elms Area Strategy in the Placemaking chapter.

**18.42** The BDTQ builds upon the policy approach established within the previous Local Plan Employment and Industry Document (LPEID), which was adopted in 2018. In this document, this area was designated as an Industrial Business Park (IBP), a designation permitted under the London Plan (2016, consolidated with alterations). The Council has been working proactively with landowners and developers within the area on the basis of this designation, and the BDTQ initiative therefore represents the continuation of this work. Landowners were extensively involved in the We Made That study, and the Council is keen to continue working closely with all landowners in the area to deliver this vision.

**18.43** The BDTQ designation seeks to reinforce area's SIL designation, and as such any development within this location should protect and enhance the industrial character of the area, which supports heavy industry, large scale distribution and logistics, warehousing and manufacturing. The Council recognises that the BDTQ is particularly suitable for a wide range of cultural industries including workshops, studio and storage space for creative manufacturing and production, all of which would benefit from the close proximity to central London and its many cultural institutions (See Policy LP 41, Affordable Workspace). The continued development of the VNEB OA will also result in a further increase in demand for warehousing and studio space for businesses in industries which directly support the CAZ, including catering suppliers and printers. The needs of these businesses should also be considered as part of the BDTQ redevelopment proposals.

**18.44** Development proposals should therefore provide intensified industrial uses, but may also provide office floorspace targeted at SMEs on the upper floors. To help protect the industrial character of the area, and to optimise the efficient use of the land in this capacity, new industrial uses should be introduced on the ground floor as part of the redevelopment of existing wholly or predominantly office developments. All proposals should be consistent with the Area Strategy for Nine Elms and associated Site Allocations, and informed by the BDTQ EADF. It is identified in the ELPS 2020 that this area represents a good opportunity both to increase the floorspace available in the local office market, which will help to meet the identified demand outlined in relation to Policy LP36 (Offices), while also capitalising on the transformation of the VNEB OA to stimulate new demand (i.e. that which is unlikely to be captured within the ELPS projections based on population data), and which will cater to high-value tenants which require good access to the CAZ, such as SMEs in the digital and technology subsectors.

**18.45** The BDTQ EADF outlines that, under the proposed redevelopment, the quantity of land in industrial uses in the cluster would increase by approximately 24,000 sqm, providing a total of 92,000 sqm, which would primarily be as a result of an increase in premises classified as 'small'. Alongside this, the area has the potential to deliver a potential increase of 77,840 sqm of office floorspace.

**18.46** To ensure that proposals for new mixed use economic development (i.e. incorporating office floorspace) do not negatively impact on the long term viability and effective operation of the SIL, consideration will need to be given to the impact of the development with regard to access arrangements, layout and design, the ability to operate on a 24 hour basis, and the compatibility with existing and potential uses within the wider area of the Queenstown Road, Battersea SIL. In particular, the BDTQ area encompasses a transportation depot and a concrete plant, and the redevelopment of the area should ensure that it does not adversely impact the operation of these uses.

**18.47** In the VNEB OA, and in the surrounding Queenstown Road area, rents for both office and industrial space are high. In order to attract potential start-ups and to support larger SMEs in the technology focused and creative industries, it is essential that a provision of affordable workspace is maintained. In particular in the context of the prime office floorspace being delivering as part of the transformation

of Nine Elms, the intensification of the Battersea Design and Technology Quarter represents an excellent opportunity to maximise affordable workspace provision, which should apply to both new SME office premises and industrial premises. This will support longer term clustering and job creation as well as wider goals for economic and social inclusion in the Queenstown area and wider borough. For affordable workspace to work effectively in this location, the discount on rent will therefore need to be substantial, given that prevailing market rents are high. The borough needs to take a proactive approach to encourage high value start-ups and SMEs from the technology and creative industries to locate here, and will therefore seek the provision of affordable workspace at a discount rate of 50% below prevailing market rates for comparable provision. This is set out in more detail in Policy LP 41 (Affordable Workspace).

**18.48** The BDTQ builds on the unique opportunity offered by the location of the SIL within the VNEB OA, and permits the introduction of uses not commonly allowed in such designations, however the area is not considered appropriate for residential uses of any kind, nor for other non-economic uses besides those identified in Part B(4)(b) of this policy.

### Industrial Land Outside of the Strategic Reservoir

**18.49** In addition to the strategic reservoir of industrial land located within the borough's SILs and the LSIAs, there are smaller clusters of industrial uses elsewhere in the borough. These predominantly fall within other designated economic land within the borough, including Economic Use Protection Areas (EUPAs) and Economic Use Intensification Areas (EUIAs), as well as the borough's Focal Points, although there are also parcels of industrial land, typically under 0.25ha, which are dispersed across the borough and do not fall within any of the above designations.

**18.50** It is recognised that the projected demand for industrial land is greater than the available supply, including the potential additional industrial floorspace which could come forward through the intensification of industrial uses within the SILs and LSIAs through smaller-scale intensification, and through larger regeneration initiative such as the BDTQ. As such, existing industrial land and premises outside the SILs and LSIAs, including former industrial land, will also be protected and, where possible, intensified.

**18.51** The areas of the borough designated as Economic Use Intensification Areas (EUIAs), in particular, have the potential to accommodate an increase in industrial land demand, as well as some select sites within the Focal Points. The ELPS 2020 identifies that there is approximately 10ha of land within the Focal Points and EUIAs, primarily consisting of vacant and under-utilised land or with poor-quality building, which has the potential to be redeveloped or intensified to accommodate new industrial floorspace, alongside other uses. This is explicated further in Policy LP38 (Mixed Use Development on Economic Land).

**18.52** For appropriate areas and premises, the policy allows a change of use to non-industrial uses only where it can be demonstrated that there is no demand for the industrial use through a robust and meaningful marketing exercise. Appendix 1 (Marketing) sets out the requirements for establishing redundancy of industrial premises.

### New Covent Garden Market

**18.53** One of only five wholesale markets within London, New Covent Garden Market is a key site for both the borough and the capital, and significantly contributes to employment in the area both directly, and through associated foods and drinks businesses and the Local Plan therefore seeks to protect it. The market has been undergoing redevelopment to consolidate its operation, and the Local Plan supports this provided that it does not adversely impact on the operational function of the site.

**18.54** The Council is supportive, where possible, of opportunities to utilise the borough's safeguarded wharves to facilitate the transportation of wholesale market goods by river, as this would contribute to the reduction of traffic congestion in the area, realising environmental benefits.

**LP38 Mixed Use Development on Economic Land**

A. Proposals for mixed use development, including residential, will be supported where it meets the criteria for the relevant economic land designation within which it is located, as set out below:

1. **Economic Use Protection Areas (EUPAs):** Proposals which would result in the existing quantum of office and industrial floorspace both being fully replaced will be supported. Increased provision through the intensification of such uses is supported, where it would not give rise to any material harm to the character of the area, the operation of neighbouring uses or the amenities for neighbouring residents. If it can be clearly demonstrated that there is no demand for the existing industrial use (where applicable) through the submission of evidence that a full and proper marketing exercise of the site has been undertaken for a period of at least 18 months in line with the requirements of Appendix 1 (marketing requirements) then preference will be given to the provision of office space.
2. **Economic Use Intensification Areas (EUIAs):** Proposals which would result in the intensification of existing economic floorspace will be supported. Where the site accommodates an existing industrial use, or where the site previously accommodated industrial uses, the proposal must provide for an increase in industrial floorspace. It is appropriate for existing office floorspace to be replaced by industrial floorspace as part of the re-provision of economic floorspace. The extent of the intensification required is set out within the relevant Site Allocation. Where a strategic approach is been taken to the redevelopment of an area, such as through an area masterplan, and it has been demonstrated that the overall requirements of this designation can be realised at an aggregated scale, certain individual sites could be exempt from these requirements.
3. **Focal Points of Activity:** Proposals which would result in the existing quantum of office and industrial floorspace both being fully replaced will be supported. Where the site accommodates existing industrial uses, proposals should seek to provide for an intensification in industrial floorspace. Proposals in the Lombard Road/ York Road Riverside, Ransomes Dock, and Wandsworth Riverside Quarter Focal Points (excluding sites within the Wandle Delta area) that would result in a net increase in office floorspace will normally be resisted, unless it can be demonstrated that this is required in order to support the intensification of industrial uses on the site, or where it provides for a limited amount of co-working space and/or managed workspace which meets the needs of local residents. Proposals for the provision of new office floorspace in these locations will be assessed in accordance with Policy LP36.B (Promoting and Protecting Offices).

B. All proposals for mixed use redevelopment must ensure that the mix of uses can be appropriately accommodated on site, in accordance with Policy LP40 (Requirements for New Economic Development). Regard will be had to the design and layout of the proposal in order to ensure that any potential conflicts between economic and non-economic uses are adequately mitigated, and that proper consideration has been given to: safety and security; layout, orientation, access, servicing and delivery arrangements, including in relation to hours of operation; vibration and noise; and air quality, including in relation to dust, odours, and emissions.

C. Where proposals provide for the replacement of existing industrial land and premises, the Agent of Change principle, as set out in the emerging London Plan Policy D13, will apply, and appropriate mitigation measures should be implemented.

D. Details of the phasing of the proposed development will be required to be submitted as part of any planning application in order to demonstrate that the completion and operation of the economic components of the scheme will be provided prior to the first occupation of the remaining non-economic uses.

**18.55** The mixed use redevelopment of economic land provides an excellent opportunity to protect and enhance the borough's economic land supply, and in particular to provide intensified industrial uses, whilst also meeting the borough's other needs with respect to residential delivery, the enhancement of community and local facilities, and the regeneration of under-utilised areas through improvements to the public realm and placemaking. Suitable uses for a mixed use redevelopment scheme include residential uses (Use Class C3); non-economic uses falling within Class E (Commercial and service uses); pubs, drinking establishments and takeaway (falling within Use Class SG); social and community infrastructure uses (Class D1); leisure and recreational uses (SG); and other uses that will serve the needs of the occupiers of the development; all of which are subject to compliance with other policies within this document, the relevant Area Strategy, Masterplans, and Site Allocations.

**18.56** The mixing of economic and non-economic uses within close proximity could potentially create conflicts between the two uses, such as harm caused to residential amenity as a result of by-products of industrial use (such as noise, dust, odours, and vibrations), and the impeding of normal business conduct as a result of this. If the uses are poorly designed, this can also disincentivise uptake and investment in both uses. As such, all developments must ensure that they are suitable designed to mitigate such conflicts. The Agent of Change principle, as set out in emerging London Plan Policy D13, places the responsibility for this mitigation on new development uses which may be more sensitive to it, which in this instance would be residential or other non-economic uses. Mitigation measures should be incorporated within the design from the outset, and will be secured through planning obligations. It is essential that businesses (where retained or replaced as part of the redevelopment) do not have unreasonable restrictions placed on them because of the new uses.

**18.57** To safeguard the use, ensure the effective function and operation of economic uses in a mixed use scheme, and to minimise disruption to existing businesses which will be retained as part of the scheme (see Policy LP 40), it is important that the economic use is completed and in operation prior to the completion of the non-economic use provision.

### Economic Use Protection Areas (EUPAs)

**18.58** Established industrial and office premises provide a substantial amount of floorspace for local businesses and are crucial in supporting the both borough's economy, and that of London as a whole. Outside of the primary locations for offices and industry activities – town centres and the strategic reservoir of industrial land, respectively – economic uses are grouped into clusters. Such clustering can bring substantial benefits. Given the identified need for economic premises of the Local Plan period, it is essential that the Council protect and retain these economic clusters within any forthcoming redevelopment proposal, and to intensify them where possible, through the designation of Economic Use Protection Areas (EUPAs).

**18.59** Sites that are designated as Economic Use Protection Areas (EUPAs) are as follows:

- Smugglers Way, Jews Row and Battersea Reach
- Battersea Business Centre, 99-109 Lavender Hill
- Jaggard Way
- Wimbledon Sewing Centre, Balham Cars, Balham High Road
- Irene House, 218 Balham Road, 25 Boundaries Road
- College Mews, St Ann's Hill and 190-194 St Ann's Hill
- Hillgate Place, Balham Hill
- Princeton Court, Felsham Road
- 116 & 118 Putney Bridge Road
- Eagle House, Armoury Way
- 57 Putney Bridge Road, 88-92 Putney Bridge Road and 2-3 Adelaide Road
- 70 Upper Richmond Road and 5 Manfred Road
- Smiths Yard, Earlsfield
- 7A Putney Bridge Road, Triangle House, 2 Broomhill Road and Spencer Court, 140-142 Wandsworth High Street

- Royal Victoria Patriotic Building, John Archer Way
- The Old Imperial Laundry, 71-73 Warriner Gardens
- 124 Latchmere Road and 187-207 Lavender Hill
- Cloisters Business Centre *(new)*
- Culvert House, Culvert Road and The View, Battersea Park Road *(new)*

**18.60** The economic land survey undertaken in support of the ELPS 2020 identified two clusters which should also be supported by this designation within this Local Plan: Cloisters Business Centre, in Nine Elms; and Culvert House, Culvert Road and the View, Battersea Park Road, in Battersea.

**18.61** Cloisters Business Centre currently comprises of SMEs, many of them in the creative and charity industries, which benefit from the good access to the CAZ. As the VNEB OA continues to be redeveloped, the demand for this type of space will increase as SMEs in these sectors, as well as in higher-value subsectors such as digital and tech, look for space closely located to the area. It is therefore important that, as well as encouraging the development of new space to accommodate the latter, as in the BTDQ, adequate existing space such as the Cloisters Business Centre is protected and retained.

**18.62** Culvert House and The View, currently caters for SMEs in the local office market. Culvert House is in the same building as a school, and the View is a mixed use development currently under construction. While there is no immediate prospect of the redevelopment of these sites for other uses, both currently or will soon comprise good quality office space appropriate for SMEs looking for good access to the CAZ, and should be protected through the EUPA designation.

### Economic Use Intensification Areas (EUIAs)

**18.63** The EUIA designation was introduced in the previous Local Plan, Employment and Industry Document (2018), and sought to balance the planned release of under-utilised industrial land that was previously designated within the borough's strategic reservoir, in order to promote investment in modern industrial premises alongside the provision of business floorspace for SMEs to support the borough's economy, and residential uses to meet the borough's housing needs. The designation therefore requires intensified industrial uses and increased business floorspace and/or managed workspace for SME businesses. Residential uses will be appropriate where they assist in developing more intensive economic uses, and are compatible with the spatial objectives set out in the relevant Area Spatial Strategy and/or Site Allocation.

**18.64** Site that are designated as Economic Use Intensification Areas (EUIAs) are as follows:

*Bendon Valley*

- Riverside Business Centre and former Bingo Hall

*Wandsworth Delta*

- Panorama Antennas
- Causeway Island, including land to the east
- Keltbray Site, Wentworth House and adjacent land at Dormay Street
- Ferrier Street
- Frogmore Depot
- Hunts Trucks, and adjacent land at the Gasholder site
- Chelsea Cars and Kwikfit

**18.65** The further re-designation of the borough's strategic reservoir of industrial land is not considered to be appropriate, and so no additional sites have been designated as EUIAs. This builds on the recommendation set out within the ELPS 2020, and reflects the need for the protection of existing industrial land, which is well suited to accommodating the anticipated increase in demand for storage and distribution uses (which, due to the nature of their operation, are typically less compatible with residential and other non-economic uses).

### Focal Points of Activity

**18.66** Focal Points of Activity are areas along the River Thames in Wandsworth which permit tall buildings and encourage mixed use development, including residential (as set out in more detail in the Wandsworth's Riverside

Area Strategy). There are a range of different uses located within the borough's designated Focal Points of Activity, with some areas being employment hubs and others being primarily of residential character. As above, given the identified demand for economic uses, where these exist in Focal Points of Activity, they should be retained. There are also potential opportunities for redevelopment of poor-quality space and buildings within these areas to accommodate intensified industrial uses, which are likely to be focused on small industrial units and maker-space facilities, given their existing and potential for proximity with residential uses. These include:

- the redevelopment of older industrial premises within poor environmental and build quality in the Lombard Road/York Road Focal Point, including the trading estate off Gwynne Road and industrial land south of Chatfield Road; and
- the redevelopment of industrial warehousing units on Osiers Road which are of poor quality and are single-storey.

**18.67** Limited new office development will be acceptable within Focal Points of Activity, however in accordance with the NPPF and the principles set out within Policy LP 36 (Office), it is considered that there are other preferable locations in which new office development should be located. As such, any new office floorspace should cater primarily to local residents, including those introduced as part of the mixed use development, in the form of co-working or small-scale managed workspace. This should provide additional flexibility for how local people work, and must be open to passing members of the public. It will be strongly encouraged that memberships are provided to particular groups as nominated by the Council's Economic Development Office. Proposals which result in a net increase in office floorspace will be subject to a sequential test, as outlined in Policy LP 36.B (Office). Restrictions on larger-scale office development do not apply within the Focal Points located in the VNEB OA, where a strategic vision for the transformation of economic land has been outlined.

**LP39 Railway Arches**

A. In order to maximise the contribution that railway arches and viaducts, and adjacent land, can make to the provision of industrial and other economic floorspace within the borough, existing uses will be protected and new uses supported in appropriate locations as follows:

1. The use of railway arches within town and local centres and the CAZ (excluding the Queenstown Road, Battersea SIL area) for town centre uses and storage and distribution uses (B8) will be supported. Certain B2 uses, such as microbreweries, will be supported in these locations, subject it being demonstrated that such uses would not cause harm to the amenity of users of adjoining sites or the proper operation of neighbouring uses.
2. Within areas identified as providing for the borough's strategic reservoir of industrial land, only industrial uses will be supported in accordance with Policy LP 37, Part A. The use of planning conditions may be applied to permissions in order to protect the long term industrial function of such sites.
3. The use of railways arches adjacent to the New Covent Garden Market site will be required to support or complement the wholesale retail function of the market.
4. In all other locations, the use of railway arches for economic uses will be supported. Applications for the change of use to non-economic uses will not be supported, unless it can be clearly demonstrated that there is no demand for any economic use of the premises through the submission of evidence that a full and proper marketing exercise of the site has been undertaken

for a period of at least 18 months in line with the requirements set out in Appendix 1 (marketing requirements).

5. Railway arches that provide for public access under the railway lines must maintain such access. The opening up of railway arches and surrounding land to facilitate new public access and improve permeability and place-making will be supported.

B. Where a proposal involves the use of railway arches, evidence will need to be submitted which demonstrates that any existing biodiversity value will not be harmed by the use or that appropriate mitigation measure will be provided in line with Policy LP 57 (Biodiversity).

**18.68** Wandsworth contains good supply of railway arches which accommodate a range of economic uses, including important industrial, storage, and car-related sui-generis uses. These are principally concentrated along the Waterloo to Reading / South Western Railway from Nine Elms through to Putney / Earlsfield, with some further examples on the London Overground railway in the Queenstown Road, Battersea SIL and on the District Line Viaduct in Putney. Many railway arches have open land or adjacent buildings around them that are used in conjunction with the arch itself, often for servicing the business or for vehicle storage and maintenance. The use of any such land shall be subject to this policy.

**18.69** These sites often form low-cost premises for Wandsworth's businesses. Given the continued demand for economic, and in particular industrial functions, where economic uses are established, or are located within the borough's strategic reservoir of industrial land, they will be protected in this capacity. In the instance of the latter, this must be retained in perpetuity.

**18.70** That notwithstanding, it is recognised that there is also demand for such spaces from other occupiers, such as gyms. The design limitations and siting of railway arches (e.g. typically on cul-de-sacs) can also make servicing of these premises difficult for certain economic uses, and vacancy rates are higher for these premises than is typical for small/medium industrial premises. In the borough's town and local centres, and in the CAZ (excluding the Queenstown Road, Battersea SIL), there is an opportunity to provide a broader mix of uses within arches that contribute to the vitality and vibrancy of the area, and which promote resilience through introducing a diversity of uses. Railway arches along the north western boundary of the main New Covent Garden Market site should be protected in uses supporting the wholesale function of the market, such as for access requirements, to provide storage, distribution and operation space for the wholesale business. It may be appropriate to introduce some wider town centre uses within the arches toward the north eastern tip of the market, in order to contribute to the vibrancy and vitality of this part of the reconfigured market.

**18.71** Railways can present barriers to a permeable urban environment, and the use of arches to establish connections and improve the pedestrian experience will be supported and, where existing, protected. Where proposals seek to introduce new connections, these should be derived from a larger vision for the site, for example as established within a masterplan or design framework.

**LP40 Requirements for New Economic Development**

A. Proposals for the provision or re-provision of economic uses must provide for a high standard of workspace which is capable of being used flexibly, which incorporates a range of unit sizes, and which is of a design that enables use by a variety of different occupiers. Proposals for economic uses will be supported where:

1. adequate floor-to-ceiling heights are provided which are sufficient for the operation of the intended use as well as for the provision of servicing requirements such as ventilation, heating, lighting, electricity and cabling;
2. adequate doorway and corridor widths are provided together with clear and flexible floorplates with few supporting columns, to allow for ease of movement and facilitate the efficient use of the floorspace;
3. thresholds are level and that access throughout the building is accessible to all;
4. adequate kitchen and toilet facilities are provided;
5. adequate facilities that promote cycle usage, including workplace showers, changing rooms, and lockers are provided, and are of a scale proportionate to the scale of the development and the quantity of cycle parking provided (see Policy LP 53, Parking, Servicing and Car Free Development);
6. natural light and ventilation are provided. Windowless and basement economic floorspace will be resisted, unless considerations specific to the use prevent this;
7. good telecommunications connectivity is facilitated, including for super-fast broadband connections and support for improved mobile phone connectivity; and
8. Active Design opportunities are incorporated to encourage wellbeing and greater physical movement as part of everyday routines.

B. In addition to the requirements in Part A, proposals for industrial uses must ensure:

1. the provision of adequate servicing and loading facilities including access bays and service yards;
2. floor to ceiling heights of 3.35 metres (or as appropriate to the specific use, where this can be justified);
3. that sufficient space is provided on site for the servicing and parking of commercial vehicles; and
4. goods lifts for multi-storey developments, with a minimum loading of 500kg.

C. In mixed use developments, including those that incorporate an element of residential use, the design and layout of the development must ensure that the proposed uses can successfully co-exist, having had regard to the amenity of future residents and the operational requirements of existing and future businesses, and that any conflicts are adequately mitigated. Proposals will also need to demonstrate that unacceptable harm would not be caused to the amenity of the occupiers of neighbouring sites of the proper operation of neighbouring sites. Regard will be had to:

1. the location of windows, doors and amenity spaces in relation to the uses proposed in different parts of the scheme;
2. the positioning of servicing facilities (including bin stores, loading bays, vehicle and cycle parking);
3. the potential for noise, vibration, dust, light and other pollutants resulting from the proposed uses;
4. the potential requirement to operate 24 hours a day and at weekends;
5. the security requirements of any uses;
6. overlooking, privacy and visual disturbance;
7. access arrangements, including pedestrian, cycle and vehicle routes. Separate street front access for different uses should be incorporated within the design; and
8. compatibility with uses within the wider area;
9. Agent of Change principles, in accordance with emerging London Plan Policy D13.

D. Where practicable, economic uses should be stacked vertically rather than spread across an area in order to make the most efficient use of the site, create separation between uses, simplify management

and access arrangements, create agglomeration benefits for businesses, and create a distinctive visual character.

E. Any planning application will need to be supported by sufficient details to identify how the development would be managed in accordance with the Council's Local List of Validation Requirements. Redevelopment of existing economic uses should, where viable, seek to retain existing businesses on site, should those businesses wish to return. The phasing of development should be planned in order to minimise the need for existing businesses to relocate or be disrupted, both during and after construction, unless it can be demonstrated that this would be unfeasible. Where this is not feasible evidence should be provided which demonstrates that existing businesses will be given priority should they wish to return and that account has been taken of existing spatial requirements, lease terms and rent levels, and any other reasonable business requirements. If retention is not possible, this should be demonstrated through a viability appraisal in accordance with the requirements of the Council's adopted Planning Obligations SPD.

**18.72** Any proposal that includes new economic floorspace must ensure that the design of the development is suitable for modern business needs and could provide space for a broad range of potential occupants with minimal intervention to the fabric of the building. In mixed use development, where residential uses are provided alongside economic uses, it is particularly important to ensure that the design of the development enables these uses to complement one another, rather than creating conflicts between the different uses. In designing proposals, regard should be had to the GLA's 'Industrial Intensification and Co-location Study: Design and Delivery Testing' document.

**18.73** Full fit-out of the premises beyond shell and core will be encouraged in order to ensure that new development is fit for purpose, does not remain vacant for extended periods, and provides floorspace to meet the needs of businesses without incurring avoidable delays. In some instances, where a specific end user or occupant has been agreed, the occupying business may prefer to fit out the premises themselves, for example by a cultural workspace or other managed workspace provider (See Policy LP 41, Affordable Workspace). Rent levels that are projected as part of any viability assessment should reflect the intended fit-out of the premises.

**18.74** Poorly designed workplaces can pose potential pathways to potential health risks, whether leading to asthma as a result of sustained exposure of indoor pollutants, or to increased obesity and fatigue as a result of a lack of physical activity. Traditionally, many people will spend a significant proportion of their lives working in buildings that impact their health. Even if there it manifests that there is a reduced amount of office-based working as a long term outcome of the COVID-19 pandemic, it remains critical that proposals for new economic development fully consider the impacts on the health and wellbeing of employees. Positive examples of this consideration include good access to natural daylight and locating staircases that are convenient and attractive for use on a regular basis. By incorporating Active Design opportunities into employment environments, employers stand to benefit from employees' increased productivity and an overall improved quality of life.

**18.75** Given the significant increase in rent levels for businesses in the borough in recent years, and the affordability implications for many businesses – including the SME firms that make up the majority of the borough's business base, it is considered appropriate to seek realistic rents for existing businesses and to take into consideration existing space requirements and any other reasonable business needs following redevelopment. This will allow the borough to supply a range of workspace provision for businesses at all stages of development, but especially early stage and innovation oriented businesses whose contribution to the local economy might be constrained due to a lack of workspace at an affordable price point.

**LP41 Affordable, Flexible and Managed Workspace**

A. All development for economic uses will be expected to be leased at reasonable rents and under flexible leasing arrangements taking account of the Code for Leasing and Business Premises in England and Wales 2007.

B. All development that provides economic floorspace will be expected to contribute to the provision of affordable, flexible and managed workspace, in perpetuity, which will be secured by way of s106 planning obligation and/or conditions. Planning applications will be assessed in accordance with the following:

1. Developments that would provide less than 1,000 sqm of economic floorspace will be expected to provide a range of unit sizes, unless a specific end user has been identified and that there is sufficient certainty regarding their occupation at the time of submitting the application, or if the proposed development is for a co-working space (or similar 'open workspace' models).
2. Developments that would provide more than 1,000 sqm of economic floorspace will be expected to:

    a. Provide a proportion of 'open workspace', equivalent to 10% of the gross economic floorspace and no less than 400 sqm (whichever is greater), which includes a wide range of features that minimise overhead and upfront investment costs and provide business support for micro- and small-businesses, especially early stage businesses; or
    b. Provide a proportion of economic floorspace at an affordable rent, in perpetuity, subject to scheme viability as follows:

        i. Development in the VNEB OA: at least 10% of gross economic floorspace must be provided at a capped rate of 50% less than the prevailing market rate for comparable premises.
        ii. Development in the Wandle Valley: at least 10% of gross economic floorspace must be provided at a capped rate of 25% less than the prevailing market rate for comparable premises.
        iii. Development in all other locations: at least 10% of gross economic floorspace must be provided at a capped rate of 20% less than the prevailing market rate for comparable premises.

3. The redevelopment of existing affordable, flexible and managed workspace must re-provide the maximum viable quantum of such employment floorspace in perpetuity, at equivalent rents (taking into account service charges). These should be suitable for the existing or equivalent uses, subject to current lease arrangements and the expressed desire of existing businesses to remain on-site (see LP 40, Part F). For sites over 1000 sqm, where this re-provision would result in less floorspace than is provided under Part B.2, additional provision to at least this amount is required.

C. Development proposals for affordable, flexible and managed workspace will be supported in order to meet the specific needs of SMEs in the local economy, including for those in specialist sectors where the borough demonstrates, or has the potential to develop, local specialisation. In particular, the Council will support workspace that meets the specific needs of the cultural, creative, digital, and food and drink industries; which accommodates sectors that have social value or which improve educational outcomes; or that provides for disadvantaged groups wishing to start up in any sector. Opportunities for the clustering of sites will be encouraged. To support this, the provision of cultural workspace will be:

1. Required on sites in:

a. Nine Elms
b. The Wandle Delta area
c. The Battersea Design and Technology Quarter
d. The Lombard Road / York Road Focal Point of Activity

2. Encouraged on sites in:

a. Town Centres
b. Local Centres
c. Other Focal Points of Activity

D. Affordable workspace should be made available for occupation at the same time as, or prior to, the first occupation of the remainder of the economic floorspace in the development.

**18.76** Average rental rates for both offices and industrial uses have increased significantly in recent years in Wandsworth, and for many businesses the affordability of employment premises is a significant concern. This is particularly the case for start-up businesses and other SMEs. In addition, recent years have seen significant expansion of managed workspaces, with these premises providing a wide range of leasing arrangements, flexible practices, business support and other features which combine to make premises more affordable and reduce the risk for entrepreneurs starting or expanding a business. This policy seeks to ensure that businesses are able to afford to operate from the borough and that the premises they use provide the flexibility that businesses need in order to flourish. It accords with the approach set out in Policy E3 of the emerging London Plan.

**Managed, Open and Affordable Workspace**

**18.77** Managed and open workspace providers offer opportunities for affordability, flexibility and the clustering of a number and range of businesses in one location, as well as to incorporate business support features. These combine to give more certainty, diminish risk, provide financial flexibility, encourage entrepreneurialism and reduce overhead and investment costs for emerging and growing businesses. The features vary depending on the business model of the workspace provider and the sector they function within, but tend to include some or all of the following:

- Business support, advice and mentoring.
- Networking spaces and events.
- Direct access to financial institutions and investors.
- Shared spaces, facilities, and/or specialist equipment.
- Pay-as-you-go rent models.
- Flexible leasing arrangements giving access to both short-term and long term contracts depending on business needs.
- Flexible spaces with easily removable partition walls or spaces of different sizes that can be modified as businesses grow or consolidate and allow for peak-time operation.
- Cross-subsidy from more established businesses to emerging firms or those operating in low-income sectors such as the cultural industry or third sector.
- Direct support or rent subsidies for businesses that provide or undertake volunteering for the local community.

**18.78** Managed or Open workspace providers have different business models and seek developments of different sizes, from small units providing desk space to very large developments providing a broad range of office sizes or large floorplate co-working space. In order to achieve a critical mass of businesses, and secure the local economic benefits set out above, developments that are required to provide a significant element of managed/open workspace as per Part B of Policy LP 41 (Affordable Workspace) should provide a minimum of 400

sqm or a minimum of 10% of gross economic floorspace (whichever is greater). Generally managed workspace providers seek larger areas than 400 sqm, although some will operate with this amount, particularly if it is part of a wider cluster of workspaces that support similar or complementary sectors. If less than 1000 sqm of managed workspace is to be provided, applicants should set out clearly how the smaller amount of managed workspace will prove to be viable and contribute to wider policy objectives. If provision of affordable space is not viable for reasons of scale, then off site provision may be considered, as set out below. The Council will expect that a managed/open workspace provider should be identified at the application stage in order to ensure that the managed/open workspace is deliverable.

**18.79** Larger quantities will be strongly encouraged, particularly in the designated EUIAs, including within the Wandle Delta area, in Nine Elms, and in Battersea Design and Technology Quarter part of the Queenstown Road, SIL. This will be subject to negotiation depending on the amount and mix of floorspace use in the wider development, the degree to which space is focused upon specific sectors (see below) and the type and extent of business support and affordability features that would be provided. In such locations, an area wide approach may be more appropriate to create larger scale clusters of managed/open workspaces through a co-ordinated approach.

**18.80** If an applicant wishes to manage the space themselves, they will need to demonstrate how they will meet the requirements of Policy LP 41 (Affordable Workspace), and how they will accommodate the features of managed workspace set out above.

**18.81** If the development does not propose providing managed/open workspace with sufficient affordability and business support features, a proportion of floorspace will alternatively be secured at an affordable rent in perpetuity, subject to scheme viability. The extent to which workspace is deemed 'affordable' varies considerably based on the type of business which the workspace is provided to accommodate but the focus should be on rents or charges which are accessible for early stage businesses. The ELPS 2020 identified that there are particular types of affordable workspace which should be provided to satisfy the needs of a range of businesses in Wandsworth, which has informed this policy position. These are reflected in the place-specific requirements for modern office and small studio space close to the VNEB OA, and for light industrial space with good strategic road access. In the VNEB OA and in the surrounding Queenstown Road area, including the BDTQ, rents for both office and industrial space are high. Businesses likely to benefit from affordable workspace here are high growth potential start-ups and larger SMEs in the creative industries. These types of businesses require high quality office space and/or modern studio spaces, and the location of premises is particularly important for them as this can determine the right labour and client base. The BDTQ lies in and proximate to priority areas for regeneration and can help support economic and social inclusion. For affordable workspace to work the discount on rent will need to be substantial considering that market rents are high in what is now a recognised part of the central London office market, and the policy requires this discount to be 50%. This policy sets a proactive approach to encourage high value start-ups and SMEs from the creative industries to locate here, as well as supporting economic and social inclusion goals, and takes account of the discounted rents that are required in adjacent areas within neighbouring boroughs, such as Lambeth. This is considered necessary to ensure that Wandsworth's economy stays competitive and continues to be diverse.

**18.82** There is an opportunity to provide good quality affordable workspace with access to the strategic road network, primarily catering for light industrial activities, although which may also include some office provision. The analysis of rent levels across the borough indicates that the most appropriate location to provide this space is within industrial land in the Wandle Valley. Industrial and formerly industrial locations in the area have excellent links to the strategic road network via Garratt Lane and the A218, and would be suitable for uses businesses yet to become financially proven and involved in the 'crafting' industry and/or physical

design and production, but which do not require location adjacent to the CAZ. To deliver a supply for this type of workspace, 10% of the economic floorspace (gross) should be delivered at 25% of the prevailing market rent for comparable premises. Where the provision is for large-floorplate premises which might be occupied by a single tenant, for example as with some logistics and distribution uses, alternative provision, including through payment-in-lieu financial contributions may be appropriate.

**18.83** Elsewhere in the borough, developments which meets the threshold are intended to provide affordable workspace should delivery 10% of gross economic floorspace capped at a rate of 20% less than the prevailing market rate for comparable premises.

**18.84** New affordable workspace should normally be provided on-site. Only in exceptional circumstances where it can be demonstrated robustly that it is not appropriate or feasible to do so, or whether it supports clear provisions in area strategies, the Council will consider alternative interventions that will achieve equivalent value and impact through an off-site contribution. This is like to take the form of a financial contribution towards new provision of investment in similar workspace in nearby facilities, or pooling of investment towards key areas designated for economic space development or intensification, or through a co-ordinated or masterplanned approach for the area agreed by the Council.

**18.85** The discounted rental values identified in Part B of this policy are targets. These will be achieved through S106 negotiations, and the Council recognises there will be site specific considerations, depending on the location, size and type or premises, and the viability of the scheme. See the Planning Obligations SPD for more details.

**18.86** In a number of cases, particularly in high value areas, the ability to offer capped affordable rents risks being undermined by the cost of fitting out the space. Applicants should therefore demonstrate that fit out costs (to Category 1) do not pose a barrier to achieving affordable rents, or – where they do – to deliver fit out of the space direct or via a financial contribution.

**18.87** Some workspace providers, particularly those operating in the cultural industries or other specialist sectors, will prefer to undertake the fit-out themselves and may have access to funding to achieve this. This can reduce development costs and ensure that the workspace is fit-for-purpose. In some cases, therefore, applicants may identify a named workspace provider with whom they will work in partnership to deliver the objectives of this policy. Workspace providers should be given the opportunity to take a long lease on new developments, in order to encourage investment.

**Specialist Sectors**

**18.88** The ELPS 2016 identified that sectors within the creative and digital economies are both growing strongly in Wandsworth. The wholesale and food sectors are also areas where the borough specialises and employ a high share of people working in the borough, which reflects the location of numerous businesses within New Covent Garden Market. There are further food and drink manufacturing and distribution businesses throughout the borough, particularly within industrial areas. Businesses operating within these sectors will often require specialist facilities on premises, from high-speed broadband for the digital sector to temperature-controlled storage for food manufacturing businesses or access to industrial kitchen/food preparation facilities. Specialist sectors will often benefit significantly from clustering, with a mix of complementary suppliers in a particular location providing agglomeration benefits for those businesses as well as helping to give the area a distinct and recognisable character.

**18.89** Businesses in the cultural sector in particular can struggle to find affordable premises, and there have been significant losses of cultural workspaces across London in recent years. Creative businesses also make a particularly valuable contribution to the cultural life of the borough and their local area, and can be instrumental in place-making and regeneration

initiatives. The cultural sector also makes a substantial contribution to the local economy. There are numerous cultural businesses in the borough, many of which are located here in order to have good access to the cultural institutions and events that are located in the West End and other parts of central London. The 84% increase in rents for industrial floorspace in the borough between 2010 and 2019 may also have priced out some cultural businesses, particularly those who require workshop-type spaces. In accordance with the borough's wider strategies, the clustering of cultural activities are required/encouraged in particular locations. Further information is included with respect to each area: The Lombard Road / York Road Focal Point SPD sets out the spatial vision for the area, including the provision of cultural facilities and creative workspace, and a Cultural Planning Guidance Note has been produced. The cultural vision for Nine Elms is set out within the Nine Elms and Battersea Cultural Strategy. An Arts and Cultural Strategy for the borough as a whole is also being produced. In many cases, there is likely to be a strong interaction between the provisions of this policy and cultural strategy requirements. This relationship is encouraged, noting that the affordability requirements of cultural operators are likely to be greater than that of other businesses.

**18.90** The emerging digital and design cluster focused on the Battersea Power Station area will be encouraged, with developments that provide floorspace for digital SMEs supported in this area and on surrounding sites, such as within the Battersea Design and Technology Quarter. Such development should ensure that the needs of these operators are met, including for high quality digital connectivity infrastructure. The food and drink sector will be particularly supported, in particular through the redevelopment of New Covent Garden Market and the provision of floorspace for a wide range of food and drink manufacturing businesses within the redeveloped site.

**LP42 Local Employment and Training Opportunities**

A. All new major development will be required to enter into a Local Employment and Enterprise Agreement, as part of a Section 106 planning obligation, which will set out how the proposal will:

1. provide, where appropriate, jobs, enterprise, training and apprenticeship places for Wandsworth residents, focusing on disadvantaged groups and those under-represented within the workforce by working with the Council's Workmatch service; and
2. ensure, where possible, that opportunities are afforded for the use of existing borough businesses for the supply of local goods, services, and supplies as part of the construction and operation of the development.

**18.91** New development brings myriad economic benefits to the borough, and the Council will ensure that such benefits are also realised for local residents and existing businesses, helping everyone to 'get ahead in life'. The Council will promote an inclusive economy in Wandsworth by ensuring that new development generates employment, enterprise and training opportunities for borough residents and uses the services of existing businesses within the borough throughout both the construction and the operational (end-use) phases of new development.

**18.92** The use of local suppliers supports the maintenance of a sustainable local economy by providing further employment opportunities for local labour. This, in turn, encourages greater spend locally and thus benefits a wider range of businesses. Large-scale development provides commercial opportunities for existing Wandsworth based businesses through the

operation of a local supply chain, for example, through supplying goods and services during the construction phase. This is likely to realise benefits for the developer, through ease of access and purchasing, and will help to realise environmental benefits through reduced transportation requirements, thereby also addressing Policy LP 10 (Climate Change).

**18.93** This policy approach is consistent with the emerging London Plan Policy E11, which requires that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases.

**LP43 Protected Wharves**

**Safeguarding Wharves**

A. The borough's five wharves will be safeguarded for the transhipment of freight, including waste and aggregates, and for freight-related activities. The loss of safeguarded wharves will not be permitted unless it is demonstrated that the wharf is no longer viable nor capable of being made viable for cargo handling, in accordance with the emerging London Plan Policy SI 15.

B. Proposals for mixed use development on safeguarded wharf sites must be designed to retain or improve the long term operation of the safeguarded wharf, including the retention of adequate access arrangements and ensuring that the operational capacity of the facility is not reduced. Further considerations for each wharf are set out within the relevant site allocation.

C. Development proposals on sites adjacent or in close proximity to safeguarded wharves should be designed to minimise the potential conflicts of use and disturbance, in line with the Agent of Change principle set out within the emerging London Plan Policy D13. The efficient operation of the wharves will be supported through the protection of routes to the main road network serving protected wharves.

**18.94** There are five working wharves within the borough:

*Wandle Delta*

- Western Riverside Waste Transfer Station (WT11)
- Pier Wharf (WT22)

*Nine Elms*

- Cringle Dock (NE11)
- Kirtling Wharf (NE9)
- Middle Wharf (NE10)

**18.95** The wharves provide an important economic function to both the borough and to London through the trans-shipment of waterborne freight, in particular waste and aggregates, and their long term operation in this capacity will be safeguarded. The Safeguarded Wharves Review 2018-2019 recommended that this status is retained for all of Wandsworth's wharves.

**18.96** The movement of goods by water further provides a sustainable alternative to the use of lorries, reducing traffic congestion and its impacts, and the continued operation of the wharves there also makes an important contribution to borough's ambitions to realise sustainable development.

**18.97** Only in circumstances in which it can be demonstrated that a wharf is not economically viable, nor could it be made viable, will the redevelopment of a wharf for other land uses be permitted. Factors that must be considered in assessing the viability of a safeguarded wharf are outlined in the emerging London Plan Policy SI 15 and in paragraph 9.15.8.

**18.98** The wharves are located within areas of opportunity within the borough, where there is high demand for other uses, including residential. Development of sites that are adjacent or in close proximity to the wharves must be designed to minimise the potential for conflicts between the effective operation of the wharves and the new land use, and the Agent of Change principle will apply, as set out in the emerging London Plan Policy D13.

**18.99** Proposals for the mixed use redevelopment of the wharf sites are acceptable where the long term water freight use of the site is secured, and the operational capacity is either improved or retained. Proposals must be designed to mitigate any potential conflict between the different uses, and should be consistent with the specific developmental and design considerations set out within the relevant site allocation. Such proposals should be brought forward in collaboration with the GLA and the PLA, and any other relevant parties. Development proposals relating either to the wharf site itself or those adjacent to the site must ensure that appropriate highway access to the wharves for commercial vehicles is maintained.

# ENSURING THE VITALITY, VIBRANCY AND UNIQUENESS OF THE BOROUGH'S CENTRES


**LP 44 Wandsworth's Centres and Parades**

**LP 45 Development in Centres**

**LP 46 Out of Centre Development**

**LP 47 Local Shops and Services**

**LP 48 Evening and Night-Time Economy**

**LP 49 Markets**

**LP 50 Meanwhile Uses**

# 19 Ensuring the Vitality, Vibrancy and Uniqueness of the Borough's Centres

## Introduction

**19.1** The five existing town centres in the borough – of Balham, Clapham Junction, Putney, Tooting, and Wandsworth Town – as well as the nine local centres, each serves to connect, give focus to, and embody the vibrancy and identity of the diverse range of communities that make up the borough. The centres provide a range of opportunities for the borough's residents, from employment, leisure activities, socialising, shopping, and housing, and are the focus of Wandsworth's cultural and community life – both during the day and in the evening. As part of the transformation of the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA), two emerging 'Potential Central Activities Zone (CAZ) Retail Clusters' will function as new centres, providing further opportunities within the borough for shopping and leisure, as well as housing.

**19.2** In line with the National Planning Policy Framework (NPPF) and the emerging London Plan, this chapter sets out the policies for the management, growth and adaptation of the borough's centres, in order to ensure that the vitality, vibrance and uniqueness of each is maintained and strengthened, and that they collectively form an effective and resilient network which meets the needs of the borough's residents and visitors, both now and in the future.

**19.3** The approach outlined within these policies is informed by Wandsworth's Retail Needs Assessment (RNA) 2020, undertaken by Lichfields, which comprises an assessment of the quantitative and qualitative needs for land and floorspace for retail and leisure development over up to 2040. This assessment indicates that there is no clear need to identify or plan for an increase in retail and food/beverage floorspace provision over the majority (up to 2035) of the Local Plan period, as the short to medium term growth is expected to be absorbed by the implementation of commitments, the repurposing or take up of existing vacant floorspace, and by increases in turnover efficiency. As such, the priority should be to direct new main town centre uses to the borough's centres. The assessment does indicate, however, that in the long term (by 2040), there is scope for new development, including as an element of residential or economic-led mixed use development. The Plan recognises the need for flexibility, and encourages local development opportunities for retail and other main town centre uses in individual centres where they are able to maintain and enhance the overall health of a centre, such as through the redevelopment, refurbishment or the expansion of sites. Such intensification is likely to be realised alongside residential uses, which can also play an important role in ensuring the vitality of centres.

**19.4** As with all projections, there is a degree of uncertainty associated with long term floorspace capacity forecasts (especially beyond 10 years). This is particularly pertinent given the ongoing impact of the Covid-19 pandemic (and the Government's subsequent counter-measures), which is not reflected in the research (published in February 2020) on which these assumptions are based. The long term impact of the pandemic is not fully known. It is critical that the Council continues to monitor the impacts of the pandemic. The Council intends to update the demand forecasting at an appropriate time.

**19.5** That notwithstanding, the likely impact of the pandemic – both on the many businesses whom rely on the dense bustle of urban living, as well as on the individuals for whom mobility and access has been substantially curtailed – reinforces the Council's policy position, established in this chapter, which emphasises the importance in providing greater flexibility in the planning of town centres (a trend underway already in light of structural changes in the industry), whilst also ensuring that local provision of goods and services remain accessible. This approach is considered essential to ensuring the long term health and resilience of the borough's network of centres and parades.

**19.6** The policy approach to the borough's centres also needs to adapt to a changing legislative context. From 1 September 2020, the

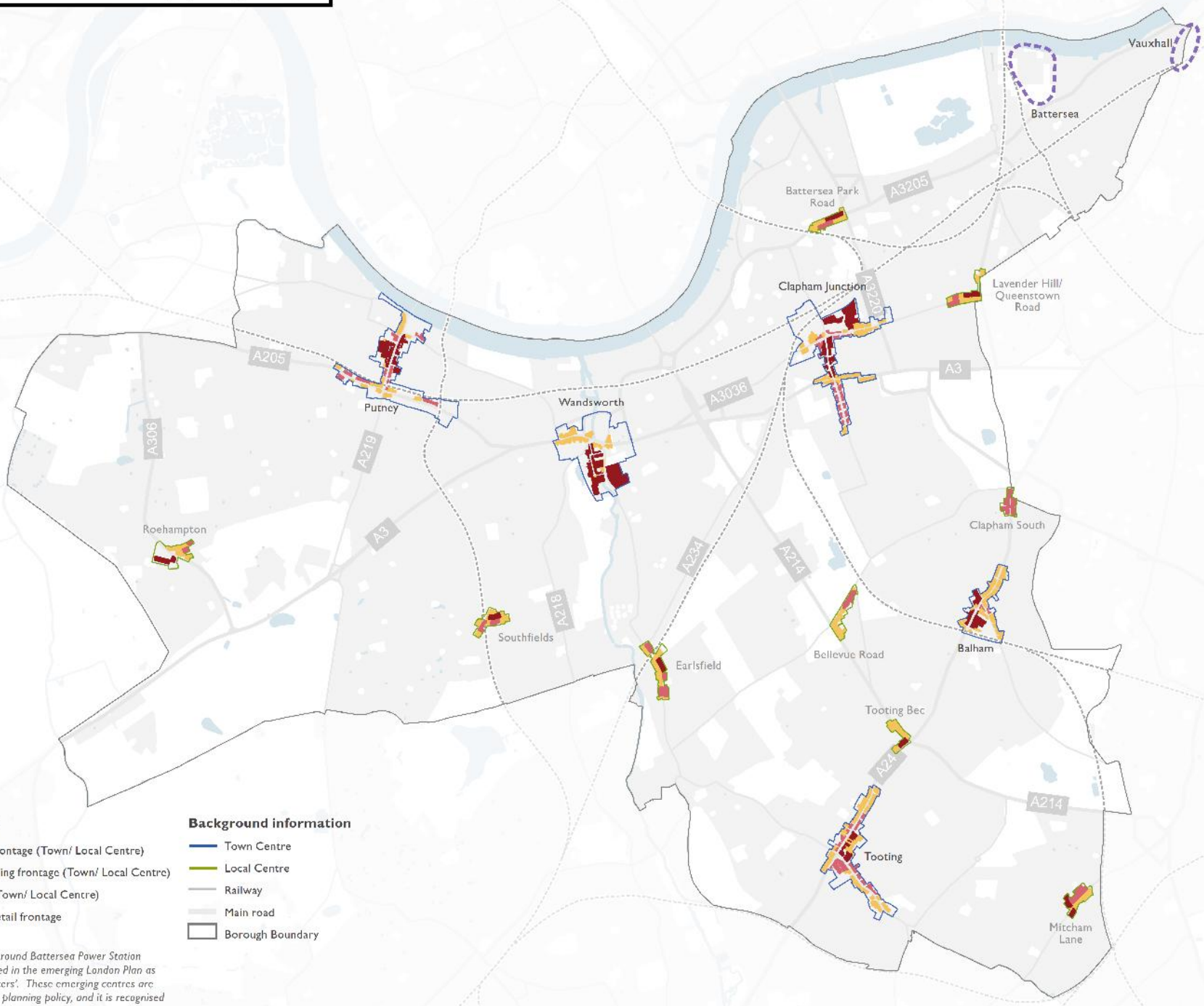
Government has introduced significant changes to the Use Class Order, with the introduction of a new Use Class E, which combines commercial, business and service uses; Use Class F.1, for learning and non-residential institutions; and Use Class F.2, for local community uses. These changes are set out as follows:

| Use | Use Class up to 31 August 2020 | Use Class from 1 September 2020 |
|---|---|---|
| Shop not more than 280 sqm mostly selling essential goods, including food and at least 1km from another similar shop | A1 | F.2 |
| Shop | A1 | E |
| Financial and professional services (not medical) | A2 | E |
| Café or restaurant | A3 | E |
| Pub or drinking establishment | A4 | Sui generis |
| Take away | A5 | Sui generis |
| Office other than a use within Class A2 | B1a | E |
| Research and development of products or processes | B1b | E |
| For any industrial processes (which can be carried out in any residential area without causing detriment to the amenity of the area) | B1c | E |
| Clinics, health centres, creches, day nurseries, day centre | D1 | E |
| Schools, non-residential education and training centres, museums, public libraries, public halls, exhibition halls, places of worship, law courts | D1 | F.1 |
| Cinemas, concert halls, bingo halls and dance halls | D2 | Sui generis |
| Gymnasiums, indoor recreations not involving motorised vehicles or firearms | D2 | E |
| Hall or meeting place for the principal use of the local community | D2 | F.2 |
| Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms | D2 | F.2 |

**Table 19.1 Legislative changes in Use Classes impacting town centre uses**

**19.7** Changes of use within the same use class are not considered to constitute development and therefore do not require planning permission. The Local Planning Authority's ability to exercise control over changes of use has therefore been significantly reduced. This impacts the Council's long-standing policy position on the protection of retail (formerly A1) floorspace within designated Core and Secondary Shopping Frontages, as well as Parades of Local Importance. A revised policy approach is set out within LP 45 (Development in Centres), however it is acknowledged that this may be further revised as the implications of the new legislation are clarified, including through revisions to the NPPF and/or the Planning Practice Guidance (PPG).

# Map 19.1 Local Shopping Area




**Shopping frontage**

- Core shopping frontage (Town/ Local Centre)
- Secondary shopping frontage (Town/ Local Centre)
- Other frontage(Town/ Local Centre)
- Potential CAZ retail frontage

**Background information**

- Town Centre
- Local Centre
- Railway
- Main road
- Borough Boundary

*"In Nine Elms, the areas around Battersea Power Station and Vauxhall are designated in the emerging London Plan as 'Potential CAZ Retail Clusters'. These emerging centres are not yet spatially defined in planning policy, and it is recognised that there will be new local shopping and services provision brought forward alongside development within this area. This is supported in accordance with LP 47 Part C."*

**LP44 Wandsworth's Centres and Parades**

A. To promote and distribute sustainable development across Wandsworth, development proposals should protect and enhance the borough's network and hierarchy of centres, as identified below:

1. Town Centres (5): Balham; Clapham Junction; Putney; Tooting; Wandsworth.
2. Potential CAZ Retail Clusters (2): Battersea Power Station; Vauxhall (predominantly located in LB Lambeth, see the Nine Elms Area Strategy).
3. Local Centres (9): Battersea Park Road; Bellevue Road; Clapham South; Earlsfield; Lavender Hill / Queenstown Road; Mitcham Road; Roehampton; Southfields; Tooting Bec.
4. Important Local Parades (23):

    a. 152-168 Battersea Bridge Road
    b. 141-185 Battersea High Street
    c. 275-305 Battersea Park Road
    d. 129-139 Beaumont Road
    e. 2-14 Blandfield Road / 55-61 and 81-95 Nightingale Lane
    f. 47-67 East Hill
    g. 135-153 Franciscan Road
    h. 171-227 Garratt Lane
    i. 812-842 and 911-919 Garratt Lane
    j. 74-88 Inner Park Road
    k. 50-94 Lower Richmond Road
    l. 169-201 Merton Road
    m. 2-12 Montford Place
    n. 58-86 and 91-111 Moyser Road
    o. 172-184 and 175-189 Northcote Road / 48, 59-63 Broomwood Road
    p. 1-11 Petersfield Rise
    q. 1-7 Portswood Place
    r. 1-6 Rockingham Close
    s. 115-141 Tildesley Road
    t. 314-324 Trinity Road
    u. 271-299 Upper Richmond Road
    v. 349-393 Upper Richmond Road

B. The town centres, and the potential CAZ retail cluster at Battersea Power Station, should be the focus for large-scale shopping and major trip-generating development.

**19.8** The NPPF requires Local Plans to define a network and hierarchy of town centres, and to promote their long term vitality and viability. In Wandsworth, this is a well-established approach, with a hierarchy of centres providing shopping and complementary facilities that is divided into Town Centres, Local Centres, and Important Local Parades (ILPs), as well as the two Potential Central Activities Zone (CAZ) Retail Clusters within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA), as designated within the emerging London Plan. The latter are already in the process of being developed, and the Local Plan considers these to be 'emerging' – rather than 'potential' – centres, but retains the language of the emerging London Plan for consistency with this document. Collectively, these are

well-distributed and cover much of the borough, with few areas that are not within reasonable walking distance (considered to be 400m) of one of these designations. In such locations, very localised provision exists through non-designated parades and local shops, such as those located in petrol filling stations and as part of the riverside developments (See Policy LP 47 (Local Shops)).

**19.9** Wandsworth does not have one single strategic retail centre, but rather five town centres which serve five distinct areas of the borough. The main centres have an important role to play, providing shops, services, employment opportunities, housing, and functioning as the focus for community and cultural life. The main centres, and the Potential CAZ retail cluster at Battersea Power Station, should be the focus for large-scale shopping and major trip-generating development. The centres are all highly accessible by public transportation and are recognised within the emerging London Plan's Town Centre Network. Accommodating main town centre uses in locations where customers are able to undertake linked trips contributes to sustainability objectives by reducing the need to travel, as well as providing for improved customer choice and competition. In this way, the benefits of new development will serve to reinforce the vitality and viability of the existing centre. The inclusion of large scale community facilities within town centres can realise benefits, including enhancing social cohesion, creating vibrancy and reinforcing the importance of the centres. The Council also recognises the contribution of culture to the identity of the centres, and proposals to enhance cultural activities and provision are supported. Each of the centres have distinctive qualities and strengths, as well as opportunities for growth and enhancement. These are discussed in more detail within the Area Strategy, which outlines a place-based approach for each of the five town centres.

**19.10** Local centres provide a focus for local communities, providing a range of facilities for food and household goods shopping as well as service and other employment, leisure and recreational functions. They are generally well served by public transportation (with the exception of Roehampton). The variation in size, role and character of individual centres reflects the catchment population – some may provide a wide range of shops whilst others may have a more limited offer. There is scope for residential-led development in some of these centres, in particular Roehampton, which is discussed in more detail in the Roehampton Area Strategy.

**19.11** Important Local Parades comprise a small grouping of shops within one or two parades, often including the newsagent, a general grocery store, a post office, and occasionally a pharmacy, hairdresser or other small shops of a local nature. These parades serve immediate local needs only and provide primarily convenience goods within residential, commercial and mixed use areas.

**19.12** The designation of the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA), in the north-east of the borough, provides the basis for the large-scale regeneration of this former low-density industrial area to include new homes, employment, and retail floorspace. The emerging London Plan identifies potential Central Activities Zone (CAZ) Retail Clusters at Battersea Power Station and at Vauxhall (which is predominantly located within LB Lambeth). These are recognised as significant mixed use clusters, with a predominant retail function, which – in terms of scale – are broadly comparable to the GLA's designations of Major or District centres outside of the CAZ. The Potential CAZ Retail Cluster at Battersea Power Station reflects this, and is comparable in scale and type with the borough's other main centres. Further information on both centres is included within the Nine Elms Area Strategy.

**LP45 Development in Centre**

A. Development proposals for town centre uses will be supported in the borough's designated centres and parades where they:

1. are in keeping with the centre's role and function within the hierarchy and are of a scale appropriate to the size of the centre and the catchment that it serves, in line with the borough's spatial strategy and Local Plan Policy SS1;
2. incorporate a flexible design such that the site could respond to changing market demand and requirements to effectively accommodate alternative town centres uses in the future, helping to enhance the long term resilience of the centre;
3. optimise the potential of the site by contributing a suitable use or mix of uses that enhance the vitality and viability of the centre, particularly where this diversifies the centre's offer;
4. promote local distinctiveness with regard to the character of an individual centre, and supports the delivery of the relevant Area Strategy (where applicable); and
5. would not result in an over-concentration of similar uses (such as betting shops, public houses, bars and take-aways) in any one area, where this would result in an adverse cumulative impact on the amenity of nearby users, including residents.

B. Within its centres, the borough has designated frontages which accommodate town centre uses which are particularly important to the vibrancy of the centre. These are divided into Core, Secondary, and Other Frontages. They are identified on the Policies Map, and the relevant addresses are listed in Appendix 3 (Designated Frontages). To support the long term vitality, viability and resilience of centres, development proposals for ground floor uses should comply with the following criteria:

1. In Core and Secondary Frontages:

    a. Proposals for new retail uses will be supported, with larger format retail generally suited to the Core Frontages. Within these frontages, conditions may be applied to planning permissions to retain retail floorspace in order to maintain a strong retail core in the long term.
    b. Proposals should maintain and promote the continuity of active frontages and / or provide a direct service to visiting members of the public.
    c. Particularly suitable uses are those which are included in use classes E, F1 & F2 of the Use Classes Order (UCO), drinking establishments and takeaways, subject to compliance with other parts of this policy and with other policies in this Plan.

2. In all designated frontages:

    a. Retain or provide a shopfront, or where this is not possible, development should provide a 'shop-like' appearance (see Policy LP8 (Shopfronts)).

C. Outside of the centres, Important Local Parades (ILPs) function as the primary retail frontages serving a more local catchment area, reducing the need for travel and ensuring the sustainable distribution of shopping provision within the borough. In such locations, development proposals:

a. that provide access to day-to-day essential shopping and services will be supported. Conditions may be applied to planning permissions to retain a specific land use in order to protect this provision in the long term; and
b. should retain or provide a shopfront, or where this is not possible, should provide a 'shop-like' appearance (see Policy LP8 (Shopfronts)).

D. New retail development as part of large mixed use scheme must provide a range of sizes of shop units, including those intended to accommodate small and independent retailers. Conditions may be applied to prevent the future amalgamation of the units, without requiring planning permission, in order to protect this provision (See also Part G).

E. Residential uses will be permitted in designated centres, as follows:

   a. High density mixed use development, including residential, will be supported in appropriate locations, as identified within the relevant Area Strategy and associated Site Allocations, subject to compliance with other policies in this Plan.
   b. The conversion for residential purposes of the upper floors or the rear of ground floor occupied by a commercial or community use will be permitted, where this can be designed to provide a high level of residential amenity without compromising the existing or potential operation of uses on the ground floor (See Part F).

F. All new development, including change of use and proposals that involve the sub-division or partial loss of a unit to accommodate an acceptable town centre use must ensure that the proposed unit is fit for purpose and is viable in the long term, including providing adequate width and depth, layout, street frontage and servicing. The applicant must demonstrate this criterion has been met as part of the application with each proposal considered on its merits.

G. Where planning permission is granted conditions may be used in order to:

   a. prevent subdivision or amalgamation;
   b. limit internal alterations by specifying the maximum floorspace permitted for a specified use; and
   c. control the types of goods sold or the type of use or activity permitted, including restricting the use to a specified use.

**Development in Centres**

**19.13** The NPPF defines main town centre uses as including retail, leisure, entertainment facilities, recreational uses, offices and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). Certain town centre uses are addressed in more detail in other policies, including Offices (see Policy LP 36); Social and Community Infrastructure (see Policy LP 17); Arts, Culture & Entertainment (see Policy LP 18); Visitor Accommodation (see Policy LP 35). The Local Plan must be read as a whole.

**19.14** In planning for growth, it is necessary to ensure that there is a good choice of town centre uses, at the most appropriate locations, to serve existing and future residents. Different uses are appropriate in different centres or parades due to their nature and function, and proposals must ensure that the role they provide is consistent with the location's position in the hierarchy of centres established in Policy LP 44 (Centres and Parades) and the catchment that it serves. The size of a proposed development should also reflect this position; for example, a large retail store should not be added to a small parade so that it effectively operates as a stand-alone store. The majority of the borough's larger retail and trip generating development growth is expected to be focused in the main town centres, where there are the best prospects for attracting investment, whereas development in the local centres and parades will promote a more local offer.

**19.15** As well as respecting the hierarchical role of the centres or parade relative to others; development proposals should recognise and enhance the unique qualities of the particular centre or parade in which it is proposed. The Area Strategies, which have been prepared for each of the five town centres, Nine Elms, and Roehampton, should inform this where appropriate. Different sites within centres also present unique opportunities. Development proposals should carefully consider their

context, and seek to optimise the potential of the site by providing an appropriate mix of uses, with respect both to the broader areas and within individual buildings. This will promote the vitality and viability of the centres by contributing to a good range of shops, services and other uses, a factor that has been identified as particularly desirable by the borough's residents. Where proposals result in the diversification of the offer, or where they increase the dwell time of a visitor within a centre, this can have a knock-on positive impact on other town centre uses.

**19.16** Equally, it is important the proposed use does not result in over-concentration of a particular use within an area which, as a result of their cumulative impact, could negatively affect the amenity of nearby users. Examples include betting shops, public houses, bars and takeaways. The latter should also have regard to the emerging London Plan Policy E9, on the location of takeaways in the proximity of schools (see Policy LP15 on Health and wellbeing).

**19.17** All proposals should be designed with future flexibility in mind, ensuring that the proposal does not prevent an alternative acceptable use of the site coming forward in response to potentially rapidly changing markets and demand. This is particularly relevant in the wake of the COVID-19 pandemic, and is essential to ensuring the long term resilience of centres to accommodate future uncertainties.

### Designated Frontages

**19.18** The designation of frontages seeks to ensure the vitality and vibrancy of the town centres, through the promotion of attractive and engaging streetscapes, whilst also promoting a compact retail core.

**19.19** The policy approach of limiting the change of use away from retail (i.e. that which fell under Use Class A1 prior to 1 September 2020) is a long-established one. The introduction of the new E Use Class removes the distinction between retail and other non-retail commercial, business and services uses within the UCO, making the implementation of this approach challenging in practice. As a result, many town centres uses are now within the same use class and planning permission is therefore no longer needed for that change the use. This is a fundamental change.

**19.20** It is recognised that where planning permission is required developers may seek flexibility of use. To some extent, this reflects a trend that is already present in the borough, where applications for new commercial uses might seek a variety of use classes encompassing retail (formerly A1), restaurants (formerly A3), and social infrastructure uses (formerly D1 and D2). This Local Plan embraces the flexibility that the new Use Class E provides to town centres, particularly in light of the potentially damaging long term impact of the Covid-19 pandemic on the viability of many of the borough's businesses. That notwithstanding, the Local Plan recognises the benefit of maintaining a concentrated retail core, and therefore retains the frontage designations as the preferred location for shops within ground floor units, encouraging retail development to locate within these. Where appropriate, conditions will be imposed to protect specific uses.

**19.21** The frontages are divided into three categories:

- **Core Frontages:** These are located in the most central areas or the 'prime pitch' retail locations (such as main high streets or shopping centres), and are where retail uses, including large format and national multiples, already predominate.

- **Secondary Frontages:** These areas support the core frontages, and include retail provision as well as a diversity of other appropriate town centre uses. Retail within these locations will typically include smaller units, and often support independent businesses.

- **Other Frontages:** These areas are generally more peripherally located, and provide complementary uses to the shopping function of the core and secondary frontages. All town centre uses are appropriate in these frontages, including retail. Their peripheral location can offer potential for more affordable rents, and will be attractive to small

businesses that cannot compete with the larger chains or more desirable secondary frontage locations.

**19.22** In addition to the general distribution of different types of retail units within the designated frontages, the Area Strategies within this document provide further guidance, where planning permission is needed, on the suitable location of retail, including the protection of particular parades which exhibit a successful or unique local character, such as Northcote Road in Clapham Junction.

**19.23** As recognised in Policy LP 36 (Promoting and Protecting Offices), certain types of provision, such as co-working spaces or 'touchdown' spaces, provide a more flexible model of office delivery and are encouraged in town centre locations. Where uses present an active frontage, and are otherwise permitted in line with the Council's policies, they will be acceptable in Core and Secondary Frontages, where planning permission is needed.

**19.24** In addition to designated frontages within the centres, the Council has designated Important Local Parades (ILPs), which have a key role in contributing to sustainable development, providing access to day-to-day necessities (including food, newsagents, pharmacies and post offices) within walking distance from home. This policy seeks to protect and enhance them in that capacity, particularly where they serve less accessible or deprived areas where car ownership levels are low. There is considerable variation in their size, vacancy rates and shopping function, however, and some parades have a significant evening economy role. For the purposes of clarity, references to 'centre' within sections 1 to 6 of Part A of this policy should also be considered applicable to the borough's ILPs. All the protected frontages in the borough's town and local centres and the ILPs are treated as primary shopping areas for the purpose of the NPPF, and as key shopping areas for the purposes of the General Permitted Development Order.

**19.25** The Council undertakes annual monitoring of the shopping frontages within the town and local centres, as well as the Locally Important Parades. Data are collected on the number of retail units and other ground floor occupiers, from which the vacancy rate of the centres can be calculated. This data will be invaluable to the Council in assessing the impact of both the Covid-19 pandemic, as well as the Government's new legislation. If necessary, the Council will use conditions to limit the uses that will be permitted in these locations to protect a strong retail core and to ensure the provision of necessary amenities in ILPs.

**19.26** The physical continuity and visual appearance of a parade is important to ensuring the borough's centres are attractive locations for investment. In all of the borough's frontages, including parades, the retention of a shopfront, or a 'shop-like' appearance, is therefore required (See Policy LP 8 (Shopfronts)).

### Small and Independent Shops

**19.27** The borough's many small and independent shops contribute to the special character and identity of its centres and parades, as well as providing important economic opportunities for smaller businesses and traders. Residents often highlight the presence of small and independent shops as a key reason for visiting their local centre. Recognising the challenges that smaller traders will face as a result of the Covid-19 pandemic, combined with the reduction in control over the change of use from retail units to other uses, the borough is requiring that where retail development is incorporated within larger mixed use developments, a range of shops units, including small shops, must be provided to increase the supply and provide opportunities for smaller and independent retailers. These will be protected in perpetuity through the use of conditions preventing the future amalgamation of small units to create a larger unit, unless planning permission to do so is sought and granted.

### Residential Uses in Town Centres

**19.28** The NPPF encourages boroughs to recognise the role that residential uses can play in contributing to the overall health and vitality of a centre, both by increasing footfall within that centre, as well as contributing to the borough's housing target. There are opportunities within

the borough's town centres – and in particular in Wandsworth, Clapham Junction, and the emerging CAZ Retail Cluster at Battersea Power Station – to accommodate residential uses as part of large, transit-orientated development. This should optimise the high public transit accessibility of these locations whilst contributing to placemaking through the provision of active ground floor uses and well designed public spaces. Further detail on appropriate locations, as well as development and design guidance, is included within the Area Strategies and Site Allocations section of this document.

**19.29** In all of the borough's centres, but particularly in Balham, Putney, and Tooting, the RNA 2020 identifies the scope for the small-scale intensification through introducing new residential units (as well as offices, see Policy LP 36 (Offices)) on the upper floors of existing commercial and community uses. The Council also recognises that is a growing trend to convert the rear of premises for commercial and community uses to residential use. Both types of development are supported, provided that: the new residential development meets the necessary standards; does not lead to an unacceptable loss of commercial or community space, and that the resulting unit on the ground floor remains of a viable size for current and future occupiers (see Part F). This should consider a range of factors, including whether the unit is of adequate width and depth, layout, has a suitable frontage to the street, and whether adequate servicing is provided. Where conversion is acceptable, the access to the residential unit(s) should be from the front rather than the rear, where practicable.

**LP46 Out of Centre Development**

A. Where planning permission is required, development proposals for town centre uses, including extensions to existing retail and leisure developments of more than 200 sqm (gross), that are located outside of the borough's Town and Local Centres or the Important Local Parades ('out-of-centre'), will not be permitted unless they have been clearly justified and would not undermine the function of the borough's designated centres, as follows:

1. They have passed the sequential test as set out in national policy (NPPF) and guidance (PPG).
2. For retail and leisure uses over 400 sqm (gross), including as a result of an extension, they have passed the impact assessment as set out within national policy (NPPF) and guidance (PPG).

B. There are limited circumstances in which the provision of certain new town centres uses in out-of-centre locations are identified within the Local Plan in order to contribute to wider strategic initiatives. In these instances, the Sequential Test set out in Part A.1. will not apply:

1. New town centre uses will be acceptable on sites identified for those uses within Site Allocations, and as set out in the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA) Framework, where the scheme is compliant with the requirements included within those documents.
2. In Economic Use Protection and Intensification Areas (EUPAs and EUIAs) the provision of intensified office floorspace, as part of the mixed use redevelopment of the site, will be permitted where this complies with Policy LP 38 (Mixed Use Redevelopment). All other main town uses will be subject to a sequential test as set out in Part A.
3. In the Focal Points of Activity and edge of centre locations, proposals for new visitor accommodation uses will be acceptable, and will not be subject to the sequential test, where they comply with the requirements of Policy LP 35 (Visitor Accommodation). Further information on Focal Points of Activity is included in the Area Strategy for Wandsworth's Riverside and in Policy LP 56 (Riverside Uses).

C. If planning permission is granted, in line with the PPG, conditions may be used to:

1. prevent amalgamation of small units to create large out-of-centre units;
2. limit internal alterations by specifying the maximum floorspace permitted; and
3. control the type of goods sold or type of use or activity.

**19.30** The borough's centres and parades are the preferential location for retail, leisure and other main town centre uses. This is emphasises in the context of the relatively modest long term growth identified within the Retail Needs Assessment, as well as the likely damaging impact of the Covid-19 pandemic on the viability of the borough's centres. As such, proposals requiring planning permission for town centre uses that are located outside of these locations will be required to pass a sequential test and (in certain instances) an impact test, as set out within the NPPF and the PPG, as well as the emerging London Plan. It is noted that the introduction of the combined commercial class, Use Class E will result in many changes of use no longer requiring planning permission and thus the Council's ability to control their location and impact is reduced.

**19.31** The impact assessment test applies only to proposals for retail and leisure uses. The Council has outlined a local threshold of 400 sqm (gross), which is consistent with the Sunday trading threshold (280 sqm net). This is a reduction from both the previous policy position, and considerably lower than the mandatory threshold that is set out in the NPPF (of 2,500 sqm gross). This higher threshold is not considered appropriate in Wandsworth because the relative density of the borough's urban context means that such a scale of provision could have a substantial impact on the function of neighbouring centres. It is noted in the RNA 2020 that vacancy rates are relatively high in Balham, Putney, and Wandsworth Town, and some of the borough's Important Local Parades are performing poorly. Retail commitments are expected to exceed expenditure growth up to and beyond 2030, and a significant over-supply of retail and food / beverage floorspace is envisaged in most areas of the borough at 2030 and 2035. A cautious approach is therefore required in all areas in relation to new retail and food / beverage floorspace in the short to medium term. Cumulatively with commitments, additional retail/leisure developments under 2,500 sqm could have a significant adverse impact on centres and parades, and a lower threshold is therefore proposed. The Sunday trading threshold is widely accepted as the limit where a retail store becomes more significant in terms of its shopping role and catchment area.

**19.32** Recent mixed use developments within the borough have proposed flexible retail and leisure floorspace, and several phases of development with different but related planning applications. The impact threshold should therefore apply to retail and leisure uses combined, and also combined floorspace across different phases of the development.

**19.33** Sequential tests and impact assessments will need to be proportionate to the scale of the development proposed. Compliance with the sequential and impact tests does not guarantee that permission will be granted; all material consideration, and compliance with the other policies within the development plan, will need to be considered in reaching a decision.

**19.34** In order to meet wider strategic objectives associated with the Local Plan's broader ambitions, there are a number of circumstances in which the sequential test will not be required as part of a mixed use proposal. These relate to areas that have been thoroughly considered, including in the context of nearby centres, as part of a masterplanned approach, and for uses, such as offices, where the capacity of town centres is insufficient to meet the identified need. In Focal Points of Activity, visitor accommodation has been identified as appropriate uses to optimise the riverside location. This waiver from the sequential test is subject to the various requirements of Policy LP 35 (Visitor Accommodation) or site allocation being otherwise met. Given the relatively limit scope for independent retail and leisure uses to be located outside of the

borough's centres; an impact assessment will always be required when the threshold identified in Part A has been met.

**19.35** Conditions will be used, as appropriate, to ensure the long term viability of use, and subject to specific locational requirements.

**LP47 Local Shops and Services**

A. There are limited areas of the borough which are not within reasonable walking distance (400 metres) of an existing centre or an Important Local Parade. Within such areas, there may be a deficiency of essential goods and services to meet local needs. To promote the sustainable distribution of local shops and services, uses providing essential goods and services will be promoted in these locations by the following means:

1. Applications for planning permission that would result in the loss of this provision will not be permitted, unless:

    a. it has been demonstrated that there is no demand for the use through the submission of satisfactory evidence of marketing in line with the requirements set out in Appendix 1; and/or
    b. the proposed use would provide a social infrastructure or community service / function (not a use within Class E) which outweighs the loss of the facility and which meets an evidenced local need; and
    c. the design of the street-facing front elevation would be compatible with the use of the premises and the surrounding area.

2. Where planning permission is granted conditions may be used in order to control the type of use or activity permitted, including restricting the use to a specified use.
3. The provision of new shopping and services may be appropriate, including as part of new residential or residential-led development, where the scale of the provision is justified and appropriate to meet a local need, and it would not harm the vitality and viability of any of the borough's centres or Parades.
4. Where planning permission is granted, conditions may be used in order to control the type of use or activity permitted.

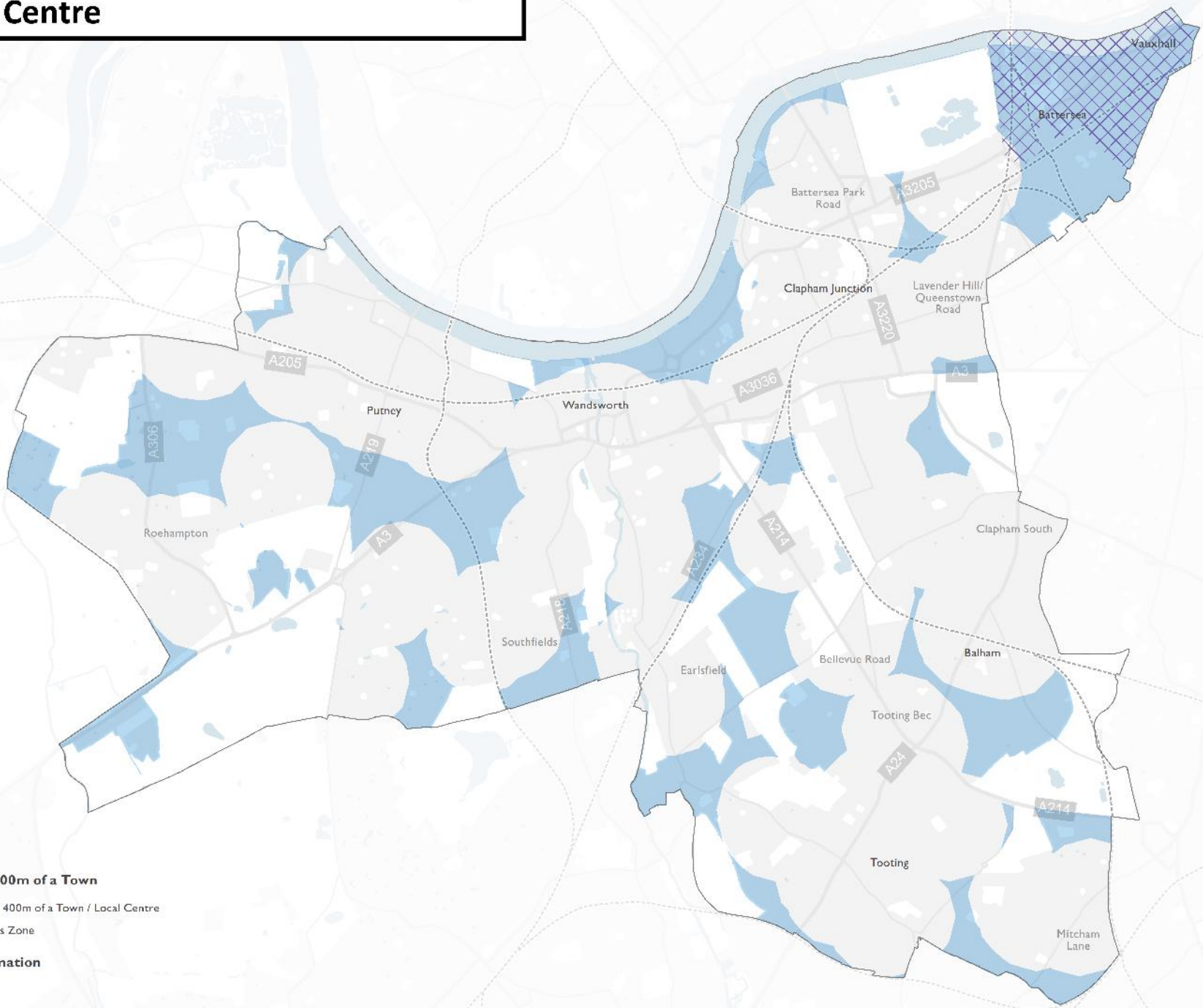
**19.36** Most parts of the borough are within walking distance (400m) from designated frontages or parades, however a limited number of areas are not. The Council supports local shops and services in these locations where they provide for convenience needs, such as 'top-up' shopping. These facilities are especially important to elderly or less mobile shoppers, those with young children, and those without cars, all of whom benefit from their proximity. During the Covid-19 pandemic, when normal supply chains were stretched, many Londoners relied on their local high street to access essential goods and services, and it is considered important to the borough's resilience to ensure their protection. Proposals that would result in the loss of these facilities will therefore be required to demonstrate that there is no longer any demand for them through a period of robust marketing. Their replacement will also be permitted should the new use provide great benefits for the local community.

**19.37** New local shopping facilities may also be appropriate in such locations, including as part of residential or residential-led development, in order to provide facilities which cater for the local needs of that development and the new

population. To ensure that these locations are preferential, such applications are required to pass the sequential test.

**19.38** It is noted that changes of use between uses within Class E of the UCO do not require planning permission, which limits the scope of this policy's application. Where planning permission is required the Council may impose conditions to restrict further change of use in the future.

# Map 19.2 Areas not within 400m of a Town or Local Centre




**Areas not within 400m of a Town**

- Areas not within 400m of a Town / Local Centre
- Central Activities Zone

**Background information**

- Railway
- Main road
- Borough Boundary

**LP48 Evening and Night-Time Economy**

A. Proposals that enhance or diversify Wandsworth's evening and night-time economy will be supported where they:

1. are located within the borough's designated centres, CAZ Retail Clusters, Focal Points of Activity, and are of a size and type that reflects the role and function of the centre or location, taking consideration of the Night-Time Economy Classification within the emerging London Plan;
2. do not result in a negative impact on the amenity on the surrounding residential and non-residential uses, as a result of the use itself or from those travelling to and from the use. Conditions may be used, including limits on hours of operation, in order to ensure this; and
3. do not detract from the character of the surrounding shops and services during the day-time by creating an agglomeration of blank frontages.

B. Where new development is proposed in locations in which there are existing uses that positively contribute to the borough's night-time economy, and where the development includes uses that are potentially sensitive to the noise and other nuisances generated by those uses, the Agent of Change principle will apply, as set out in the emerging London Plan Policy D13.

**19.39** The evening and night-time economy in Wandsworth makes an important contribution to the borough's social and economic prosperity, creating opportunities for businesses as well as providing opportunities for socialising, integration, and fun. The borough's pubs, bars, cinemas, theatres, comedy clubs, live music venues, nightclubs, and other cultural venues attract people to the town centres, increasing footfall, and extending the role of the centre into the evening. In addition, many of these buildings contribute positively to the built environment and to the area's sense of place. Much night time employment takes place in other sectors, for example healthcare, wholesale and transport and the night time economy will both include and serve these workers, providing essential services.

**19.40** To promote the benefits of clustering, and to concentrate the impacts such uses generate (such as noise), evening and night-time economy uses should be located in the borough's centres, including the proposed CAZ retail clusters in Nine Elms, which are well served by late night public transportation. In centres, consideration should be given to the appearance of the use during the day-time, for example where this might create a blank frontage in a primary location. To help create a sense of place and vibrancy, such uses will also be permitted at Focal Points of Activity, where the provision at a more limited scale which caters only to local users, and does not harm the viability of nearby centres (See Policy LP 46 (Out of Centre Development)). Night time economy uses can also serve the large numbers of night time workers and provide a safer environment for them in these centres.

**19.41** In some of these areas, residential and commercial uses exist side by side, and whilst ambient noise levels within the town centres are inevitably higher than the rest of the borough – an aspect that, where successful, can contribute to the sense of vibrancy – it is still necessary to consider the effect of increased concentrations of evening uses. Applications for uses must therefore demonstrate that they do not harm the amenity of surrounding uses, including by those travelling to or from the use, and whether as a result of the individual business of the cumulative impact of the proposed use in relation to the number, capacity and location of other night-time economy uses in the area. To ensure this, such uses might be controlled through conditions attached to planning applications, as well as the requirements outlined within the Council's Waste Services and the Statement of Licensing Policy. New business premises should also be designed to incorporate waste storage and

collection from within the premises, and further details are available in the Refuse and Recyclables in Development SPD.

**19.42** Conversely, where new development is brought forward near to existing uses which positively contribute to the evening and night-time economy, the Agent of Change principle will apply. This principle places the responsibility for mitigating the impact of noise and other nuisances firmly on new development. This means that where new developments are proposed close to existing noise-generating uses, it is the responsibility of the applicant to design that development in an appropriately sensitive way in order to protect the amenity of the new occupiers, and which ensures that the existing uses, such as theatres, concert halls, pubs, live-music venues, and night-clubs, remain viable and can continue in their present form without the prospect of licensing restrictions or the threat of closure due to noise complains. Such mitigation measures do not necessarily need to be limited to the new development; for example, they could include paying for soundproofing for an existing use.

**LP49 Markets**

A. Proposals to introduce new markets within town centres, or to enhance or extend existing markets will be permitted, particularly where they will increase the variety of the market offer in the borough; subject to appropriate servicing and delivery arrangements, and provided that they will not cause individual or cumulative harm to the local area in terms of residential amenity, pedestrian and highway safety, and parking congestion.
B. Proposals involving the loss of market pitches will only be permitted if the redevelopment of the site includes replacement market facilities, to an equal or enhanced standard, including environmental improvements. Measures should be put in place to retain existing traders, where they wish to remain, which should be set out within a Management Plan.
C. Temporary permissions and/or planning conditions may be used to assess or regulate the impact of markets, including proposals for farmers markets, temporary markets or car boot sales.
D. Proposals for new ancillary retail market pitches open to the general public will be permitted within the New Covent Garden Wholesale Market, where these do not adversely impact the primary wholesale operation of this site.

**19.43** Wandsworth's markets – whether long standing historic features, such as those in Tooting; temporary streets markets, such as the popular Hildreth Street Market in Balham or Northcote Road in Clapham Junction; or the large-scale wholesale New Covent Garden Market – contribute significantly to the economic, cultural and social life of the borough, whether through contributing to the vitality and local distinctiveness of town centres, offering greater consumer choice; or by supporting local and London-wide businesses – or all of the above. Existing markets will be protected and additional and expanded markets within appropriate locations will be supported, in accordance with the NPPF and the emerging London Plan (Policy E9), and where potential negative impacts can be appropriately mitigated. The Area Strategies provide further guidance on the markets, and should inform planning applications.

**19.44** Where development proposals intend to re-provide markets, these must do so to a comparable or enhanced standard. To ensure that the rich diversity of existing, independent traders can be retained within this provision, a management plan – including maintaining affordability of pitches – should set out means to enable this.

**19.45** It is important that street trading provides an attractive environment and makes a positive contribution to the quality of the town centre. Sunday markets and car boot sales may give rise to environmental issues and the use of

temporary permissions and/or planning conditions may be relevant to assess or regulate their impact.

**LP50 Meanwhile Uses**

A. Proposals for meanwhile uses will be supported where they:

1. mitigate the impact of construction or optimise under-utilised capacity during the phasing of development; and/or
2. can demonstrate that they will enhance the vibrancy and vitality of the area, including through:

    a. promoting arts and cultural uses; or
    b. providing community space or facilities; or
    c. providing employment opportunities for local people and independent businesses, such as an incubator hub; or
    d. providing affordable workspace; or
    e. providing food growing spaces; or
    f. otherwise meeting the ambitions of the relevant Area Strategy.

B. Temporary permissions and/or planning conditions will be used to assess or regulate the impact of the meanwhile use to a particular length of time.

**19.46** Meanwhile uses – sometimes referred to as pop-ups – are those which introduce a use for a temporary period of time. These can play a beneficial role in bringing vacant premises back to use; in providing space for small and independent businesses to trail their model or test a location; or simply to accommodate a use that is only intended to a limit period, such as an artistic or cultural event.

**19.47** Meanwhile uses can also provide an important mechanism to bring positive activity and to mitigate against the negative impacts associated with large-scale developments, which may involve long-periods of construction or have vacant premises as a result of particular phasing plans. Meanwhile uses will be supported in such instances.

**19.48** Through occupying temporary land, buildings or units, meanwhile uses can be low cost and low risk, making them ideal locations for supporting arts and culture, the provision of community space, and as incubator hubs or other affordable workspace. These uses will be particularly supported, and applicants are encouraged to consider how the meanwhile use of space might contribute to the ambitions set out in the relevant Area Strategy, where applicable.

**19.49** For all meanwhile uses, it is important to ensure that the activity does not result in an unacceptable impact on neighbouring amenity, in particular for residential uses, and that the sites do not prevent development from being brought forward in a timely fashion. To ensure this, the Council will use conditions and/or the granting of temporary permissions to regulate the impact of the use or to control the length of time that it can endure.

# SUSTAINABLE TRANSPORT

**LP 51 Sustainable Transport**

**LP 52 Transport and Development**

**LP 53 Parking, Servicing, and Car Free Development**

**LP 54 Public Transport and Infrastructure**

# 20 Sustainable Transport

## Introduction

**20.1** Ensuring that transport in Wandsworth is sustainable and efficient is a key priority for this Local Plan and for Wandsworth's Smart Growth Programme. The Council's detailed transport policies and proposals are set out in its statutory Third Local Implementation Plan (LIP) of the Mayor of London's Transport Strategy and should be read with the Local Plan as part of a holistic understanding of how the transport environment in Wandsworth will evolve.

**20.2** This chapter will set out how land used for transport functions should be protected and developed to ensure it achieves the most sustainable results and how proposals can help create a healthier more sustainable Wandsworth.

**20.3** Sustainable travel means, such as walking and cycling, are good for our physical and mental health and in Wandsworth, the proportion of residents regularly undertaking travel by active methods is higher than the London average.

**20.4** The Council will be champions for the delivery of sustainable travel initiatives and projects to encourage walking, cycling, use of public transport and car sharing and to reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low-carbon future and ensure that the transport network operates safely and efficiently to meet the needs of all users.

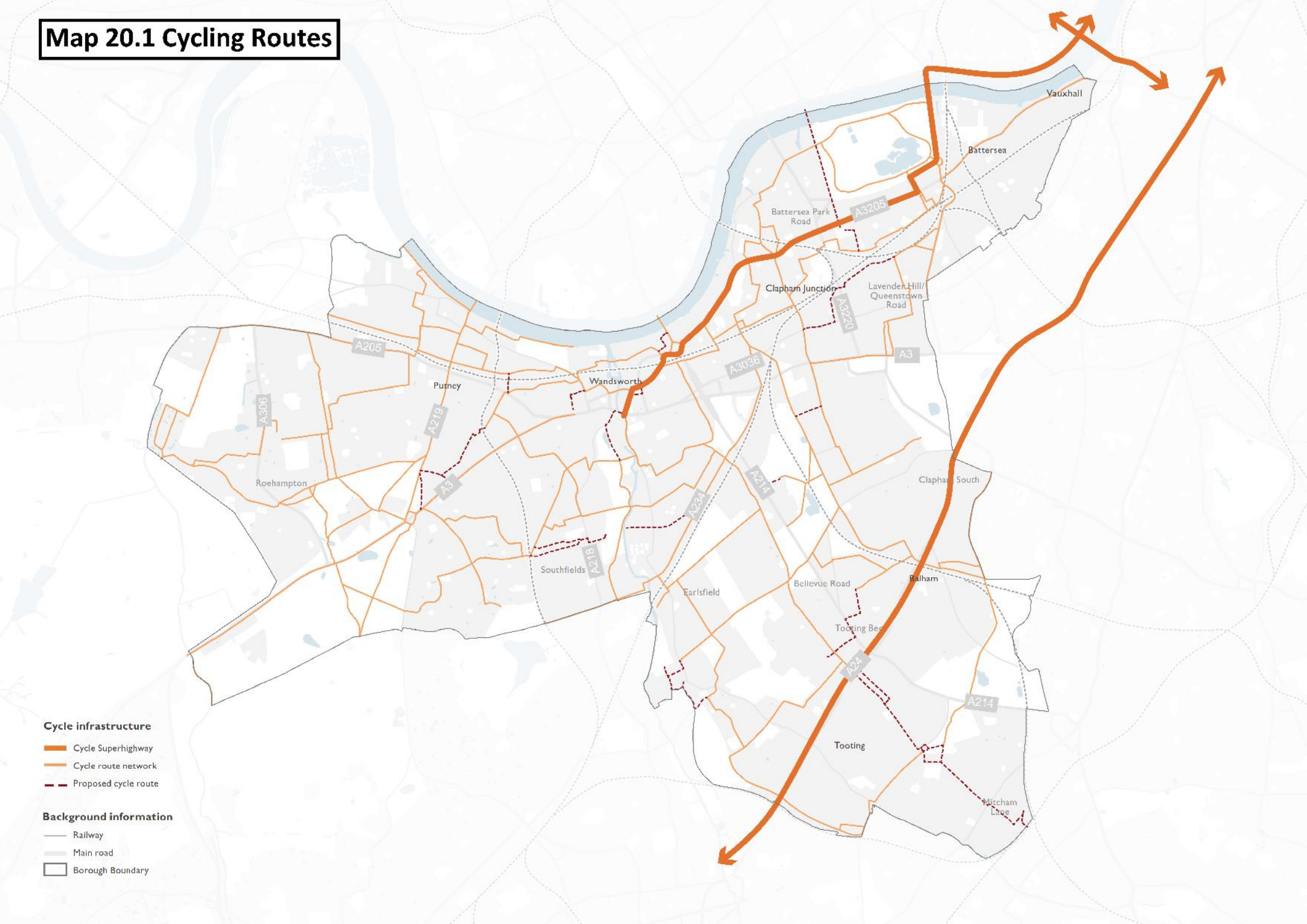
**20.5** Reducing the need to make unnecessary additional journeys is an objective for the Council with this Local Plan and should be considered when bringing forward development proposals. This can be achieved through co-location of uses, through mixed use development, provision of suitable accommodation to support home working, development of new local business hubs that support local working and ensuring digital connectivity. Nevertheless, the Council will expect developments to support sustainable transport modes.

**20.6** The Council supports the principle of further extending the Northern Line to Clapham Junction and the routing of Crossrail 2 through Clapham Junction, Tooting and other regeneration areas of the borough, potentially connecting north-east London and Hertfordshire to south-west London and Surrey.

**20.7** Development proposals will need to ensure they create spaces that encourage the efficient movement of pedestrians and cyclists over private cars. This should manifest itself in the form of active travel infrastructure such as clear and well designed cycle lanes, cycle parking infrastructure, and improvements to the main pedestrian thoroughfares.

**20.8** Together, these policies and the Local Implementation Plan will create a more sustainable and efficient road network in Wandsworth that helps grow the borough into a well-connected, and healthy place to live, work and play.

# Map 20.1 Cycling Routes



**LP51 Sustainable Transport**

A. The Council will support proposals that reduce the need to travel and will work to promote safe, sustainable and accessible transport solutions for all users, which minimise the impacts of development including congestion, air pollution and carbon dioxide emissions, and maximise opportunities for health benefits and providing access for all to services, facilities and employment.

B. Development proposals, including for a change of use, will be expected to be people focused and meet the Healthy Streets objectives which put human health and wellbeing at the centre of transport planning, especially by providing for active travel (walking and cycling) and multi-destination trips. Proposals will be supported where:

1. the proportion of trips made by walking, cycling and public transport is high, and local connections by these modes are improved;
2. car dominance is reduced, and active use of streets and public spaces is increased;
3. neighbourhood environments are made safer, including reducing road danger and improving personal security (see Policy LP 15 Health and Wellbeing);
4. freight movement is made safer, less polluting and more efficient;
5. air quality, and green and blue infrastructure are improved to create more attractive neighbourhoods for people (see Policy LP 59 Urban Greening Factor);
6. the public realm is improved in terms of quality and resilience e.g. introduction of parklets;
7. placemaking, that promotes accessibility to existing and/or proposed mixed use areas that provide a range of local facilities and amenities, is considered from the initial design stages;
8. accessibility to public transport is not negatively affected at a neighbourhood level; and
9. wider projects to improve access on foot or by bicycle are considered along with the individual street or junction proposals .

**20.9** Reducing the need to make unnecessary non-active travel journeys is the most sustainable outcome and this is encouraged. Sustainable transport modes include any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport. The council will, through this policy, help promote the use of these types of modes of transport over private car use.

**20.10** Wandsworth is one of the most desirable and dynamic places to live and work in London and is experiencing growth and expansion of developments. This places huge demands on our transport infrastructure, in 2017 there were 124m passengers at Wandsworth's railway stations alone, not including bus and underground usage. The Council's key transport challenge is therefore to ensure the provision of the additional sustainable transport capacity that is needed to support its housing objectives and deliver economic recovery, regeneration and growth.

**20.11** The Active Wandsworth strategy highlights some of the many benefits sustainable transport, along with the important role it plays in helping Wandsworth function as a place to live, play, and work. Sustainable transport modes such as walking and cycling are good for our physical and mental health and in Wandsworth, the proportion of residents regularly undertaking travel by active methods is higher than the London average. Sustainable transport has also been shown to have less impact on the environment including reducing the amount of air and noise pollution in an area. It can be an important factor in combating social isolation and reducing congestion making for a more peaceful and safer Wandsworth.

**20.12** For more information on how Wandsworth will promote sustainable transport development please see Wandsworth Council's Third Local Implementation Plan (2019).

**20.13** The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. It can also encourage the overall amount of travel in the borough.

**20.14** The Healthy Streets approach provides a wide variety of benefits as developments will be required to provide spaces that suit all types of pedestrians and allow everyone to walk, spend time and engage with community life. Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets. This policy will help reduce air and noise pollution which benefits everyone by creating a more peaceful environment and reduces unfair health inequalities. The Healthy Streets approach promotes footpaths and roads that people feel safe in.

**20.15** Walking can be encouraged with small changes such as the introduction of easy places to cross, places to stop and rest and areas with shade and shelter. Along with providing more things to see and do on prominent road and thoroughfares, the Healthy Streets approach can create a more people centred environment.

**20.16** Developers should consider the impact their proposal will have on the transport environment from the initial design stages of any development. They should consider the importance healthy streets can have and ensure that their proposal meets and exceeds the expectations set out in this policy.

**20.17** For more information on the Healthy Streets approach, refer to "Healthy Streets for London Prioritising walking, cycling and public transport to create a healthy city" by the Mayor of London (Feb, 2017).

**LP52 Transport and Development**

A. Development that will generate a large volume of trips must:

1. have good public transport access levels (PTALs) i.e. 4 or higher;
2. be in an area with sufficient public transport capacity, or be capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context;
3. be safe, avoid harm to highway safety, and provide suitable access to the site which can be achieved for all people; and
4. ensure improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development, when required. Development will normally only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

B. Planning application will need to be supported by Transport Assessments (TAs) to demonstrate acceptable impact of the proposal on traffic. Transport Assessments and Travel Plans should be prepared if development proposals meet the thresholds set out in the National Guidance from 2007 which would be subject to change if the Greater London Authority (GLA)/Transport for London (TfL) change their guidance. TAs and Travel Plans may be required for smaller developments where the transport impact is expected to be significant or to affect sensitive locations.

C. Smaller scale developments that fall below the thresholds but could give rise to transport impacts will be required to demonstrate transport impacts in a transport statement.

D. The River Thames is considered a major transport route for freight and construction and will be protected for these uses, any development that impacts these uses will need to be supported by Transport Assessments (TAs) to demonstrate how the impacts will be mitigated.

E. For developments, including developments that require new or additional crossovers or vehicle access, it will need to be demonstrated they would not cause a road safety hazard or interfere with the safe operation of buses, particularly bus stops. Further guidance is provided in the Council's Housing SPD (2016).

**20.18** To ensure that the road network in Wandsworth can run smoothly and that congestion is kept to a minimum it is important that any new proposal does not add undue additional strain to the network. This policy will ensure the safe movement of people and goods, and encourages the use of sustainable transport modes over private cars. To do this, proposals will be required to meet certain guidance as is set out in the policy and the Planning Obligations SPD (2020).

**20.19** Developments which will generate a large volume of trips should be focused in areas with high Public Transport Access Levels (PTALs) to help create the most sustainable transport environment. These give consideration to the walking distance to public transport and the relative level of service provided. PTALs are a useful tool for determining where high trip generating developments are best located; however, they do not take into account the available public transport capacity on the immediate and extended network, or the destinations served by the locally-accessible network. High trip generating developments should be located in areas with both high PTAL and capacity on the existing network, or alternatively the public transport network should be improved to provide the adequate capacity They should also consider an approach that can reduce the number of trips made.

**20.20** All proposals which generate a large volume of trips will be required to meet certain criteria which are set out in the policy. They will show how their proposal meets the criteria and promotes sustainable development by submitting a transport assessment (TA), a travel plan or in some smaller proposals a transport statement.

**20.21** A TA is an inclusive process that should cover all aspects of movement by people and vehicles. It should be able to demonstrate how a development affects demand for travel (including reductions in the need to travel) and how all travel demands and servicing requirements will be met. All developments of sufficient scale or in particularly sensitive locations should be accompanied by TAs, even for developments below the thresholds set out current National or London/ GLA Guidance. Transport Assessments (TAs) should be produced in accordance with TfL's best practice guidance.

**20.22** A Travel Plan is a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys

**20.23** Notwithstanding planning considerations, the Council has guidance for construction of vehicular access from the highway and crossovers (dropped kerbs for vehicle access to driveways) will not be permitted in areas where they would cause a road safety hazard or affect the operation of buses (e.g. in the vicinity of bus stops). TfL also have assessment criteria to assess the acceptability of proposed vehicle crossovers on the Transport for London Road Network (TLRN). Further guidance on crossovers is provided in Section 5 Front gardens and hardstandings for cars in the Council's Housing SPD. Much of this guidance is also appropriate to other developments involving crossovers.

**LP53 Parking, Servicing, and Car Free Development**

Development will be supported where:

A. Cycle Parking is provided in accordance with the minimum levels set out in the emerging London Plan with reference to Table 10.2 and any subsequent amendments. The parking must be easily accessible, secure, and well-located to the unit it is associated with.
B. Off Street Car Parking is provided and does not exceed the maximum requirements set out in the emerging London Plan with reference to Table 10.3 and any subsequent amendments, and it can be demonstrated that parking on site is the minimum necessary. On mixed use developments car parking spaces should be allocated to the specific uses proportionally.
C. Car Parking in new shopping and leisure developments in town centres must provide short stay parking and serve the town centre as a whole rather than being reserved solely for use in connection with the proposed development;
D. Car Club Parking and memberships are provided in all residential developments that require travel plans, in accordance with LP52 Transport and Development (b).
E. Adequate off-street servicing arrangements are made for commercial vehicles and general servicing.
F. Minimum numbers of disability-friendly car parking spaces are provided in accordance with the emerging London Plan and any subsequent amendments.
G. Electric Vehicle Charging capacity is provided in accordance with the emerging London Plan and any subsequent amendments.
H. Office Parking provision should be provided in accordance with the emerging London Plan and any subsequent amendments.
I. On-street Parking:

    1. New developments must comply with the emerging London Plan's guidance regarding on-street car parking and any subsequent amendments. The council will encourage applications for development that require less on-street parking in areas well-connected to public transport.
    2. Developers will need to show that their proposal does not lead to an unacceptable amount of on-street parking. This will include showing acceptable motorcycle and scooter parking provision in town centre locations which does not detract from the character of the area.
    3. For residential conversions, the council will encourage replacement of existing general on-street parking with other kerbside uses to encourage more sustainable transport.

J. The council will support the redevelopment of existing car parks for alternative uses where it can be shown that the provision of car parks is being met now and into the future.
K. Car-free development will be required where:

    1. The PTAL is 5 or higher.
    2. Public transport interchanges are close by.
    3. A transport assessment can demonstrate that through a combination of walking, cycling, public transport, car club parking, travel plans and other relevant measures that further private car parking is not required. The transport assessment shall demonstrate how reductions in the need to travel can be achieved.
    4. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the emerging London Plan and any subsequent amendments.

L. Low Car development will be required where:

    1. The PTAL is 3 or 4.
    2. Public transport stops are close by.

3. A transport assessment can demonstrate that through a combination of walking, cycling, public transport, car club parking, travel plans and other relevant measures minimal car parking is all that is required. The transport assessment shall demonstrate how reductions in the need to travel can be achieved.
4. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the emerging London Plan and any subsequent amendments.

M. No additional parking permits will be issued to any occupiers of additional housing units created in major residential or mixed use developments anywhere in the borough or through conversions in existing or future Controlled Parking Zones (CPZ).

N. Where development includes both affordable and market units, parking should be allocated equitably between market and affordable units. If the level of parking proposed for affordable units is less than that proposed for market units the disparity will need to be justified taking account of estimated demand and information on relative levels of car ownership.

**20.24** Parking and servicing is an important piece of the transport environment in Wandsworth. There must be sufficient parking and servicing to ensure that essential needs are met but beyond that, it should be restricted. In order for Wandsworth to promote sustainable transport the amount of parking and servicing should be as efficient and lean as possible otherwise valuable land that could be used for better uses will be lost.

**20.25** The allocation of **car parking** should consider the needs of disabled people, both in terms of quantity and location. In town centres and other locations with good public transport accessibility there is less need for off-street car parking. For retail and leisure developments in town centres, where PTALs are generally high, car parking will be considered more favourably if it is managed to encourage short-stay use and is available for general town centre use. Car parking in town centres should be convenient, safe and secure, including appropriate provision for motorcycles. Due to the increase since the previous Local Plan in the gig economy, Wandsworth's town centres have seen an increase in scooters and motorcycles. Development proposals should provide adequate parking but not excessive space that allows for loitering. Parking charges should be set at a level that does not undermine the vitality of town centres. Parking enforcement should be proportionate.

**20.26** Developments should seek to provide the minimum realistic amount of car parking for the site, without undue risk of overspill parking onto surrounding streets

**20.27** With regard to **servicing**, the provision of off-street servicing is encouraged, in order to reduce impacts on the safe operation of the road network. Where appropriate, a Delivery and Servicing Plan and Construction Logistics Plan should be submitted in line with guidance in the London Freight Plan.

**20.28** **Car club parking** can help reduce the overall demand for car parking space, by giving residents, visitors and employees access to a car without the need for individual car ownership. The provision of car club parking is particularly useful in larger residential or mixed use developments, but may also be an attractive option for smaller developments, where a smaller provision of off-street car parking including a car club may cater for the demand for travel by car more effectively than a larger provision of off-street car parking. Where car club parking is provided it should normally be within the curtilage of a development site but accessible to the wider community, to assist viability of the car club.

**20.29** The provision of **cycle parking** is a crucial factor in encouraging more sustainable travel to and from developments. Cycle parking should be in sufficient supply to cater for demand and also encourage further use over time. Minimum cycle parking standards will be applied to

achieve this. Simply providing a number of cycle parking spaces is not sufficient in itself to ensure that the parking will be used by cyclists. Cycle parking should be designed and located in accordance with best practice guidance, so that it is fully accessible, convenient and secure. The Council has invested in expansion of the Mayor's Cycle Hire scheme to Wandsworth and in certain cases it may be appropriate for additional cycle hire docking stations or equivalent access to cycling to be provided in lieu of under-utilised private cycle parking. The demand for motorcycle parking should be identified in the TA, and an appropriate level of parking provided.

**20.30** Where development includes both **affordable and market units**, and where parking is to be provided, it should be allocated equitably between market and affordable units. If the level of parking proposed for affordable units is less than that proposed for market units the Council will expect the disparity to be justified in relation to estimated demand. Relative demand may be estimated using information on car ownership on similar completed and occupied schemes, such as through Census data or Wandsworth's New Housing Surveys (2004, 2007 and 2017 (Nine Elms only)). The Council recognises that residents in social housing for rent do not have the same degree of choice over where they live as those in market units and other types of affordable housing. Where social housing for rent units are proposed with zero parking the residents may not be able to choose to live elsewhere and therefore could be unfairly disadvantaged. For this reason limited parking may be required for such housing. Some very limited parking space should be provided for essential parking in connection with emergency health access for schemes providing for specialised need, such as supported housing units.

**20.31** Where significant provision of car parking at retail development can be justified, provision of **rapid electric vehicle charging facilities** should be made. The provision of new EV charging infrastructure is encouraged provided it is sympathetic to the public realm and does not hinder pedestrian movement or obstruct visually impaired people or those using wheelchairs or buggies. Provision off street, for example in the car parks of new developments, leisure centres, community facilities etc is especially encouraged.

**20.32** Parking associated with offices has the potential to generate car travel in the morning and evening peaks when streets are the most congested. In many parts of Wandsworth this means that bus travel is less reliable and active travel is less attractive. **Office parking** also has the potential to induce habitual car travel even where alternatives to the car exist, impacting on the ability for the Council to meet its mode share target for 82% per cent of trips to be made by public transport and active travel or reduce the need to travel by 2041. For these reasons, offices should be located in places that are accessible by public transport, walking and cycling and car parking provision should be kept to a minimum.

**20.33** The Council has a long standing policy whereby future occupants of any development that is granted planning permission for residential units above a certain thresholds (within a **CPZ** or future CPZ) are automatically restricted from applying for **on-street parking** permits. The cumulative impact of additional residential developments is causing pressure on on-street parking to escalate, and it is considered that 10 units or more should automatically be restricted from CPZs in order to address this issue. In some parts of the borough the level of existing on-street parking stress may be such that developments of less than 10 units could exacerbate the problem. It may therefore also be necessary to have the ability to exclude some smaller developments from existing or future CPZs. The policy needs to take account of the impact of cumulative applications on sites to ensure that subsequent extensions or phased developments below the 10 unit threshold are covered by the policy. It is important that residents are made aware that they are not able to apply for an on-street parking permit. For major applications above 10 units, a legal agreement will normally be required to formalise affordable housing provision. In these cases a formal commitment will be written into the legal agreement to ensure that any lease or tenancy document notifies the potential occupant of the restriction from the CPZ. In addition, the Council will make use of

an Informative on the decision notice to highlight the restriction and any other means that may be deemed necessary to provide the required notification.

**LP54 Public Transport and Infrastructure**

A. The Council will promote major transport infrastructure schemes including Crossrail 2, Clapham Junction expansion, the Northern Line Extension to Battersea, improved rail links between South London and Heathrow, and new pedestrian and cyclist bridges to be delivered by other parties including central government, TfL, public transport companies and private developers.

1. Development of sites that would compromise land used or safeguarded for transport functions, will only be permitted where:

    a. there is no current or future strategic or operational need; or
    b. alternative provision is made; and
    c. consultation has been undertaken with operators, owners and stakeholders.

2. Land will be safeguarded for future transport functions where necessary. New and additional land for transport functions and infrastructure will be sought to address deficiencies in provision and/or to accommodate expected future demand. Financial contributions to public transport improvements and other transport infrastructure can be made in lieu of provision in special circumstance.
3. The Thames and Wandle riversides will be protected as they are key routes for walking and cycling in Wandsworth but also important natural resources.

B. Development will be expected to meet all healthy street objectives (see Policy LP 51 Sustainable Transport) and:

1. provision is made for riverside walks and access at least 6 metres wide (Thames) or at least 3 metres wide (Wandle), and appropriate to the scale of development, along the entire river frontage except for safety, operational or nature conservation reasons;
2. any new accesses linking the riverside walk to the surrounding area are at least 3 metres wide;
3. riverside walks should where possible allow for provision of cycling, ensuring pedestrian safety; and
4. the Environment Agency has been consulted.

C. Commercial heliport facilities will be restricted to the existing heliport site. Further new commercial heliport sites will not be permitted.

D. Due to the growing digitisation of the private vehicle hire industry, the provision of new minicab (private hire) offices will not be allowed however redevelopment of existing offices will be allowed provided they:

1. do not adversely impact traffic congestion, local parking problems, residential amenity, safety, or footways; and
2. "At any time" stopping restrictions are already in place.

**20.34** The Council will ensure that the land and infrastructure needed for the Wandsworth and London transport environment to operate efficiently now and into the future is secured and provided for. This policy outlines the major transport projects that will be supported by the Council; the criteria for when land used or safeguarded for transport functions can be developed on; how additional land to be used or safeguarded for transport functions will be acquired; and specific areas or uses that require additional detail. Together they ensure that the land for current and future transport functions is secured and there are means to secure additional land if needed.

### Major Projects

**20.35** The Council will support the provision of major transport infrastructure schemes, where these are shown to offer a sustainable improvement to local accessibility, improve placemaking and support the reduction of private car trips. These include the Northern Line Extension to Battersea, Clapham Junction expansions, improved rail links between South London and Heathrow, pedestrian and cyclist bridges, and Crossrail 2, together with local station interchange improvements. This may require the safeguarding of land for the future provision of transport schemes, proposals for which will be considered on their individual merits. With the exception of the potential improvements in Nine Elms, all of the major transport infrastructure projects listed add to the capacity/connectivity of the local transport network rather than being necessary to unlock major development potential in the borough

### Financial Contributions

**20.36** Where possible, the Council will contribute funding (including that secured via LIP funding submissions to TfL) to deliver transport infrastructure improvements in the borough. However, delivery of the larger infrastructure projects will be heavily dependent on the actions and investment of third parties such as rail companies, national government and TfL. The Council will use its lobbying power to help influence and shape these improvements. The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Infrastructure Delivery Statement. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Contributions may also be secured for specific off-site improvements, such as enhanced bus services where these are necessary, through Section 106 agreements, pooled within the limitations of the CIL Regulations

### River Thames

**20.37** The River Thames serves an important recreational, environmental and transport asset. The use of the river for the transportation of freight, including construction and demolition materials to and from developments, will be encouraged where practicable, in accordance with the emerging London Plan.

**20.38** In the case of riverside developments, one of the Council's objectives is to secure a riverside walk along the River Thames to open up the riverside to the public. To encourage cycling, provision for cyclists along the Thames riverside is also now required. Cycle routes should be designed in a way that ensures pedestrian safety. The minimum width of the riverside route along the Thames shall be at least 6 metres although the Council expects a more generous provision in most cases, with additional adjacent public open space opening off the walk, particularly on larger sites. The path and other public areas should be designed so as to be safe and accessible to people with disabilities. Integrating art into the public realm also adds quality and usability of riverside walkways through the provision of welldesigned elements such as waymarking, seating or lighting and public art commissions. The preference is for the path to be located directly alongside the river in all cases, however in exceptional circumstances, where there are safety or operational considerations, such as at Battersea Heliport, where the river is used for the transport of freight requiring riverside loading/unloading facilities, or where significant impact on nature conservation interest would be caused,

alternative safe and attractive routes around or through sites may be acceptable, providing they link with and do not prejudice the long term implementation of the continuous path.

### Heliports

**20.39** The London Heliport is based at Bridges Wharf. The Heliport maintains notional approach and departure surfaces which slope away from the Heliport landing platform, for which they ensure that no buildings or structures penetrate. Any penetration of those surfaces could restrict the heliport in how it operates, and affect the safety of both people in aircraft or people and property on the ground. These areas are protected under what the Civil Aviation Authority refer to as 'unofficial safeguarding'. The London Heliport will be notified of developments affecting these safeguarded areas. Information on whether a property may be affected can be obtained from the Council.

### Taxis

**20.40** Since the last Local Plan, the private vehicle hire industry has been revolutionised with the advent of car sharing apps. Taxis and ride sharing vehicles play an important role in accessibility, particularly for movements to and from stations, airports and shops, as well as serving night-time leisure and entertainment trips. Taxis and ride sharing vehicles provide an important service for disabled people, with wheelchair accessible vehicles and the taxicard initiative. Easy interchange between public transport and taxis and ride sharing vehicles is important and the Council will seek adequate facilities where this can be done safely and without increasing traffic congestion or parking stress, obstructing pedestrians or resulting in adverse impacts on the residential environment. The borough has a limited number of taxi ranks, and some of these are located inconveniently. Where development opportunities arise and taxi use has been identified in the Transport Assessment, new taxi ranks will be sought off-street.

# GREEN AND BLUE INFRASTRUCTURE AND THE NATURAL ENVIRONMENT


**LP 55** Protection and Enhancement of Green and Blue infrastructure

**LP 56** Open Space, Sport and Recreation

**LP 57** Biodiversity

**LP 58** Tree Management and Landscaping

**LP 59** Urban Greening Factor

**LP 60** River Corridors

**LP 61** Riverside Uses, including River-dependent, River-related and River Adjacent Uses

**LP 62** Moorings and Floating Structures

# 21 Green and Blue Infrastructure and the Natural Environment

## Introduction

**21.1** Wandsworth's green and blue infrastructure includes, but is not limited to, all the parks, gardens, allotments, rivers, tributaries, wildlife, and green corridors in the borough. These are important resources that attract a lot of people to live and work in the borough and contribute significantly to the character of the area. The Council will continue to protect all the green and blue infrastructure in the borough and the Council's Smart Growth programme aims to include greater enhancement of the natural environment in Wandsworth.

**21.2** The natural environment plays a significant part not just in the lives of the residents of Wandsworth but also the species that migrate and settle here. It is important their habitats are protected, and they are able to move easily and safely within the borough. For the people of Wandsworth, green and blue spaces play an important role in encouraging an active lifestyle, tackling obesity and improving mental health.

**21.3** Green and blue infrastructure is also important for tackling climate change as the natural environment plays an important role sequestering carbon from the atmosphere and minimising the effects of climate change. Abundant open, green and blue infrastructure is important for reducing air and noise pollution as well and generally creating a more peaceful environment that is central to Wandsworth's character. It is a significant part of the reason so many people wish to live here.

**21.4** The Council will protect these places, and the policies in the chapter provide clear and extensive criteria to ensure the natural environment is at the heart of decision making. Green and blue spaces are a key asset for Wandsworth and they will be protected. Now more than ever, their importance is being felt by the community as they are relied on so heavily.

**21.5** Along with protecting the existing natural environment, the Council is aiming to create new and enhance existing green and blue infrastructure over the next Local Plan period. With Enable, the Council's partner for parks and other open spaces, the existing green and blue infrastructure will be managed to ensure it is reaching its potential in terms of quality and accessibility.

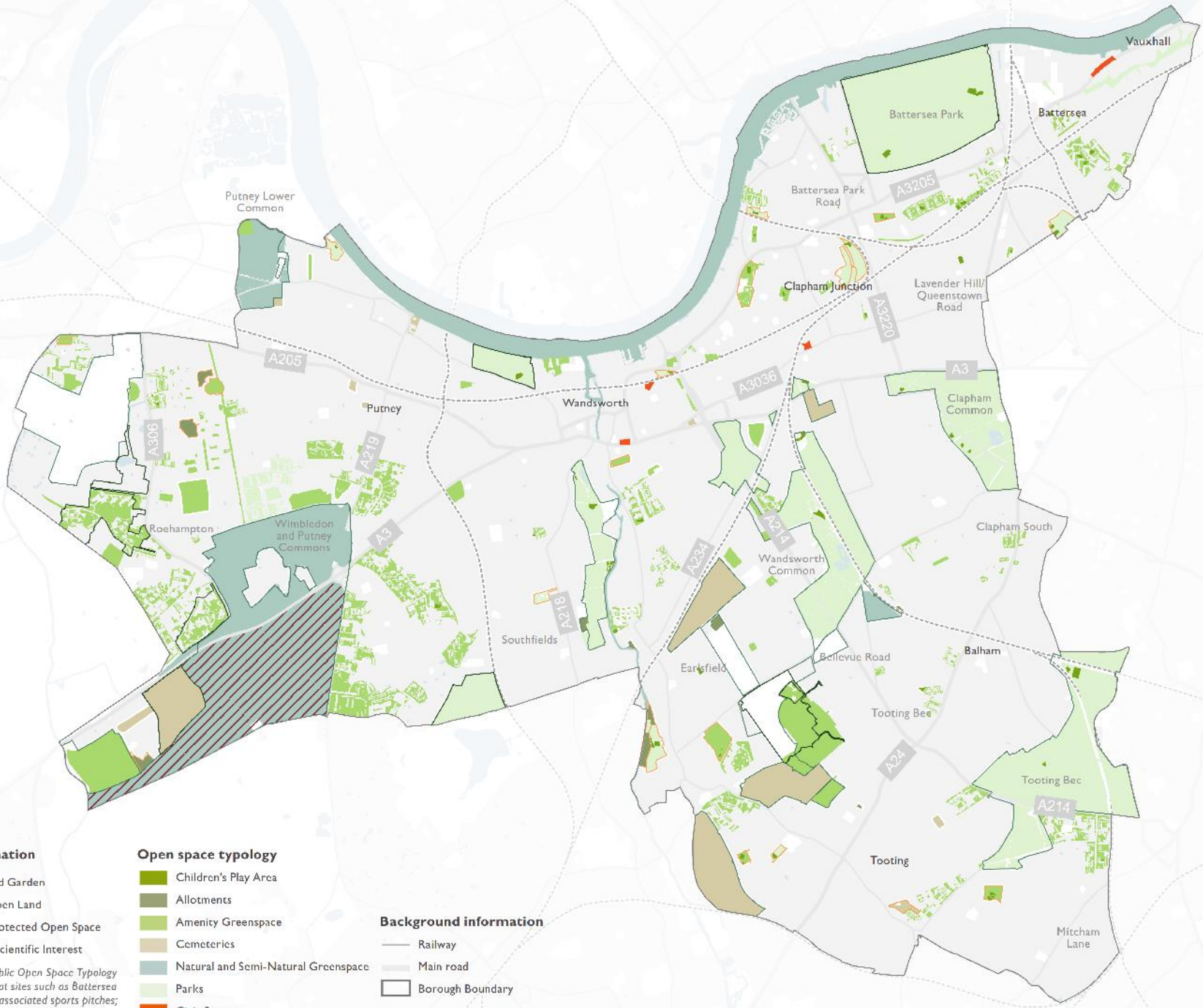
**21.6** The Mayor has produced an overarching Green Infrastructure and Open Environments SPG which includes the All London Green Grid (ALGG) SPG. This sets out the various roles open spaces can play and particularly focuses on existing open spaces, landscape and river corridors, as well as looking at opportunities to create new regional parks and increase green and blue infrastructure across borough boundaries. Three of the Green Grid areas include open spaces and corridors in Wandsworth: the Arcadian Thames, Wandle Valley and Central London. Each area has its own Framework and list of associated projects; the Council will work with partners to help realise the vision of the Green Grid and the objectives of the relevant area frameworks.

**21.7** The Council will seek to ensure new development improves and enhances our natural environment through a variety of measures as set out in the policies of this chapter. The first being the Urban Greening Factor which will require new major developments to provide green features such as green walls, water gardens or green roofs within their proposal. The amount and type of urban greening will depend on the Urban Greening Factor (LP 59); it is our expectation that this will help create a greener Wandsworth and strengthen the green corridors throughout the borough. Along with this, the Tree Management and Landscaping Policy (LP 58) requires that any trees being replaced be done so in accordance with Capital Asset Value for Amenity Trees CAVAT, a modern assessment system that ensures trees are replaced with ones of equal quality. The Council's Tree Strategy will also help ensure that Wandsworth's trees are protected and enhanced.

**21.8** To support all this work, the Council has produced an Open Space Study which catalogues and assesses all the open and green space in Wandsworth. The study has identified

all the areas that are deficient in open space in the borough and ways for them to be improved. The Open Space Study is accompanied by the Open Space Strategy which sets aims and targets for all underperforming green spaces in Wandsworth and helps guide the borough towards its goal of becoming the greenest inner London borough.

# Map 21.1 Public Open Space Network




**Open space designation**

- Historic Park and Garden
- Metropolitan Open Land
- Other Larger Protected Open Space
- Sites of Special Scientific Interest

*"MOL shown without a Public Open Space Typology are private sports pitches at sites such as Battersea Ironsides Sports Club and associated sports pitches; the Roehampton Club Bank of England Sports Facility; and Central London Golf Centre".*

**Open space typology**

- Children's Play Area
- Allotments
- Amenity Greenspace
- Cemeteries
- Natural and Semi-Natural Greenspace
- Parks
- Civic Spaces

**Background information**

- Railway
- Main road
- Borough Boundary

**LP55 Protection and Enhancement of Green and Blue Infrastructure**

A. The Council will protect the natural environment, enhance its quality and extend access to it. In considering proposals for development the Council aims to create a comprehensive network of green and blue corridors and places, appropriate to the specific context. In doing so, it seeks to connect and enrich biodiversity through habitat improvement and protection at all scales, including priority habitats and extend access to, and maximise the recreation opportunities of, our urban open spaces.

B. The Council will protect and extend access to existing public and private green and blue infrastructure in the borough and where appropriate secure its enhancement, including Metropolitan Open Land, major commons, wetlands, rivers, ponds, parks, allotments, trees and playing fields as well as smaller spaces, including play spaces.

C. Areas of open space, including those identified on the Policies Map, and smaller areas not identified on the Policies Map will be protected, enhanced and made more accessible. Green chains and open spaces along them will be protected, made more accessible, and, where appropriate, enhanced in accordance with opportunities identified in the relevant All London Green Grid Area Framework.

D. New development on or affecting public and private green and blue infrastructure will only be permitted where it does not harm the character, appearance or function of the green or blue infrastructure. In assessing proposals, any impacts of the cumulative effect of development will be taken into account.

E. Any development which results in a reduction of green or blue infrastructure assets including protected open space as set out in (B) and (C) above will not be supported unless adequate replacement is provided for. In determining the amount, form and accessibility of open space provided for within a new development scheme account will not be taken of the proximity and adequacy of existing open space.

**21.9** As an inner London borough Wandsworth benefits from having a wide variety of different scales and types of green and blue infrastructure and open space including parks, commons, heaths, green chains, rivers, historic parks and garden, urban squares, allotment and many other smaller spaces.

**Definitions**

Open Space: All land in Wandsworth that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space in Wandsworth, whether in public or private ownership and whether public access is unrestricted, limited or restricted. It includes land designated as open spaces, such as Metropolitan Open Land, as well as non-designated land.

Green and Blue Infrastructure: Comprises the network of parks, rivers, water spaces and green spaces, as well as the green features of the built environment, such as street trees, green roofs and sustainable drainage systems, all of which provide a wide range of benefits and services.

Green Space: All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape.

Green Features: Green and sustainable design elements that mitigate climate change, improve the character of an area, and are part of the urban greening factor.

Green Corridor: Relatively continuous areas of open space leading through the built environment, which may link to each other and to the Green Belt or Metropolitan Open Land. They often-consist of rivers, railway embankments and cuttings, roadside verges, canals, parks, playing fields and extensive areas of private gardens. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension of the habitats of the sites they join.

**21.10** Green and blue infrastructure and open spaces provide a variety of benefits for Wandsworth's environment. They can address and mitigate the effects of climate change, reduce the impact of flooding and improve air quality. They are beneficial to the people of Wandsworth as they provide visual amenity both in their larger parks and with trees along neighbourhood streets. Green and blue infrastructure used for physical activity can help encourage active lifestyles, address health problems, increase social inclusion and improve community cohesion. Access to parks has been shown to improve people's mental wellbeing and new and improved facilitates will aim to support these benefits. In the Open Space Study (2020), when members of the public were asked what the benefits of visiting open space are, the two most common answers included better mental health (96% of responses) and better physical health (95%). All types of green and open spaces including small sections of landscaping and front gardens all provide opportunities for biodiversity which benefit Wandsworth's wildlife.

**21.11** Green and blue infrastructure often relate directly to place-making and enhancing local character. At a wider scale, they can contribute to local identity and landscape character. Wandsworth's green and blue infrastructure, in particular its street trees, soft landscaping, roof gardens, green/brown roofs and walls, and the Wandle Valley, form a green corridor performing a range of functions and delivering a wealth of benefits for the local population and wildlife.

**21.12** In addition to the National Planning Policy Framework (NPPF) and the emerging London Plan, the following documents, and subsequent updates and reviews should also be referred to in relation to the policies in this section:

- London Environment Strategy
- Wandsworth Open Space Study
- Active Wandsworth Strategy
- Wandsworth Parks Management Strategy
- Wandsworth Arts and Culture Strategy
- Wandsworth Playing Pitch Strategy
- Natural Capital Accounts for Public Green Space in London Report

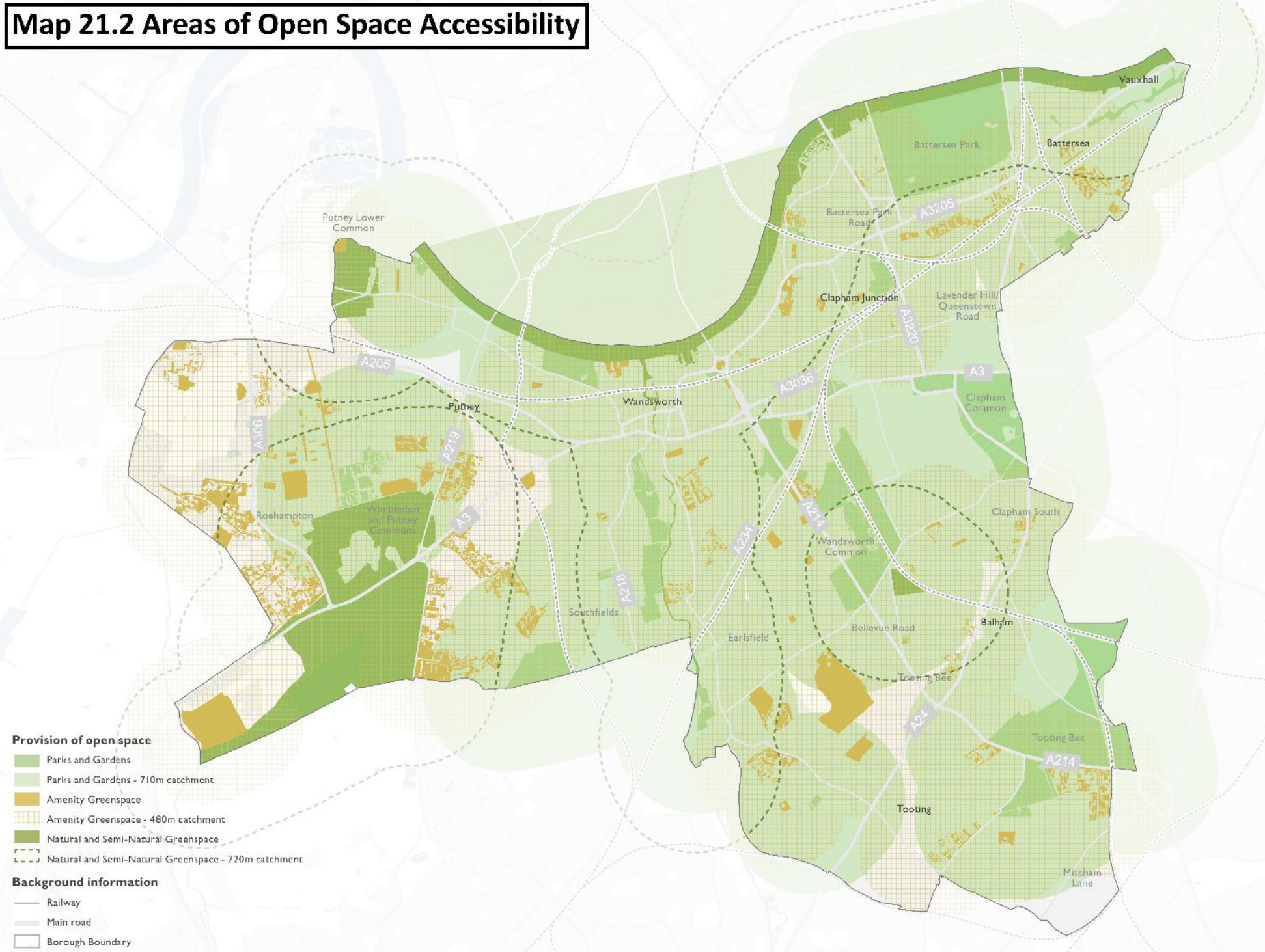
**21.13** Wandsworth has large areas of Metropolitan Open Land (MOL) which is important to the whole of London, as well as the borough, and provides attractive, visual breaks to the built-up area, keeping land permanently open. The policy approach for proposed development in MOL is broadly equivalent to that in the Green Belt, meaning development is only permitted in very special circumstances.

**21.14** Wandsworth commissioned consultants to carry out an Open Space Study in 2020, which undertook a quantitative and qualitative audit of open spaces and an assessment of current and future needs, including evaluating the strategic role of the borough's open spaces. Given the limited potential for urban areas such as Wandsworth to provide new open spaces, the study assessed the potential for improvements and increased access to existing open spaces to better meet the needs of users. This has helped inform the Council's Parks Management Strategy and has informed the requirements for open space provision set out in the Planning Obligations SPD.

**21.15** There are several important sites for biodiversity identified in the borough. Greenspace Information for Greater London (GiGL) produces maps showing areas of London that are identified as areas of deficiency in access to nature and this includes parts of central Wandsworth, north Battersea and Tooting. New development will be expected to improve habitats and increase access to

nature, with priority to the deficiency areas and to achieving the targets set out in the local Biodiversity Action Plan.

# Map 21.2 Areas of Open Space Accessibility



**LP56 Open Space, Sport and Recreation**

A. Any proposal that would result in a loss of sports pitches, playing fields, or land last used for outdoor sport, or which would prejudice the land's future use for sport in terms of quality or quantity of facilities, will not be permitted unless it can be clearly demonstrated that:

1. it would provide open space and/or secure public access to private facilities in areas identified as deficient in open space, play space or sport and recreation facilities; and
2. it would meet the priorities identified in the Council's Playing Pitch Strategy, Open Space Study, Active Wandsworth Strategy, Parks Management Strategy or the relevant All London Green Grid (ALGG) Area Framework.

B. Any proposal involving the loss of indoor sports facilities and recreation facilities will not be permitted unless it can be clearly demonstrated that:

1. there is no current or future need or demand for the facility, either in its current use or for any alternative sports or recreation use; or
2. replacement provision of an equivalent or better quantity and quality which supports any identified current and future need will be provided in an appropriate location.

C. Proposals for new, or improvements to existing, sports facilities and indoor recreation and leisure developments should:

1. increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling;
2. maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities; and
3. support the provision of sports lighting within reasonable hours, where there is an identified need for sports facilities, and lighting is required to increase their potential usage, unless the lighting gives rise to demonstrable harm to the local community, open space, local amenity or biodiversity.

D. Public access to open space and sports and recreation facilities on private land will be supported, particularly in areas with an identified deficiency in open space.

E. Proposals involving a loss of children's play facilities will not be permitted unless it can be clearly demonstrated that there is no identified need for the facilities or if the facilities will be replaced by an equivalent or better quality and quantity of provision in an appropriate location.

**21.16** Open spaces, play areas, and sport and recreation facilities are important natural resources in Wandsworth. The extensive provision of play areas and open spaces in the borough, including formal and informal land and facilities for sport and recreation, close to homes and places of work, will contribute to encouraging healthier lifestyles as well as increased walking and cycling with positive health benefits. Play areas and open spaces are particularly important in promoting activity in young children, and their provision helps to counter the increasing childhood obesity levels in the borough. Easy access for all residents to high quality Public Open Space, play space and other land for formal or informal recreation is important, particularly within identified areas of deficiency.

**21.17** Open spaces can be beneficial as tranquil spaces where unwelcome noise is low. Opportunities to interact with the natural environment can be key to protecting and improving quality of life in urban areas. 'Quiet Areas' may be formally

identified in the future and are likely to include the borough's open spaces. New development near quiet and tranquil areas should be sensitive to this and not cause an increase in environmental noise.

**21.18** This policy seeks to maintain, and where possible improve, the quality and provision of, Public Open Space, sports fields and pitches and play areas in the borough, particularly in areas identified as deficient.

**21.19** The Council is also in the process of producing a Playing Pitch Strategy (to be completed in 2021), which will catalogue and assess the quality of all playing pitches and sports grounds in Wandsworth and will provide a strategic plan for the maintenance, improvement and creation of playing pitches in the borough. The Playing Pitch Study is being developed with Sport England and will support the Local Plan Policies.

**21.20** National policy and guidance, states that existing open spaces, sports and recreational buildings and land, including playing fields, must not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; or
- the proposal is ancillary to and complements the functioning of open space and recreation facilities, such as changing rooms and flood lighting, which may be appropriate subject to its effect on the character and appearance of the open space and impacts upon biodiversity.

**21.21** Proposals that could affect the loss or the quality of a playing pitch or playing field will be assessed against the emerging Wandsworth Playing Pitch Strategy (to be published in 2021), the criteria as set out in the NPPF as well as the Sport England's Planning for Sport Guidance. Early engagement with Sport England will be required where a proposal affects a playing field or sports pitch.

**21.22** Proposals which replace outdoor open space for largely indoor recreation facilities will not be permitted due to the loss of open space.

**21.23** Proposals for new sports facilities are encouraged to promote multiple uses to meet the needs of the local community.

**21.24** For all proposals affecting areas of open or used for sport or recreation the following will be important considerations with any application and the assessment of whether the proposed development is suitable.

**21.25** Metropolitan Open Land (MOL) is strategically important open space as described in the emerging London Plan which affords it the same protection as the Green Belt. The Local Plan identifies MOL in the borough and this includes areas of public open space, allotments and common land, as well as private sport clubs and nursery gardens. The emerging London Plan makes it clear that there is a presumption against development unless the proposal provides essential facilities for appropriate uses and that very special circumstances can be demonstrated. Engineering and other operations are classed as inappropriate development on MOL unless they maintain the openness and do not conflict with the purposes of including land in the Green Belt. The definition of appropriate uses and strict criteria for determining planning applications in the Green Belt, which by virtue of the emerging London Plan also applies to applications on MOL, are listed in the NPPF.

**21.26** The emerging Arts and Culture Strategy and accompanying Action Plan recognises the borough would benefit from additional cultural facilities to offer high quality arts experiences and participation to the growing population. In addition, the Action Plan encourages the use of outdoor spaces for cultural activity such as appropriate public art, commissions, festivals, music and performance work. The Council's Arts Service and Enable Leisure and Culture are delivering these objectives.

**21.27** Proposals affecting sports facilities or play space should have regard to the Wandsworth Environment and Sustainability Strategy 2019, Council's Play Strategy, and Active Wandsworth Strategy.

**LP57 Biodiversity**

A. The Council will protect and, where appropriate, secure the enhancement of the borough's priority species, priority habitats and protected sites as well as the connectivity between such sites. This includes but is not limited to Special Areas of Conservation, Sites of Special Scientific Interest, Local Nature Reserves, Local Wildlife Sites.

B. Development proposals will be required to protect and enhance biodiversity, through:

1. ensuring that it would not have an adverse effect on the borough's designated sites of habitat and species of importance (including buffer zones), as well as other existing species, habitats and features of biodiversity value;
2. The incorporation and creation of new habitats or biodiversity features on development sites including through the design of buildings and use of Sustainable Drainage Systems where appropriate. Major developments will be required to deliver a net gain in biodiversity, through the incorporation of ecological enhancements;
3. ensuring that new biodiversity features or habitats connect to the existing ecological and green and blue infrastructure networks and complement surrounding habitats;
4. enhancing wildlife corridors for the movement of species, including river, road and rail corridors, where opportunities arise; and
5. maximising the provision of ecologically functional habitats within soft landscaping.

C. Development which would have an adverse impact on priority species or priority habitat(s) will only be permitted where:

1. it has been demonstrated that there is no alternative site layout or site that would have a less harmful impacts;
2. the benefits of the development would outweigh the harm; and
3. the impact has been adequately mitigated either through on or off site site measures.

**21.28** Wandsworth has a high level of biodiversity, with a total of 1,600 different species recorded within 27 different habitat types. We host six species of bats, have badger sets and several rare and endangered species can be found in Wandsworth, including peregrine falcons, black redstarts and stag beetles. Wandsworth's areas of biodiversity importance include Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNR) and Sites of Importance for Nature Conservation (SINC), which also includes two subcategories of borough and local importance. Most of these sites are also displayed on the Policies Map as areas of open space. The River Thames and its tributaries, Beverley Brook and the River Wandle, and railway land not included in other sites are also protected biodiversity areas in Wandsworth. A variety of smaller sites also exist but are not large enough to be mapped.

**21.29** Biodiversity does not only enhance and enrich the borough's landscapes and wildlife, but it also makes a significant contribution to the distinctiveness of Wandsworth, providing a sense of place and enhancing cultural heritage. Vegetation provides a cooling effect, which helps to reduce the impact of the urban heat island effect through transpiration. In addition, protecting and enhancing biodiversity, including the provision of new habitats and features,

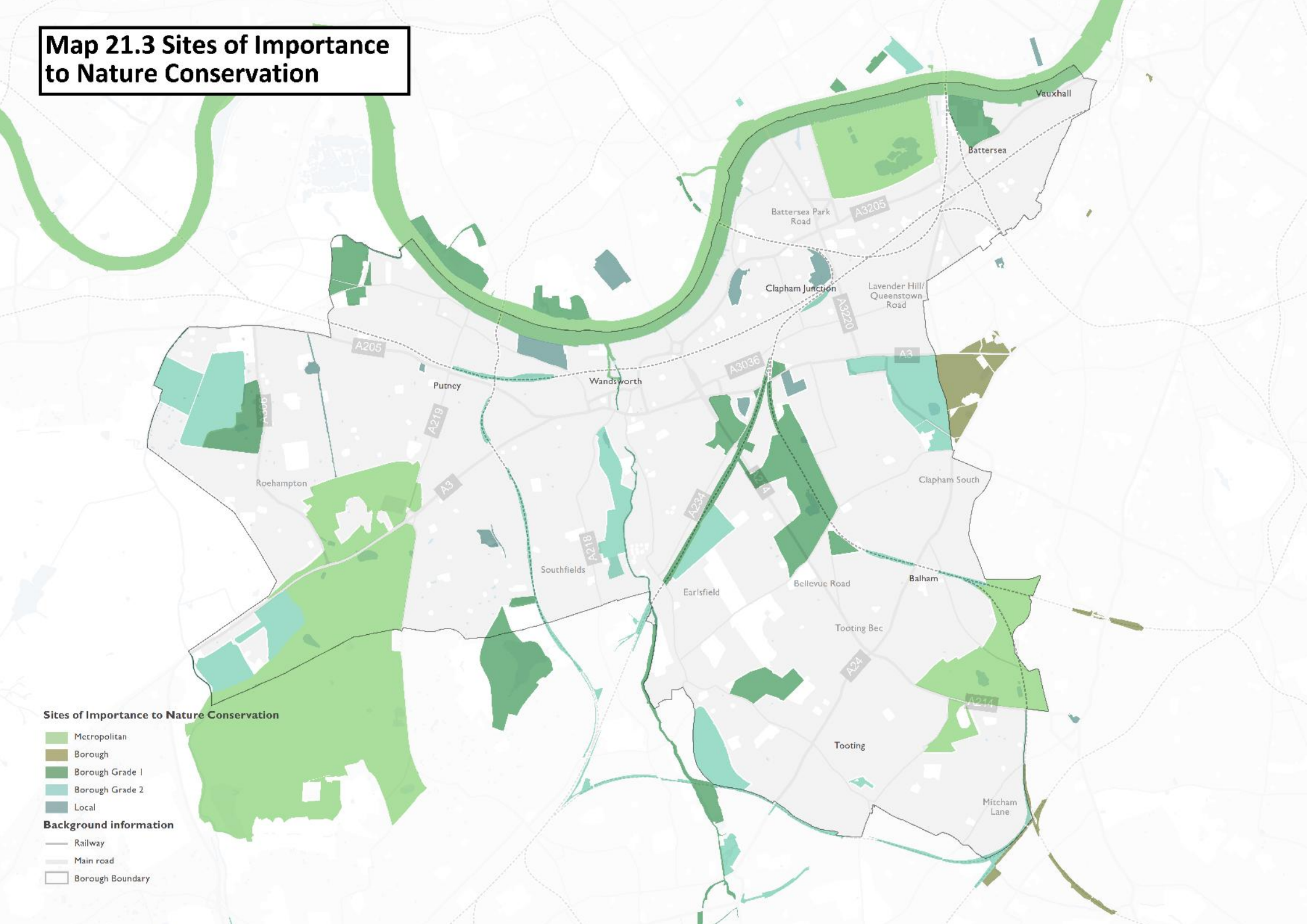
increases the resilience of our ecosystems and helps the physical environment to change and adapt to different stresses. Biodiversity, including the wider ecological and green and blue infrastructure networks, play a crucial role in adapting to the effects of climate change. In the Wandsworth Environment and Sustainability Strategy (WESS), one of the key opportunities identified was 'biodiversity conservation' which identified that climate change is a major threat to biodiversity, ecosystem services and human wellbeing. The WESS outlines that mitigating and adapting to the effects of climate change on living organisms and societies is increasingly at the heart of environmental management strategies

**21.30** Guidance on the use of native species and climate change can be found in the Wandsworth Open Space Study, the Mayor of London's Biodiversity Strategy and the London Tree and Woodland Framework. Information on areas of deficiency in access to nature in London is managed and updated by GiGL (Greenspace Information for Greater London) and will be made available via their website www.gigl.org.uk .

**21.31** The protection and enhancement of biodiversity should be treated as integral to any new development scheme, not as an 'add-on'. Layout, design, buildings, external lighting and landscaping schemes should take account of existing biodiversity features and habitats. New development should include new or enhanced features and habitats, design (such as green roofs) and landscaping (including trees) that promote biodiversity, including provision for their management. Proposals should give consideration to the need for species to move between habitats and therefore seek to connect with existing green corridors where it is appropriate to do so. All these features must also be protected during construction works, and this may be secured by a planning condition, as will subsequent maintenance and monitoring.

**21.32** This policy will be updated in light of progress on the Environment Bill, which will mandate for Biodiversity Net Gain in developments. Biodiversity Net Gain is a new approach to development and will require developers to ensure habitats for wildlife are enhanced. It will require a demonstrable increase in habitat value compared to the pre-development baseline.

# Map 21.3 Sites of Importance to Nature Conservation



**LP58 Tree Management and Landscaping**

A. The Council will require the retention and protection of existing trees and landscape features, including veteran trees.

B. Where appropriate, planning applications must be supported by sufficient evidence to demonstrate that provision has been made for the incorporation of new trees, shrubs and other vegetation of landscape significance that complement existing, or create new, high quality green areas, which deliver amenity, environmental, and biodiversity benefits.

C. To ensure development protects, respects, contributes to and enhances trees and landscapes, the Council, when assessing development proposals, will:

**Trees and Woodland**

1. resist the loss of trees, including veteran trees and trees considered to be of townscape or amenity value, unless the tree is dead, dying or dangerous; or the tree is causing significant damage to adjacent structures; or the tree has little or no amenity value and it is not possible to retain the tree as part of the development; or felling is for reasons of good arboricultural practice;
2. resist development proposals that would result in the loss or deterioration of irreplaceable habitat such as ancient woodland;
3. require the design and layout of the proposal to ensure that a harmonious relationship between trees and their surroundings will be provided and will resist development which would result in pressure to significantly prune or remove trees;
4. consent for works to protected trees (TPOs and trees in Conservation Areas) will only be granted where;

    a. proposed works of pruning are in accordance with good arboricultural practice, or
    b. proposals for felling are properly justified through a detailed arboricultural and/or structural engineer's report; and
    c. adequate replacement planting is proposed.

5. require, where practicable, an appropriate replacement on-site for any tree that is felled; a financial contribution to the provision for an off-site tree in line with the monetary value of the existing tree to be felled will be required in line with the 'Capital Asset Value for Amenity Trees' (CAVAT);
6. resist development that would result in the loss or deterioration of irreplaceable habitat such as ancient woodland;
7. resist development which results in the damage or loss of trees that are considered to be of townscape or amenity value; the Council will require that site design or layout ensures a harmonious relationship between trees and their surroundings and will resist development which will be likely to result in pressure to significantly prune or remove trees;
8. require new trees to be of a suitable species for the location in terms of height and root spread, taking account of space required for trees to mature; the use of native species will be encouraged where appropriate; and
9. require that trees are adequately protected throughout the course of development, in accordance with British Standard 5837 (Trees in relation to design, demolition and construction).

D. The Council will serve a Tree Preservation Order or attach planning conditions which protect any trees considered to be of value to the townscape and amenity in order to secure their retention.

**Landscape**

E. The Council will:

1. require the retention of important existing landscape features;
2. require landscape design and materials to be of a high quality and be compatible with the surrounding landscape and character; and
3. require the provision of planting, including new trees, shrubs and other significant vegetation where appropriate.

**21.33** One of the distinctive qualities of Wandsworth is its well-treed landscape, green and open spaces, as well as its streets and residential areas. The council looks after more than 60,000 trees in its parks, commons and open spaces while around 16,000 grow in residential streets and on the borough's housing estates. Wandsworth Council have planted over 1,200 trees in the last two winters and are actively exploring new areas to plant street trees. In 2019/20 it is expected the Council will plant 400 more trees.

**21.34** Conservation Areas cover around 50% of the borough and all trees are generally protected in these areas by the provisions of the Town and Country Planning Act (1990). In addition, the Council has made around 400 Tree Preservation Orders (TPO) to protect individual trees and groups of trees of high amenity value.

**21.35** The term 'landscape' is taken to refer to the design of all space between buildings and includes walls and boundaries, paving as well as planting. It refers to both 'soft' as well as 'hard' landscape and materials.

**21.36** Trees and landscaping are key components of Wandsworth's ecological and green and blue infrastructure network. They soften the hardness of buildings and streets, help create the amenity, add to place-making and character of the street scene, add life, colour and character to the urban landscape and enhance open spaces and the riverside landscape. Trees and other planting, including contiguous gardens and green oases, deliver multiple benefits: they provide an important habitat for wildlife; reduce levels of carbon dioxide and airborne pollutants (such as nitrogen dioxide) and harmful particulates (such as PM10's and PM2.5's); dampen noise from traffic and congestion; increase the supply of oxygen; and provide shade for streets, open areas and parks as well as for buildings. Trees and other landscape features can help areas to adapt to the likely effects of climate change; for example, they have a cooling effect and contribute to the reduction of urban heat islands by regulating local temperature extremes, which is important due to projected future increases in temperature as a result of climate change. In addition, they can assist in reducing surface water run off rates and flash floods during heavy rainfall events through absorption and infiltration.

**21.37** Development proposals are required to retain and protect existing trees, and minimise any impacts on trees, landscaping, shrubs and other significant vegetation, including through the provision of sufficient space for the crowns and root systems of existing and proposed trees, including their future growth. Developer contributions towards trees within the public realm may be required where appropriate.

**21.38** With all proposals, particular attention should be given to the use of tree planting in enhancing public areas within developments and views into sites from surrounding viewpoints, taking into account the need to ensure that clear sightlines and open outlook are maintained as necessary to ensure community safety is not adversely affected. Guidance on the retention and planting of trees in new development can be found in the report Residential Development and Trees: a guide for planners and developers published (Jan 2019) by the Woodland Trust.

**21.39** The Council will protect these trees, and other mature trees that contribute to the quality of the local environment and promote measures that protect the health and visual amenity of trees. Wandsworth have produced a Tree Strategy that provides additional guidance for all proposals that will impact trees and landscaped areas. While not all streets in the borough are able to sustain trees, we are committed to review the opportunities for planting more trees when works are being carried out on streets.

**LP59 Urban Greening Factor**

A. All development proposals should contribute to the greening of Wandsworth borough by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

B. Development proposals will be required to:

1. follow the guidance on the Urban Greening Factor in the emerging London Plan for calculating the minimum amount of urban greening required as well as for the thresholds different types of development will be required to meet; and
2. incorporate as much soft landscaping and permeable surfaces as possible;
3. take into consideration the vulnerability and importance of local ecological resources (such as water quality and biodiversity) when applying the principles of the Urban Greening Factor.

C. If it can be clearly demonstrated that meeting the thresholds would not be feasible, in exceptional circumstances a financial contribution may be acceptable to provide for the improvement of biodiversity and green and blue infrastructure assets within the locality.

**21.40** The emerging London Plan sets out new expectations for the amount and type of urban greening measures that will be required of all new major proposals. Urban greening aims to include from the initial design stages street trees, rain gardens, green walls etc. into the layout of a proposal for (See Table 8.2. of the emerging London Plan for a complete list of urban greening features).

**21.41** Wandsworth has committed itself to becoming the greenest Inner London borough by promoting urban greening, planting trees, encouraging biodiversity, protecting and enhancing our existing parks and open and green spaces. We expect all new developments to contribute to greening the borough. From the Nine Elms development process, Wandsworth has learned a lot about urban greening including best practice methods, important considerations for the management and maintenance, and what measures best suit the character of Wandsworth.

**21.42** Urban greening can help to meet other policy requirements and provide a range of benefits including amenity space, enhanced biodiversity, addressing the urban heat island effect, sustainable drainage and visual amenity. For major development proposals in particular, applicants will be expected to discuss at the pre-application stage(s) with the Council what their intentions for urban greening are and if there are likely to be any complications providing the required amount.

**21.43** Wandsworth has chosen to adopt the emerging London Plan's calculations and targets for the period of this Local Plan but is committed to reviewing these in the future. Development proposals should consider the information in the emerging London Plan along with the Urban Greening Factor for London research report (2017).

**LP60 River Corridors**

A. The natural, historic and built environment of the River Thames corridor and watercourses within the borough will be protected and, where appropriate, enhanced to ensure the achievement of a high quality and accessible environment including through the provision of connections to existing and new communities and to maximise biodiversity benefits.
B. The biodiversity value of the borough's blue infrastructure assets will be protected and enhanced including that of the River Thames, River Wandle and Beverley Brook.
C. Measures to protect and enhance rivers as a valuable resource for wildlife and biodiversity, including wildlife corridors and green chains, will be supported, in particular at the mouth of the River Wandle.
D. Existing river infrastructure that provides access to the river and the foreshore, such as piers, jetties, drawdocks, slipways, steps and stairs will be protected. New and enhanced infrastructure, including piers for riverbuses and the provision of enhanced services, will be supported.
E. Development which encroaches onto the river foreshore will not be supported. Opportunities will be taken, in consultation with partner agencies including Natural England, the Port of London Authority and the Environment Agency, to create new habitats and reduce flood risk in accordance with the requirements of the Thames Estuary 2100 Plan.

**21.44** The River Thames and River Wandle are key features of the borough and fulfil important amenity, biodiversity, transport (people and cargo), leisure and recreational roles amongst other benefits. The River Thames performs important functions in relation to transport and the trans-shipment of freight. The River Thames is a major ecological resource, it provides an important ecological corridor across London. The habitats and species supported by the river and its tributaries, especially at the mouth of the River Wandle, are important to ecology in the borough. The river, riverbanks and river course provide habitats for a diverse range of flora, fauna, invertebrates and birdlife. Any development which causes harm to the biodiversity value of the borough's blue infrastructure assets will not be permitted unless appropriate mitigation measures are provided.

**21.45** The All London Green Grid (ALGG) aims to promote and protect green and blue infrastructure (including rivers) in London. There are three areas in Wandsworth (the Arcadian Thames, Wandle Valley and Central London) and each area framework includes sections of the River Thames and/or River Wandle. Development on the riverside should have regard to the aims of the ALGG and the opportunities identified in the area frameworks.

**21.46** The Marine Management Organisation (MMO) is responsible for issuing marine licences under the Marine and Coastal Access Act 2009. A marine licence may be needed for activities involving a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence, and early consultation with the MMO is advised. Applicants should also refer to the Marine Policy Statement for guidance on any planning activity that includes a section of tidal river.

**LP61 Riverside Uses, Including River Dependent, River-related, and River Adjacent Uses**

A. New development on sites adjoining the River Thames and River Wandle will be supported where it:

1. provides sustainable transport choices including through the provision of access to public transport routes and incorporates public riverside walks and cycle-paths;

2. protects identified strategic and local views;
3. provides for new or enhanced open spaces and other community based facilities and amenities;
4. protects and enhances the habitat value of the river and shoreline, promotes the naturalisation of the riverbanks where feasible, and does not cause harm to the operation of the river regime, or its environment, biodiversity or archaeology (including to its banks, walls and foreshore);
5. does not adversely impact on neighbouring sites and uses, including to docks, safeguarded wharves or other river-based infrastructure;
6. does not cause harm to the special recreational character and function of Putney Embankment, including in connection with river sports. Facilities and activities which contribute to Putney Embankment's special recreational character will be protected and new facilities that make a positive contribution will be supported; and
7. does not harm the stability or continuity of tidal or flood defences.

B. Where appropriate, the Council will seek financial contributions towards the provision, or upgrading, of riverside infrastructure including to achieve the objectives of the Wandle Valley Regional Park.

C. The Council will resist the redevelopment of existing river-dependent or river-related industrial and business uses to non-river related employment uses or residential uses, unless it can be clearly demonstrated that neither this nor any other river-dependent or river-related use is feasible or viable.

D. An assessment of the effect of the proposed development on the operation of existing river dependent uses or riverside gardens and their associated facilities on and off-site will be required by the Council; or an assessment of the potential of the site for river-dependent uses and facilities if there are none existing will be required.

**Thames Policy Area**

E. Along the riverside within the Thames Policy Area, mixed use development will be supported where it would create safe attractive environments, provide new homes, leisure, social and cultural infrastructure facilities, provide public spaces, incorporate riverside walks and cycle ways and increased public access to the river.

F. Within Focal Points of Activity uses including restaurants, cafes, bars, cultural space and small-scale retail uses will be permitted, subject to compliance with Policy LP 46 (Out of Centre Development). Attractive public spaces with good access to them should be provided to form new destinations which are designed to make full use of the amenities offered by the riverside. A limited amount of workspace sufficient to serve the needs of the development will be permitted, subject to compliance with the relevant Area Specific policies and the requirements of Policies LP 36 (Offices) and LP 38 (Mixed Use Development on Economic Land). Where a Strategic Area, such as the VNEB Opportunity Area overlaps with a Focal Point then the associated Framework, masterplan, or other document will have primacy over this Policy. The Focal Points of Activity are located at:

1. Wandsworth Riverside Quarter and Wandle Delta
2. Lombard Road/ York Road Riverside
3. Ransomes Dock
4. Battersea Power Station
5. Nine Elms near Vauxhall

**21.47** New development on the riverside should be designed to a high standard in line with urban design best practice. New development will be expected to provide high quality public realm that is safe and attractive and should, wherever possible, improve access and provide opportunities for the public to enjoy the rivers. Requirements for riverside walks and cycle

paths are set out in Policy LP 54 (Public Transport and Infrastructure). Development should attain a high standard of architectural design that contributes to the character of its riverside location and has regard to its impact on local and longer distance views. The Thames and Wandle riversides have a rich history and new development should acknowledge this and contribute to the heritage of the rivers. Measures to improve the riverscape, such as the restoration of habitats and the removal of obsolete structures, are outlined in the Thames River Basin Management Plan.

**21.48** Infrastructure currently linked to sports and physical activities on the River Thames serves an important role in open space and sports provision and is identified in the Active Wandsworth Strategy. These facilities will be protected and enhanced where appropriate. Putney Embankment's special recreational character and function, particularly in connection with river sports, will continue, with facilities and activities which contribute to this character supported and protected (See the Area Strategy for Putney).

**LP62 Moorings and Floating Structures**

A. River-related development which enhances the river infrastructure and increases access to the Thames including short-stay visitor moorings and piers and jetties for river-based recreation, passenger or goods transport will be permitted in appropriate locations where:

1. the residential amenity of occupiers of adjoining sites is not harmed;
2. the operation of docks and safeguarded wharves is not harmed;
3. the navigation of the channel is not adversely affected;
4. views of the river are not harmed;
5. the development does not form a barrier which would impede views of the river from the riverside or prevent physical access to it;
6. the stability or continuity of tidal or flood defences is not adversely affected; and
7. the proposal would protect and/or enhance the habitat value of the river and shoreline and would not cause unacceptable harm to the operation of the river regime, or the environment, biodiversity or archaeology of the river (including its banks, walls and foreshore).

B. Proposals for floating structures, including houseboats and moorings for permanent vessels will be assessed in accordance with the criteria in Part A. In addition, proposals will need to demonstrate that:

1. adequate servicing can be provided;
2. the character and open nature of the river and riverside would not be harmed;
3. the proposed mooring or floating structure would be sited near a Focal Point of Activity as identified on the Policies Map;
4. the size and appearance of the vessel to be moored is identified and is appropriate to the proposed location; and
5. there would be no interference with the recreational use of the river, the riverside and to the navigation of the river.

C. The culverting of river channels and watercourse will not be permitted and the naturalisation of river channels and watercourses will be sought as part of development proposals where appropriate and feasible.

**21.49** Moorings and other river infrastructure can create interest and encourage activity on the Thames riverside, particularly at riverside focal points of activity. Short-stay moorings can provide important recreational facilities and support greater leisure uses on the Thames. However, permanently moored vessels can also potentially form a barrier between the river and people on the banks and can affect the open nature of the riverside and harm neighbouring residents' amenity; particularly large floating homes, buildings or structures which are significantly different in terms of mass and character to typical houseboats. Residential moorings also require adequate land-based servicing including power, water, waste and sewerage facilities. However, providing that residential moorings are safely accessible, and comply with the Council's Refuse and Recyclables in Developments SPD, facilities for storing waste do not necessarily have to be land based. The cumulative impact of development in the river will be taken into account to ensure that the character and open nature of the river is not harmed.

# 22 Implementation, Delivery and Monitoring

## Introduction

**22.1** This section provides an overview of the ways the Council will deliver and monitor the delivery of the Local Plan's vision, objectives, area strategies and policies.

## Implementing the Spatial Strategy

**22.2** The Spatial Strategy set out by this plan has been articulated through the Area Strategies, Site Allocations and the policies of the plan. The Vision and Objectives of the Plan have been articulated through the vision of each Area Strategy and place-based policies. Together these set out the framework for the development of each area. The implementation of the Council's own strategies and plans as well as those of key partner organisations will be essential to the delivery of the Strategic Vision. More detailed guidance in the form of SPDs and other key strategic documents will be brought forward over the life-time of the Plan to bring forward development. The Nine Elms Opportunity Area continues to progress in line with the Opportunity Area Planning Framework and the Council has in place the Nine Elms delivery team which aims to: 'Ensure that Nine Elms emerges as a sustainable, distinctive, world-class, mixed use neighbourhood of Wandsworth, known for its culture, community and creativity, contributing and connected to wider London.'

**22.3** The Areas Strategies include detailed proposals for all the key town centre sites and show how each area is connected through the overarching Area Strategies of the Wandle Valley and the Wandsworth Riverside; including guidance on improvements to transport links and the wider public realm in support of the Local Implementation Plan.

**22.4** The Local Plan will be implemented and delivered through a combination of private sector investment, the work of other agencies and bodies and the Council's own strategies and initiatives. The majority of new development identified in the Plan's site allocations, particularly investments in new infrastructure, housing and jobs, will be delivered by the private sector.

**22.5** In addition, other public bodies and agencies, such as Transport for London (TFL), have a key role to play in delivering the required transport improvements that are necessary to accommodate the anticipated growth in the borough and to implement the Spatial Strategy. The community and voluntary sector will play a key role in implementation. The Council will therefore continue to work with all its partners and use all its relevant powers and programmes to ensure that essential infrastructure will be delivered.

**22.6** At least 1,950 new homes per year will need to be delivered by 2028/2029. This target will be rolled forward until it is replaced by a revised London Plan target. These new homes will largely be delivered by the private sector in residential-led mixed use schemes. The main locations for new housing across the borough are identified in the Spatial Strategy and the relevant Housing policies of this Plan. Affordable housing will be secured through Planning Obligations, by private developers and Registered Providers (RPs) of affordable housing. The Council will support the delivery of further affordable housing that will be provided by RPs' own schemes and through its own land and estate regeneration schemes in accordance with the Council's 'Housing for all' scheme. The Council's approach to securing affordable housing through Planning Obligations is set out in its Planning Obligations SPD. Detailed monitoring of the overall housing provision and the delivery of affordable housing takes place as part of the Council's annual Authority Monitoring Report.

**22.7** The provision of employment space including affordable and managed workspace to meet the anticipated growth in the local economy will be delivered by the private sector as part of employment-only or mixed use schemes in locations identified in the Spatial Strategy and Employment policies of this Plan. The provision of flexible, small units to serve the particular needs of the borough's local economy will be secured through Planning Obligations in appropriate locations. The Plan forests out a

positive approach to growth, including additional requirements for office and industrial floorspace, identifying sites and inward investment opportunities in order to meet anticipated needs over the plan period. However, the Council will be monitoring growth forecasts to consider the effects that external factors such as the Covid-19 pandemic and Brexit has on economic trends as it is recognised that there is much uncertainty at this current time.

**22.8** The Spatial Strategy highlights that there is no growth forecast for retail as any short to medium term growth is expected to be absorbed by the implementation of commitments, take up of vacant floorspace and increases in turnover efficiency. As such, the priority is to direct new main town centre uses to the borough's centres, where possible. The policy approach recognises the need for flexibility in accommodating more uses at this time, particularly in reaction to the Covid-19 pandemic and in light of the changes to the Use Classes Order Class 'E' development.

**22.9** Improvements to transport infrastructure, particularly to public transport as well as cycling and walking, will be essential to the delivery of the Spatial Strategy. The emerging London Plan sets out strategic schemes and proposals for London, a number of which are of relevance to the borough, such as Crossrail 2, London underground improvements and Southwest Rail ten car capacity. The Council will support improvements to public transport, including enhanced capacity as well as improved bus and rail services and accessibility opportunities and to address the longstanding problem of the through traffic to Wandsworth Town Centre by reconfiguring the one-way system These improvements will largely be delivered by Government, TfL and other public transport operating companies. Funding for improvements will be provided in part through the Community Infrastructure Levy, and where appropriate, developer contributions through Planning Obligations will also be sought from relevant development sites.

**22.10** A key challenge for the borough over the lifetime of this Plan will be the delivery of sufficient school places to meet the needs of the existing and growing population. The Council will work with partners, including the Education Funding Agency as well as educational providers, to ensure the provision of the quantity and diversity of school places needed within the borough. Further work to evidence need will be reflected in the Infrastructure Delivery Plan (IDP) which will inform the next version of the draft Local Plan (Regulation 19 version).

**22.11** The Council will work with service providers and developers to ensure the adequate provision of community services and facilities, especially in areas where there is an identified need or shortage. New community and social infrastructure facilities are also expected to be delivered on a variety of sites as identified in this Plan. Improvements to open spaces as well as play facilities will be required in line with policy LP 19 (Play Space) and LP 20 (New Open Space).

**22.12** The activities of other key partner agencies and bodies, such as the Wandsworth Clinical Commissioning Group (CCG), and NHS partner organisations, who are responsible for delivering health services in the borough, will also contribute to delivering the Strategic Vision and Spatial Strategy.

### Site Delivery

**22.13** The site allocations in the Local Plan are the key delivery mechanism for achieving the identified housing, employment, retail and infrastructure needs set out in the Local Plan. It is therefore crucial to the delivery of the spatial strategy that development sites deliver the allocated uses – and vital that the Council, landowners and developers engage as soon as possible in the development process.

**22.14** Work on site specific planning documents focuses on early engagement with landowners and developers as key stakeholders to recognise and address any issues that may impact on the deliverability of development. The Council will also seek to work cooperatively with communities in the preparation of area-based plans and proposals.

## Viability

**22.15** Following consultation of the draft Local Plan (Regulation 18 stage) the Council will carry out a full financial viability of the Plan to inform the next version of the draft Local Plan (Regulation 19 Stage). This will be an assessment of the cumulative impact of the Council's Local Plan in line with the requirements of the National Planning Policy Framework (NPPF).

**22.16** It is recognised that the housing and commercial property markets are inherently cyclical and that the Plan is being prepared when the market is experiencing a period of uncertainty due to the effect of the Covid-19 pandemic and Brexit. Forecasts for future house prices are uncertain with forecasts pointing towards a short term falls with recovery of return to pre-pandemic levels not expected until 2023. This will be taken into account in the sensitivity testing of the Viability Study and the flexibility of policies.

## Infrastructure Delivery

**22.17** Delivery of infrastructure is critical to the delivery of the Strategic Objectives, Vision and Spatial Strategy of the Local Plan. Future development, as set out in this Local Plan, will need to be enabled and supported by the timely delivery of infrastructure. Infrastructure planning ensures that physical and nonphysical requirements for an area or development can be delivered in a timely manner. This includes working in partnership with physical, social and green infrastructure providers to establish what infrastructure provision there is in the borough, and identifying any gaps or capacity issues within the existing provision, in order to support sustainable growth in the borough.

**22.18** The NPPF sets out that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. In addition, local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. The NPPF in paragraph 162 states that local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

**22.19** Changes in the population and in particular any population increases and growth as well as changes in needs and demands will influence what community infrastructure is required in the borough. In addition, new development and population growth will require an appropriate level of additional infrastructure to ensure that existing as well as new communities and businesses have the necessary infrastructure, such as school places, health centres and leisure facilities.

**22.20** To enable sustainable growth in the borough, the infrastructure requirements of new development will need to established, and the need for any new infrastructure should be planned in conjunction with new development; this includes for example transport or utilities infrastructure requirements.

**22.21** Planning, through the use of the Community Infrastructure Levy and Planning Obligations, is a prime way that the Council can gain the necessary resources to assist in the delivery of this vital infrastructure.

**22.22** An Infrastructure Delivery Plan (IDP) will provide an infrastructure assessment for the borough which links into the Local Plan. The IDP sets out what is needed, where it is needed and when it is needed. It will also provide an update on the delivery of the required infrastructure to date. It also sets out the range of plans, programmes and strategies, including those of partner organisations and agencies.

**22.23** Each infrastructure type will be accompanied by an Infrastructure Delivery Schedule table which provides further detail on delivery, funding sources, costs and identifies whether there are any funding gaps.

**22.24** The Infrastructure Delivery Plan (IDP) will inform part of the evidence base to inform the next version of the draft Local Plan (Regulation 19 version). An Infrastructure Funding Statement is currently being prepared in tandem with the IDP to show how the anticipated funding from developer contributions, and the choices the Council has made about how these contributions will be used to support the vision and objectives of the Local Plan.

**Monitoring Indicators**

**22.25** Once adopted the Local Plan will be monitored to enable the understanding of the extent to which the Local Plan policies deliver the Council's vision and objectives for Wandsworth. Changing circumstances means that the monitoring of policies is required to deliver. Manage, and if necessary, adapt or bring forward an alternative planning approach to Wandsworth's growth and meeting the borough's needs for homes, jobs, services and infrastructure.

**22.26** The Council will monitor the effectiveness of the Local Plan by regularly assessing its performance against a series of quantitate indicators. The performance of the Local Plan will be reported in the Authority Monitoring Report (AMR).

# 23 Appendices

## Appendix 1 Marketing Evidence

**23.1** A number of policies in this Local Plan require marketing evidence to be submitted with applications to justify that those sites or premises are no longer required for their existing uses. These policies are:

- Policy LP 17 - Social and Community Infrastructure
- Policy LP 18 - Arts, Culture and Entertainment
- Policy LP 35 - Visitor Accommodation
- Policy LP 36 -Promotion and protecting offices
- Policy LP 37 - Managing land for industry and distribution
- Policy LP 38 - Mixed use development on economic land
- Policy LP 39 - Railway Arches
- Policy LP47 - Local Shops

**23.2** This appendix sets out the details that should be provided to enable officers to assess the acceptability or otherwise of the marketing undertaken. The Council's assessment will consider the overall length, type and quality of the marketing. If the applicant/agent puts forward justification for any shortcomings in the marketing (e.g. the use of only one specialist website rather than a range of generic websites due to the nature of the existing employment use, or that a marketing board was not used because of advertisement controls) these will be considered. However the expectation is that the requirements below should be fully addressed.

**23.3** Marketing of the site and premises must always involve a robust and active campaign that would have to :

- be ongoing for a minimum period of 18 months (24 months for public houses);
- be through a commercial agent;
- be marketed on property databases, search engines and other relevant websites which focus on the sale or letting of commercial premises, that are free to view and easily accessible by prospective purchasers / tenants; and
- priced commensurate with the existing quality and location of the premises.

**23.4** A marketing report must be submitted before the planning application is made and include the following details:

- Identify the last occupier including name, address, nature of business and floorspace. If the land/buildings are vacant, state the date they were last occupied.
- The date when marketing began and ceased (if relevant) for each agent, if more than one used.
- Which land uses the property/site is being marketed for, identifying the dates of marketing for each land use.
- Identify the agents used for marketing and a copy of the agent's particulars, including any amended particulars to be supplied.
- The price the site has been marketed at and whether the price was reduced, stating the date that it was reduced (if relevant). Marketing should always be at a price that genuinely reflects the market value of the property in its current use and current quality.
- The marketing methods used must be provided. The report should include:
- The marketing particulars. In particular, which websites or press the property/site was advertised on, identifying dates when freely available to be viewed, and in the case of websites, the number of 'hits'. Also provide details of direct marketing used including a copy of the marketing brochure, details of who the marketing particulars were circulated to (including the size of the database) and whether the database used is mainly aimed at potential occupiers based locally or nationally.
- Distribution of marketing material should be on a quarterly basis.
- Whether a marketing board has been used and the dates it was displayed. The use of a marketing board is advised; whenever possible.
- Marketing outcomes to include any (a) expressions of interest; and (b) offers made. In both cases the interested parties

should be identified and where the premises were rejected the reasons for doing so should be stated.

**23.5** All marketing undertaken must meet the requirements set out above and a marketing report must be submitted.

**23.6** More specific marketing requirements will be requested for different types of uses, as set out below.

**Social and Community Infrastructure (including Cultural and Entertainment uses)**

**23.7** For applications involving any loss of a social and community infrastructure, it is very important that the potential of re-using or redeveloping the existing site for the same or an alternative social infrastructure is fully considered in line with Policies LP 17 (Social and Community) and LP 18 (Arts, Culture and Entertainment).

**23.8** Marketing must also include:

- Evidence that the facility is no longer needed. Evidence of meaningful engagement with service providers or a public disposal process would be required to demonstrate this.
- Evidence that the loss of the facility would not have a detrimental impact on social and community service provision. For example, a marketing report could provide details of alternative facilities in close proximity and provide evidence that existing users have all been successfully relocated and that this has not resulted in any shortfall in provision.
- Consideration should be given to the potential for adapting the site/premises to meet community needs either now or in the future.
- Evidence should be provided to show that premises have been offered at a reasonable charge to appropriate user groups; for example at a discounted rate to community groups or voluntary organisations.
- Viability evidence that considers the ability of the site to continue to accommodate an alternative community or cultural use.
- Where the site is an existing health facility, consideration should first be given to re-using the site for other health facilities, before other social infrastructure uses. Applicants should contact NHS Property Services and Wandsworth Clinical Commissioning Group (CCG) to discuss their needs for health floorspace in the area.
- Evidence that the local community has been notified, in writing, of the intention to close the facility and details of representations received.

**Visitor Accommodation (C1 Use classes)**

**23.9** Where the loss of visitor accommodation is proposed, marketing must demonstrate:

- The business is no longer viable as evidenced by a forward business plan and has no reasonable prospect of continuing. If the business has not operated recently, then a forward business plan must be presented with a clear demonstration that an attempt has been made to implement it.
- There has been a serious and sustained effort to run a tourism business in the premises using available business support services.
- The business has been actively marketed to potential purchasers of the business with a guide price reflecting the going concern value of the accommodation business (or its hotel/ self-catering market value if not currently trading) normally for a minimum 18 months and that no reasonable offers have been received during this time. The guide price must reflect the potential earnings of the business and the cost of essential works.
- Alternative visitor accommodation business models have been tested and discounted.
- Marketing of the accommodation on at least three well-known holiday accommodation websites. Such as Airbnb.co.uk and booking.com. Reasonable price charged per night, available for a variety of time periods (for example 1

night, 2 nights, etc) and good quality marketing photos are required.

### Retail (E(a) use class)

**23.10** Where a proposal involves a change of use from retail, that is not supported by policy within designated and non-designated shopping frontages, marketing must also include:

- A comparison of rents achieved for other comparable E(a) uses relevant to the application site, considering the size of the unit and other matters such as location and servicing.
- Marketing evidence where there is a total loss of an E(a) use or where the loss (including ancillary floorspace) is very substantial.

### Public Houses (Sui generis)

**23.11** The Council will resist the loss of public houses, which are considered to be a valuable community facility and/or of historic or architectural interest. Where the loss of a public house, or substantial reduction in floorspace is proposed, marketing must also include:

- Details of the operation of the public house (including at the time of closure, if vacant) such as the turnover, trading accounts for the last 24 months, the percentage split between wet sales and food and whether the premises is used as a music venue, etc.
- Public houses should be marketed via an estate agent specialising in the leisure industry. Where this is not the case, the applicant should explain why.
- Applicants should also have regard to the Campaign for Real Ale's (CAMRA) Public House Viability Test or show how a similar objective evaluation method has been used to assess the viability of the business.
- Consideration should be given to a full range of other social and community infrastructure uses.

### Offices (E(gi)use class)

**23.12** Where a proposal involves a change of use or redevelopment resulting in a loss of office space (outside of the protected Office Areas as identified in Policy LP 36), marketing must clearly demonstrate that there is no longer demand for an office use and that there is not likely to be. Marketing must also include:

- Evidence that the premises has been marketed for the existing office use and other types of office-based uses such as flexible, start-up or co-working space.
- Offices should be marketed at a price commensurate with their existing quality or condition based on the local office market, by reference to comparables in the locality.
- The lease term should not be unduly restrictive and should include the potential for a short-term lease in appropriate cases. Details of the lease terms offered should be included in the marketing report.
- Alternatively, the potential of upgrading the building or adapting the building to meet modern office requirements should be explored. This may include a viability assessment addressing the feasibility of refurbishing or modernising the existing office space.

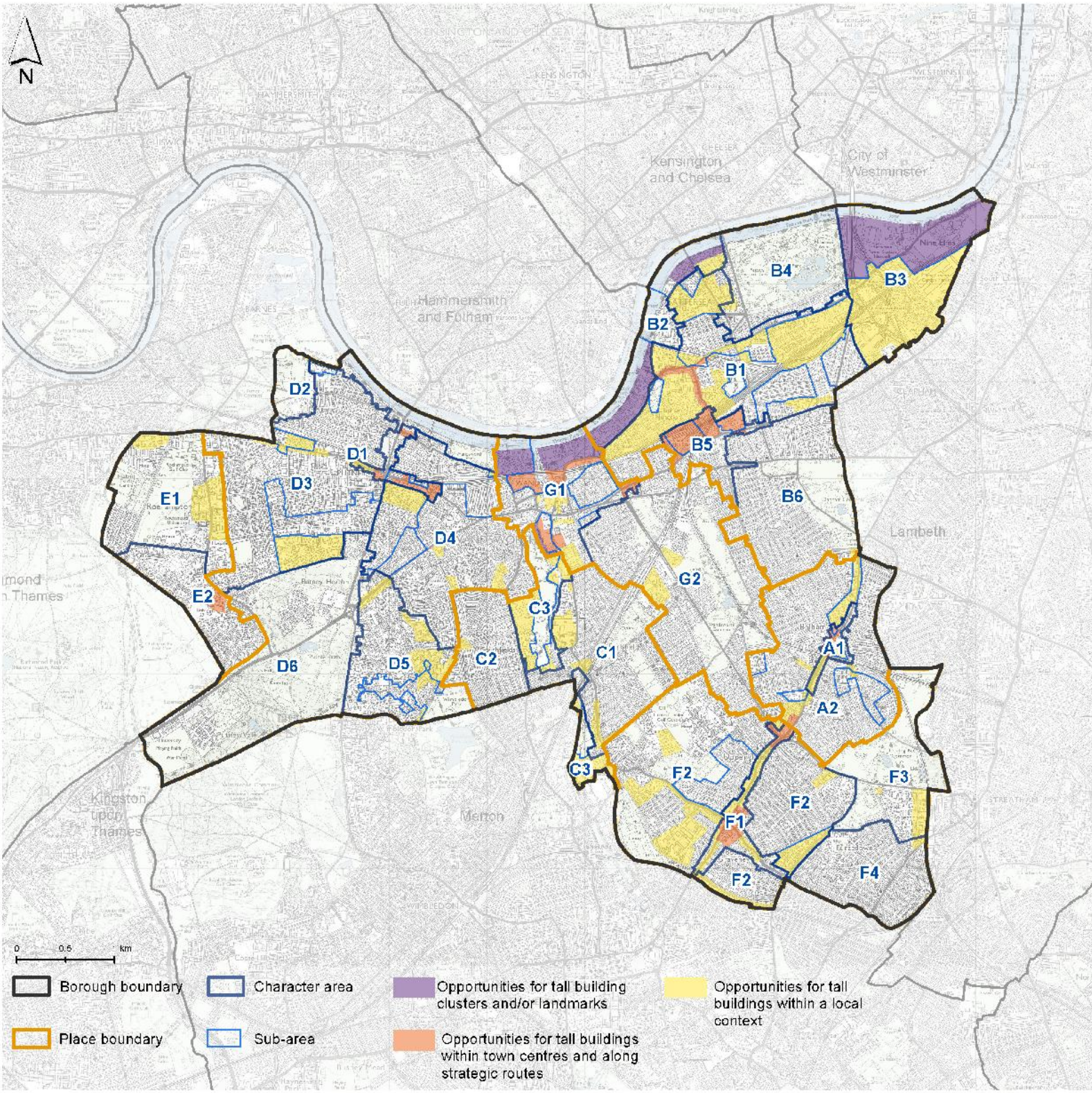
### Industry, Storage and Distribution (B2, B8, E(gii), E(giii) use classes)

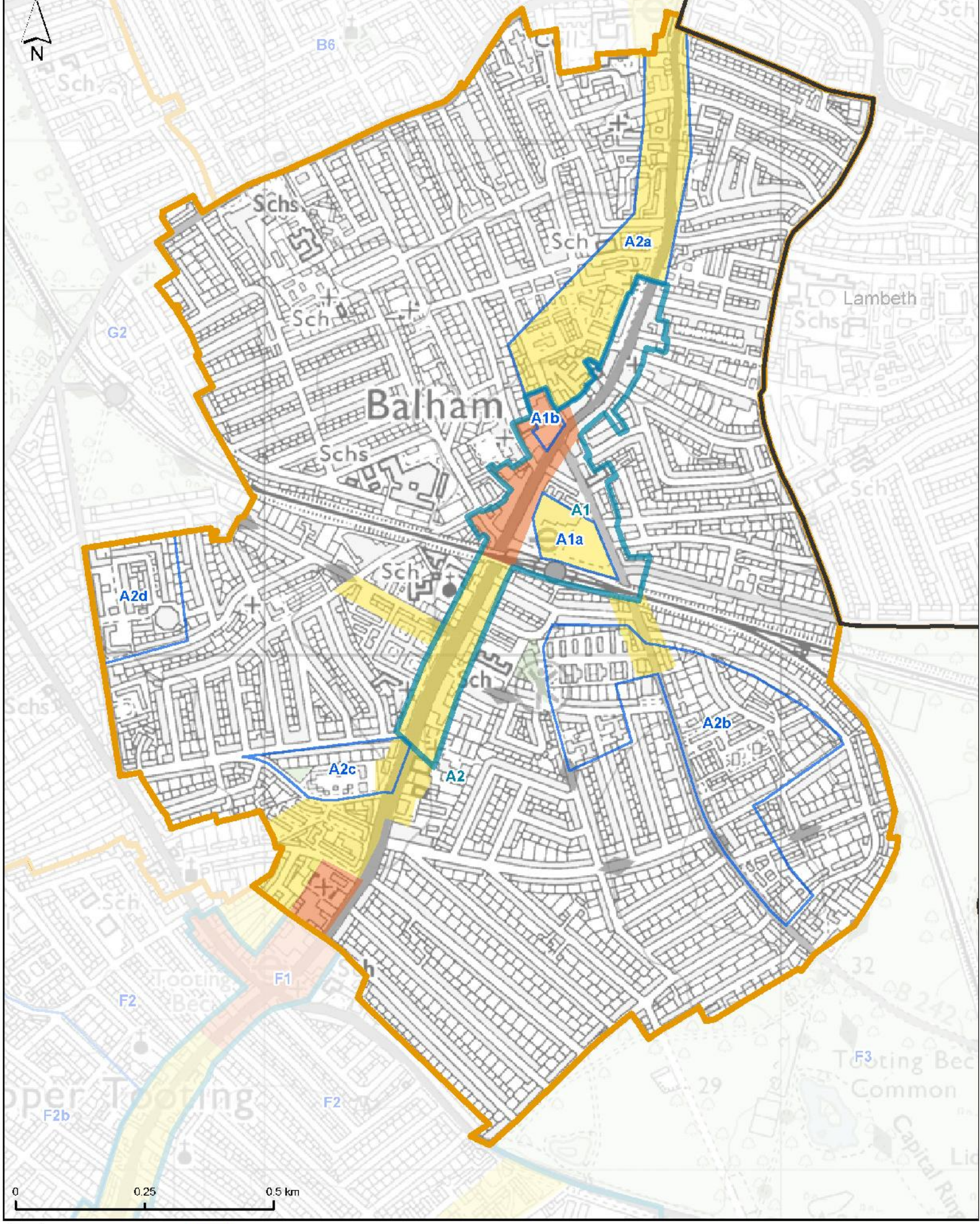
**23.13** Where a proposal involves a change of use or redevelopment resulting in a loss of industrial and/or storage and distribution space, marketing must clearly demonstrate that there is no longer demand for an industrial based use in this location and that there is not likely to be. Marketing must also include:

- Attempts to market poorer quality premises should be on the basis of their present condition, and not on their potential for redevelopment to other employment uses, or proposing housing as the only viable option.

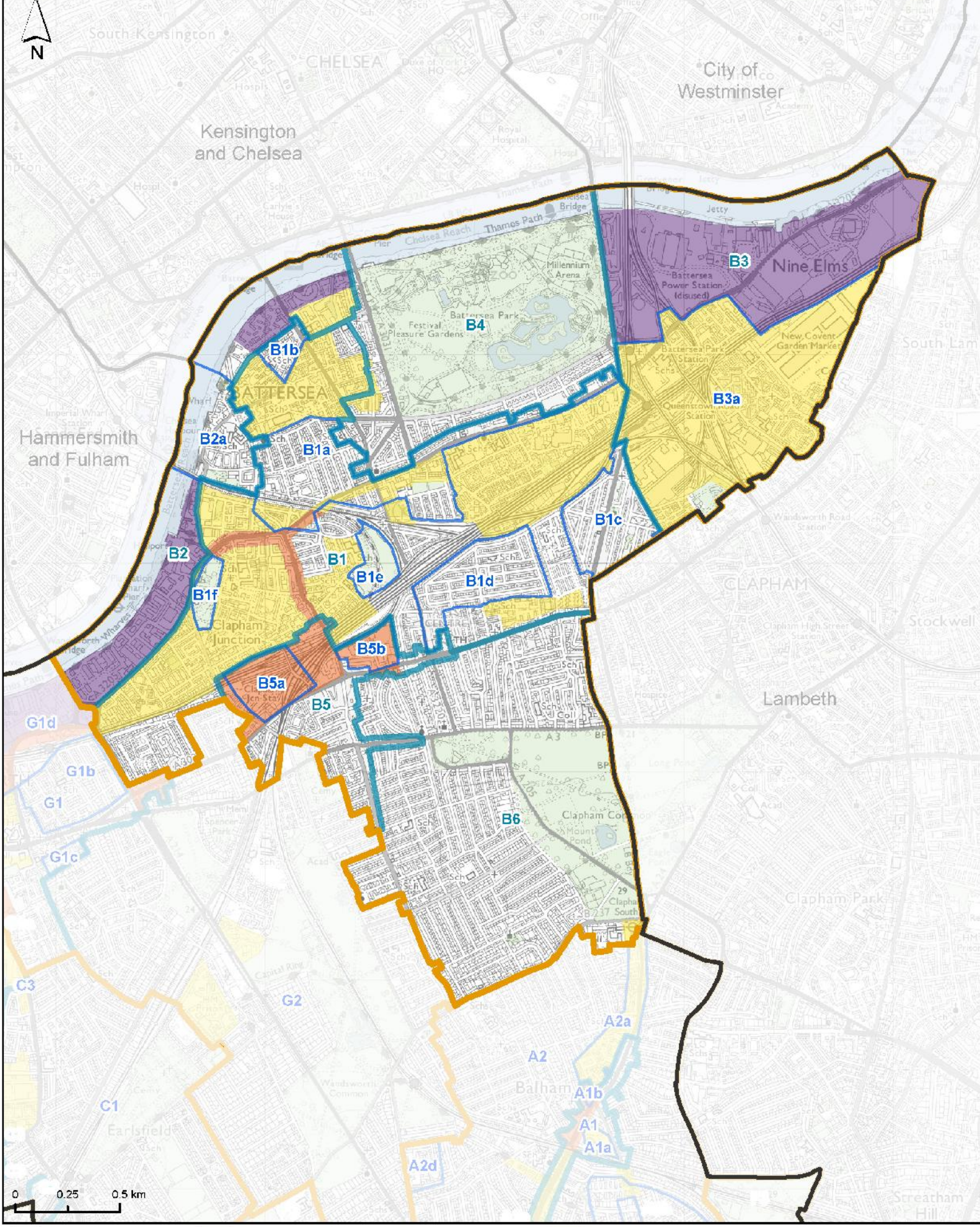
## Appendix 2 Tall Building Maps

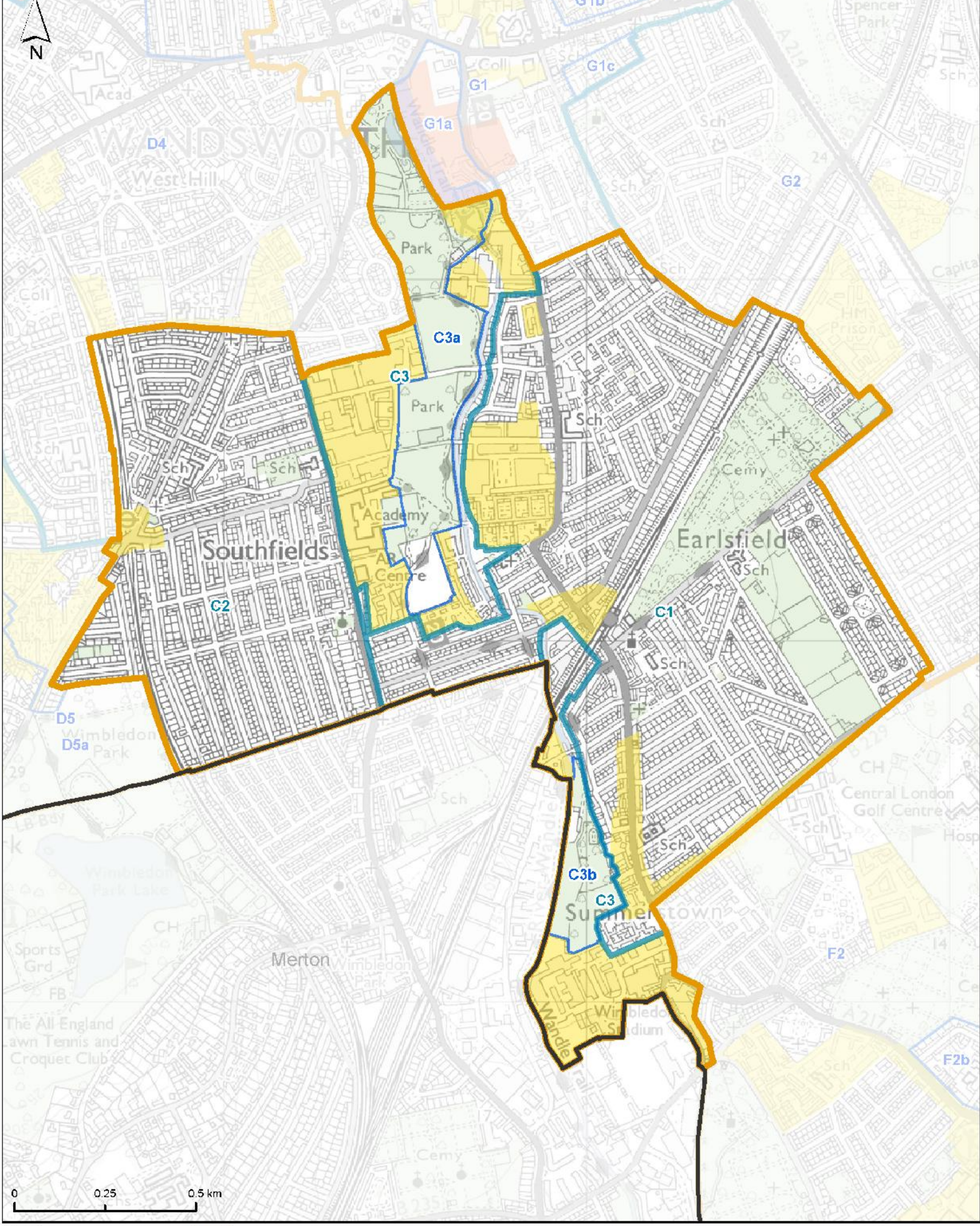
**23.14** Figures 2 to 10 should be read in conjunction with Parts B, D and E of Policy LP 4 (Tall Buildings). The maps show the locations identified as 'Opportunities for tall building clusters and/or landmarks', 'Opportunities for tall buildings within town centres and along strategic routes', and 'Opportunities for tall buildings within a local context'.


N
Kensington and Chelsea
City of Westminster
Hammersmith and Fulham
Lambeth
Merton
Kingston upon Thames
B1
B2
B3
B4
B5
B6
C1
C2
C3
D1
D2
D3
D4
D5
D6
E1
E2
F1
F2
F3
F4
G1
G2
A1
A2
0
0.5
km
Borough boundary
Place boundary
Character area
Sub-area
Opportunities for tall building clusters and/or landmarks
Opportunities for tall buildings within town centres and along strategic routes
Opportunities for tall buildings within a local context

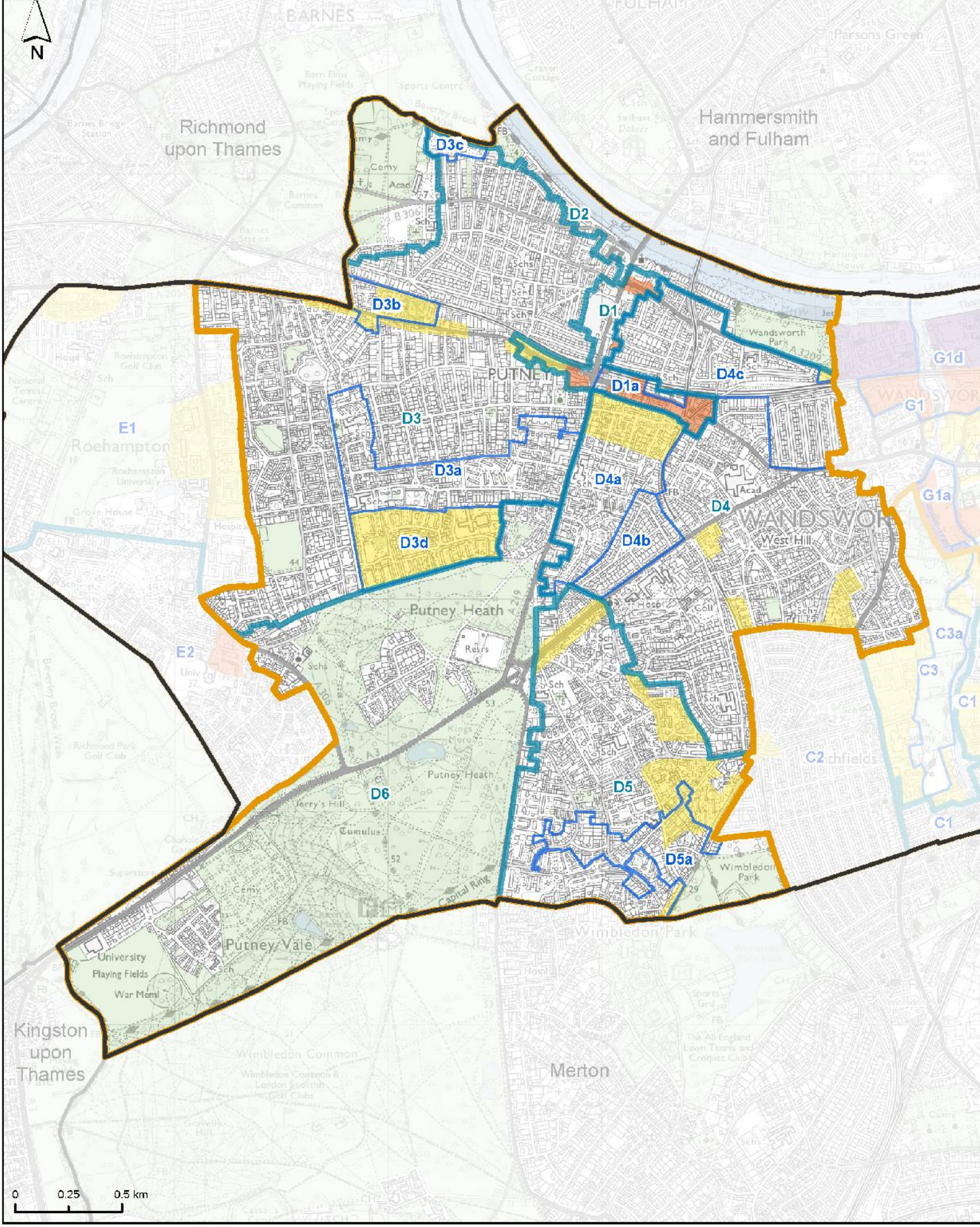



Borough boundary
Place boundary
Character Area
Sub-area
Opportunities for tall buildings within town centres and along strategic routes
Opportunities for tall buildings within a local context

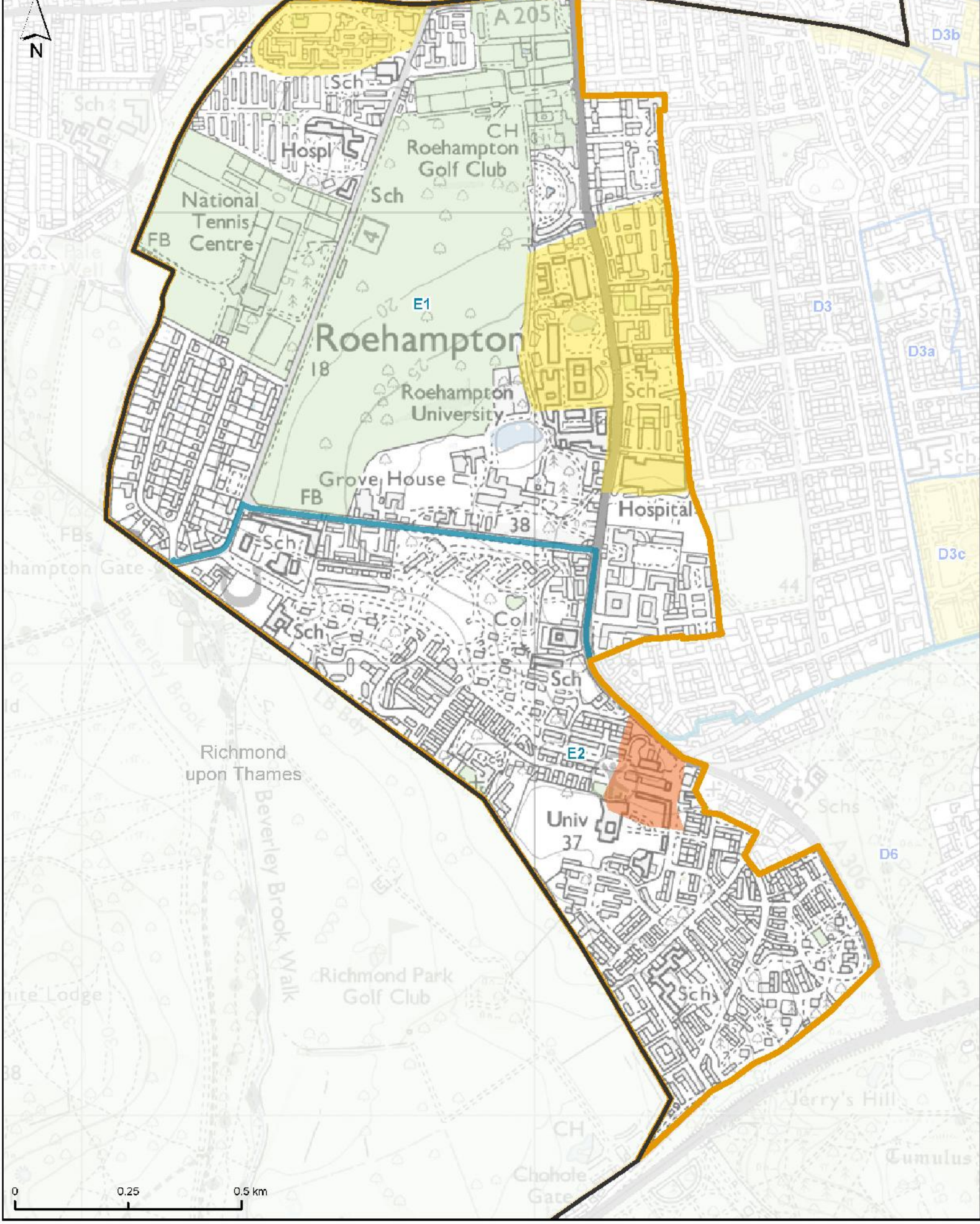

N
South Kensington
CHELSEA
City of Westminster
Kensington and Chelsea
Hammersmith and Fulham
Lambeth
CLAPHAM
BATTERSEA
Nine Elms
Battersea Power Station (disused)
Battersea Park
Festival Pleasure Gardens
Millennium Arena
Thames Path
Chelsea Reach
Battersea Park Station
Queenstown Road Station
New Covent Garden Market
Clapham Junction
Clapham Common
Clapham Park
Balham
Earlsfield
Streatham Hill
B1
B1a
B1b
B1c
B1d
B1e
B1f
B2
B2a
B3
B3a
B4
B5
B5a
B5b
B6
G1
G1b
G1c
G1d
G2
C1
C3
A1
A1a
A1b
A2
A2a
A2d
0
0.25
0.5 km
Borough boundary
Place boundary
Character Area
Sub-area
Opportunities for tall building clusters and/or landmarks
Opportunities for tall buildings within town centres and along strategic routes
Opportunities for tall buildings within a local context



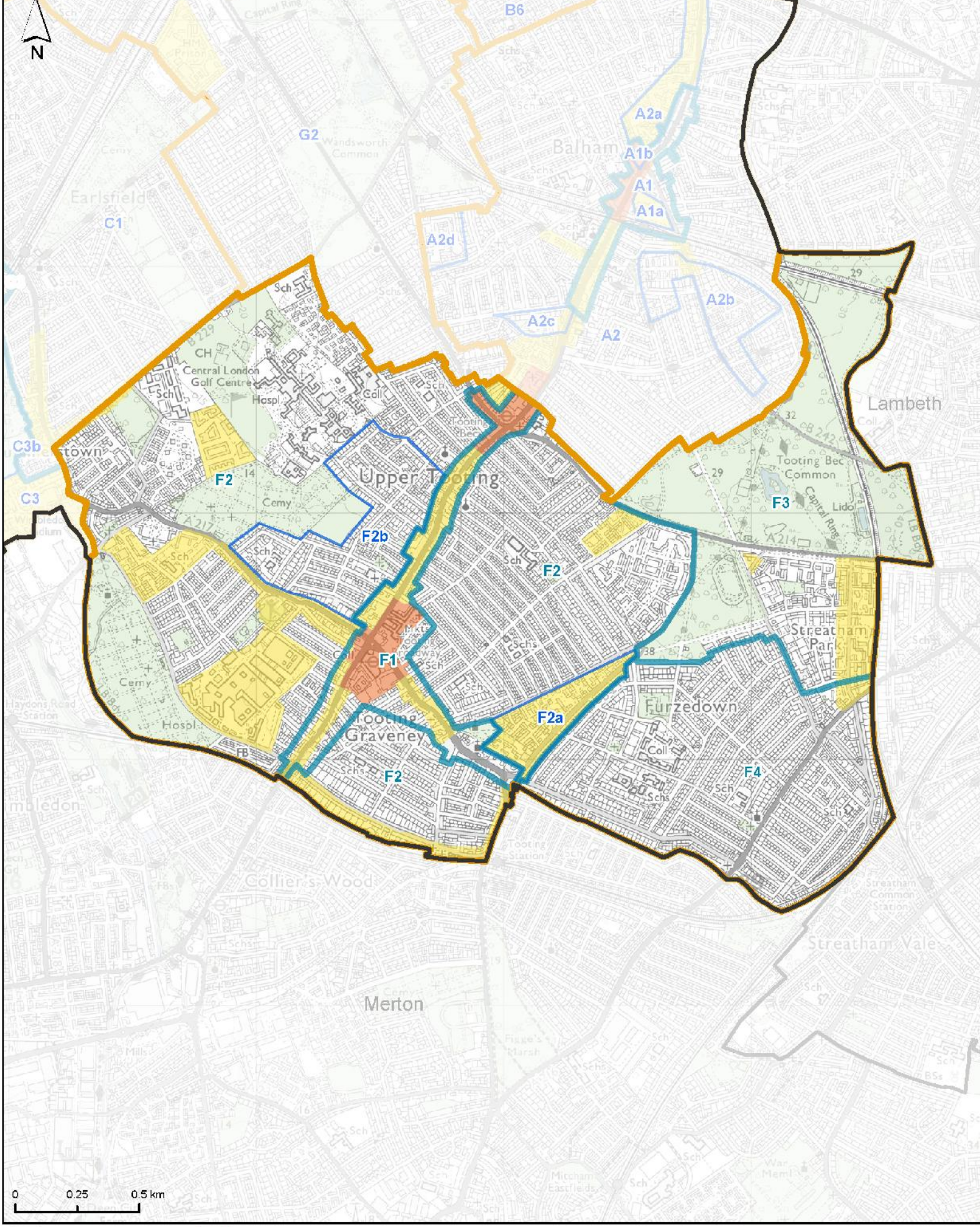

Borough boundary
Place boundary
Character Area
Sub-area
Opportunities for tall buildings within town centres and along strategic routes
Opportunities for tall buildings within a local context



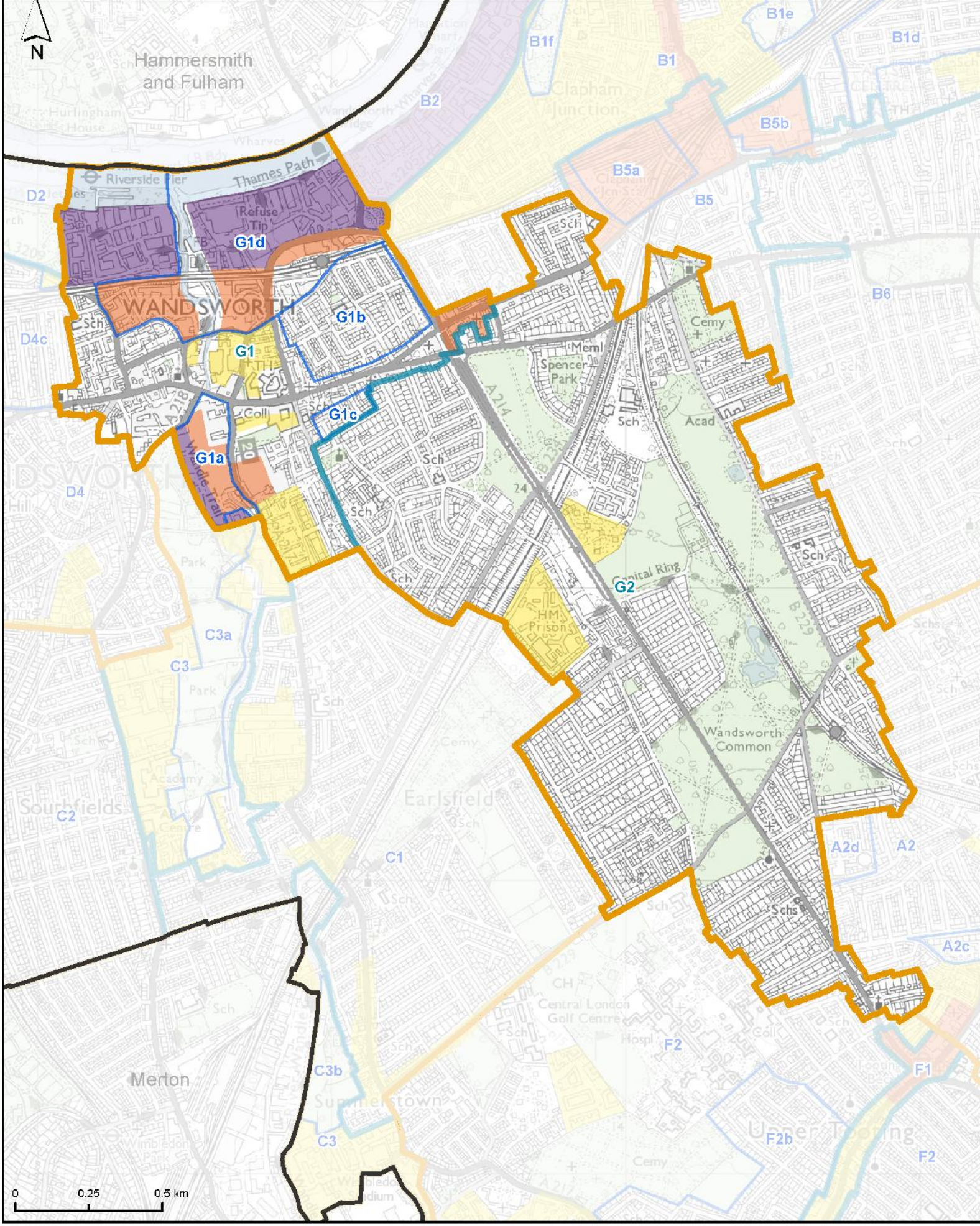

Borough boundary
Place boundary
Character Area
Sub-area
Opportunities for tall buildings within town centres and along strategic routes
Opportunities for tall buildings within a local context




Borough boundary
Place boundary
Character Area
Sub-area
Opportunities for tall buildings within town centres and along strategic routes
Opportunities for tall buildings within a local context




Borough boundary
Place boundary
Character Area
Sub-area
Opportunities for tall buildings within town centres and along strategic routes
Opportunities for tall buildings within a local context




Borough boundary
Place boundary
Character Area
Sub-area
Opportunities for tall building clusters and/or landmarks
Opportunities for tall buildings within town centres and along strategic routes
Opportunities for tall buildings within a local context

**23.15** The below should be read in conjunction with Part A of Policy LP 4 (Tall Buildings). The table identifies local definitions of 'tall', which are based on the prevailing height of the character areas/sub-areas shown on the above maps.

**23.16** Buildings which are either 8 storeys or taller; or are 50% higher than the prevailing height of the character area/sub-area within which they are proposed to be located will be considered as 'tall' (whichever is the smaller).

**23.17** Each area (e.g. A1) has been split up into a number of sub-areas (A1a, A1b).

| Sub-Area code | Prevailing height (storeys) | Tall building definition |
|---|---|---|
| A1 | 3-4 | 6 |
| A1a | 3 | 5 |
| A1b | 3 | 5 |
| A2 | 2-3 | 5 |
| A2a | 4 | 6 |
| A2b | 2-3 | 5 |
| A2c | 2-3 | 5 |
| A2d | 2-3 | 5 |
| B1 | 2-3 | 5 |
| B1a | 3-4 | 6 |
| B1b | 2-3 | 5 |
| B1c | 2-3 | 5 |
| B1d | 2-3 | 5 |
| B1e | 2-3 | 5 |
| B1f | 2-3 | 5 |
| B1g | 2-3 | 5 |
| B2a | 2-3 | 5 |
| B2 | 2-3 | 5 |
| B2a | 2-3 | 5 |
| B3 | 6-8 | 8 |
| B3a | 2-3 | 5 |
| B4 | 2-3 | 5 |
| B5 | 3-4 | 6 |
| B5a | 3-4 | 6 |
| B5b | 3-4 | 6 |
| B6 | 2-3 | 5 |
| C1 | 2-3 | 5 |
| C2 | 2-3 | 5 |
| C3 | 1-4 | 5 |
| C3a | N/A | N/A |
| C3b | N/A | N/A |
| D1 | 3-4 | 6 |
| D1a | 8-9 | 8 |
| D2 | 2-3 | 5 |
| D3 | 2-3 | 5 |
| D3a | 2-3 | 5 |
| D3b | 3-4 | 6 |
| D3c | 5-6 | 8 |

| | | |
|---|---|---|
| D3d | 5-6 | 8 |
| D4 | 2-3 | 5 |
| D4a | 3-5 | 6 |
| D4b | 2-3 | 5 |
| D4c | 2-3 | 5 |
| D5 | 2-6 | 6 |
| D5a | 2-3 | 5 |
| D6 | 2-3 | 5 |
| E1 | 2-3 | 5 |
| E2 | 4 | 6 |
| F1 | 2-4 | 5 |
| F2 | 2-3 | 5 |
| F2a | 3 | 5 |
| F2b | 2-3 | 5 |
| F3 | 2-3 | 5 |
| F4 | 2-3 | 5 |
| G1 | 2-4 | 5 |
| G1a | 3-4 | 6 |
| G1b | 2-3 | 5 |
| G1c | 2-3 | 5 |
| G1d | 3-4 | 5 |
| G2 | 3-3.5 | 5 |

**Table 23.1 Local definitions table**

# Appendix 3 Designated Frontages

## Protected Core, Secondary and Other Shopping Frontages within Town Centres

### Balham Town Centre

Protected Core Frontages

- 131-169 Balham High Road
- 162-200 Balham High Road
- Waitrose, 134-152 Balham High Road

Protected Secondary Frontages

- 117-129 Balham High Road
- 15-31 Bedford Hill
- 2-20 Bedford Hill

Other Frontages

- 63-115 Balham High Road & 1-13 Bedford Hill
- 40-56 Balham High Road
- 74-132 Balham High Road
- 154-160 Balham High Road
- 19-37 Balham High Road
- 39-45 Balham High Road
- 47-61 Balham High Road
- 33-47 Bedford Hill
- 53-61 Bedford Hill
- 63-75 Bedford Hill
- 77 Bedford Hill
- 22-24 Bedford Hill
- 1-11 Balham Station Road
- 16-18 Balham Station Road and 171 Balham High Road
- 2, 2a, 2b and 2c Chestnut Grove
- 1-19 Chestnut Grove and 208 Balham High Road
- 1-15 Hildreth Street
- 2-26 Hildreth Street
- 1-5 Ramsden Road
- 2-6 Ravenswood Road
- 1-5 Boundaries Road
- 23-25 Harberson Road
- 1-11 Fernlea Road

### Clapham Junction Town Centre

Protected Core Frontages

- 315 Lavender Hill, and 17-39 St Johns Road
- 41-59 St John's Road
- 61-95 St John's Road
- 2-46 St John's Road
- 48-64 St John's Road
- 66-78 St John's Road
- 80-100 St John's Road
- Asda, 204 Lavender Hill
- Lidl, Falcon Lane
- 10 Falcon Lane

Protected Secondary Frontages

- 1a-53 Northcote Road and 55-69 Northcote Road
- 71-85 Northcote Road
- 87-99 Northcote Road
- 4-26 Northcote Road
- 28-46 Northcote Road
- 48-62 Northcote Road
- 64-78 Northcote Road
- 80-92 Northcote Road
- 242-288 Lavender Hill
- 281-297 Lavender Hill
- 299-313 Lavender Hill
- 4-18 St John's Hill
- 1-19 St John's Hill

Other Frontages

- 29-45 St John's Hill
- Brighton Buildings, St John's Hill
- The Junction Shopping Centre, St John's Hill
- 225-233 Lavender Hill
- 235-253 Lavender Hill
- 255-265 Lavender Hill
- 168-174a Lavender Hill
- 178-192 Lavender Hill
- 194-202 Lavender Hill
- 230-240 Lavender Hill
- 2 St John's Hill and 164 Falcon Road
- 1-5 Lavender Sweep
- 18-48 Battersea Rise
- 50-62 Battersea Rise
- 64-68 Battersea Rise and 97-99 St John's Hill
- 70-110 Battersea Rise
- 1-37 Battersea Rise

- 73-81 Battersea Rise
- 83-105 Battersea Rise and 2 Northcote Road
- 94-106 Northcote Road

**Putney Town Centre**

Protected Core Frontages

- Putney Exchange, Ground Floor
- 78-132 Putney High Street
- 31-93 Putney High Street
- 95-117a Putney High Street
- 2-6 Werter Road

Protected Secondary Frontages

- 200-218 Putney Bridge Road
- 60-66 Putney High Street
- 134-152 Putney High Street
- 119-151 Putney High Street
- 153-175 Putney High Street
- 228-264 Upper Richmond Road
- 278-302 and 221-231 Upper Richmond Road
- 94-138 Upper Richmond Road
- 1-5 Lacy Road

Other Frontages

- First Floor, Putney Exchange
- 2-26 Putney High Street and 1-9 Lower Richmond Road
- 28-54 Putney High Street
- 154-176 Putney High Street
- 141-155 Upper Richmond Road and 1-7 Putney Hill
- 191-203 Upper Richmond Road and 13a Ravenna Road
- 205-213 Upper Richmond Road
- 140-152 Upper Richmond Road
- 182-198 Upper Richmond Road
- 202-226 Upper Richmond Road
- 327-339 Putney Bridge Road
- 2-4 Chelverton Road
- 25-29 Lacy Road
- 314-326 Upper Richmond Road
- 2 Putney Hill and 165-167 Upper Richmond Road

**Tooting Town Centre**

Protected Core Frontages

- 1-69 Tooting High Street and 1-39 Mitcham Road

Protected Secondary Frontages

- 41-73 Mitcham Road
- 75-85 Mitcham Road
- 87-101 Mitcham Road
- 103-133 Mitcham Road
- 2-34 Mitcham Road, 2-4 Bank Chambers and 71, 79-89 Tooting High Street
- 2-6 Tooting High Street, 264-270 Upper Tooting Rd, 250-262 Upper Tooting Rd and 8-48 Tooting High Street
- 201-215 Upper Tooting Road
- 217-247 Upper Tooting Road

Other Frontages

- 152-178 Upper Tooting Road
- 180-218 Upper Tooting Road
- 220-232 Upper Tooting Road
- 234-248 Upper Tooting Road and 4 Broadwater Road
- 127-145 Upper Tooting Road
- 147-179 Upper Tooting Road
- 181-199 Upper Tooting Road
- 135-145 Mitcham Road
- 149-171 Mitcham Road
- 42-48 Mitcham Road
- 62-74 Mitcham Road
- 76-96 Mitcham Road
- 98-114 Mitcham Road
- 118-124 Mitcham Road
- 130-132 Mitcham Road
- 134-148 Mitcham Road
- 50-56 Tooting High Street
- 58-74 Tooting High Street
- 76-90 Tooting High Street
- 984-986 Garratt Lane
- 1079-1085 Garratt Lane
- 1-11 Selkirk Road
- 2-16 Selkirk Road
- 30-32 Totterdown Street
- Tooting Market, Tooting High Street
- Broadway Market, Tooting High Street

- 1 Gatton Road
- 2-4 Gatton Road

**Wandsworth Town Centre**

Protected Core Frontages

- Ground Floor, Southside Shopping Centre (excluding 114 Southside Shopping Centre)
- Sainsburys, 45 Garratt Lane

Other Frontages

- 42-58 Garratt Lane
- 72-78 (even) Garratt Lane
- 61-75 (odd) Wandsworth High Street
- 79-83, 87-89 (odd) Wandsworth High St and 114 Southside Shopping Centre
- 107-209 (odd) Wandsworth High Street
- 52-66(even) Wandsworth High Street and 17 Ram Street
- 82-96 (even) Wandsworth High Street
- 98-134 (even) Wandsworth High Street
- First Floor, Southside Shopping Centre

**Protected Core, Secondary and Other Shopping Frontages within Local Centres**

**Battersea Park Road Local Centre**

**23.18** Protected Core Frontages

- 242-268 Battersea Park Road & 246 Battersea Bridge Road
- 270-282 Battersea Park Road

Protected Secondary Frontage

- 529-565 Battersea Park Road

Other Frontages

- 284-296 Battersea Park Road
- 298-310 Battersea Park Road
- 312- 318 Battersea Park Road
- 503-511 Battersea Park Road
- 513-527 Battersea Park Road
- 567-573a Battersea Park Road & 2 Abercrombie Street
- 242-244 Battersea Bridge Road

**Bellevue Road Local Centre**

Protected Secondary Frontages

- 1-19 Bellevue Road & Bennet Court

Other Frontages

- The Hope Public House, Bellevue Road
- 20-22a Bellevue Road & 1-5 Bellevue Parade
- 27-34 Bellevue Road
- 202-224 Trinity Road & 35 Bellevue Road

**Clapham South Local Centre**

Protected Secondary Frontages

- 2-12 Balham Hill, 1-8 Westbury Parade and Units in Clapham South Station (Balham Hill), Clapham South Station (Nightingale Lane)
- 25-41 and 43-65 Balham Hill

**Earlsfield Local Centre**

Protected Core Frontages

- 521-551 Garratt Lane

Protected Secondary Frontages

- 557-569 Garratt Lane
- 573-593 Garratt Lane
- 424-444 Garratt Lane
- 491-507 and 511 Garratt Lane

Other Frontages

- 334-344 Garratt Lane
- 346-358 Garratt Lane
- 360-374 Garratt Lane
- 376-408 Garratt Lane
- 410-422 Garratt Lane
- 515-519 Garratt Lane and 282 Magdalen Road
- 446 Garratt Lane
- 595 Garratt Lane

**Lavender Hill/ Queenstown Road Local Centre**

Protected Core Frontages

- 2-30 Lavender Hill

Protected Secondary Frontages

- 44-54 and 47-71 Lavender Hill

Other Frontages

- 32-42 Lavender Hill
- 56-66 Lavender Hill
- 1-13 Lavender Hill
- 15-19 Lavender Hill
- 21-45 Lavender Hill
- 36-48 Queenstown Road
- 29-41 Queenstown Road

**Mitcham Lane Local Centre**

Protected Core Frontages

- 1-8 Bank Buildings and 127 Mitcham Lane
- 3-15 and 17-23 Thrale Road

Protected Secondary Frontages

- 82-118 Mitcham Lane

Other Frontages

- 71-111 Mitcham Lane
- 115-125 Mitcham Lane
- 120-122 Mitcham Lane and 1 Thrale Road

**Roehampton Local Centre**

Protected Core Frontages

- 1-59 Danebury Avenue

Protected Secondary Frontages

- 27-35 and 28-40 Roehampton High Street

Other Frontages

- 10-26 Roehampton High Street
- 1-19 Roehampton High Street
- 1-11 Medfield Street
- 2-6 Medfield Street
- 215 Roehampton Lane
- 221 Roehampton Lane

**Southfields Local Centre**

Protected Core Frontages

- 1-33 Replingham Road

Protected Secondary Frontages

- 10-22 Replingham Road
- 251-269 Wimbledon Park Road

Other Frontages

- 35-43 Replingham Road
- 24-42 Replingham Road
- 227-249 Wimbledon Park Road
- 271-281 Wimbledon Park Road
- 250-262 Wimbledon Park Road
- 2a-8 Replingham Road

**Tooting Bec Local Centre**

Protected Core Frontages

- 2-16 Upper Tooting Road

Other Frontages

- 47-71 Trinity Road
- 4-28 Trinity Road
- 30-48 Trinity Road
- 50-60 Trinity Road
- 18-30 Upper Tooting Road

Important Local Parades

- 152-168 Battersea Bridge Road
- 141-185 Battersea High Street
- 275-305, Battersea Park Road
- 129-139 Beaumont Road
- 2-14 Blandfield Road/55-61 and 81-95 Nightingale Lane
- 47-67 East Hill
- 135-153 Franciscan Road
- 171-227 Garratt Lane
- 812-842 and 911-919 Garratt Lane
- 74-88 Inner Park Road
- 50-94 Lower Richmond Road
- 169-201 Merton Road
- 2-12 Montfort Place
- 58-86 and 91-111 Moyser Road
- 172-184 and 175-189 Northcote Road/48, 59-63 Broomwood Road
- 1-11 Petersfield Rise
- 1-7 Portswood Place
- 1-6 Rockingham Close
- 115-141 St John's Hill
- 323-409 Tildesley Road

- 314-324 Trinity Road
- 271-299 Upper Richmond Road
- 349-393 Upper Richmond Road

## Appendix 4 Glossary

**Active (Building) Frontages** – Frontages that contain entrance doors and windows.

**Business floorspace** – usually B1a (office) but can also include B1b (research and development). Also referred to as office floorspace.

**Business sizes** – Businesses are categorised according to the number of employees as follows:

- 1 – 9 employees: micro
- 10 to 49 employees: small
- 50 to 249 employees: medium
- 250+ employees: large

**CAZ / Central Activities Zone** – The CAZ is the area of central London where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions.

**CCG / Clinical Commissioning Group** – An NHS clinical commissioning group (CCG) is a National Health Service body providing primary and community services or commissioning them from other providers, and are involved in commissioning secondary care. CCGs have replaced Primary Care Trusts (PCTs).

**Character** – The distinctive or typical quality of a building or area; as described by historic fabric; appearance; townscape; and land uses.

**Cheek-by-jowl** – Very close physical proximity, crowded together.

**CHP / Combined Heat and Power** – Involves the production of usable heat and power (electricity), in one single, efficient process. This contrasts with conventional ways of generating electricity where the heat created is wasted.

**CIL / Community Infrastructure Levy** – Levies on development to fund the infrastructure necessary to support the development set out in the Council's Local Plan(s) and Crossrail.

**Commercial Floorspace** – floorspace that supports any employment-generating activity, including shops, financial and professional services, cafes, restaurants, pubs or drinking establishments, take aways, office, research and development facilities, light industry, general industry, storage or distribution uses, gymnasiums, indoor recreational facilities, clinics, health centres, creches, nurseries, day centres, schools, non-residential education and training centres, museums, public libraries, public halls, exhibition halls, law courts, cinemas, concert, bingo and dance halls.

**Conservation** – The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

**Conservation Area** – An area designated by a local planning authority in accordance with the Town and Country Planning (Listed Buildings & Conservation Areas) Act 1990 (as amended), as being of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. Conservation Area Consent is required for the demolition or partial substantial demolition of unlisted buildings in Conservation Areas. Other restrictions also apply, contact the Planning Service for further information or see www.planningportal.gov.uk

**Creative industries** – The creative industries include the following sectors:

- Advertising and marketing
- Crafts
- Design: Product, Graphic and Fashion Design
- Film, TV, video radio and photography
- IT, software and computer services
- Publishing
- Museums, Galleries and Libraries
- Music, performing and visual arts
- Architecture

**Cultural industries** – Creative industries that have a cultural focus.

**Decentralised Energy** – Is the local or sub-regional supply of heat and electricity from a central source, known as the Energy Centre to end users. The Energy

Centre normally hosts one or more Combined Heat and Power (CHP) units as well as back-up boilers and thermal stores.

**Designing out crime** – Using the design of the built environment to minimise opportunities for criminal and anti-social behaviour, through matters such as provision of appropriate layout, active building frontages, suitable lighting etc.

**Design Review Panel (DRP)** – This is an independent body comprising of architects, urban designers, landscape architects, engineers, transport planners, heritage experts and other design related professionals with a local interest and recognised expertise in their field. The Panel assesses pre-application schemes within the borough, ideally at an early stage in the design and planning process, and occasionally post-application schemes with a view to achieving high quality design.

**Development** – Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land". A subsequent legislative amendment now includes the demolition of heritage assets and a number of other specific types of development within the definition (please refer to the Planning Act 2008, Part 4, Section 32).

**District Heating / Cooling Networks** – The supply of heat (and/or cooling) from an Energy Centre (or multiple centres) to a number of buildings through a network of pre-insulated underground pipes.

**EA / Environment Agency** – A UK government agency concerned mainly with rivers, flooding, and pollution and providing public information.

**Economic uses** –Office, research and development, light industry, general industry, storage and logistics/distribution, and appropriate sui generis uses that relate to and support the industrial nature and operation of an area, such as transport depots, waste processing sites, vehicle sales showrooms, and builders' yards and merchants.

**ELPS / Employment Land and Premises Study** – The study provides a detailed evidence base from which an appropriate supply of employment land and premises can be planned for. The latest study was undertaken by AECOM in 2020.

**Employment-generating uses** – Any use which involves an element of employment.

**Energy Assessment** – An assessment to demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in a development, including the feasibility of CHP/CCHP and community heating systems.

**Family-sized unit** – A housing unit with three or more bedrooms.

**FD2320** – Flood Risk Assessment Guidance for New Development. Research and Development Technical Report, DEFRA/Environment Agency (2005).

**Fluvial flooding** – Occurs when rivers overflow and burst their banks, due to high or intense rainfall which flows into them.

**FRA / Flood Risk Assessment** – In circumstances where the Environment Agency consider there is a risk of flooding they may require a Flood Risk Assessment to accompany a planning application.

**GIA / Gross internal area** – This is the internal area of the dwelling measured to the internal face of the dwelling's perimeter walls.

**GLA / Greater London Authority** – The Greater London Authority is a strategic city-wide government for London made up of a directly elected Mayor - the Mayor of London - and a separately elected Assembly - the London Assembly.

**GPDO / General Permitted Development Order** – The Town and Country Planning (General Permitted Development) Order 2015 grants rights (known as permitted development rights) to carry out certain limited forms of development without the need to make an application for planning permission.

**Green and Blue Infrastructure** – Comprises the network of parks, rivers, water spaces and green spaces, as well as the green features of the built

environment, such as street trees, green roofs and sustainable drainage systems, all of which provide a wide range of benefits and services.

**Green Chains** – A series of linked open spaces and river corridors forming extended parkways for the public and wildlife corridors in natural surroundings. These can cross borough boundaries.

**Green Corridor** – Relatively continuous areas of open space leading through the built environment, which may link to each other and to the Green Belt or Metropolitan Open Land. They often-consist of rivers, railway embankments and cuttings, roadside verges, canals, parks, playing fields and extensive areas of private gardens. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension of the habitats of the sites they join.

**Green Features** – Green and sustainable design elements that mitigate climate change, improve the character of an area, and are part of the urban greening factor.

**Green Space** – All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape.

**Gypsies and Travellers** – See emerging London Plan policy H14.

**Gyratory** – A type of road junction at which traffic enters a one-way stream around a central island.

**Habitable floorspace** – All floorspace used for living purposes with a floor to ceiling height of 1.5m or over within a habitable room. Floorspace within habitable rooms with a floor to ceiling height of between 0.9m and 1.5m is counted as 50 per cent of its floor area and any floor area with a floor to ceiling height lower than 0.9m is not counted as habitable floorspace.

**Habitable rooms** – Includes all separate living rooms and bedrooms, and kitchens with a floor area of 13sqm or more. Heritage Asset – A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets (as defined in the NPPF) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

**HIA / Health Impact Assessment** – A combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population.

**Historic environment** – All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

**Historic Environment Record** – Historic environment records are information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use. Typically, they comprise databases linked to a geographic information system (GIS), and associated reference material, together with a dedicated staffing resource.

**HMA / Housing Market Assessment** – An analytical assessment of local housing markets across tenures.

**HMO / Housing in Multiple Occupation** – Dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 whereas HMOs for more than six people are Sui Generis.

**Human scale** – scale and form suitable for people to interact with and where pedestrians feel comfortable by the scale and massing of buildings and open spaces making up the public realm.

**ILP / Important Local Parade** – A shopping parade providing for day to day necessities. This is a designation within the Local Plan.

**Industrial uses** – Light industry , general industry, storage and logistics/distribution uses, research and development

of industrial and related products or processes, secondary materials, waste management and aggregates, utilities infrastructure, and as well as sui generis that relate to, and support, the industrial nature and operation of an area, such as builders' yards, car sales showrooms, waste transfer stations or bus depots.

**Large-scale purpose-built shared living accommodation** – See London Plan policy H16.

**LDD / Local Development Document** – Sets out the planning policies for delivering the spatial strategy for the area.

**LDF / Local Development Framework** – The framework for local spatial planning set out in the Government's now superseded Planning Policy Statement 12, which has now largely been replaced by the Council's Local Plans. The Local Development Framework also included the Statement of Community Involvement, the Local Development Scheme (which sets out the programme for the production of LDDs) Local Development Documents and the Annual Monitoring Report.LDS / Local Development Scheme – Sets out the programme for the production of Local Plans.

**Legibility** – The degree to which a place can be easily understood and moved through.

**LIP / Local Implementation Plan** – The Council's detailed transport policies and proposals are set out in its statutory Local Implementation Plan (LIP) of the Mayor of London's Transport Strategy.

**Listed Building** – A building of special architectural or historic interest included on a statutory list. Listed Building Consent is required for their demolition or alteration to any part of the building and this applies equally to the interior as well as exterior and may include fixtures and fittings and external curtilage structures.

**Local distinctiveness** – The positive features of a place and its communities which contribute to its special character and sense of place.

**Local Plan** – a Local Development Document which includes policies encouraging development, allocating sites or including development management policies as set out in Regulation 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Council's Local Plan(s) replace the LDF.

**London Plan –** The plan is a spatial development strategy for the Greater London area, to deal with matters of strategic importance to the area. The current London Plan was published by the GLA in 2015. The Mayor has produced a draft new London Plan, referred to in this document as the 'emerging London Plan', which was subject to an independent examination from November 2018 to March 2019.

**LNR / Local Nature Reserve** – A site of local nature conservation or geological significance, identified by local planning authorities.

**LSIA / Locally Significant Industrial Area** – Areas of borough-wide importance that are designated to ensure that there are sufficient sites to meet the needs of the general business, industrial, warehousing, waste management and some utilities and transport sectors.

**Major development** – 10+ (gross) residential units or developments of 1,000 sq ms or more of non-residential floorspace.

**Managed workspace** – Workspace within one or more of the economic uses, where the management of the workspace goes significantly beyond straightforward servicing of the building and includes elements that provide business support, operational flexibility and/or affordability features.

**Meanwhile uses** – The short-term use of temporarily empty buildings or vacant land until they can be brought back into permanent use.

**Mixed-use development** – Development for a variety of activities on a single site or across a wider area such as town centres.

**MOL / Metropolitan Open Land** – An area of predominantly open land which is of significance to London as a whole, or to a part of London.

**Net Zero Carbon / Carbon neutral** – is cutting greenhouse gas emissions especially carbon dioxide, to as close to zero as possible.

**NHS** – National Health Service.

**NNR / National Nature Reserve** – A nationally important example of a type of habitat, established as reserve to protect the most important areas of wildlife habitat and geological formations.

**NPPF / National Planning Policy Framework** – The National Planning Policy Framework sets out the Government's Planning Policies.

**NPPG / National Planning Practice Guidance** – The Government's detailed planning guidance. Also referred to as Planning Practice Guidance (PPG).

**Open Space** – All land in Wandsworth that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space in Wandsworth, whether in public or private ownership and whether public access is unrestricted, limited or restricted. It includes land designated as open spaces, such as Metropolitan Open Land, as well as non-designated land.

**Open Workspace** – Places where businesses and professionals share space, facilities, and/or specialist equipment, in order to reduce costs. Examples include co-working spaces, incubators, artists' studios and maker-spaces.

**Other Site of Nature Importance** – Locally important site of nature conservation, identified by the local authority for planning purposes, which has a significant value on account of its flora and/or fauna content.

**Parklet (Pocket park)** – A small seating area or green space created as a public amenity on or alongside a pavement.

**Permeability** – The degree to which an area has a variety of pleasant, convenient and safe routes through it.

**Planning Condition** – A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990).

**Policies Map** – A Local Development Document illustrating geographically the application of policies in the Council's Local Plan(s). The Policies Map replaces the Proposals Map. Prior to the Town and Country Planning (Local Planning) (England) Regulations 2012 the Proposals Map was not previously a Local Plan Document in its own right.

**Previously developed land** – Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. Does not include residential gardens.

**PTAL / Public Transport Accessibility Level** – A measure of the relative accessibility of buildings and uses by public transport. The higher the PTAL score (between zero to six), the better the accessibility.

**Public Open Space** – This includes parks, recreation grounds and gardens provided by the local authority or central government for public use even if they are closed at certain times. Public open space does not include school playing fields or the amenity areas associated with the development of homes or flats or pedestrian precincts. The River Thames path to which the public have unrestricted access is also considered locally to be public open space.

**Public Realm** – The space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

**Renewable Energy / Renewables** – Energy generated from sources that are non-finite or can be replenished, e.g. solar power, wind energy, power generated from waste, biomass.

**Retrofitting** – The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

**S106 / Section 106 Agreement** – Refers to Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement.

**SA / Sustainability Appraisal** – A Sustainability Appraisal is used by planning authorities to assess whether proposed plans and policies meet sustainable development objectives, and is mandatory under the Planning and Compulsory Purchase Act 2004. The aim is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of new or revised Development Plan Documents (DPD) and

Supplementary Planning Documents (SPD). It is similar to a SEA, but includes assessment of social and economic inputs, in addition to environmental inputs.

**SAC / Special Area of Conservation** – Areas designated to protect the species listed in annex I and II of the European Union's Habitats Directive (92/43/EEC) which are considered to be of European interest following criteria given in the directive.

**SAP / Standard Assessment Procedure** – used to assess the energy performance of residential dwellings.

**SEA / Strategic Environmental Assessment** – An assessment of the effects of certain plans and programmes on the environment, known as the Strategic Environmental Assessment or SEA Directive, required by the European Directive 2001/42/EC.

**Self/custom-build development** – The Housing and Planning Act 2016 defines self-build and custom housebuilding as "the building or completion by individuals, associations of individuals, or persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals... [but] does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person."

**Sense of place** – The unique perception of a place created by its local buildings, streets, open spaces and activities. The more distinctive the place the greater the sense of it being special. A character which is greater than the sum of the constituent parts.

**SFRA / Strategic Flood Risk Assessment** – an assessment of flood risk in Wandsworth based on maps produced by the Environment Agency showing which areas are most likely to be affected by flooding. The maps show three different zones referring to the probability of river and sea flooding, ignoring the presence of flood defences. The Strategic Flood Risk Assessment will also take into account other types of flooding, to produce more detailed flood risk maps that can be used to help guide land use allocations within the borough.

**Short Term Lettings** – these can also include holiday lets and require specific planning consent under the Greater London Council (General Powers) Acts 1973 and 1983.

**Significance (of heritage)** – The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic.

**SIL / Strategic Industrial Location** – Sites of London-wide importance designated to ensure that London provides sufficient sites, in appropriate locations, to meet the needs of the general business, industrial, warehousing, waste management and some utilities and transport sectors.

**SINC / Site of Interest for Nature Conservation** – A site generally identified for special protection because of its local importance for flora or fauna.

**SME / Small and Medium sized Enterprises** – This includes all micro, small and medium sized businesses (see Business Sizes definition).

**Solar Glare / Dazzle** – Glare or dazzle that can occur when sunlight is reflected from a glazed façade. For vertical facades this problem usually occurs only when the sun is low in the sky.

**SPDs / Supplementary Planning Document** – A document expanding polices set out in Local Plans (Development Plan Documents) or providing additional detail.

**Specialist Housing for Vulnerable People** – It brings together a range of dwelling types (and associated services and care services) that enable a range of people to access suitable housing as well as live safely and securely in their own home. While older people are a prominent user group in the form of extra-care and sheltered housing, other groups include victims of domestic violence, the homeless, people with mental health needs and those with people with learning disabilities.

**SPGs / Supplementary Planning Guidance** – As above, being replaced by SPDs at the borough-level, but will continue to be produced by the Mayor of London.

**SSSI / Site of Special Scientific Interest** – Protected area of land considered worthy of protection and of special interest by reasons of any of its flora, fauna or geological features, under the Wildlife and Countryside Act 1981.

**SUDS / Sustainable Drainage Systems** – A sequence of management practices and control structures designed to drain surface water from buildings and hardstandings in a sustainable way.

**Sui Generis** – Uses which do not fall within any Use Class.

**Sustainable Communities** – Communities which are economically and socially safe, vibrant, and thriving, whilst finding a balance with the surrounding environment.

**Sustainable Community Strategy** – Local authorities were required by the Local Government Act 2000 to prepare these, with aim of improving the social, environmental and economic well being of their areas. In Wandsworth, the objectives in the SCS have been reviewed and updated in the Council's Corporate Business Plan.

**TA / Transport Assessment** – A document produced in support of a planning application where the development will have significant transport implications, and taking into account the measures which are required to improve road safety and promote walking, cycling and the use of public transport. The scope and content of the Assessment is determined by the scale, travel intensity and travel characteristics of the proposal. Transport Assessments replace Traffic Impact Assessments.

**Temporary Uses** – Uses falling within classes A1, A2, A3, A4, A5, B1, D1 and D2 are permitted to change to A1, A2, A3, or B1 for a period up to 2 years - (interchangeable with notification). Changes of use from A1 are limited to 150 sq ms.

**TfL / Transport for London** – a statutory body with a duty to develop and implement policies to promote and encourage safe, integrated, efficient and economic transport facilities and services to, from and within London; to provide or secure the provision of public passenger transport services, to, from or within Greater London; to regulate the way in which the public uses highways and is also the licensing authority for both hackney carriages (taxis) and private hire vehicles (minicabs).

**TLRN / Transport for London Road Network** – A road that forms part of the Transport for London Road Network, comprising 550km of London's red routes and other important streets.

**Touchdown Space** – An agile and local laptop centric, informal setting such as a private concentration room, lounge, presentation room, or a collaborative area. An appropriate town centre use.

**Town Centre Uses** – The NPPF defines main town centre uses as including retail development; leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo hall); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**TP / Travel Plan** – A travel plan (sometimes referred to as a green travel plan) is a package of actions designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options.

**TPA / Thames Policy Area** – Defined in the London Plan as a special policy area to be defined by boroughs in which detailed appraisals of the riverside will be required.

**TPO / Tree Preservation Order** – A tree preservation order is an order made by a local planning authority in respect of trees or woodlands. The principal effect of a TPO is to prohibit the cutting down, uprooting, topping, lopping, wilful damage, or wilful destruction of trees without the LPA's consent.

**Urban Logistics Hubs** – These are microhubs for logistics facilities which are used for last mile deliveries by electric vans or cargo bikes which serve a limited spatial range. They are located in sustainable urban locations, in areas that are connected to the wider road and rail networks, railway stations and town centres.

**UDP / Unitary Development Plan** – Statutory plans produced by each borough which integrated strategic and local planning responsibilities through policies and proposals for the development and use of land in their area. These were replaced by Local Development Frameworks, which in turn have been replaced by Local Plans.

**Visitor Accommodation** – Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and

breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering apart-hotels, caravans and camping.

**Vulnerable people** – Someone who is or may be in need of care and / or support by reason of disability, age or illness; and is, or may be unable to look after themselves against significant harm or exploitation.

**Waste Hierarchy** – This establishes a preferential categorisation based on the environmental and quality of life impacts, as follows: prevention or reduction; reuse and preparing for reuse; recycling; other recovery; and disposal.

**Workspace** – A generic term that refers to any space used for an economic/employment use. It is sometimes used in other documents to refer to SME workspace or managed workspace specifically; that is not how it is used in this document.

**Zero Carbon** – describes an activity where no carbon was produced in the first place. For example, a house that's off the grid and is completely powered by renewable energy would be zero carbon.

For more information write to:
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