WANDSWORTH

LOCAL PLAN

Local Plan Publication (Regulation 19) Version
January 2022

THE BRIGHTER BOROUGH
Wandsworth

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Setting the Scene

1.1 This document is the Regulation 19 (Publication) version of the London Borough of Wandsworth Local Plan. The Council intends to submit the plan to the Secretary of State for Examination, and, through this process of public consultation, 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 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.

1.2 The development of this Local Plan has been informed by two public consultations: one undertaken between December 2018 and February 2019 on a Local Plan issues scoping document, and one undertaken between January and March 2021 on an earlier draft of the Local Plan (Regulation 18 version).

1.3 As part of this consultation process, we are inviting you to submit your representations on the 'soundness' and legal compliance (including the duty to co-operate) of the Local Plan. In accordance with the National Planning Policy Framework, to be found sound the Local Plan must be positively prepared, justified, effective and consistent with national policy. If you wish to make a representation seeking a modification to a plan or part of a plan you should set out clearly in what way you consider the plan or part of the plan is legally non-compliant or unsound. Your representation should be supported by evidence wherever possible. It will be helpful if you also say precisely how you think the plan should be modified.

1.4 Representations made will be submitted to the Planning Inspectorate for the Examination in Public along with the Local Plan and supporting evidence. It is likely that responses to this regulatory stage will result in further proposed changes to the Plan as part of the Examination in Public.

1.5 The Council's Local Plan sets out policies and guidance for the development of the borough over the plan period of 2023 to 2038. It sets out the Council's proposed Vision, Objectives and Spatial Strategy. It includes Area Strategies, Policies and Site Allocations which will support their delivery. 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 Inclusive Growth over the next 15 years. Whilst facilitating the management of development, the 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. The Local Plan forms part of the development plan for the borough.

1.6 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".

1.7 This 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 Local Plan and the London Plan will be approved without delay, unless material considerations indicate otherwise.

1.8 The 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 (NPPF, 2021) which sets out Government's planning policies for England and how these should be applied, and the National Planning Practice Guidance (NPPG). 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.

1.9 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. It was adopted on 2 March, 2021.

1.10 The Local Plan fully replaces and consolidates the policies and site allocations in the adopted Local Plan within a single new Local Plan Document. The adopted Local Plan consists of the:

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

1.11 The 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 Local Plan embeds these objectives as a golden thread throughout the document.

1.12 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:

- SDS1 Spatial Development Strategy
- PM1 Area Strategy and Site Allocations Compliance
- PM2 to 10 – Place-based policies for each Area Strategy
- LP1 The Design Led Approach
- LP2 General Development Principles
- LP3 The Historic Environment
- LP10 Responding to the Climate Crisis
- LP12 Water and Flooding
- LP13 Circular Economy, Recycling and Waste Management
- LP15 Health and Well-being
- LP17 Social and Community Infrastructure
- LP18 Arts, Culture and Entertainment
- LP22 Utilities and Digital Connectivity Infrastructure
- LP23 Affordable Housing
- LP33 Promoting and Protecting Offices
- LP34 Managing Land for Industry and Distribution
- LP40 Protected Wharves
- LP41 Wandsworth Centres and Parades
- LP49 Sustainable Transport
- LP53 Protection and Enhancement of Green and Blue Infrastructure
- LP62 Planning Obligations

This Plan and associated Documents

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

1. **Local Plan (this document):** this sets out the Area Strategies, Site Allocations and planning policies. 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 the other 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. 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.

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

1.14 The following supporting documents and background papers (which can be found on the Council's website at www.wandsworth.gov.uk/local-plan-full-review) are also available:

- **Equalities Impact Needs Assessment:** assesses the Local Plan against protected equalities characteristics. The assessment has been undertaken to ensure that any potential

equalities consequences arising out of the Local Plan have been considered and, where possible, removed or minimised so that opportunities for promoting equality and diversity are maximised.

- **Health Impact Assessment:** sets out the findings of the assessment on the health and well-being impacts of the policies and Site Allocations.

- **Local Plan statement of consultation:** provides a record of all the responses received during consultations, together with a summary and analysis of those responses.

- **Updated local evidence:** includes new updated evidence on the Employment Land and Premises Study (2020), Retail Needs Assessment (2020), Local Housing Needs Assessment (2021) and the Urban Design Study (2021).

1.15 Other relevant Local Plan evidence is published on the Council's website at www.wandsworth.gov.uk/local-plan-full-review.

02 Strategic Context, Vision and Objectives

SDS1 Spatial Development Strategy 2023 - 2038

Spatial Portrait and Key Strategic Issues

2.1 This chapter provides the context within which the 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 Office for National Statistics (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 reflect potential changes in relation to internal and external migration patterns which have resulted from it. It is anticipated that much of the projected 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. Thirty per cent of the population is Black Asian or Minority Ethnic, an increase of 8% since 2001. Around 70% of the population is of white ethnicity, a reduction of 8% since 2001.

2015	2020	2025	2030	2035	2040
320,900	332,500	343,700	353,100	365,200	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 person (65+) residents 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, in the future there is likely to be an increased requirement for specialist housing options and health and social care services. 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 people under 16 in the population is projected to decrease from 17.8% in 2018 to 15.9% in 2036 (GLA 2018-Based Housing-Led). This is a 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 demographic projections underlie structural 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. Affordable housing provision in the borough was 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.

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 made access to housing for first time buyers 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 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 - 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 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.

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 Heath, 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 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 both relatively high levels and a good distribution of employment rates. Areas with a particularly high employment rate include Wandsworth Town, Balham and 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. Almost 70% of economically active 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%) than 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 small to medium sized enterprises (SMEs) and - in particular - the borough's creators, makers and innovators

Retail/ Town Centres

2.14 Wandsworth does not have one single dominant retail centre; rather it has five existing town centres and one emerging town centre (the Battersea Power Station Central Activities Zone (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 for their respective areas by providing a wide range of services including retailing, leisure and entertainment, community facilities and office 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 is not predicted to be reduced until later in the Plan period when some growth in the market is forecast to 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, climate change threatens the health and well-being 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 therefore experiencing growth, placing 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 Transport for London Road Network (TLRN) 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, including by impacting air quality due to additional passenger and freight journeys.

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

Places and townscapes

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 heaths and commons. 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 and beauty, which is reflected in the latest version of the NPPF and through the publication of the National Design Guide. There is also a greater emphasis on the production of design codes as a tool for enabling communities to influence the type of development that is acceptable within their own neighbourhoods, again with an emphasis on what they see as beautiful development. This is expressed through the National Model Design Code. The 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 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 on the road use Wandsworth roads to travel through 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 flows south to north, has only four road crossings in the borough, restricting movement east to west. Road freight is encouraged to use the TLRN 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.

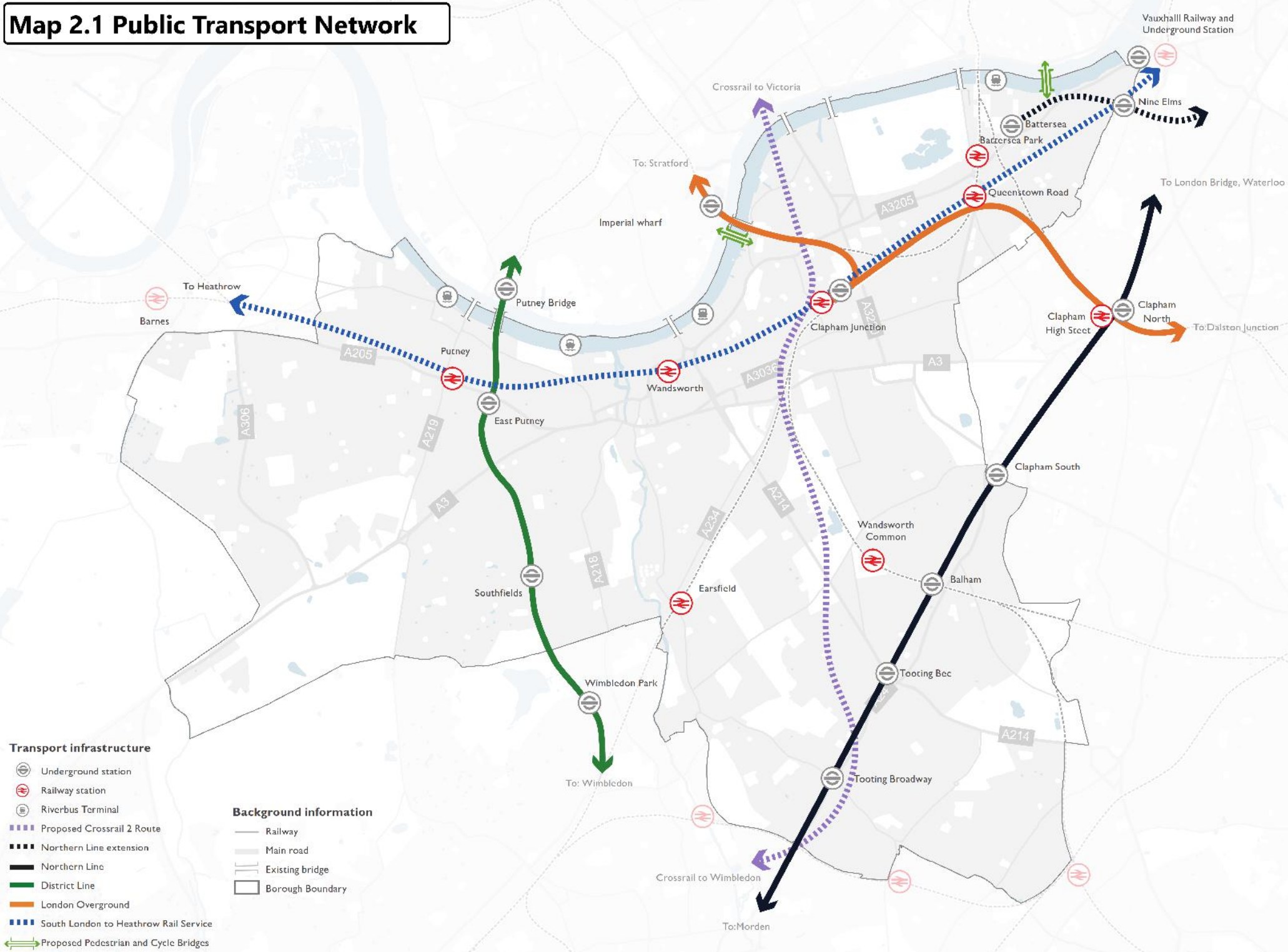
2.26 Wandsworth has already seen the biggest drop in vehicles of any of the 32 London boroughs, with 33% fewer vehicles licensed in Wandsworth in 2017 than there were in 2001. Only eight boroughs showed a decrease while in the other 24 boroughs the number of vehicles went up over the same period. While 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 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 in recent years. 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 – a walking and cycling route principally focused on the banks of the Wandle – 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 Local Plan sets out the strategic planning framework for the borough for the next 15 years and contains the Strategic Vision and Objectives for Wandsworth, as well as the policies, Area Strategies and Site Allocations that will guide the future development in the borough.

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

Corporate Plan and Objectives

2.31 Through the Corporate Business Plan, the Council has six strategic objectives that reflect the Council's priorities and its ongoing corporate ambition to deliver high quality, value for money services:

1. **Providing the best start in life** - By investing in early years' provision, family support, school improvements, mentoring, apprenticeships and skills training.
2. **Greener, 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.
3. **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.
4. **Helping people to get on in life** - By helping people secure new job opportunities and encouraging investment in the borough.
5. **Encouraging people to live healthy, fulfilled and independent lives** - By helping young and old stay safe, active and in control of their lives.
6. **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 https://www.wandsworth.gov.uk/the-council/how-the-council-works/council-plans-and-policies/corporate-business-plan-cbp/corporate-business-plan-2021/

Inclusive Growth – Wandsworth's Recovery Plan

2.33 The Council has produced a recovery plan in response to the COVID-19 pandemic and to outline our 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, to build a borough which is a first-class destination to live, visit, work and study.

2.34 The Council's Inclusive 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 well-being, 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 well-being.

2.37 The Wandsworth Environment and Sustainability Strategy (WESS) sets out the vision for the borough, what has been achieved so far, challenges, and actions to address them over the short, medium and long-term. The WESS will improve the overall sustainability of our borough and the health and well-being of residents, and will 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 actions that the Council will take including:

1. making Wandsworth the greenest inner London borough by committing to urban greening, planting trees, encouraging biodiversity, protecting and enhancing our existing parks and open and green spaces;

2. 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;

3. drastically reducing the amount of waste produced 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;

4. 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 it will help to 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;

5. improving the borough's air quality, with actions on transport, planning and development all contributing to improving air quality;

6. 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;

7. reducing pollution entering the Thames, especially plastics, and ensuring the shore of the Thames is clean; and

8. 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 will encourage 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 focuses 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 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 Well-being 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 Well-being Boards. The aim of the Wandsworth Health and Well-being Board (HWB) is to improve the health and well-being of the local population and reduce inequalities in health by ensuring that the key leaders in health and care system work together. The Joint Health and Well-being 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 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 and transport fundamentally affect the health and well-being 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 considered 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 nine 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.

The Arts and Culture Strategy 2021-31

2.52 The Council is undertaking a Joint Cultural Needs Assessment and has developed the 10-year Arts and Culture Strategy 2021-31, 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 2021-31 is 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 Strategy focus on the built environment and creating opportunities through the provision of arts and culture infrastructure, maker spaces, studios, and incubator spaces. The Strategy reviews the existing offer and articulates 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 Strategy considers: the role culture plays in health and well-being; 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 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 Inclusive 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 made by their heritage and public spaces. Our Local Plan will tackle these challenges and support 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:

1. Wandsworth will be a borough of opportunity supported by its well-designed 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 and 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 in this, supported by the borough's local centres.

2. 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.

3. 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.

4. 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 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 the enhancement of these places.

5. 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 adapted to 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.

6. 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.

7. 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.

8. 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 through the creation of shared workspaces and hubs supported by excellent digital connectivity, enabling them to thrive.

9. We will have supported all our residents to get on in life, and we will have successfully built 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 create.

10. Wandsworth will be the best digitally connected borough, benefitting from innovative digital and communications infrastructure, which will enable our businesses, including the high level of SMEs and 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.

11. We will have protected key industrial land in the Wandle Valley, parts of Nine Elms and north-east Battersea (including safeguarded wharves) to ensure we have a strategic reservoir for industry, warehousing, distribution and waste management facilities which are 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 Battersea Design and Technology Quarter and the Wandle Delta.

12. Working with key partners, such as the NHS and TfL, we will have invested significantly in public services throughout the borough to enhance our social, health, education, digital, transportation and public realm infrastructure, which supports well-being needs and are inclusive and accessible to all.

13. 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 well-being of local residents at its heart. Our public spaces, such as those within the Wandle Valley and Thames riverside environments, will be of a high quality, making them well-designed, enjoyable and safe places which people want to visit and stay.

14. The borough's heritage assets, such as the iconic Battersea Power Station, Ram Brewery and Springfield Hospital, will have been protected and enhanced.

15. Through our 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.

16. Our public transport network and interchanges will have been enhanced and a successful public realm created, including through the removal of the Wandsworth Gyratory and opening of the Northern Line Extension, to provide better 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 located in central London.

17. We will have achieved our goal of being the greenest inner London borough. We will have protected and enhanced our parks, 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.

18. Residents will have choice in and access to the infrastructure required to support their daily needs and to 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 environments. 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 well-being. We will have continued to enhance the 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 well-being and the borough's habitat and biodiversity objectives, promoting biodiversity net gain.

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 the environmental impacts of developments are not detrimental to the health, safety, and amenity of existing and new users or occupiers, 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 enables 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; key workers; those looking to downsize to enable the release of family accommodation in the private and public sectors; specialist housing; and 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 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 good design. This will facilitate linked 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 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 development that supports healthy and active lifestyles, including through measures to reduce health inequalities. This includes ensuring there is an appropriate range of health and care facilities that meet local needs and support service transformation.

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 for 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 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 and accessible locations.

2. Secure the provision of flexible business space, including affordable and open workspace, to meet the needs of the borough's significant number of SMEs and to provide successful businesses with opportunities to grow and expand.

3. Ensure that the scale of development is related to the area's infrastructural and environmental capacity including its public transportation and active travel infrastructure.

4. Increase the viability and vitality of town and local centres, including that proposed at Battersea Power Station, to create a network of resilient places that successfully and demonstrably meet the employment, community, shopping, leisure and accommodation needs of the borough's residents and visitors.

5. Support development proposals which contribute to a safe, green, accessible and integrated transport system and which contribute to the 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 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:

1. 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.

2. 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 Inclusive Growth ambition.

3. 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 ensure 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 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 which will steer development and growth by taking a coherent placemaking approach. The Area Strategies provide a framework for how new development in the different areas of the borough should be designed and planned for in order to meet the Vision and Objectives of the Local Plan. The Plan identifies seven 'Placed-based' Area Strategies and two overarching Area Strategies. The strategies include Site Allocations and are the key spatial areas of change and/or strategic focus. The Area Strategies are expected to provide 18,342 homes over the Local Plan period. Outside these areas, the small sites windfall accounts for 20% of the housing capacity, 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 in 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.

2.69 The following paragraphs contain the three strands of the Council's approach to plan making. Wandsworth's place-based approach is an integrated framework founded on **Placemaking**, **Inclusive Growth** and **People First**.

2.70 Chapter 4 brings these principles together as **Area Strategies**, building on an understanding of the distinctive characters and evolution of the different areas of the borough, tailored to the specific circumstances and dynamics of each place and community. A renewed approach to design and place-making is contained in the National Planning Policy Framework (NPPF), the National Design Guide and the London Plan. This emphasis on a design-led approach has allowed greater consideration to be taken of character, design, accessibility and existing, as well as proposed, infrastructure. In this context, with many areas of Wandsworth undergoing change, it is important to plan for inclusive growth to promote efficient use of land, deliver high-quality streetscapes and open spaces and encourage development that contributes to well-being and quality of life for communities.

Placemaking

Traffic and Public Transport

2.71 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. 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 MTS.

2.72 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 a less attractive option. 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 that use the highway more equitably, recognising the sustainable transport hierarchy, will be required to address these challenges.

2.73 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, opened 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 and the introduction of new ones to support the growing population in riverside developments. The river is also used for some freight transport, notably the transport of waste.

Open Space

2.74 Open space provides multiple benefits. It is extremely important for residents' health and well-being. 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, making the availability of green and open spaces, however small, 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

2.75 The borough's identity is, in part, created by the value of its heritage. Its 46 conservation areas and 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 (2021) 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

2.76 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, well-being, quality of life and sustainability.

2.77 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 schools, town halls and libraries from the Victorian and Edwardian eras, have always provided prominent landmark buildings that contrast with the vernacular form of traditional residential dwellings. Many of these early buildings remain and 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, located and delivered correctly, tall buildings can play a vital role in meeting the borough's housing needs and can enhance the character of the borough.

Inclusive Growth

Economic Development

2.78 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 now 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, such as Nine Elms, these have in turn been replaced by new high density mixed developments. 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 sectors 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.

2.79 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 VNEB area, which is located within the CAZ, 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. 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. 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.

Housing

2.80 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 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.

2.81 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.

2.82 The provision of affordable housing, including for families, is a strategic priority to which new residential development will need to respond. 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 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.

2.83 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 will also provide improved public and green spaces, including tree planting, children's play facilities, new community rooms, and cycling and pedestrian connections. 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

2.84 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 Regeneration Area). These areas include large site allocations and a number have associated masterplans or other significant strategic development proposals. The opportunity that these areas therefore present is considerable compared to the rest of the borough, and they will require responsive development that addresses local social, environmental and economic need.

2.85 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 new floorspace. Redevelopment will also include environmental, health and well-being benefits through the provision of new public open space and sustainable building design.

Mixed Use

2.86 Promoting and supporting mixed-use development, particularly in town centre locations, is important as it brings 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, and to ensure their longer-term resilience, 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 has already started, with centres providing leisure and experiential uses to counter

the rise of 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 will be achieved by promoting development and investment to create a vibrant and sustainable network of centres.

2.87 A priority of the Plan is to concentrate, where possible, new appropriate commercial and mixed 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 streets, rather than being located in out of centre locations. The aim in the short to medium term of the Plan period is to fill the existing vacant floorspace, which provide the 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 centres' 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 opportunities.

People First

Active Travel

2.88 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.

2.89 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.

2.90 Cycling has grown from a low base level. There is significant scope for more trips to be made by bike. According to TfL [1], 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 and changing facilities, and the 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. The proposed removal of the Wandsworth Gyratory is a key intervention which will support active travel opportunities, public realm improvements and improved air quality, and the Council will continue to work with TfL to secure its early delivery.

Centres and the 15-Minute Neighbourhood

2.91 Ensuring that day-to-day facilities are accessible for all - considered to be within 15 minute walking distance - is important to ensure Wandsworth remains an attractive borough to live and work in. The borough's centres and local parades will provide the foundation for this.

2.92 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 economic and commercial floorspace through mixed-use developments to meet the needs of residents and businesses. 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.

1 Analysis of Cycling Potential (2016)

The Local Plan will incorporate placemaking initiatives to maximise the opportunities that exist within Wandsworth Town Centre, the Wandle Delta sub-area and through the remodelling of the gyratory 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, supported by a residential and business quarter that reflects a sustainable, greener way of living and working that is fit for the 21st Century.

2.93 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 forms part of a broader strategy for attracting investment to Clapham Junction Town Centre and delivering wider benefits including new jobs, homes and business growth linked to delivery of Housing Zone objectives agreed with the GLA (the Mayor has designated the Clapham Junction to Battersea Riverside Area as a Housing Zone, providing a framework to develop new, flexible and innovative ways to utilise funding, investment, planning tools and assets to realise the potential of the area). 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. 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.

2.94 The VNEB Opportunity Area has been the focus for considerable new development since its designation. 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, which will attract new residents, employees and visitors to the area.

2.95 The Battersea Power Station site is emerging as a new CAZ retail cluster that will ultimately perform the same function as a town centre. The Opportunity Area Planning Framework set an original target of 14,000 homes and 20,000 jobs for Wandsworth. This target has now been changed in the London Plan to 18,500 homes and 18,500 jobs to reflect the known development potential of the area, as well as to reflect what has successfully been delivered. Development is expected to continue with an intense construction period in the years following the opening of the Northern Line Extension in Autumn 2021. The area that surrounds Kirtling Street and Cringle Street are among the least developed of the whole VNEB Opportunity Area; 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 (which recognises and retains the safeguarded wharves). 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 at the approach to the bridge.

2.96 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), comprised of Havelock Terrace, Ingate Place, and Silverthorne Road, which will be transformed into the Battersea Design and Technology Quarter (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.

2.97 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, Tooting Town Centre and significant development within the St. George's Hospital estate.

Choice

2.98 The Local Plan can improve lifestyle choices for the residents of the borough, with an emphasis on active travel and public transport, creating a more balanced housing stock, increasing open space provision and creating new job opportunities as well as 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.

2.99 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 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 in the Council's Joint Cultural Needs Assessment and Arts and Culture Strategy 2021-31 will inform the expectations on, and cultural obligations required of, developers.

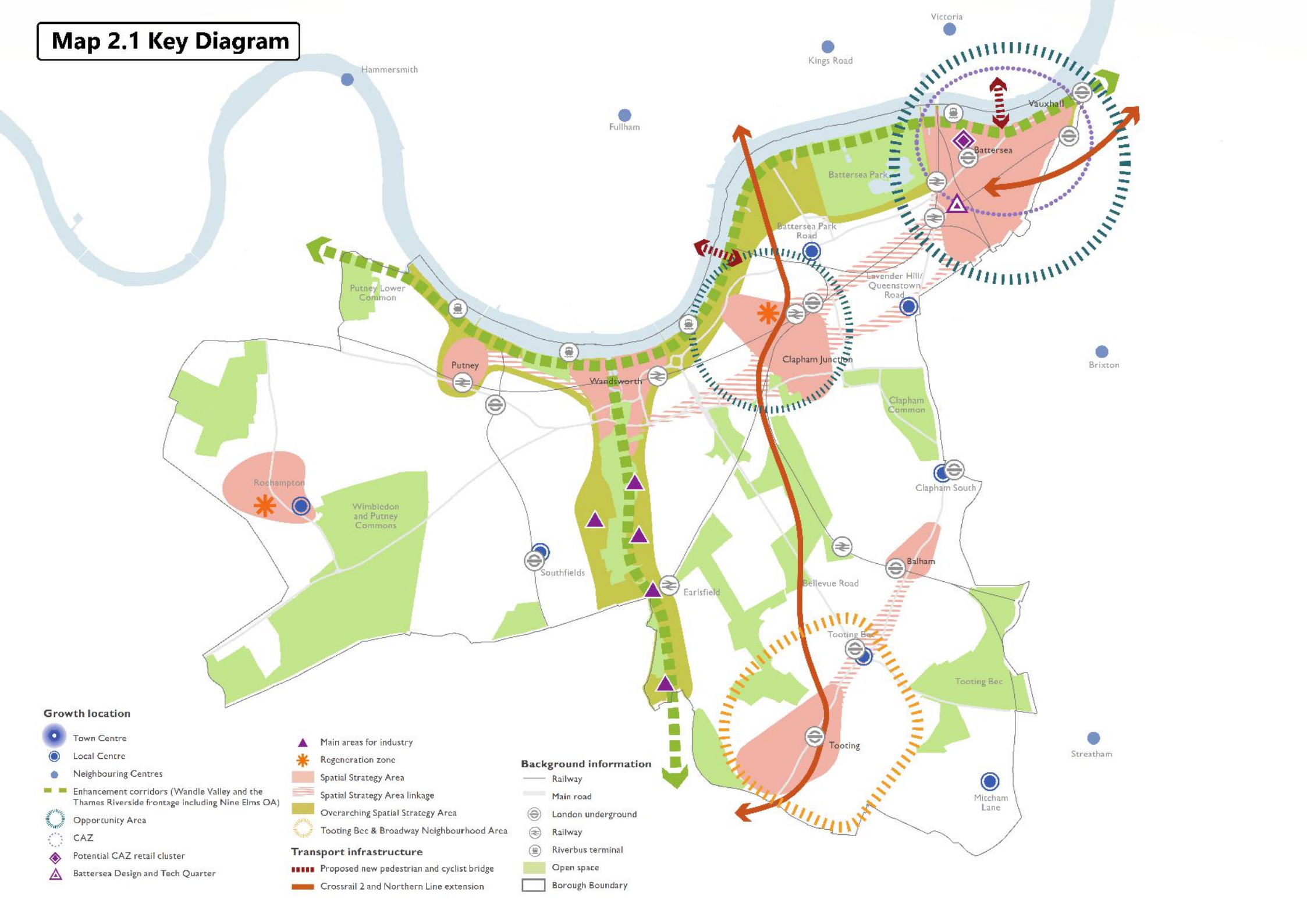
Health and Well-being

2.100 Improving physical and mental health and well-being is a critical objective of the Local Plan. Taking a local strategic approach will enable improvements to premises and increased capacity to meet the demands of existing and new residents, whilst also accounting for the significant variation in the characteristics of the borough's population and the ambitions of the NHS Long Term Plan (LTP), the Wandsworth Health and Care Plan and the wider service and estate plans for the emerging South West London Integrated Care System. Planning obligations will be expected from new residential and mixed-use developments to provide a sustainable health infrastructure with enhanced capacity in accordance with the NHS LTP.

2.101 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.

2.102 The quality of the built environment can have a significant impact on health and well-being. 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 high-quality and well-designed 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.

Map 2.1 Key Diagram



Spatial Development Strategy

2.103 The Spatial Development Strategy for the Local Plan has been developed to address the long-term needs of the borough and respond to the challenges it faces. It maximises the opportunities that exist for providing new homes, jobs, and the facilities, services and infrastructure needed to ensure that the Council's Placemaking, Inclusive Growth and People First ambitions are met. Policy SDS1 sets out how this will be achieved through this Local Plan. It provides the strategic framework and context within which the remainder of the Plan has been developed.

SDS1 Spatial Development Strategy 2023 - 2038

A. Within the period 2023 – 2038 the Local Plan will provide for a minimum of 20,311 new homes. This includes the provision of a minimum of 1,950 new homes per year up until 2028/2029, including on small sites. The small sites provision across the entire Plan period will account for a minimum of 414 new homes per year. The new homes will be allocated in accordance with the following sequential approach:

1. Within the following locations reflecting their strategic economic role and/or opportunities for regeneration as defined through the boundaries of the Area Strategies:

    a. Wandsworth Town (including the Wandle Delta sub-area)
    b. Putney
    c. Tooting
    d. Balham
    e. Clapham Junction and the York Road/ Winstanley Estate Regeneration Area
    f. The Roehampton and Alton Estate Regeneration Area
    g. Nine Elms
    h. Wandsworth's Riverside
    i. The Wandle Valley

2. On allocated sites outside of the above areas.
3. Through the intensification of small sites within areas of higher accessibility.
4. Through lower levels of intensification on small sites elsewhere in the borough.

B. Capacity for new homes has been identified in the following areas:

Location	Total Capacity[2]
Area Strategy for Balham	72
Area Strategy for Clapham Junction and Winstanley/York Road Regeneration Area	3,203
Area Strategy for Nine Elms	8,417
Area Strategy for Putney	203
Area Strategy for Roehampton	1,014

2 These figures are derived from the Council's HELAA which identifies future housing capacity over the whole plan period from 2023/24 to 2037/38. These figures are not housing requirements and therefore do not reflect the requirement contained in Part A of Policy SDS1. Where a site allocation falls within both an Area Strategy and an Overarching Area Strategy, the capacity is only recorded in the former

Location	Total Capacity[2]
Area Strategy for Tooting	206
Area Strategy for Wandsworth Town	3,510
Overarching Area Strategy for the Wandle Valley	619
Overarching Area Strategy for Wandsworth's Riverside	1,098
Rest of the borough	1,190
Boroughwide small sites	4,848
Total (Area Strategies	18,342
Total	24,380

Table 2.2 New Home Distribution

C. The new homes will be delivered by:

1. Permitting development within the defined Area Strategy boundaries and associated Site Allocations where they comply with all other relevant policies of the Local Plan;
2. Permitting development on major sites allocated within the Local Plan outside of the Area Strategy boundaries where they comply with all other relevant policies of the Local Plan;
3. Permitting development on small sites in accordance with Policy LP7;
4. Permitting self/custom-build and community led development, in particular on small sites, provided the scheme is in accordance with all other development plan policies;
5. The delivery of sites identified in made Neighbourhood Plans;
6. Making the best use of land whilst ensuring that development densities are appropriate to the location and size of the site in accordance with Policy LP1; and
7. Resisting developments which would result in a net loss of homes unless it can be demonstrated that the benefits of doing so will materially outweigh the harm.

D. The protection of sites to provide for the needs of Travellers and permitting additional Traveller sites will be achieved in accordance with Policy LP32.

E. The Local Plan will provide for employment needs by:

1. Retaining and enhancing employment sites and premises where appropriate;
2. Supporting the development of a net increase in new office space within the emerging centres at Battersea Power Station and Nine Elms, near Vauxhall, in the Central Activities Zone (CAZ) and in town and local centres in order to meet identified need as set out in Policy LP33; and
3. Supporting the delivery of a net increase in industrial floorspace through the protection and intensification of Strategic Industrial Locations, Locally Significant Industrial Areas, Economic Use Intensification Areas, Economic Use Protection Areas and Focal Points of Activity, including through the development of strategic sites for mixed-use development where appropriate.

2 These figures are derived from the Council's HELAA which identifies future housing capacity over the whole plan period from 2023/24 to 2037/38. These figures are not housing requirements and therefore do not reflect the requirement contained in Part A of Policy SDS1. Where a site allocation falls within both an Area Strategy and an Overarching Area Strategy, the capacity is only recorded in the former

F. In addition the Council will:

1. Support town centre development and regeneration;
2. Support growth in the tourism industry and visitor economy, and the creative and technology industries;
3. Seek to provide suitable training and skills development for local residents, to provide them with the skills needed to access future employment opportunities both within and outside of the borough;
4. Attract new businesses, encourage start-ups, and help growing businesses; and
5. Seek to increase workforce participation and encourage older workers to continue to work.

G. Identified waste needs will be met by safeguarding existing waste sites, identifying suitable areas for new recycling and waste management facilities and supporting the ambition of net zero waste through the circular economy.

H. Development proposals will be required to demonstrate that they accord with infrastructure requirements established through the Infrastructure Delivery Plan and all other policies of the Local Plan.

2.104 The number of new homes to be provided between 2023 and 2038, as set out in SDS1, has had regard to the housing target for the borough set out in the London Plan of a minimum of 1,950 dwellings per annum to 2028/29. The Council's latest Authority Monitoring Report demonstrates that there is sufficient capacity provided for through the Wandsworth Local Plan 2016 (taking into account Site Allocations, extant and implemented planning permissions which have yet to be completed) to deliver 1,950 dwellings per annum for the period 2019/20 (which is the start date of the London Plan) to 2022/23 – i.e. the period prior to the start date of this Plan.

Year	Completions
2015/2016	2,735
2016/2017	2,710
2017/2018	2,025
2018/2019	1,877
2019/2020	1,359
2020/2021	1,422
2021/2022	2,571 (projected)
2022/2023	2,169 (projected)
2023/2024	2,392 (projected)
2024/2025	2,460 (projected)
2025/2026	1,414 (projected)

Table 2.3 Housing Delivery (Source: 2019/20 Authority Monitoring Report)

2.105 The period to be covered by this Plan reflects the Government's requirement for strategic policies, such as Policy SDS1, to cover a period of at least 15 years from the date of adoption. As the Plan period extends beyond that for which housing targets are set through the London Plan, a housing requirement has been set for the whole of the Plan period having had regard to paragraph 4.1.11 of the London Plan. To this end the housing requirement set out in Policy SDS1 has taken account of the housing capacity figures for large sites as set out in the Greater London Authority's Strategic Housing Land Availability Assessment 2017, together with the continuation of providing 414 new homes a year on smaller sites across the borough. The Council recognises that the London Plan is likely to be reviewed during the lifetime of this Plan, including the housing target for Wandsworth. In such circumstances, the Council will undertake a review of the Plan and update it if necessary in accordance with Policy LP61 (Monitoring the Local Plan).

2.106 This Housing and Economic Land Availability Assessment identifies a range of sites which would, based on the latest available evidence, exceed the housing requirement for the borough. This is reflected in Part B of the policy, which shows a detailed breakdown of the housing capacity by area. Taking this approach ensures that a

contingency has been provided to allow for flexibility within the market. Contingency planning is essential in order to allow for eventualities beyond the Council's control including any changes in the national and London economy which may impact on the delivery of housing, and factors relating to specific sites or developers which could result in some sites taking longer to build out or some not being developed at all. Importantly the Plan provides for a range of sites in different parts of the borough, which means that it is not reliant on delivery at a single location.

2.107 In determining the housing requirement for the period 2023-2038, the Council has also taken 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 of town centres without undermining the borough's valued character and heritage.

2.108 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, the Council intends 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.

2.109 The Council is committed to monitoring and reviewing the Plan following adoption and will monitor housing delivery against the requirement and the capacity assumptions. Should that monitoring indicate that annual housing delivery is less than 75% of the annualised requirement or the projected completion rate (whichever is the lower) for three consecutive years or that the achievement of the housing requirement is at risk then the Council will undertake a partial review of this Plan.

03 Placemaking - Area Strategies

PM 1 Area Strategy and Site Allocations Compliance

PM 2 Wandsworth Town Place Based Policy

PM 3 Nine Elms Place Based Policy

PM 4 Clapham Junction Place Based Policy

PM 5 Putney Place Based Policy

PM 6 Tooting Place Based Policy

PM 7 Roehampton Place Based Policy

PM 8 Balham Place Based Policy

PM 9 Riverside Place Based Policy

PM10 Wandle Valley Place Based Policy

Introduction

3.1 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 set out in Chapter 2 of Placemaking, Inclusive Growth and People First.

3.2 In the borough, the five town centres of Wandsworth, Clapham Junction, Putney, Tooting and Balham, together with the Roehampton Regeneration Area and the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area are the principal locations for the provision of jobs and community services.

3.3 The purpose of the Area Strategies is to provide a place-based policy framework which supports the implementation of the borough-wide policies. As such, the Area Strategies should be taken into account by planning applicants for the development of sites within the Area Strategies together with the borough-wide policies set out in Chapters 14 to 22 of this Local Plan, and any relevant supplementary planning documents, masterplans and opportunity area planning frameworks adopted by the Council as a material consideration in the determination of planning applications.

3.4 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. The identification of the areas covered by the strategies has been informed by a comprehensive process involving the analysis of existing planning designations and uses, built form characteristics and the historical evolution of areas. Crucially, the process has also been informed by community engagement to ensure that the classification reflects those 'Places' recognised by local people.

3.5 The Area Strategies relate to the following areas:

- Wandsworth Town (including the Wandle Delta sub-area)
- The Nine Elms Opportunity Area (including Battersea Design and Technology Quarter)
- Clapham Junction and York Road/Winstanley Regeneration Area
- Putney
- Tooting
- The Roehampton and Alton Estate Regeneration Area
- Balham

3.6 In addition, recognising their strategic importance and the need to take a consistent approach to development, Area Strategies have also been prepared for:

- Wandsworth's Riverside
- The Wandle Valley

3.7 Indicative areas are shown on the Policies Map for each Area Strategy, though these should be used to understand the general geographic focus of the strategy in each place, rather than define hard and fast boundaries. The changes that are expected to occur within the Area Strategy areas will impact upon their surrounding context, and the context should be considered in bringing changes forward. The Area Strategies provide the area of focus, however development outside of the areas would need to be cognisant of and have regard to them.

A place-based approach

3.8 As set out in Chapter 2 the place-based approach supports the ability for people to make positive lifestyle choices that support their well-being and create a sense of pride in their local area. People should be able to have meaningful choices in how they travel, the housing they can access, the way they work, the recreational and leisure opportunities that they can benefit from and across all aspects of their day-to-day life.

3.9 In light of this the Area Strategies focus on the key areas of growth and regeneration in the borough, where opportunities exist to increase capacity and density, create significant opportunities to enhance the quality of each place and bring a wide range of benefits to local communities. The Area Strategies direct development towards the most accessible and well-connected places, in order to make the most effective use of existing public transport infrastructure and potential future enhancements, and walking and cycling networks. The Area Strategies support the creation of greener and healthier areas that can help improve people's quality of life. Through promoting choice (in

housing, travel, work and lifestyle) the Area Strategies foster resilience and adaptability. Each Area Strategy reflects the local context and character, assesses its current performance and identifies key issues and influences. This has resulted in the creation of a place specific Vision and place-based policy framework. 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.

3.10 Those parts of the borough not covered by an Area Strategy are also likely to experience an element of change, but this is unlikely to be at to the same scale as that within the areas covered by the strategies. In such cases planning applications will be assessed against the borough-wide policies set out in the Local Plan.

Site Allocations

3.11 Within each Area Strategy, a number of site allocations (identified by red line boundaries in site location plans) have been identified which are important for the delivery of both the Strategic Spatial Strategy of the Local Plan and the Area Strategy itself. These sites will accommodate new homes, jobs, leisure, retail and recreation opportunities together with necessary infrastructure, including open space, health and education facilities. The Area Strategies set out more detailed policy 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.

3.12 Each site allocation identifies a number of Development Considerations and Design Requirements. These are site-specific and set out the Council's requirements for any development proposals on the site. Several Site Allocations have been grouped into clusters (identified by blue hatched boundaries in site location plans). The Council expects these Site Allocations to be developed with detailed consideration for one another and through a masterplan if feasible.

3.13 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, 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.

3.14 The Site Allocations only include Development Considerations and Design Requirements that are specific to the site. All development proposals will be assessed against the requirements of the Area Strategy Place-based policies and the borough-wide Local Plan policies.

3.15 Like the borough-wide policies, the Area Strategies have been prepared within the context of the NPPF and London Plan. In addition, a wide range of Council and partner initiatives and strategies, including those related to development and regeneration, transport, housing, education, cultural development and climate change have also influenced the evolution of each area strategy.

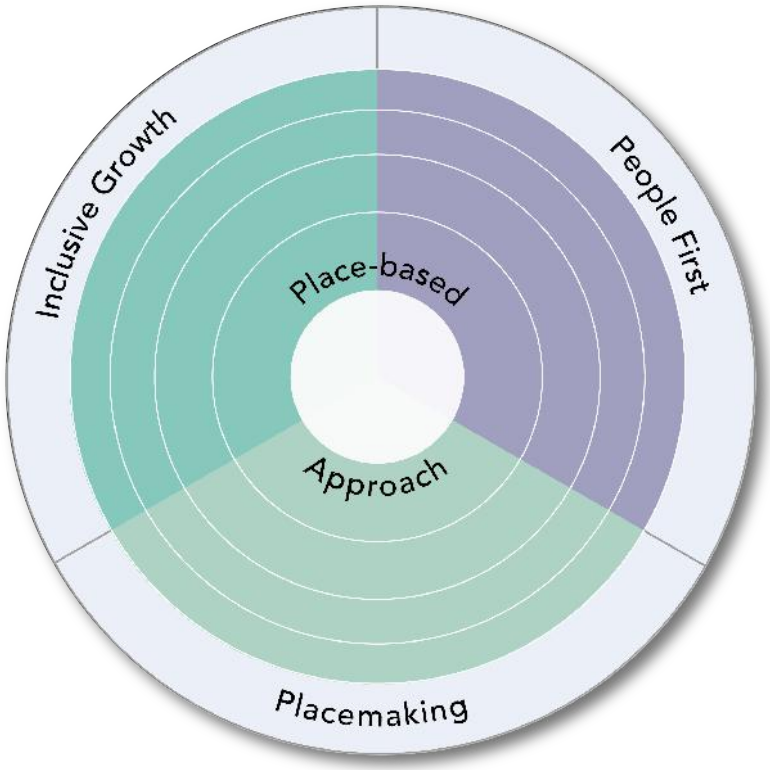


Figure 3.1 The concept of place-based approach

The Fourteen Place-based Principles for Creating Cohesive, Connected and Healthy Communities

3.16 Underpinning the themes of Placemaking, Inclusive Growth and People First are a series of fourteen principles or characteristics that make cohesive, well-connected and healthy communities. These are summarised below:

Placemaking	Inclusive Growth	People First
Manages **traffic** and provides good **public transport** connectivity. Provides and values inclusive, accessible and connected **open spaces** for recreation. Promotes **identity** in the townscape and values **heritage.** Ensures good and lasting urban **design** and architectural practice to create beautiful places and a coherent built **form.**	Provides an active local economy that delivers **work and opportunity.** Provides sustainable **housing** (type, tenure and affordability) to meet local need. **Responsive development,** through site allocations, that promote contextual	Supports **active travel** (walking and cycling) that ensures ease of movement and accessibility. Ensures that day-to-day facilities are accessible (**15-minute neighbourhood**). Improves and maximises lifestyle **choice** (in transport, housing, leisure and work).

Placemaking	Inclusive Growth	People First
Delivers efficient infrastructure and built **resilience** (including digital connectivity). Engages with **nature** to support biodiversity and climate change management through blue/ green infrastructure and sustainable drainage.	development to meet local social, environmental and economic need. Promote and support **mixed-use** development.	Improves and maximises physical and mental **health and well-being**.

Table 3.1 Place Approach Themes and Principles

Developing Area Strategies

3.17 As the principles above show, a place is more than just the 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 in, or use, that place. It is therefore the quality and uniqueness of a place that makes it successful.

3.18 Adopting the Place-based principles has enabled the Council to undertake a qualitative assessment of how each area is currently performing. This allows an area's current strengths and weaknesses to be identified and ensure that appropriate responses are sought from development proposals. The diagram below provides an indicative example of how the Council has assessed the current performance of each area measured against the principles set out above. This has then been used to inform the development of each Area Strategy.

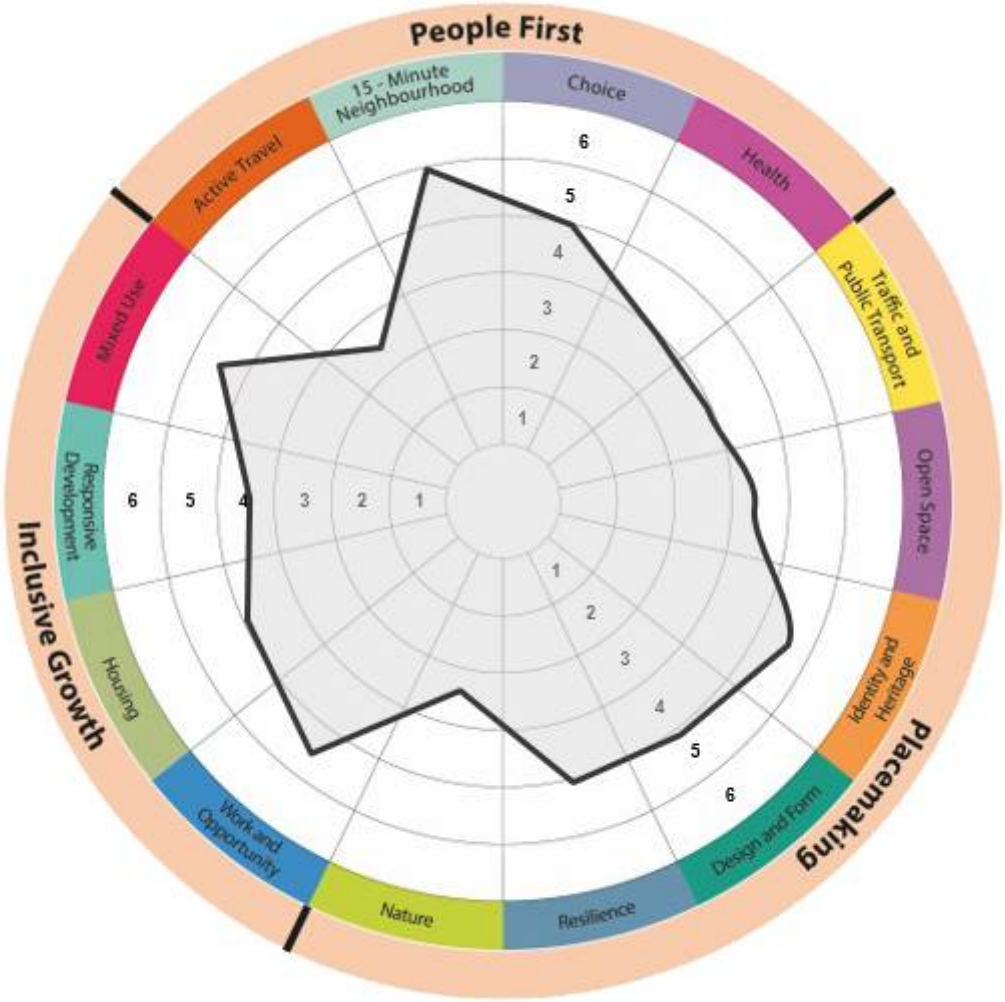


Figure 3.2 Performance against Principles example

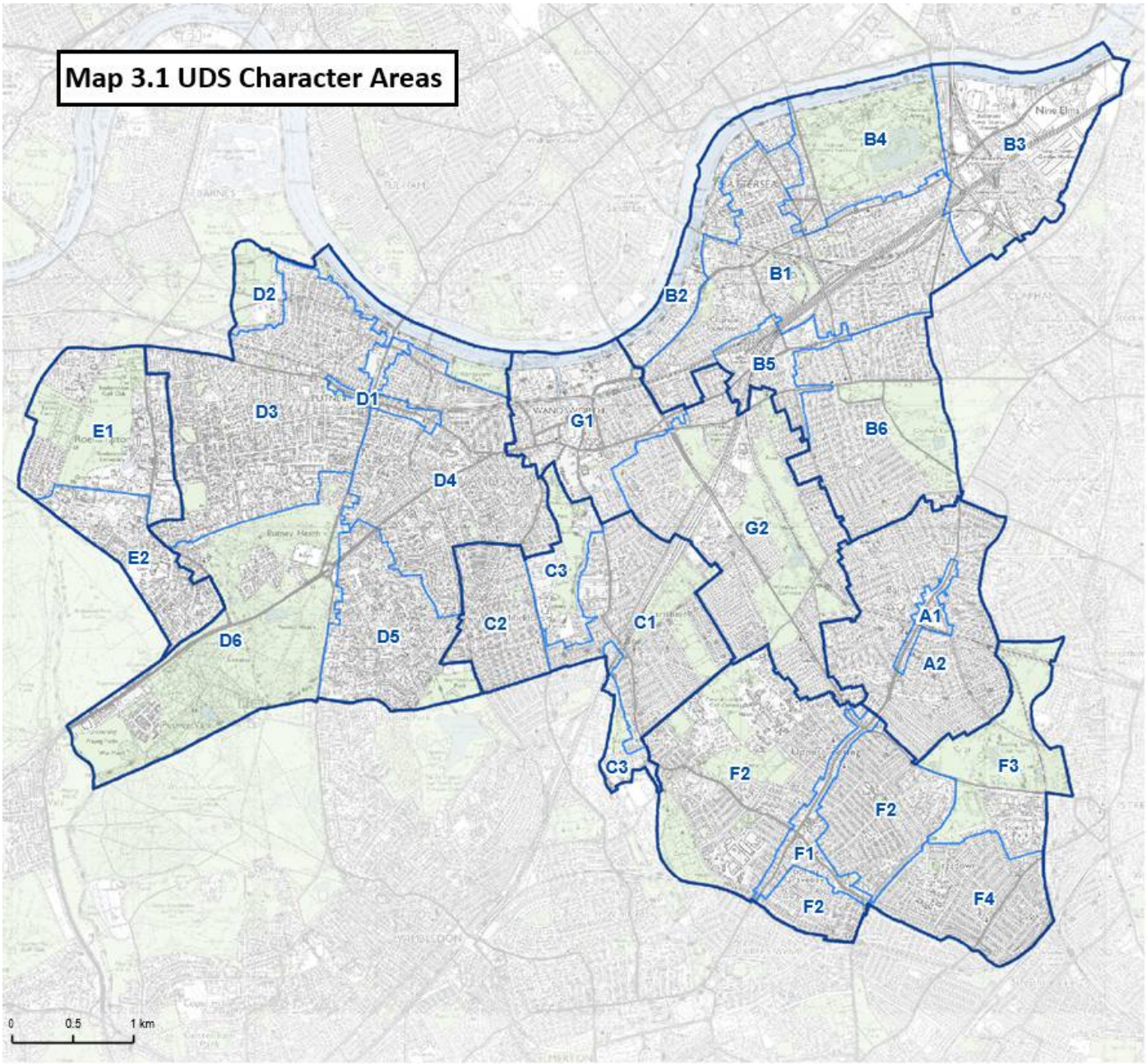
Evidence base

3.19 In assessing each area's performance, a range of evidence and strategies (of both the Council and its partners) including the following, were taken into account:

1. Urban Design Study: Characterisation, development capacity and design guidance (Arup, 2020)
2. London Borough of Wandsworth Open Space Study (Knight, Kavanagh & Page, 2021)
3. Wandsworth Town Centre and Retail Needs Assessment (Lichfields, 2020)
4. Wandsworth Employment Land and Premises Study (AECOM, 2020)
5. Wandsworth Council's Third Local Implementation Plan (2019)
6. Strategic Flood Risk Assessment (AECOM, 2020)
7. Active Wandsworth Strategy 2017-2022 (Enable Leisure and Culture)
8. Air Quality Action Plan 2016-2021
9. Biodiversity Strategy 2020 (Enable)
10. The Wandsworth Health and Well-being Strategy 2015-2020 (Wandsworth Health and Well-being Board)
11. Wandsworth Community Safety Partnership Plan 2017-2021 (Wandsworth Community Safety Partnership)
12. Arts and Culture Strategy 2021-2031

13. An environmentally friendly borough: Wandsworth Environment and Sustainability Strategy 2019-2030
14. London Borough of Wandsworth Playing Pitch Strategy (Knight, Kavanagh & Page, 2013)

3.20 The Urban Design Study (2021) 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. 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

3.21 The boundaries for the Area Strategies have been drawn to ensure that these areas of planning focus are functionally and visually integrated. However, it is important to recognise that the areas covered by the strategies and their surrounding areas will also need to be functionally and visually integrated.

Consequently, development proposals that come forward outside of an area covered by a strategy, but are in close proximity to it, have the potential to contribute to the Vision of the relevant Area Strategy and will be expected to maximise such opportunities.

3.22 Like the borough-wide policies, the Area Strategies have been prepared in the context of the NPPF and 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. Planning permission will be granted where the proposed development positively addresses the Placemaking, Inclusive Growth and People First principles and where the development would be in accordance with all other relevant development plan policies and the detailed requirements and considerations set out in the Area Strategies and Site Allocations.
B. Proposals which do not comply with the relevant development plan policies, Area Strategy and Site Allocations will be resisted unless it is clearly evidenced that an alternative type of development can be justified. In such circumstances, the development must not prejudice the delivery of the Local Plan's Vision and Objectives, the Objectives of the Area Strategy, or Site Allocations on neighbouring sites.
C. In order to ensure that a comprehensive and cohesive approach is taken to the planning and delivery of sites identified as a cluster within an Area Strategy, the Council will expect site owners to jointly prepare a masterplan or concept framework. Planning applications will need to demonstrate how they comply with the Masterplan or Concept Framework. On adjoining sites, outside of clusters, planning applications should demonstrate how the proposal will not prejudice the development of those adjoining sites.
D. Where further or updated information and guidance is provided in a Supplementary Planning Document or other planning related document which is relevant to an Area Strategy or Site Allocation, this will be a material consideration in determining applications.

3.23 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, and the Area Strategies provide a framework for this.

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

3.25 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. Proactive, consistent and design-led engagement with the community from an early stage in the design process results in supportable proposals and improved delivery.

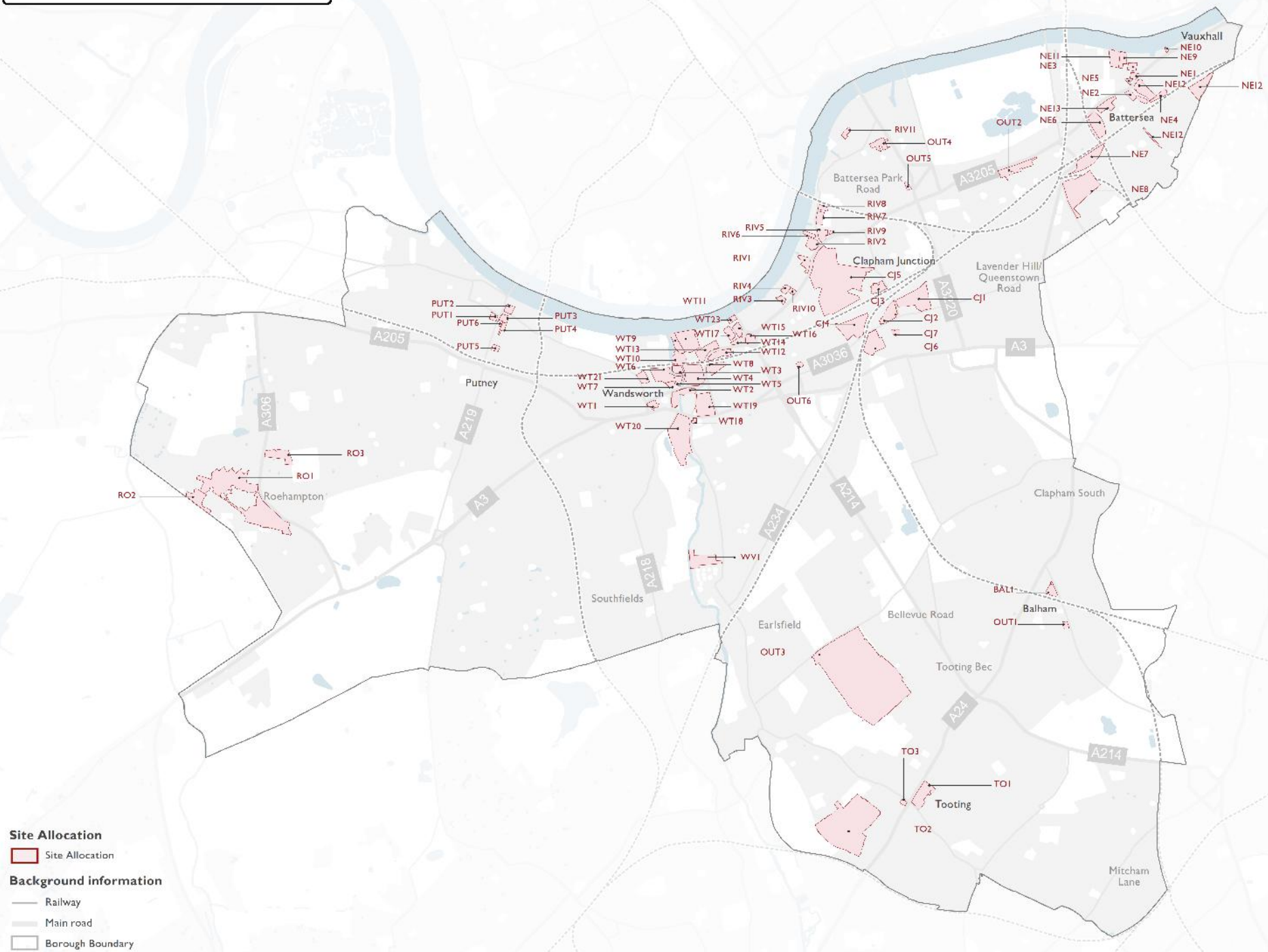
3.26 Development proposals that do not contribute to the improvement of the quality of an area when assessed against the Fourteen Place-based Principles will not be supported. Development should be designed to respond to local character and context.

3.27 Key clusters of sites have been identified within the Nine Elms Opportunity Area and the Wandle Delta sub-area, and in other places sites have been allocated that adjoin one another. Each cluster brings together a logical geographical grouping of sites.

3.28 The Council recognises that some sites within clusters will be within different ownerships and may come forward as individual planning applications. Landowners and developers will be expected to work together to prepare a Masterplan or Concept Framework for the cluster. This is to ensure that a comprehensive and cohesive approach is taken to the planning and delivery of development and infrastructure within a cluster. It should be clearly demonstrated as part of any planning application how the proposal will accord with the Masterplan or Concept Framework. This will include demonstrating how adjacent sites could be progressed as subsequent phases. Where adjoining sites have been allocated, proposals should not prejudice the ability of adjoining sites to realise the principles and aspirations set out in the Area Strategy, Supplementary Planning Document (SPD) or other planning related documents.

3.29 The housing capacity that has been identified within each Area Strategy represents the capacity within the first 10 years of the Plan, which is the part of the Plan Period that identifies specific deliverable and developable sites as identified in the HELAA in accordance with the NPPF.

Map 3.2 Site Allocations



Site Allocation

Site Allocation

Background information

Railway

Main road

Borough Boundary

04 Area Strategy for Wandsworth Town

WT 1	Chelsea Car and Kwik Fit, Armoury Way
WT 2	Ram Brewery / Capitol Studios / Former Dexion / Duvall site. Ram Street / Armoury Way
	Gasholder Cluster
WT 4	Gasholder Site, Armoury Way
	Frogmore Cluster
WT 3	Causeway Island
WT 5	Keltbray site, Wentworth Hose and adjacent land at Dormay Street
WT6	Frogmore Depot, Dormay Street
WT 7	Panorama Antennas, 61 Frogmore
	Ferrier Street Cluster
WT 8	Ferrier Street
	Feathers Wharf Cluster
WT 9	Feathers Wharf, The Causeway
WT 10	Land at The Causeway
WT 11	Western Riverside Waste Transfer Station
	Swandon Way Cluster
WT 12	Homebase, Swandon Way
WT 13	B&Q, Smugglers Way
	Wandsworth Bridge Cluster
WT 14	McDonald's, Swandon Way
WT 15	Mercedes Benz, Bridgend Road
WT 17	Wandsworth Bus Garage, Jews Row

WT 16	Wandsworth Bridge Roundabout
WT 18	65-71 Wandsworth High Street & Spread Eagle
WT 19	Wandsworth Town Hall, Wandsworth High Street
WT 20	Southside Shopping Centre, Wandsworth High Street
WT 21	70-90 Putney Road / 1-2 Adelaide Road
WT 22	Pier Wharf

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, supporting the viability and vitality of Wandsworth Town Centre, providing modern workspace to create new employment opportunities, and celebrating the area's heritage, including by re-connecting it to the River Wandle. Different geographic components of the area will be knitted together through a legible 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 pattern of development in the area is derived from 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. 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.



Picture 4.3 Environs of Wandsworth Town Station

4.3 The Town Centre, originally centred on All Saints Church on the High Street, is now focused on the area around Southside Shopping Centre built in the 1970s, partially renovated in the 2000s, and the 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 London Plan as a Major Centre, a reflection of its borough-wide catchment. Southside plays an important role within the centre and has the potential to evolve over the duration of the Plan to reflect changing lifestyles, demands and needs of residents and visitors, and to become better integrated within the surrounding area. Southside's importance is reflected in the relatively high proportion of comparison goods to convenience goods. It is acknowledged that this may change over time with structural shifts in retail.

4.4 Smaller independent shops and other town centre uses are located primarily west of Garratt Lane along Wandsworth High Street, and the Old York Road forms an important and attractive parade of restaurants, coffee bars and shops which provide a contrasting offer to that within 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 London Plan classifies Wandsworth's night-time economy as NT3 – 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. Economic 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 930sqm office development currently under construction). The ongoing redevelopment of poorer quality office blocks is key in ensuring that the employment offer remains competitive.

4.5 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 part of the Thames Tideway Tunnel project, which will deliver an improved public realm. Garratt Lane Old Burial Ground, opposite Southside and connecting to St Ann's Hill, provides an important green link within the town centre, offering respite from its hustle and bustle, including the one-way traffic on Wandsworth High Street.

4.6 To the north of the town centre, between Armoury Way / Old York Road and the River Thames lies the Wandle Delta, an area of extensive industrial land. 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 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 Gasholder site, and Thames Tideway Tunnel surface-based infrastructure access points at Dormay Street. The Wandle Delta Masterplan SPD has been produced to provide further guidance on the development of mixed-use development expected within this area over the plan period.

4.7 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 River Wandle at its confluence with the tidal River Thames. 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 former Homebase and B&Q stores are being redeveloped through residential-led mixed-use schemes.

4.8 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. There are several bus routes which offer access to a wide range of destinations across London by public transport. 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. Connectivity between the Station, the town centre and the riverside could be enhanced by improvements to the local walking and cycling infrastructure. These would supplement the various existing local and strategic cycle routes that cross the area. These include 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. Currently these are 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. Unfortunately, the pier, unlike most of the boats operating from it, is not accessible for people with disabilities. The area as a whole would benefit from improved walking routes to facilitate greater permeability through existing sites and from improved crossing facilities over main roads.



Picture 4.4 The presence of busy roads affects the character of the area

4.9 The Wandsworth Gyratory is the main contributor to the high levels of pollutants in the area, and the resultant designation of Wandsworth Town as an Air Quality Focus Area. The road system together with the railway line present two key physical barriers which bisect the area, discouraging active travel and disconnecting communities. The Gyratory dominates the heart of the strategy area and has wider impacts on noise levels and the public realm through the generation of heavy traffic, making for an unpleasant pedestrian experience. All 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. The proposals by Transport for London (TfL) and the Council to reconfigure the Wandsworth Gyratory provide a significant 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 Reflecting the broad geographic extent of the Area Strategy, its character is varied, ranging from historic buildings serving civic, industrial and residential use to modern residential and commercial 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 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 industrial activity to the north. The historic character of the area, created by locating homes and workplaces close together, can be enhanced through the redevelopment 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 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 does the grand civic listed Wandsworth Town Hall. 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 form the residential component of the renovated Southside Shopping Centre, which collectively form a distinctive feature to the northern end of Garratt Lane, its junction with Wandsworth High Street and 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 and across the area, such as from East Hill, the north bank of the River Thames, and from Wandsworth Bridge. The 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. The River Wandle, a tributary of the Thames running south to north, is also a positive contributor to the local character, though its potential remains underutilised. The completion of Phase One of the Ram Quarter has begun to increase its visibility, and future planned development will provide further opportunities to improve links to and from the Town Centre and re-integrate the river into the area as well as improving biodiversity.

Place Performance

4.15 Current place performance for Wandsworth is presented in the diagram below

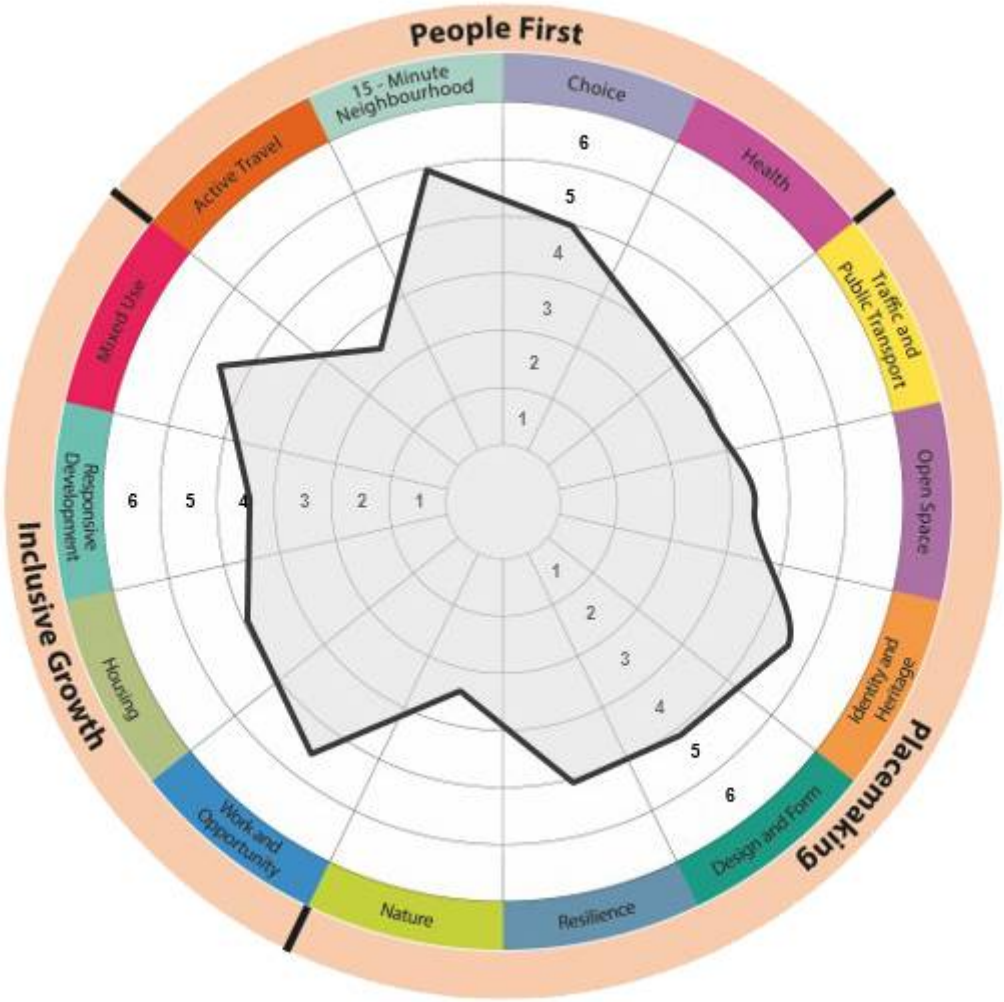


Figure 4.1 Wandsworth Town Place Performance

Vision

4.16 The Area Strategy for Wandsworth Town will meet the Vision and Objectives of the Local Plan by:

1. maximising the opportunities to support Inclusive 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;
2. providing an inclusive, connected and enhanced public realm that puts people first by securing enhancements to the pedestrian environment and providing publicly accessible routes through developments to key destinations, such as the Town Centre and Wandsworth Town Station. These improvements will be well landscaped and incorporate places for people to rest and socialise, and will build on the benefits that the changes to the Wandsworth Gyratory system will offer;

3. 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 – by minimising conflicts with vehicles, the provision of signage, and making better use of existing alleys and small roads;

4. 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 well-being of existing and future residents and to enhance local biodiversity;

5. supporting the long-term vitality and viability of the town centre by recognising its important retail role, whilst allowing for a greater flexibility in terms of the mix of uses and buildings to improve the leisure and cultural offer and experience of the centre;

6. facilitating improvements to landmark buildings, enhancing the important role of Southside and embracing potential redevelopment opportunities to allow for its improvement and of the surrounding environment, and enhance the civic role and physical connectivity of Wandsworth Town Hall, re-providing modern office facilities;

7. creating a greater sense of place through the enhancement and celebration of its heritage; and

8. 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:

1. removing the dominance of vehicles, creating a more 'people' friendly environment between the Ram Quarter and Southside, and along Wandsworth High Street and East Hill;
2. enhanced pedestrian and cycle links between the northern parts of the area, the town centre, and Wandsworth Town Station, providing new opportunities for safe crossing points;
3. acting as a catalyst in promoting economic regeneration of the town centre;
4. significant improvements to the public realm at key locations through streetscape and planting enhancements and the rationalisation of signage which will enhance the area's historic character and attractiveness as a place;
5. creating a healthier environment through improvements to air quality; and
6. 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, to existing and future Wandsworth residents and businesses. To this end the Council has committed to partially fund the scheme and will continue to work with TfL to secure its delivery.

PM2 Wandsworth Town

A. Placemaking

1. Development in Wandsworth Town will be supported where:

    a. an appropriate mix of activities is proposed with an emphasis on residential, commercial, business and service uses;
    b. height and massing reflect local context, or conforms with the approach for tall buildings in Wandsworth Town;
    c. active travel is enhanced and constraints to broader connectivity are addressed, including to key destinations within Wandsworth Town and beyond;
    d. public realm which supports the creation of 'Streets for All' and open space provision, which is accessible to all, is created;
    e. high-quality green and blue features have been incorporated into new developments to help facilitate connected green and blue infrastructure including along the River Wandle and its environs;
    f. infrastructure can take advantage of district heating, sustainable urban drainage and digital connectivity;
    g. heritage and landmark buildings, where they exist, are incorporated into, or enhanced by, development proposals; and
    h. public art / cultural initiatives are supported, particularly where they highlight the significance of the area's heritage, including the industrial role of the rivers and Wandsworth Town as a municipal centre.

2. Proposals within the identified clusters will be required to demonstrate how they support the Area Strategy by providing new homes and commercial, business and service space balanced alongside public realm, connectivity and environmental enhancements. Applications must not prejudice the comprehensive development of the cluster, as set out in further detail in the Wandle Delta SPD.

    a. Frogmore Depot
    b. Gasholder site
    c. Feather's Wharf and Smugglers Way
    d. Wandsworth Bridge
    e. Ferrier Street
    f. Swandon Way

3. Development proposals should demonstrate how the opportunities provided by the Wandsworth Gyratory proposals have been maximised in terms of enhancing connectivity, including between the River Thames and the town centre.
4. Where appropriate, development proposals should incorporate opportunities to reveal the River Wandle, create publicly accessible, welcoming and high-quality green spaces and contribute to the enhancement of biodiversity.
5. Development proposals for tall or mid-rise buildings in Wandsworth Town will only be supported in zones identified in Appendix 2. Any proposal for a tall or mid-rise building will need to address the requirements of Policy LP4 (Tall and Mid-rise Buildings) as well as other policies in the Plan as applicable.
6. Development proposals will be required to respect and enhance the views and vistas established in the Urban Design Study (2021).
7. Developments providing large roofplates should maximise the opportunity for habitat creation to support biodiversity, minimise surface water run-off and provide for publicly accessible open spaces which are capable of year-round use, and which provide the opportunity for local people to appreciate views across the area and beyond.

8. Developments with lengthy frontages should provide an articulation of elevations to create a positive relationship with the street and / or the public realm and avoid the creation of visually dominant public frontages, particularly along Garratt Lane, King George's Park, Armoury Way and Swandon Way.
9. Opportunities to enhance the experience and quality of the public realm that can create beautiful, accessible, well-designed and inclusive public spaces are encouraged. These should provide elements that encourage dwell time, such as seating and parklets, public art and, where appropriate, the infrastructure to facilitate community and cultural events.
10. Existing trees will be protected, and additional new trees of an appropriate species will be expected to be provided as part of the public realm provision of development schemes, particularly along key movement corridors including Armoury Way, Swandon Way and Garratt Lane. Where pavement space is considered inadequate to provide a safe and accessible walking environment, development proposals will be required to set back building lines to increase space for people and street planting through the provision of a widened pavement environment.
11. Where appropriate, the Council will expect proposals to reinstate traditional shop fronts to support the character and appearance of the area, particularly in Conservation Areas and along Wandsworth High Street.
12. Proposals for the pedestrianisation of Old York Road, including additional greening, will be supported to promote active travel and improve the environment for local businesses and residents.

B. Inclusive Growth

1. Development within Wandsworth Town will help meet the borough's housing target, as set out in Local Plan Policy SDS1. The area has capacity to provide 3,079 homes by 2032/2033, over the first 10 years of the Plan period.
2. New commercial, business and service floorspace will be supported as part of the mixed-use redevelopment of Site Allocations. The re-provision of, or increase in, the amount 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 and the cultural and creative industries to establish a creative quarter.
3. The Council will support proposals which add to the vitality and viability of Wandsworth Town, allowing for change and flexibility of town centre uses, including 'meanwhile uses', whilst retaining retail in core areas. To promote this:

    a. proposals for larger format retail and leisure uses should be prioritised at Southside Shopping Centre; and
    b. smaller-scale retail should be focused along 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. The amalgamation of small units to create larger units will not be supported in these locations; and
    c. smaller-scale retail provision will be acceptable on appropriate development sites outside of the Town Centre 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 through a Sequential Test.

4. Proposals for leisure and night-time economy uses in the town centre will be supported where they would not result in, or would adequately mitigate, any material adverse impacts on residential amenity.
5. Urban Logistics Hubs will be supported in accordance with LP49 (Sustainable Transport). The location of these facilities should not conflict with adjoining uses or impact on the character of the area.

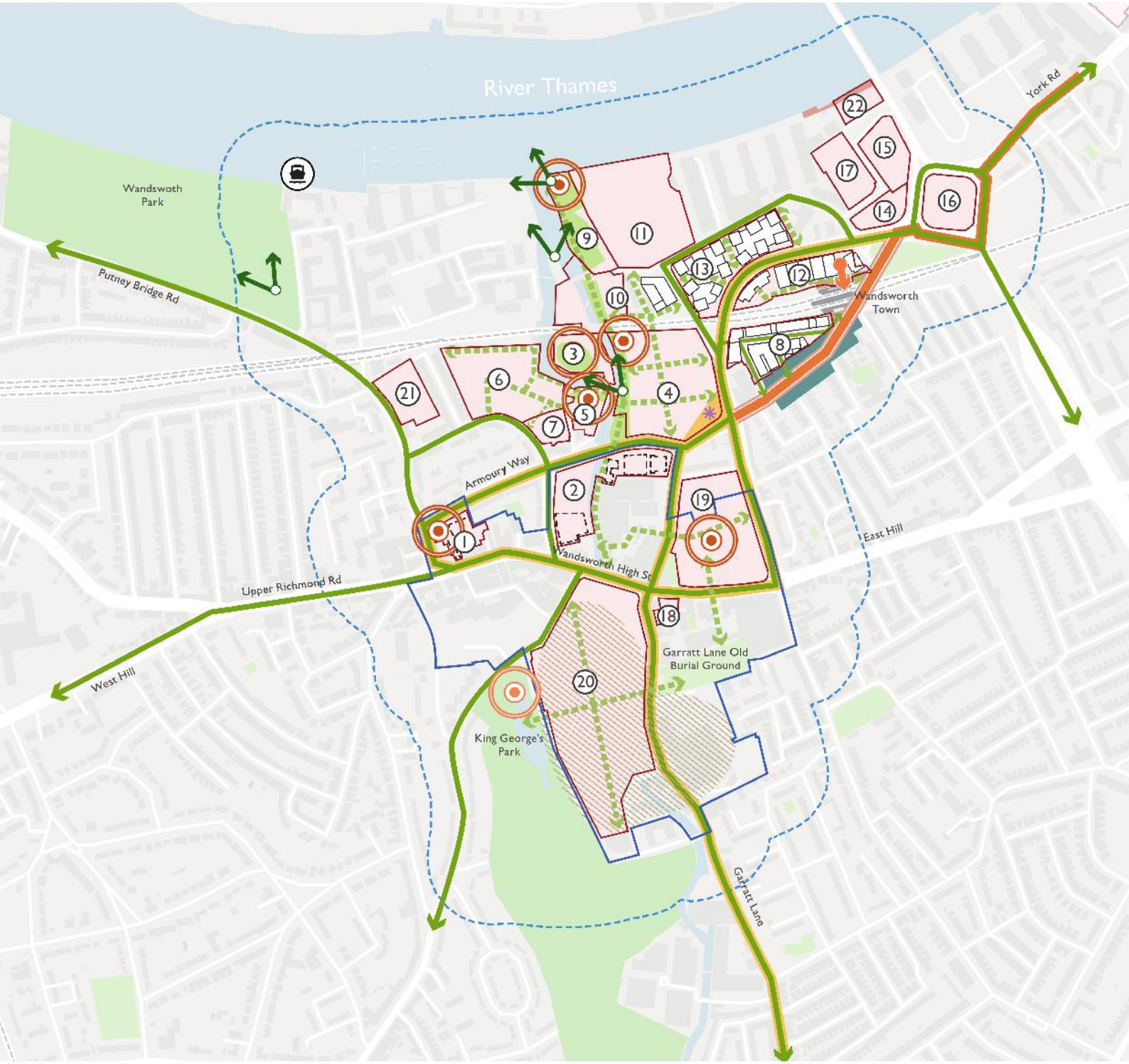
C. People First

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

Development in the area of the Wandsworth Gyratory will be required to provide funding, land or complementary measures to support the implementation and maximise the benefits of the project.

2. The Council will work with Network Rail and TfL to deliver the opening of a northern access to Wandsworth Town Station.
3. In conjunction with development opportunities, the Council will require the creation 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 through art and culture which encourage users to dwell.
4. The Council will seek to improve connectivity and permeability for pedestrians and cyclists across the town centre, to and along the River Thames and River Wandle. 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, and through the use of improved wayfinding and signage.
5. Existing cultural and creative uses will be safeguarded, and proposals for their expansion, renewal and modernisation will be encouraged. Proposals for the re-use of existing buildings, the change of use or the provision of new floorspace to accommodate additional cultural offerings (including incubator spaces, arts-based learning and for cultural anchor spaces) in the Town Centre and the Wandle Delta SPD Masterplan area will be supported.

Map 4.1 Spatial Area Map: 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
- Important local parade
- Potential land required for the realignment of the Wandsworth one-way system

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) Gasholder Site, 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)

Transport infrastructure

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

Background information

- Metropolitan Open Land
- Other open space
- Wandsworth Town Centre
- Area Strategy Boundary

Site Allocations

WT1 Chelsea Cars and KwikFit, Armoury Way, SW18

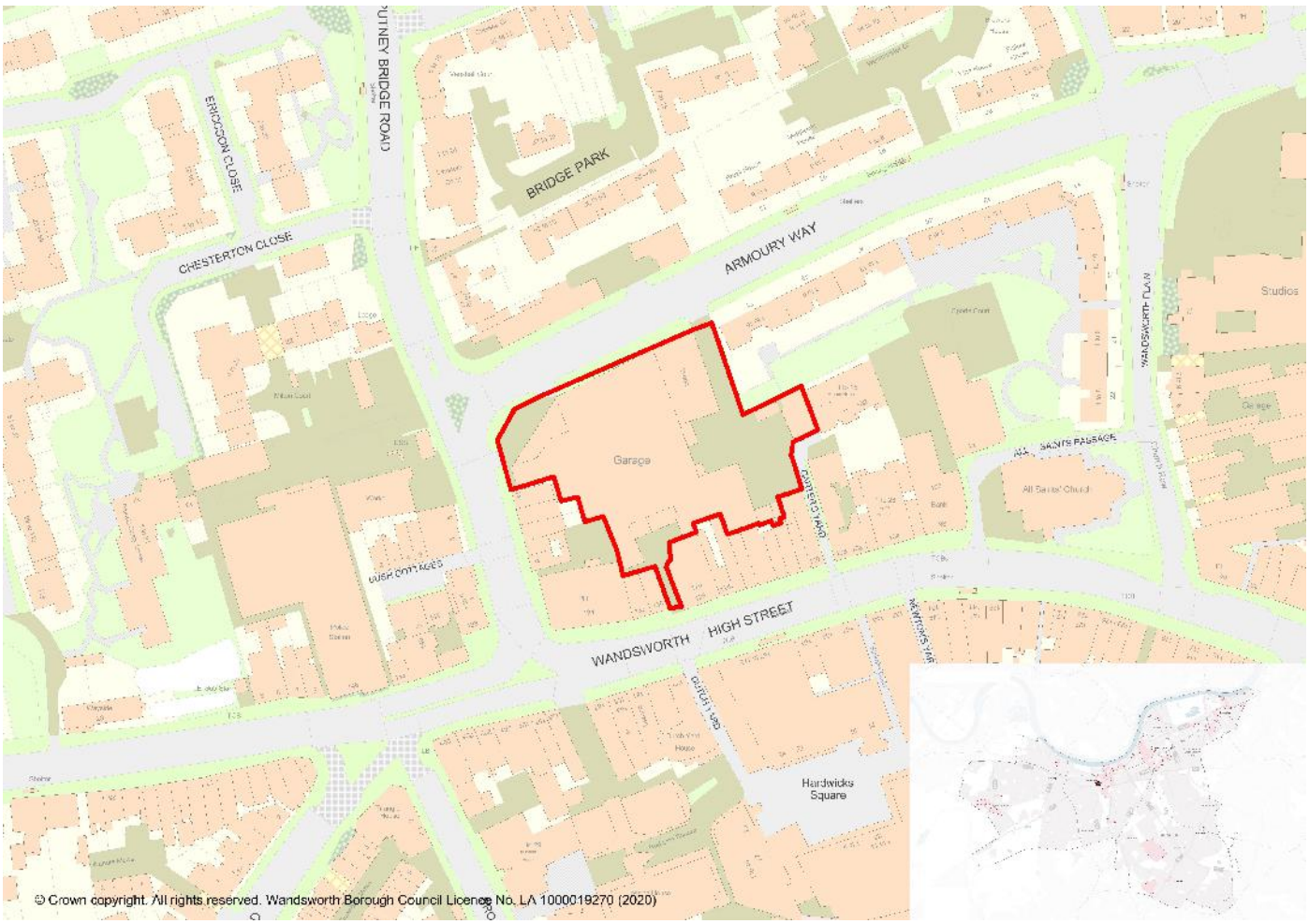
Site Description

4.17 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. Site Area: 1.13ha

Site Allocation

4.18 Redevelopment of the site should provide for a mix of uses comprising residential and employment generating floorspace with at least a 25% increase in the amount of existing economic floorspace (including 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.

4.19 The Council would encourage and support 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 recognises that parts of these properties will be required to implement the TfL scheme – programmed to be implemented by 2024 - and will be acquired by TfL.



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

Development Considerations

4.20 Uses –

- The use must result in an increase in industrial floorspace and should include workspace for SMEs in the cultural sector.
- A section of the western and northern part of this site is required to support the implementation of the proposal to reconfigure the Wandsworth Gyratory System.

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

Design Requirements

4.22 Built Form –

- The northwest 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.
- Residential accommodation at ground floor level on the Armoury Way frontage would not be acceptable. Any proposals to accommodate residential dwellings above ground floor level along this frontage will need to demonstrate that residents would enjoy a satisfactory level of amenity.

4.23 Movement –

- Proposals should include the provision of a new active travel 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.
- Routes into the site should be welcoming entrances of a high design quality, with appropriate signage and lighting to bring people into the site.

4.24 Building heights – In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1-09, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

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

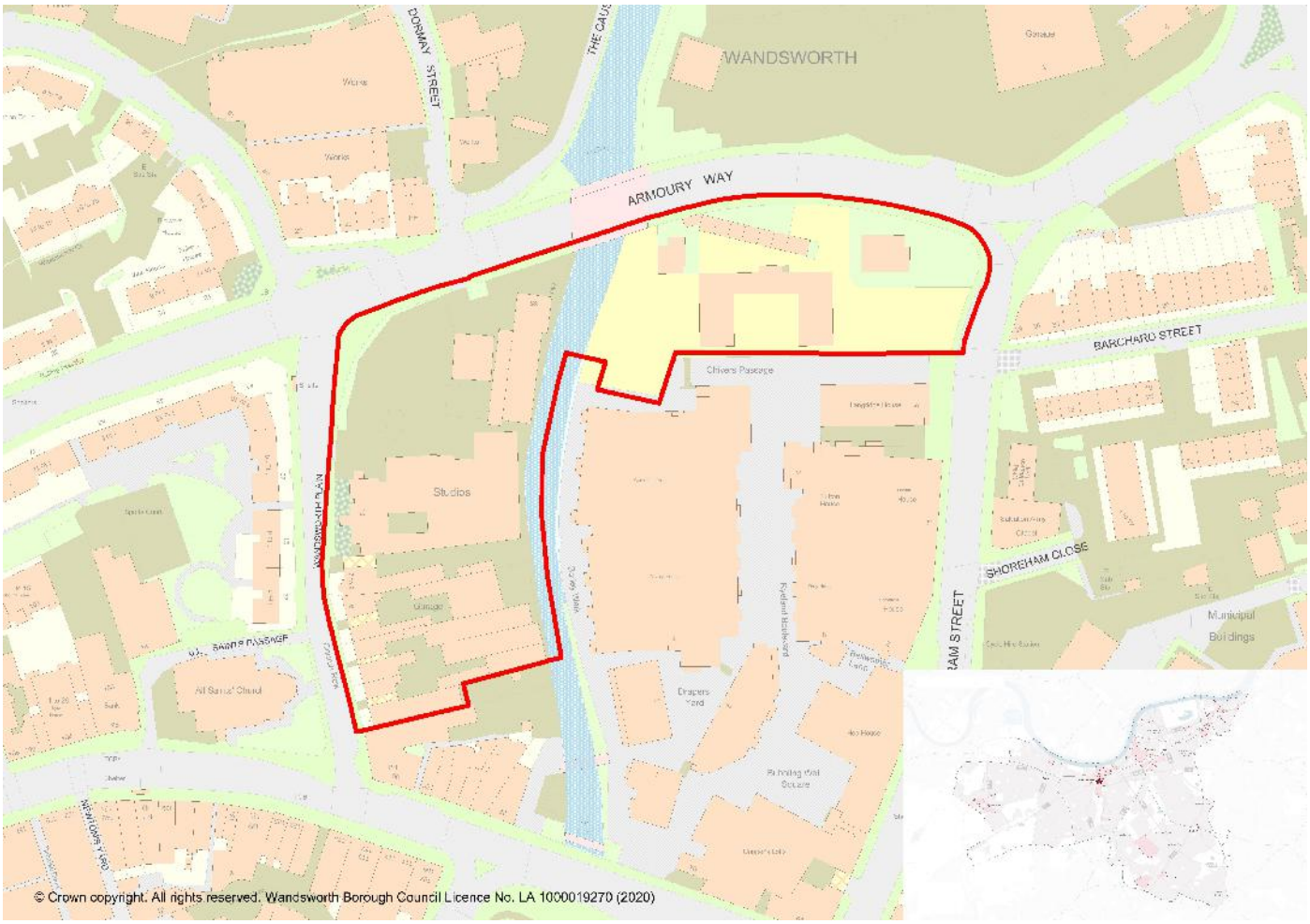
Site Description

4.25 The completion of the first phase of the redevelopment of the Ram Quarter has made a significant contribution to the quality of place, and in 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 and act as a catalyst for further regeneration, including through securing public art and cultural uses in accordance with the cultural strategy for the site to create a vibrant and social day and night life and improved connectivity in the area. Site Area: 1.43ha

4.26 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, artist studios and music recording studios. 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.

Site Allocation

4.27 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.



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

Development Considerations

4.28 **Uses** – Land is required from this site for the reconfiguration of the Wandsworth Gyratory at the northern end of Wandsworth Plain and Ram Street. As part of the site's planning application there is a commitment to ensure and support a strong creative sector presence on site both during the development phase and as part of the legacy. There is also a requirement to deliver an ongoing cultural and heritage programme over the site's various development phases, including celebrating the 500 years of brewing onsite through an on-site heritage centre which will be open for a minimum of ten years. These are included within the planning application reference: 2012/5286. The application also includes a Ram Brewery Cultural Strategy which sets out a requirement to nurture creative industries on site and in the immediate vicinity, as well as deliver a broad cultural and heritage programme to enable a new 'heart' in the town centre.

4.29 **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 a reasonable period of the day.

Design Requirements

4.30 **Built Form** –

- New linkages and routes should all be designed to be safe and high-quality public spaces and must be defined by new active building frontages.
- 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.

4.31 **Movement** –

- Development should improve access between the Town Centre and the Wandle Delta sub-area, as well as links to Wandsworth Town 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.
- 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.

4.32 **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.

4.33 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-G1-03. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1-08, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1-11, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

GASHOLDER CLUSTER

WT4 Gasholder Site, Armoury Way, SW18

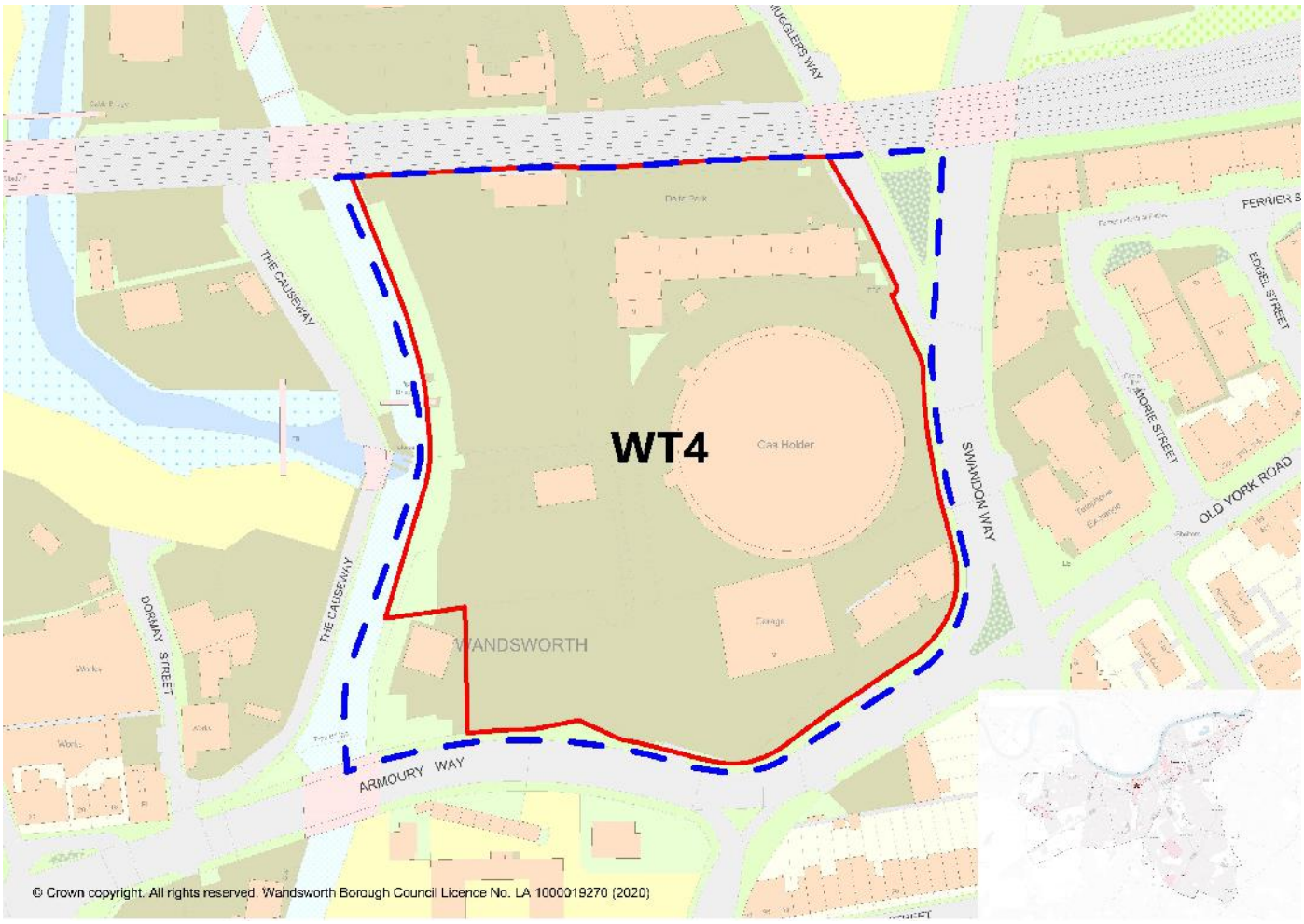
4.34 The Gasholder Cluster comprises multiple sites and one site allocation. In order to support the implementation of the policies of the plan and the Vision and Objectives for the Wandsworth Town Area Strategy, landowners and developers will be expected to work together to prepare a Masterplan or Concept Framework for the cluster. 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.

Cluster Description

4.35 This cluster 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 cluster is currently used for industrial and commercial uses with parking to the north of the site. Site Area: 2.81ha

Site Allocation

4.36 Development should provide a mix of residential and intensified economic uses, including cultural workspace and provision for SMEs. It should incorporate a mix of typologies alongside a new linear park with a riverside walk. The site may be suitable for some smaller scale town centre uses falling within Class E, where these meet a local need and 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.



Map 4.4 Gasholder Cluster

Development Considerations

4.37 Uses –

- Proposals on this cluster must be brought forward to achieve a comprehensive and integrated approach that supports the urban design, active travel, open space and public realm objectives for the Area Strategy.
- The redevelopment of the site should provide an intensification of economic uses in line with the requirements of the Economic Use Intensification (EUIA) designation, having regard to the guidance for key clusters within the Wandle Delta Masterplan SPD. For the purposes of calculating the existing floorspace to be intensified, the gasholder itself and the supporting infrastructure should be excluded.

4.38 Landowner Assembly - This cluster 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.

4.39 Open Space - An area of open space designed as a linear park should be provided along the Wandle riverside (incorporating a riverside walk). This should be 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. Residential development should provide a 24/7 natural surveillance in close proximity to the open space.

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

4.41 **Parking** - Car club provision to support the residential and commercial uses on the cluster and the surrounding area should be provided.

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

4.43 **Active Travel** - 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

4.44 **Built Form** –

- Proposals should help create a 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. 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 cluster to Ferrier Street along the axis of a new street is encouraged. Residential use will not be appropriate at ground floor level along these frontages.
- Part of the south east edge of the cluster will be required for the Wandsworth Gyratory improvements. The cluster 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.

4.45 **Movement**

- The layout of buildings must allow for new connections providing public access on both an east-west and north-south axis through the cluster. The east-west movement should link to Swandon Way at both Ferrier Street and Old York Road and linking westwards to the riverside walk and the Frogmore Cluster via a new bridge over the River Wandle. A north – south route from Armoury Way opposite Ram Street north through the cluster; and a connection to Smugglers Way by a new access passing under the rail track. A further north south route will be provided along the River Wandle linking to the new footbridge. Proposals should consider a pedestrian crossing to the south east of the cluster connecting it to Old York Road if not provided by the changes to the Wandsworth Gyratory system.
- Any new bridges over the river should be sensitive to biodiversity and should be of a bespoke design that contributes to the character of the cluster and to the riverside area.

4.46 **Context** - Proposals should respond to constraints associated with existing utilities restrictions, easements or Health and Safety Executive (HSE) guidance. The cluster contains a former gasholder and significant infrastructure that supported its former use, including a gas mains and gas 'governor' which may make it subjected to substantial decontamination, enabling and remediation. Development will need to carefully consider the impact this infrastructure will have on any proposal.

4.47 **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 whilst imposing its own distinctiveness. The ground floor commercial 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 cluster and the linear park and riverside walk, should be designed to be safe and high-quality public spaces and, where appropriate, must be defined by new active building frontages incorporating entrance doors and windows.

4.48 **Site Layout** - The cluster 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.

4.49 **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. Massing along the Wandle riverfront should be varied.

4.50 **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.

4.51 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-G1d-02. The maximum appropriate height range for the zone is 7 to 10 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1d-03 (which acts as a transition zone to tall building zone TB-G1d-02), and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

FROGMORE CLUSTER

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

4.52 The Frogmore Cluster comprises four sites. In order to support the implementation of the policies of the plan, and the Vision and Objectives for the Wandsworth Town Area Strategy, landowners and developers will be expected to work together to prepare a Masterplan or Concept Framework for the cluster. 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.

Cluster Description

4.53 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 and the Causeway provides a physical link between Armoury Way and the Riverside.

4.54 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. 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. Site Area: 4.01ha

4.55 WT3: This site is located in the north east corner of the cluster and is bounded to the north by the railway, the east by the River Wandle and the west and south by Bell Lane Creek. This site is primarily parking and industrial space with some open land.

4.56 WT5: This site is bounded to the east by the Wandle, the north by Bell Lane Creek and across the creek to the north is WT3. To the west of the site is Dormay Street and then WT6 and WT7. To the south of the site is the Causeway access road and the A3 south of that.

4.57 WT6: This site is bounded to the north by the railway and to the east by Bell Lane Creek and WT5. To the south is WT7 and Frogmore and to the west a row of housing fronting Sudlow Road. This site contains mostly industrial uses and operational services including a depot which is currently used for the storage and maintenance of vehicles by Wandsworth Council. The southern end of the Frogmore Depot site also contains a building used for education.

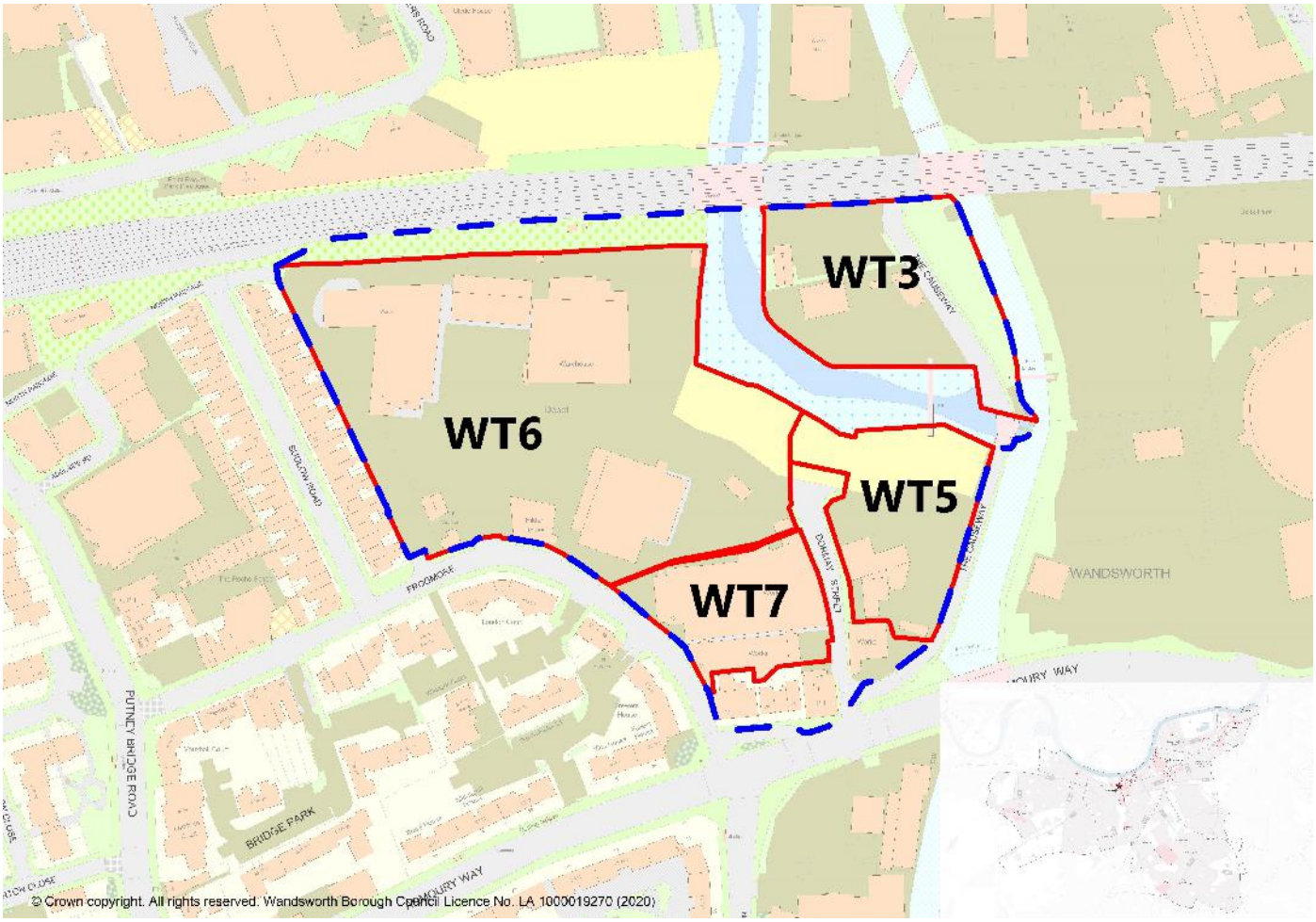
4.58 WT7: This site is located at the entrance from the A3 and to its east is Dormay Street, to the north WT6 and to the west Frogmore.

Site Allocation

4.59 Development should provide a mix of residential and intensified economic uses, including cultural and creative workspace and provision for SMEs.

It should incorporate a mix of typologies alongside improvements to and the provision of new, open spaces, including a riverside walk along the River Wandle and Bell Lane Creek and new bridge crossings to Causeway Island and the Gasholder 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.

Development should demonstrate that the long-term access and maintenance needs for the Thames Tideway Tunnel have been accommodated. Development proposals in relation to sites WT3, WT5, WT6 and WT7 must be in general conformity with the Masterplan or Concept Framework for this cluster that is prepared by the landowner(s) / developer(s) and subsequently endorsed by the Council.



Map 4.5 Frogmore Cluster

Development Considerations

4.60 Uses –

- Development across the sites should, when considered collectively, provide an intensification of economic uses in line with the requirements of the Economic Use Intensification (EUIA) designation, having regard to the guidance for key clusters within the Wandle Delta Masterplan SPD. Development should seek the restoration and re-use of the railway arches.
- 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, such as public open space, that the development of this cluster can achieve.
- The Roche School currently uses one of the Council owned buildings for educational purposes. Opportunities to continue this on the Frogmore Depot site (WT6) 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.

4.61 **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 sub-area and to Wandsworth Town Centre. The masterplan should include a phasing plan for bringing development forward.

4.62 **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, and the area west of the Causeway access road, should be considered for public open space. Sustainable Urban Drainage (SUDs) should be used to avoid large expanses of paving. It should prioritise biodiversity, utilise river frontage and daylight from a 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.

4.63 **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.
- The Keltbray site (WT5) includes access to a Thames Tideway shaft site and access will be required including for maintenance.
- Improving the access from the North Passage should be considered to help enhance the site layout for the Frogmore Depot site (WT6). This could potentially provide vehicular access routes off Frogmore to serve the area as well as accommodating improved walking and cycling links to Putney Bridge Road.

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

Design Requirements

4.65 **Built Form** - The cluster 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 three metre with provision for parklets along the route. Business floor space should be focused around the centre of the cluster and the open space created at the northern end, 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.

4.66 **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.
- Provision should be made for the installation of an active travel bridge to cross Bell Lane Creek from the northern end of Dormay Street to the Causeway Island site (WT3). Provision should be made for another active travel bridge crossing Bell Lane Creek immediately south of the railway viaduct to Causeway Island (WT3) from the Frogmore site (WT6). This active travel bridge 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 proposed open space at the northern end of Dormay Street (WT5) which connects to the Gasholder cluster to the east (WT4).
- Public realm and wayfinding improvements are required to the southern end of the

cluster in order to enhance legibility and provide better levels of access to the pavements along Armoury Way (WT5, WT7).

- 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 active travel route passing under the rail tracks connecting the land to the north, Wandsworth Riverside Quarter and the Wandle estuary, with the cluster

4.67 **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.

4.68 **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.

4.69 **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 design quality of Dormay Street.
- 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.

4.70 **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.

4.71 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-G1d-01. The maximum appropriate height range for the zone is 7 to 10 storeys, and the appropriate height range for the cluster must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

WT8 FERRIER STREET INDUSTRIAL ESTATE, FERRIER STREET, SW18

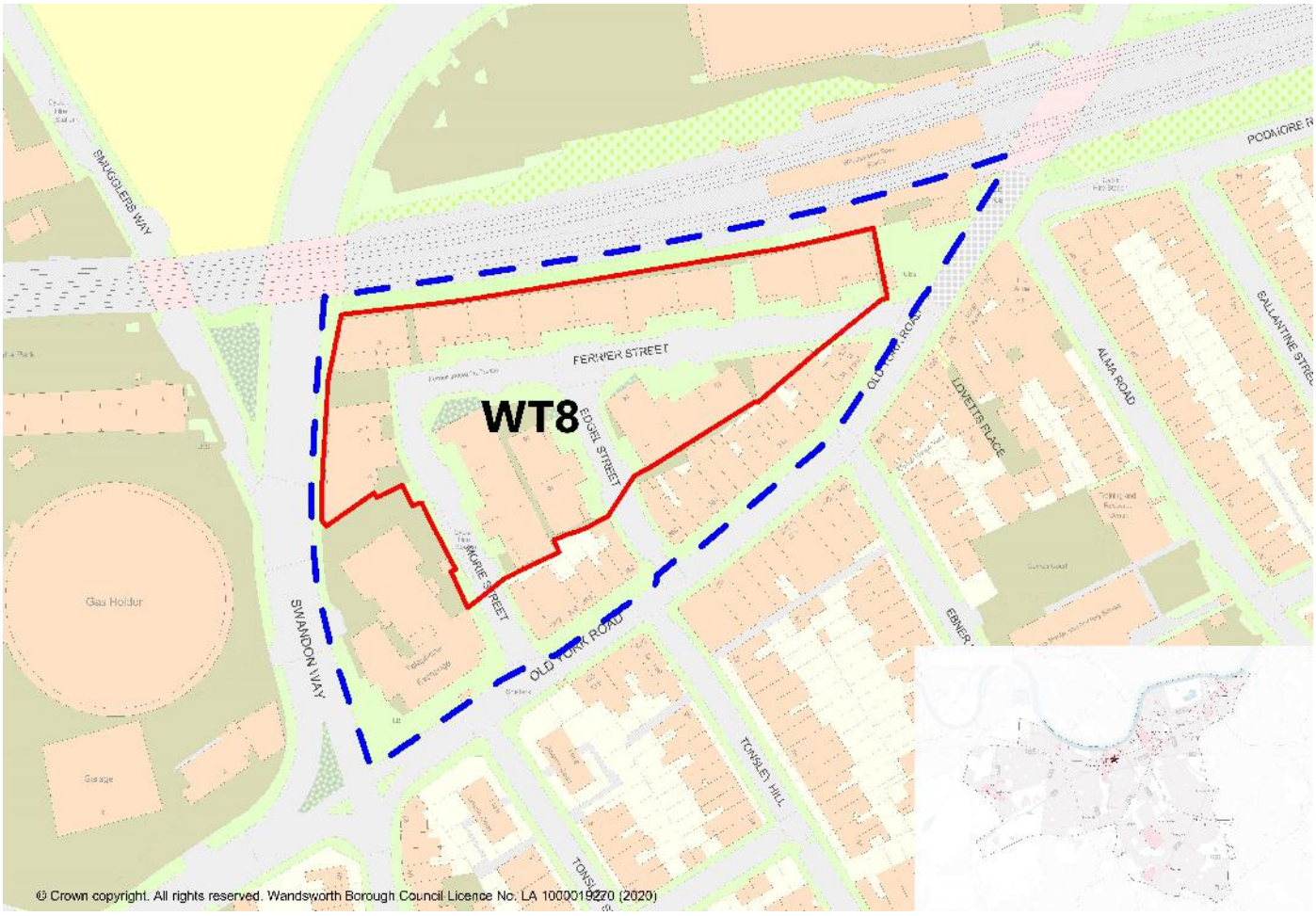
Development should be brought forward in accordance with the policies of the plan, and the Vision for the Wandsworth Town Area Strategy.

Site Description

4.72 The site lies immediately to the west of the southern entrance to Wandsworth Town station and is bounded to the north by the railway line serving the station. To the west is Swandon Way and it is bounded to the south by Old York Road. The cluster is currently used for commercial, industrial, retail and residential uses. Site Area: 1.90ha

Site Allocation

4.73 Development should provide a mix of residential and intensified economic uses, including office, industrial and workspace for SME businesses, with appropriate loading yard space for the industrial uses. Food and drink businesses are appropriate to the east of the site where it adjoins Old York Road. Future provision should be made at the western edge to allow for a future installation of a new pedestrian/cycle connection across Swandon Way to the Gasholder site (WT4). Public realm improvements to the area around the southern entrance to Wandsworth Town station will be required.



Map 4.6 Ferrier Street Cluster

Development Considerations

4.74 **Uses** - Redevelopment of the area should provide at least a 25% increase in the amount of industrial (Use Classes E(g)/B2/B8/SG) and office (Use Class E(g)) 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 Station should be provided. There is potential for some residential use toward the eastern end of the area. 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.

- The redevelopment of the site should provide at least a 25% increase in the amount of industrial (Use Classes E(g)/B2/B8/SG) and office (Use Class E(g)) floorspace in line with the requirements of the EUIA designation, having regard to the guidance for key clusters within the Wandle Delta Masterplan SPD.
- There is potential for some residential use toward the eastern end of the area, which should contribute to improvements in the public realm around Wandsworth Town Station.
- The area currently provides floorspace for specialist and independent food and drink businesses and retailers where Ferrier Street adjoins Old York Road. The development of additional specialist floorspace for the food and drink sector will be encouraged.

4.75 **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.

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

4.77 **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.

Design Requirements

4.78 **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 and well-designed streetscapes and active frontages. To support the development of a food and drinks sector, food and drinks uses will be appropriate in these frontages where they are ancillary to a related industrial use. Access and servicing of the industrial units within the cluster must not be compromised as a result of such uses.
- 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.

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

4.80 **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 edges. A taller element would be appropriate in the north-western corner, adjacent to the railway line.

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

4.82 **Heritage Asset -** The locally listed Alma Tavern Public House is located on a prominent corner to the south east of the site, so its significance should be enhanced by future development in its setting.

4.83 **Building heights -** In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

FEATHERS WHARF / SMUGGLERS WAY CLUSTER

WT9 Feathers Wharf, The Causeway, SW18

WT10 Land at The Causeway, SW18

4.84 The Feathers Wharf / Smugglers Way Cluster comprises two sites. In order to support the implementation of the policies of the plan, and the Vision for the Wandsworth Town Area Strategy, landowners and developers will be expected to work together to prepare a Masterplan or Concept Framework for the cluster. 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.

Cluster Description

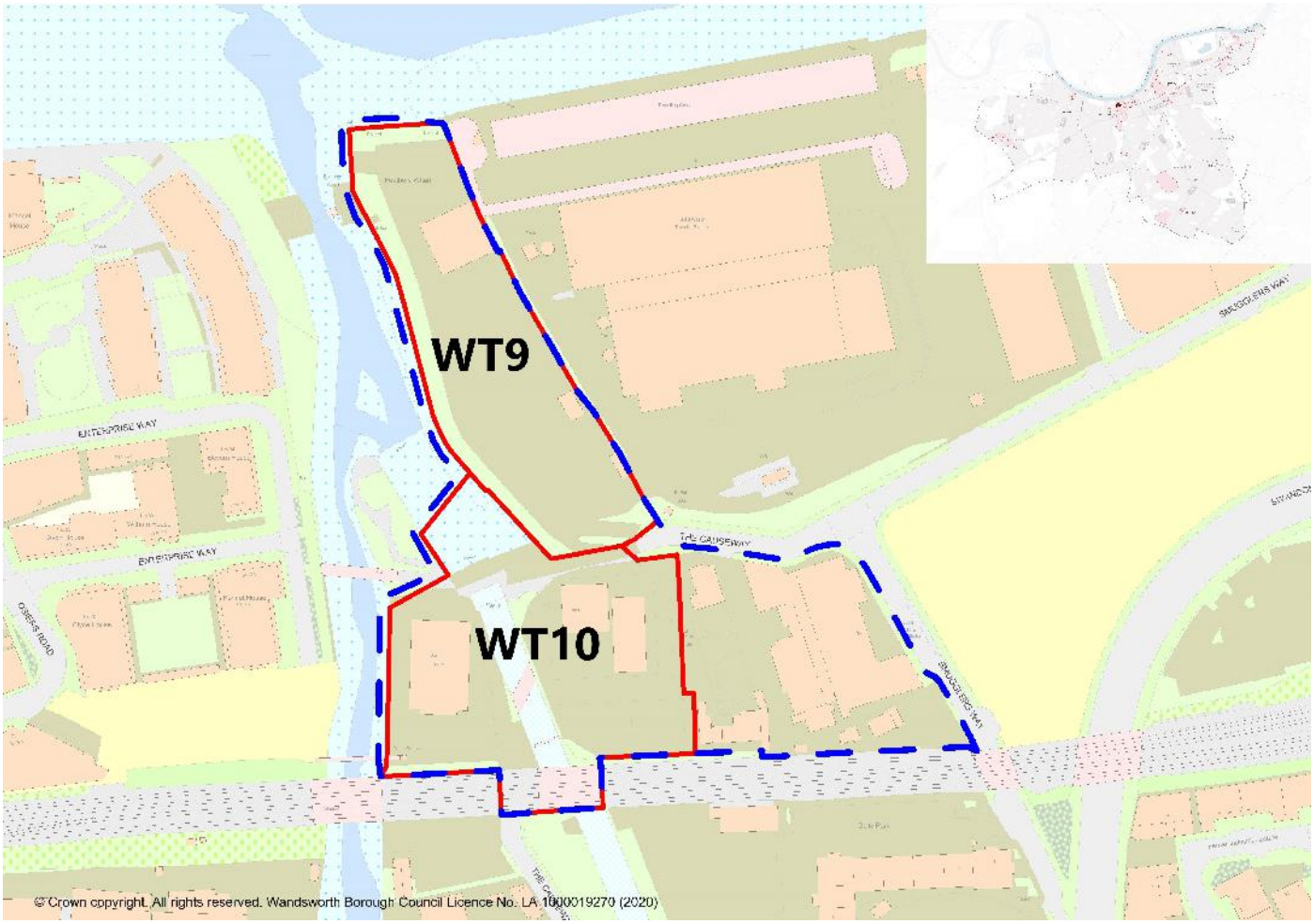
4.85 This cluster lies on the eastern side of the mouth of the River Wandle at its confluence with the River Thames. It is bounded to the south by the railway line and includes a tunnel through the railway arches that links to The Causeway. To the east lies the Western Riverside Waste Transfer Station and Smugglers Way. The cluster currently accommodates parking, infrastructure, industrial uses, retail warehouses and a stretch of green space along the western boundary of Feathers Wharf. Site Area: 2.57ha.

4.86 WT9: This site is bounded to the east by WT11 Western Riverside Waste Transfer Station. To the south is Smugglers Way and WT10 Land at the Causeway while to the west and north are the River Wandle and Thames respectively.

4.87 WT10: This site is south of WT9 Feathers Wharf and to the east is industrial space. The site is bisected by the River Wandle and the western portion of the site is on Causeway Island. To the west is the River Wandle and to the north the railway line and includes a tunnel through the railway arches that links to the southern portion of Causeway Island.

Site Allocation

4.88 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. Temporary uses may be permitted as long as they do not compromise the long-term development of the cluster. The Head House (to the west of Bell Lane Creek) could be developed for residential use above 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 cluster, including through greening and provision of public art.



Map 4.7 Feathers Wharf/ Smugglers Way Cluster

Development Considerations

4.89 Uses –

- Redevelopment of the cluster should provide for mixed-use development and replacement economic floorspace, residential and improved links with the town centre, having regard to the guidance for key clusters within the Wandle Delta Masterplan SPD. Small scale retail uses that serve the local needs of the development may be appropriate. Any opportunities to make use of the river as part of future development should be explored.
- The safeguarded wharf at the Western Riverside Waste Transfer Station (WT11) 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.
- 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.
- 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.

- 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 Gasholder 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).

4.90 **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.

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

4.92 **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 (WT11) to link to the riverside walk. Improvements to pavement width and quality on The Causeway/Smugglers Way are also needed.

Design Requirements

4.93 **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 (WT11).
- Proposals will need to ensure they protect sensitive views of Feathers 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.

4.94 **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 three metres and six metres on the Wandle and Thames river frontages respectively. The Wandle Path should include unobstructed connections to the Thames Path.
- 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.
- 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.
- 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 Gasholder 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.

- Improvements to pavement width and quality on The Causeway/Smugglers Way will also be required.

4.95 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.
- Proposals should consider the impact on the safeguarded wharf, in terms of the ongoing operational requirements including movement of freight, waste and aggregates.

4.96 Site Layout - At Feathers Wharf (WT9), 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.

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

4.98 Nature –

- Both the Wandle and Thames riverbanks and river channels are particularly sensitive ecological and wildlife habitats. Consideration needs to be given 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.
- 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.

4.99 Building heights - In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the cluster must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

WT11 Western Riverside Waste Transfer Station, SW18

Site Description

4.100 The site lies to the north of Smugglers Way adjacent to the bank of the River Thames. To the west of the site is Feathers Wharf and to the east a Household Waste Recycling Centre. 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. Site Area 2.49ha.

Site Allocation

4.101 Safeguarded wharf with potential for residential led mixed-use development above including commercial/ business. Proposals for mixed-use development should retain or enhance wharf capacity and operability and maintain appropriate access arrangements. Development must not result in conflicts of use between wharf operations and the other land uses, nor constrain the long-term use and viability of the safeguarded wharf.



Map 4.8 Western Riverside Waste Transfer Station, SW18

Development Considerations

4.102 Uses - There is potential for the redevelopment of the WRWA facility which is arranged perpendicular to the River Thames. The facility could be re-provided 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 are managed.

Design Requirements

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

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

4.105 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.

4.106 Building heights - In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the cluster must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

SWANDON WAY CLUSTER

WT12 Homebase, Swandon Way, SW18

WT13 B&Q, Smugglers Way, SW18

4.107 At the Swandon Way cluster, development should be brought forward in accordance with the policies of the plan, and the Vision for the Wandsworth Town Area Strategy. Site Area: 3.10ha.

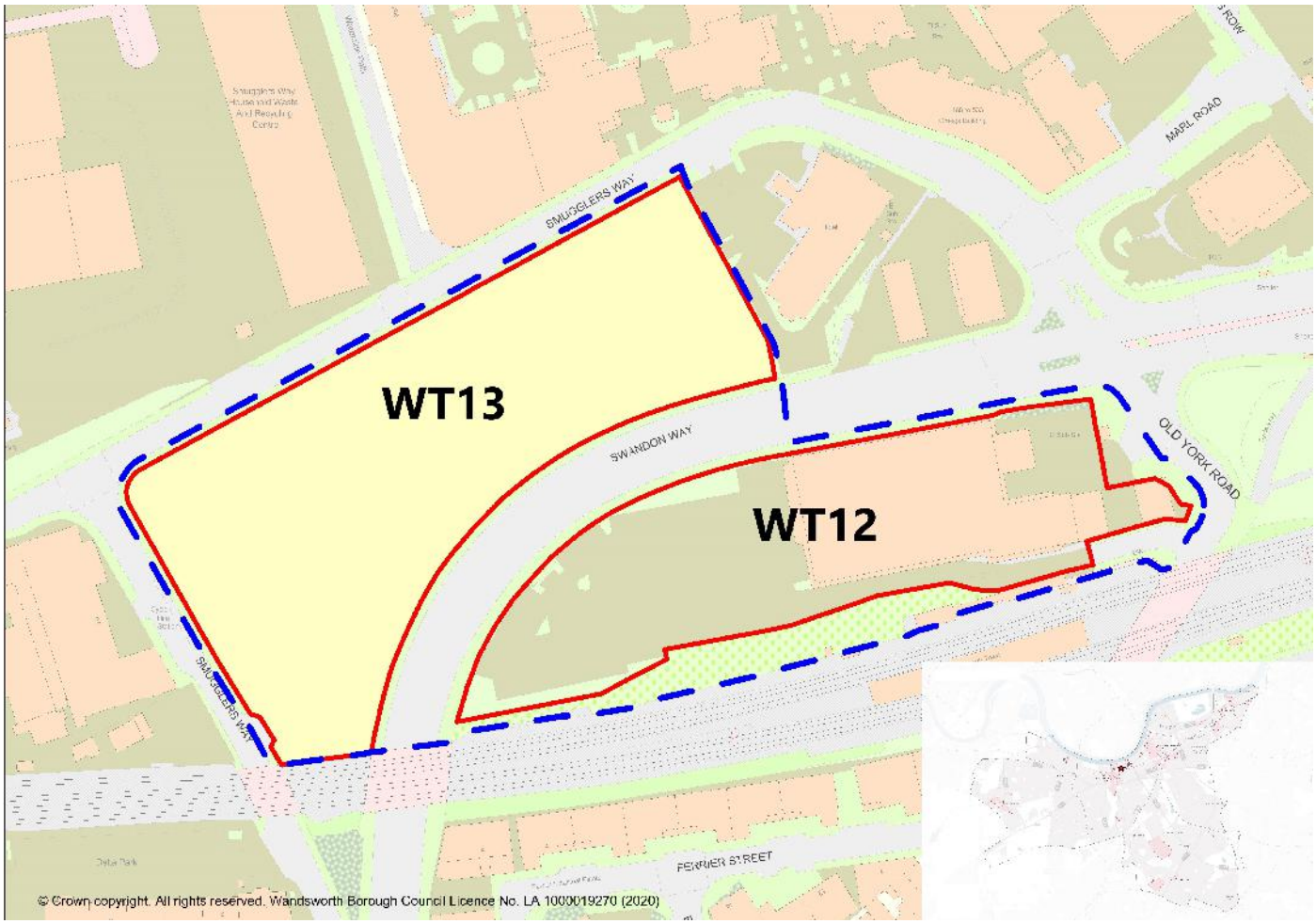
Cluster Description

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

4.109 WT13: This site 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.

Site Allocation

4.110 The location of the cluster close to Wandsworth Town Station and Wandsworth Town Centre makes it suitable for economic 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.



Map 4.9 Swandon Way Cluster

Development Considerations

4.111 Uses - Any proposals to reroute traffic may affect the operation of the TLRN and proposals to improve Wandsworth Gyratory and would therefore require modelling to demonstrate acceptability.

Design Requirements

4.112 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. Residential accommodation above ground floor level will be acceptable subject to demonstrating that an appropriate standard of accommodation for future occupiers is achieved taking into account site circumstances, including the close proximity to the Waste Transfer Station and noise from Swandon Way and the railway. 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.

4.113 Movement –

- Proposals should define safe and attractive new public active travel routes through the cluster 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/Smugglers Way will also be required.
- Proposals should show improved access to the northern part of Wandsworth Town to enhance accessibility and reduce walking and cycling times from the northern part of the Wandle Delta sub-area. The feasibility of

providing an elevated foot and cycleway linking the station to the Homebase site (WT12) and to future developments on the north side of Swandon Way should be considered.

4.114 **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.

4.115 **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 including cycle storage and provision of a car club.

4.116 **Nature** - Tree planting will be required on the Swandon Way frontage and existing trees should be retained.

4.117 **Building heights -** In accordance with the tall building maps in Appendix 2, the cluster is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the cluster must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

WANDSWORTH BRIDGE CLUSTER

WT14 McDonald's, Swandon Way, SW18

WT15 Mercedes Benz and Bemco, Bridgend Road, SW18

WT17 Wandsworth Bus Garage, Jews Row, SW18

4.118 The Wandsworth Bridge Cluster comprises three sites. In order to support the implementation of the policies of the plan, and the vision for Wandsworth Town Area Strategy, landowners and developers will be expected to work together to prepare a Masterplan or Concept Framework for the cluster. 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.

Cluster Description

4.119 The cluster is south of the River Thames and west of the Wandsworth Bridge Road and Roundabout. The cluster 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. Site Area 2.25ha.

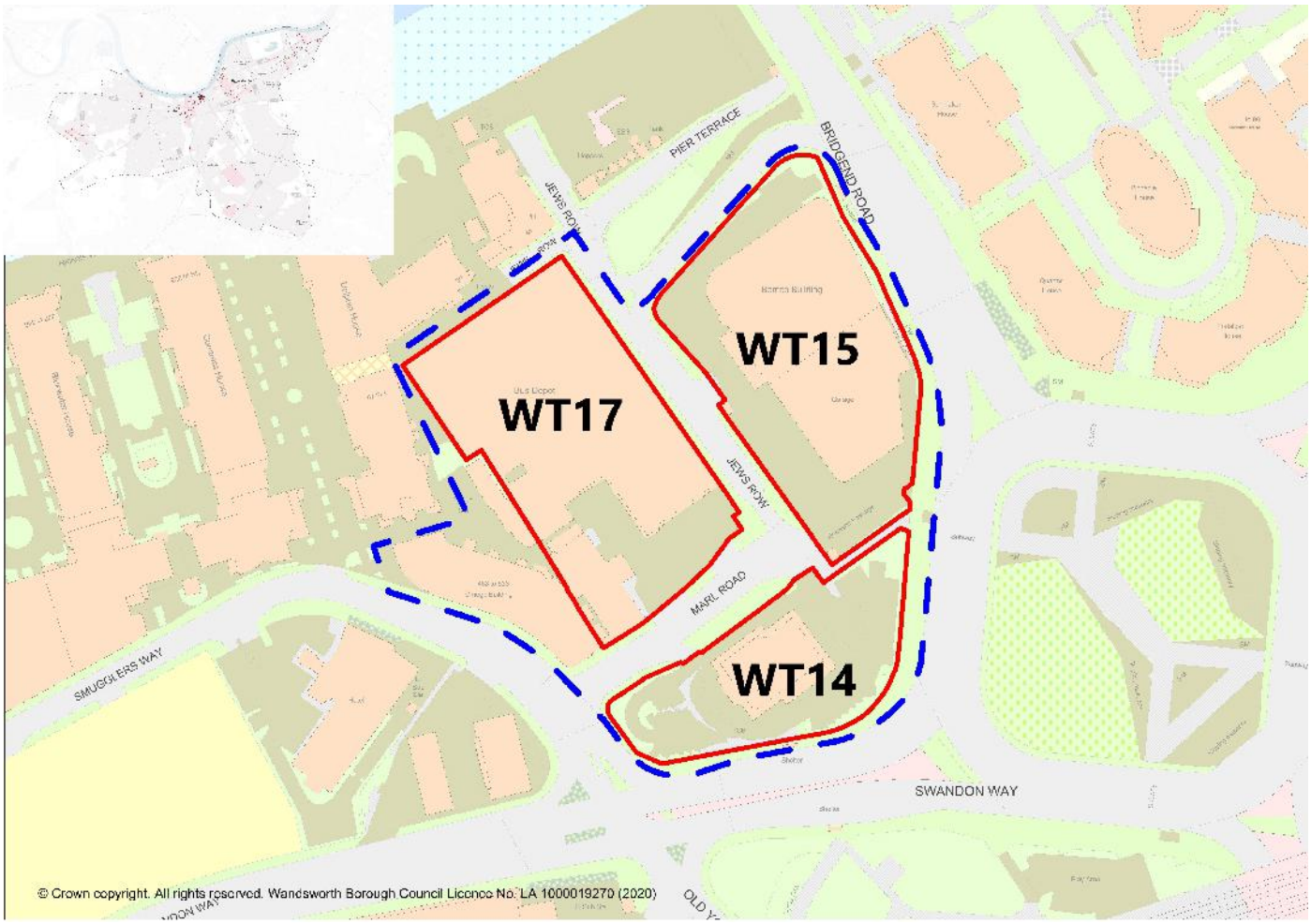
4.120 WT14: This site is bounded by the A217 to the east and south and Smugglers Way to the west. To the north of the site is Marl Road and WT15 and WT17. The site contains a McDonald's and associated parking.

4.121 WT15: This site is bounded to the east by Wandsworth Bridge Road and to the south by WT14. To the north of the site is Jews Road and to the east is Jews Road and WT17 Wandsworth Bus Garage. The site contains a car dealership.

4.122 WT17: This site is bounded to the northwest and northeast by Jews Row. To the south is Marl Road and WT14 with Smugglers Way to the west. The site contains the Wandsworth Bus Garage.

Site Allocation

4.123 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.



Map 4.10 Wandsworth Bridge Cluster

Development Considerations

4.124 Uses - Given the close proximity to the station, the Mercedes Benz site (WT15) and McDonalds 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 economic uses falling within 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. Regard should be had to the detailed guidance for this key cluster within the Wandle Delta Masterplan SPD.

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

4.126 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.

4.127 Parking - The inclusion of a car club will be sought.

Design Requirements

4.128 Built Form –

- Secure active frontages to Swandon Way, the Wandsworth Bridge Roundabout, Marl Road, Bridgend Road, Jews 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. Measures to mitigate the impact of traffic noise would be required.

- If a transport use is retained, the Wandsworth Bus Garage site (WT17) could include some limited additional floorspace that could be added above the western range of the building (which is largely workshop space). The proposal should 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. The extension must cause no harm to the significance of the structure as a Grade II listed building.

4.129 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.
- An active travel link through arches beneath Bridgend Road linking into Jews Row will be required.

4.130 Context –

- There will be a need to future-proof the potential longer-term redevelopment of Wandsworth Bridge Roundabout site (WT16) through the removal of the western arm of the roundabout.
- Development should not harm the setting of the adjacent listed Bus Garage site (WT17). 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.
- Achievement of a high level of amenity for all residential accommodation in the cluster including measures to mitigate the impact of traffic noise.
- 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.

4.131 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.

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

4.133 Heritage Asset - WT17 includes the Grade II listed Wandsworth Garage Bus Depot, which takes up most of the site and is to be retained. Proposals for this site must demonstrate that development can preserve and enhance this heritage asset and its historic interest. The low-height, industrial nature of the listed building should inform proposed designs. The listed depot will be surrounded by new development to the east, and it will therefore be important to ensure its significance won't be eroded by overly developed sites and tall buildings.

4.134 Building heights - In accordance with the tall building maps in Appendix 2, the cluster is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the cluster must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

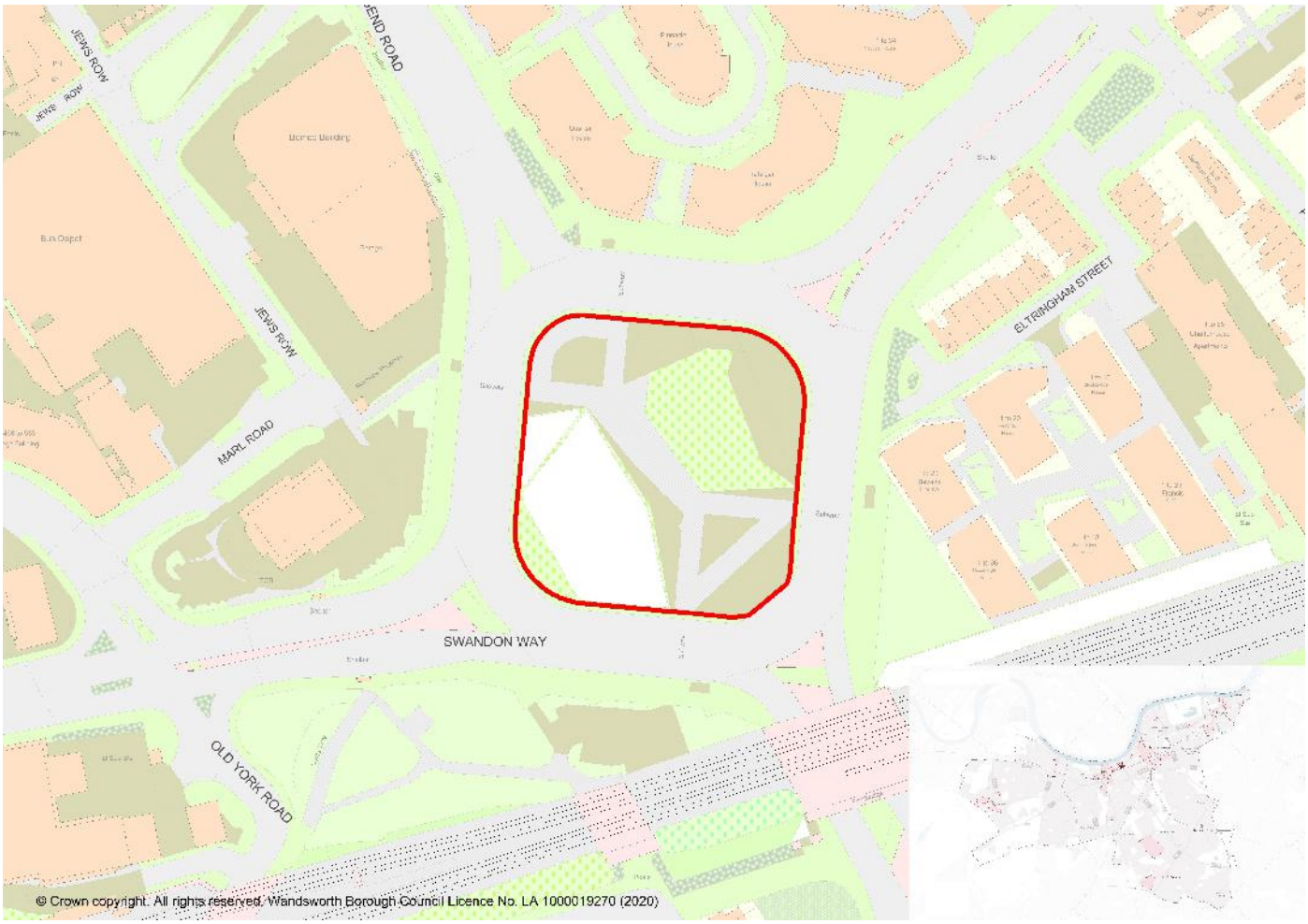
WT16 Wandsworth Bridge Roundabout, SW18

Site Description

4.135 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. Site Area: 0.70ha.

Site Allocation

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



Map 4.11 Wandsworth Bridge Roundabout

Development Considerations

4.137 **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.

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

4.139 Active Travel – An 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

4.140 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.

4.141 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.

4.142 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.
- 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.

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

4.144 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.

4.145 Building heights - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

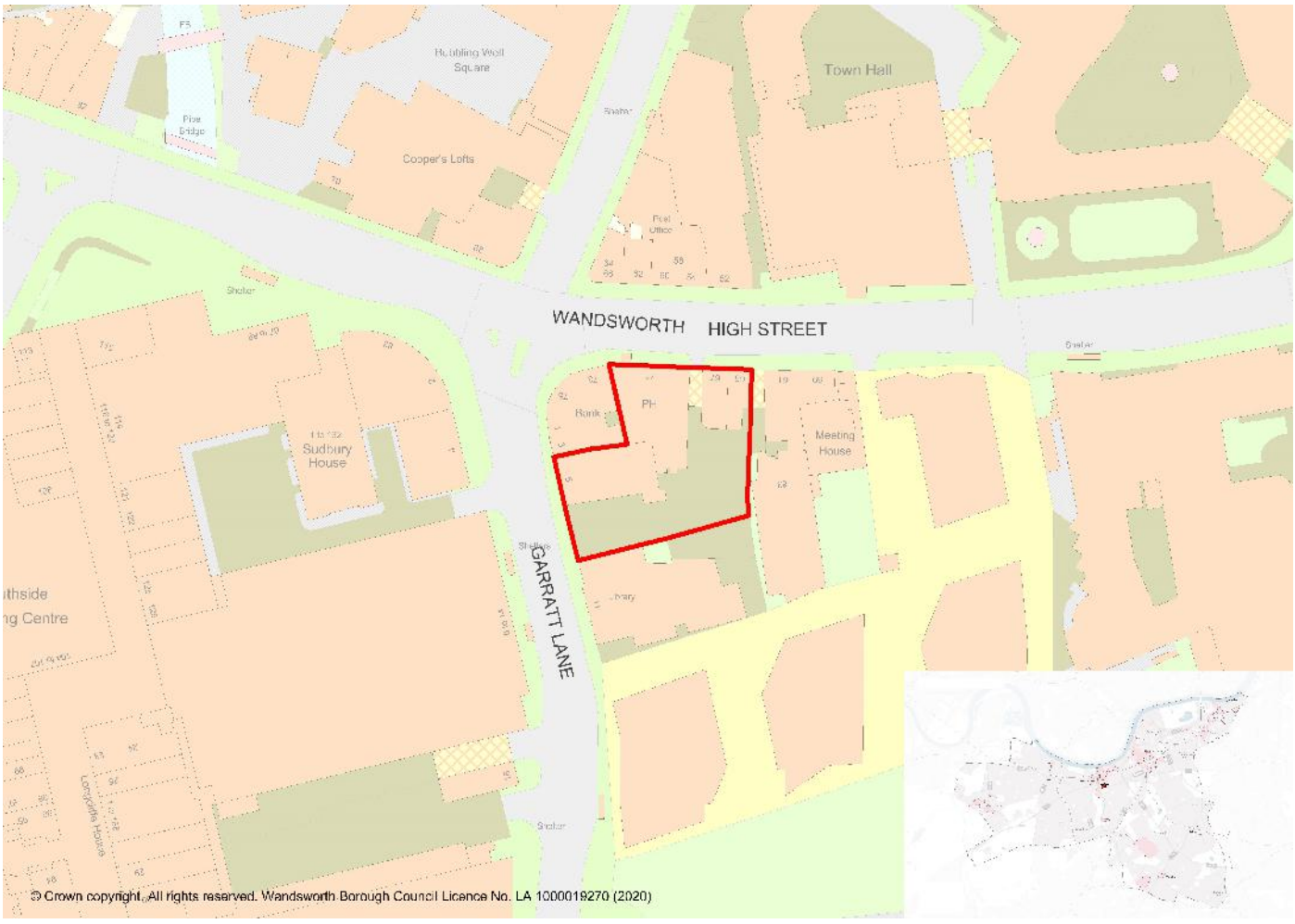
WT18 65-71 Wandsworth High Street incl. Spread Eagle Public House; Wandsworth High Street and 5 Garratt Lane, SW18

Site Description

4.146 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. Site Area 0.14ha.

Site Allocation

4.147 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.



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

Design Requirements

4.148 Movement –

- A Delivery and Servicing Plan will be required and opportunities to minimise vehicle movements into and out of the site should be explored.
- Opportunities to improve north-south permeability through the site should be provided.

4.149 Context –

- Any proposals will need to protect and where possible enhance the heritage assets on the site and their setting.
- The site lies within an archaeological priority area and consideration needs to be given to the impact on potential archaeological interest at the site.

4.150 Building heights - In accordance with the tall and mid-rise building maps in Appendix 2, the site is not located in a tall or mid-rise building zone. Development proposals for tall or mid-rise buildings will not be supported.

WT19 Wandsworth Town Hall, Wandsworth High Street, SW18

Site Description

4.151 The site lies at the corner of Fairfield Street and Wandsworth High Street and is bounded to the north by Barchard Street, 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 Grade II listed, 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. Site Area: 2.30ha.

Site Allocation

4.152 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. Development proposals for the redevelopment of the Wandsworth Town Hall site should achieve enhancements to the setting of the Grade II listed building and provide attractive active travel routes connecting Fairfield Street and the Ram Brewery complex, alongside the provision of public spaces.



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

Development Considerations

4.153 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

4.154 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.
- Building frontages to Ram Street, Shoreham Close, Fairfield Street, Barchard Street and new streets shall be provided with active uses at ground floor.
- 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.
- 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.

4.155 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 into 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 focused environment.
- 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.

4.156 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.

4.157 Building heights - In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1-07, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

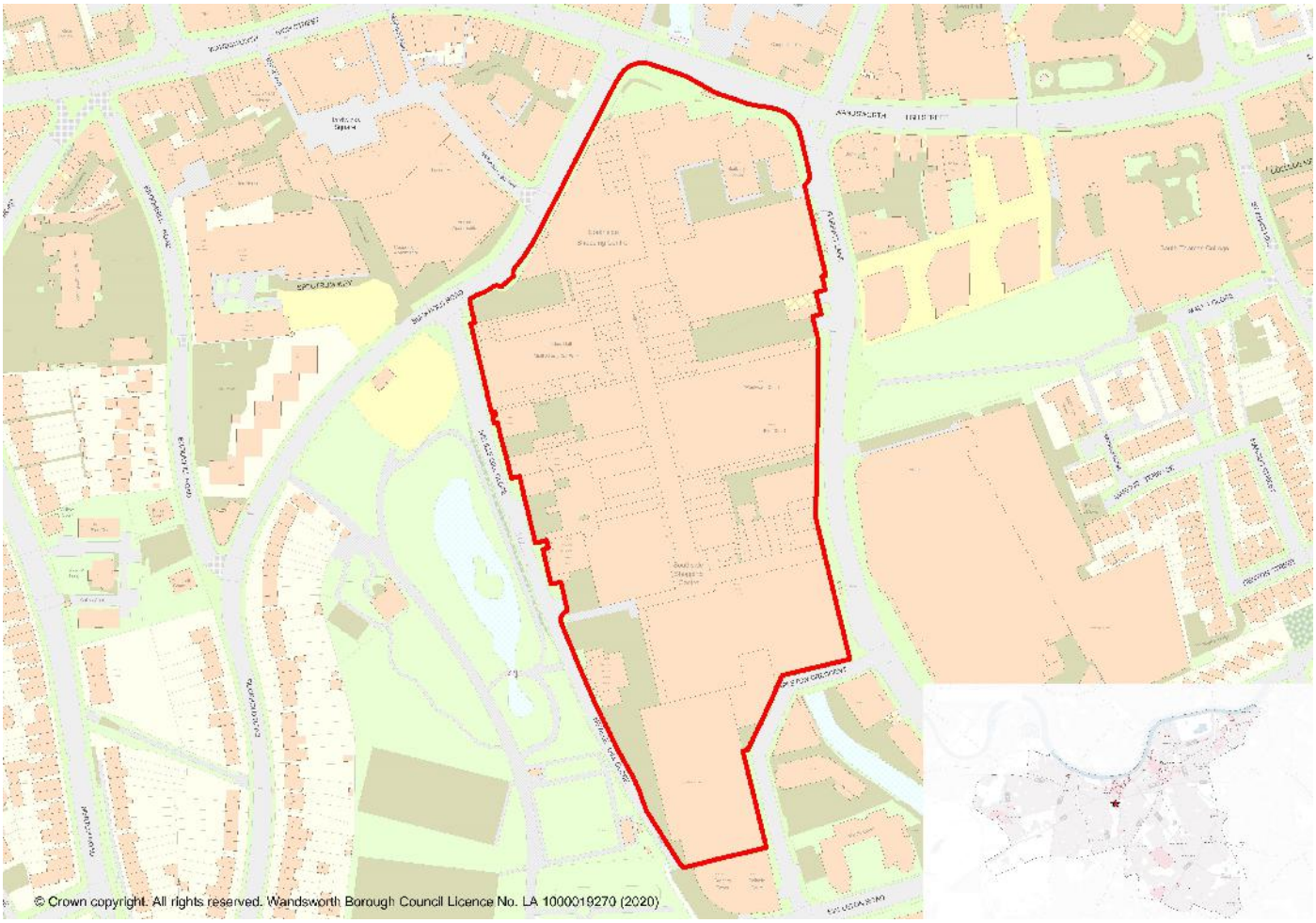
WT20 Southside Shopping Centre, Wandsworth High Street, SW18

Site Description

4.158 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. Site Area: 5.39ha.

Site Allocation

4.159 Improvements to the shopping centre, including through its redevelopment, to provide improved and additional floorspace, that allows for mixed-use development, including residential, retail, leisure (including those supporting the night-time economy), and other town centre uses, including social infrastructure and community facilities to support the local community. Development proposals for Southside should support the creation of improved links between King George's Park and Garratt Lane, and improve the Centre's relationship with the public realm through enhancements to the pedestrian environment and improvements which integrate it with the Ram Brewery complex. Opportunities should be explored to articulate the location of the culverted River Wandle by opening up access to the river.



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

Development Considerations

4.160 Uses –

- Enhancing Southside's retail and leisure offer through appropriate adaptation and/or through its 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, and where it can be demonstrated that a proposal will not negatively impact the vitality and viability of the town centre.
- Improvements to the existing leisure offer including food, beverage and entertainment uses, supporting the evening and night-time economy.
- Improvements to the existing residential environment should be explored. Opportunities for additional residential accommodation is appropriate within this sustainable town centre location.
- Improve social infrastructure and community facilities to support the local community.

Design Requirements

4.161 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 and the regeneration of the Ram Quarter. This public space will provide a key focal point for the town centre.
- Development should respond to the need to maintain and strengthen active town centre frontages along Garratt Lane and Wandsworth High Street and the important role of retail, including that currently played by the shopping centre, to support the local community and 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 Town Centre.
- 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. 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.

4.162 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.
- An increase in the width of the pavement along Garratt Lane will be sought in order to provide for an improved active travel 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.

4.163 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.

4.164 Building heights

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-G1a-01. The maximum appropriate height range for the zone is 7 to 20 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1a-01 (which acts as a transition zone to tall building zone TB-G1a-01) and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

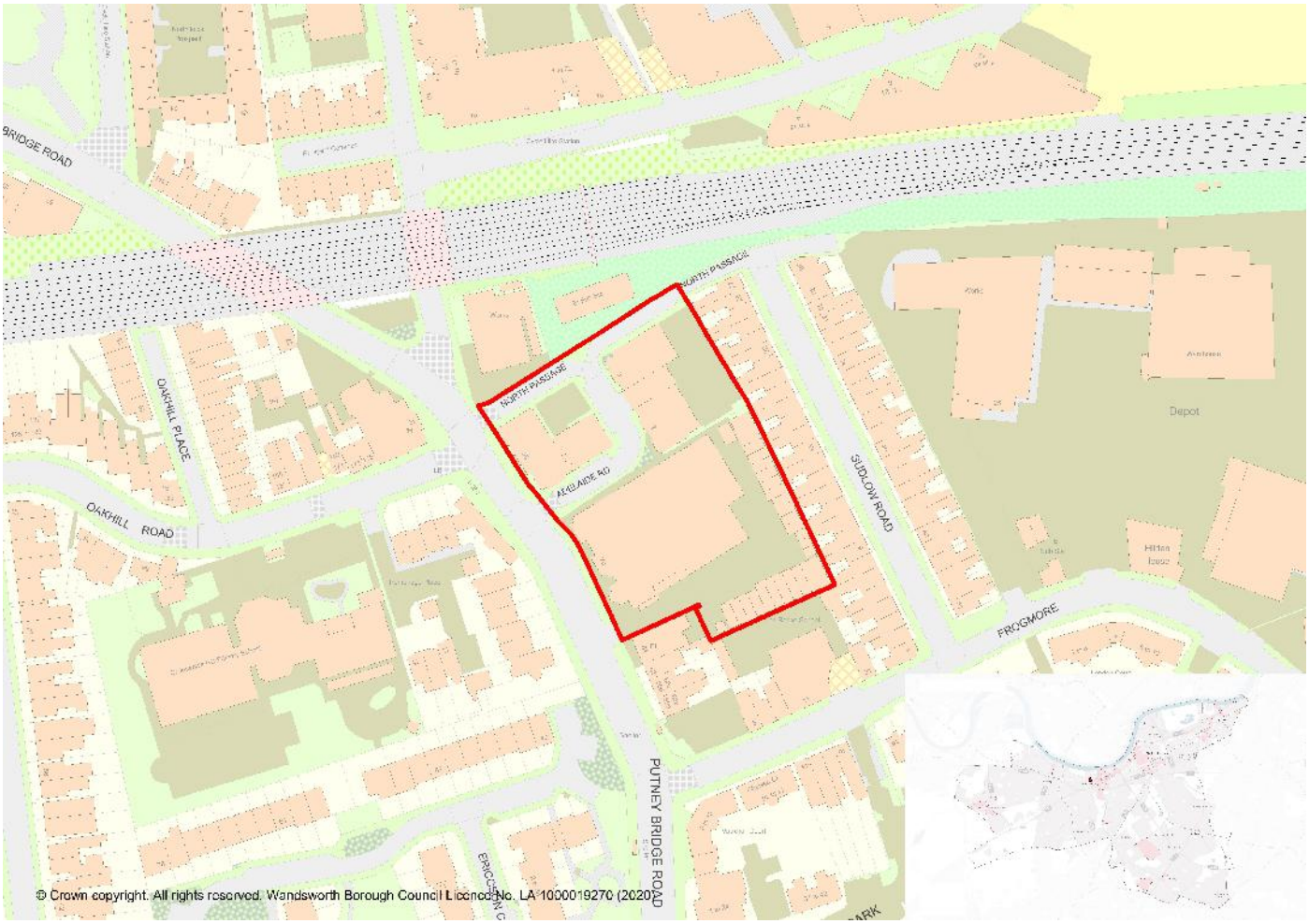
WT21 70 -90 Putney Bridge Road and 1-2 Adelaide Road, SW18

Site Description

4.165 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. Site Area: 0.64ha.

Site Allocation

4.166 Proposals should re-provide the existing economic floorspace, including full re-provision with the same quantity of floorspace (including industrial floorspace). Redevelopment could include residential as well as economic use.



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

Development Considerations

4.167 **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

4.168 **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.

4.169 **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.

4.170 **Building heights -** In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1d-01, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

WT22 Pier Wharf, SW18

Site Description

4.171 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 a concrete batching plant on a safeguarded wharf. The current use of the site provides an important strategic role. Site Area: 0.28ha.

Site Allocation

4.172 Safeguarded wharf.



Map 4.16 Pier Wharf

Development Considerations

4.173 **Site Layout** – Should the safeguarded wharf be de-designated then a mixed-use residential scheme could come forward.

Design Requirements

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

4.175 **Heritage Asset** – Development on this site should consider the low-rise, industrial character of the listed bus depot, as well as the 18th century pub to inform scale and materiality.

4.176 **Building heights** - In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the site must be in accordance

with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

05 Area Strategy for Nine Elms

Kirtling Street Cluster

NE 1	Cable and Wireless, Ballymore Site 6, Battersea Park Road
NE 3	Securicor Site, 80 Kirtling Street
NE 5	Brooks Court, Kirtling Street
NE 9	Kirtling Wharf, Nine Elms
NE 11	Cringle Dock, Nine Elms

NE 2	41-49 Nine Elms Lane / 49-59 Battersea Park Road
NE 4	Metropolitan Police Warehouse Garage, Ponton Road

BDTQ Cluster

NE 6	Havelock Terrace
NE 7	Ingate Place
NE 8	Silverthorne Road

NE 10	Middle Wharf, Nine Elms
NE 12a	New Covent Garden Market - Entrance Site
NE 12b	New Covent Garden Markey - Thessaly Road
NE 12c	New Covent Garden Market - Apex site
NE 13	Battersea Park Road (between Stewarts Lane and Thessaly Road)

Introduction

5.1 Nine Elms forms the majority part of the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA) and sits partly within the Central Activities Zone (CAZ) as defined in the London Plan. The remainder of the Opportunity Area is within the London Borough of Lambeth. 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 that opened in September 2021. Alongside a new linear park linking Vauxhall to the Grade II* listed Battersea Power Station and the new US Embassy, a planned town centre at the Power Station forms a focus for the district and the development of the area as a cluster for digital and creative industries - catalysed by Apple planning to make their home at the redeveloped Power Station. This builds on the vision for Nine Elms established in the VNEB Opportunity Area Planning Framework (OAPF). This strategy will ensure that by the end of the Plan period, Nine Elms will have continued to develop as a sustainable, distinctive, world-class, mixed-use neighbourhood, known for its culture, community and creativity, contributing and connected to wider London. It will provide local people with access to the river and new open space, shops, employment opportunities and community facilities and new and improved public transport connections and active travel routes. During the plan period, development of the remaining Site Allocations is expected to have been completed or commenced construction, and the final phase of planned investment in infrastructure projects which support the developments will be delivered.

Context

5.2 Nine Elms, stretching from Vauxhall to Battersea Power Station, includes the riverfront along the Thames, the New Covent Garden Market and the existing Queenstown Road industrial area. Before the industrial revolution, much of the area was occupied by a hamlet and farmland known as 'Battersea Fields'. The flat, fertile soils of the Thames floodplain were cultivated for market gardening to provide food for the city of London, including asparagus that was sold as 'Battersea Bundles'. The level 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 gas-, water-, and 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. The VNEB OA has been the focus for considerable new development since the adoption of the 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 5.2 Mixed-use development with active frontages

5.4 The three major developments that were envisaged in the previous local plan 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 are now either complete or development has commenced as part of a phased delivery programme which will be completed within the plan period.

5.5 A key feature of the area is the planned Nine Elms Park which will provide a continuous green link between Vauxhall and Battersea Power Station.

The park will form the heart of Nine Elms, surrounded by the development plots of Nine Elms Parkside, Nine Elms Square, and Embassy Gardens. It will play a vital role in connecting the new neighbourhoods and in creating a sense of place, and perform a number of open space functions including spaces for informal play, recreation, performance and biodiversity. It will also form part of a network of pedestrian and cycle routes to promote active travel. Work has already been completed on the urban drainage and pre-emptive utility ducting that sits beneath the site, as well as the first phase around Embassy Gardens. Delivery of the future phases of Nine Elms Park is to be phased alongside adjacent development sites.

5.6 Alongside this, the Council has been investing in the delivery of key 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 development sites to achieve a sustained reduction in carbon emissions. The EQHN will start to provide low carbon, cost effective heat to new developments by 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 close to the US Embassy and EcoWorld Ballymore's Embassy Gardens; but is being built to enable expansion of the network 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 realise long term sustainability benefits.

5.7 The regeneration of Nine Elms is already seeing the rapid transformation of the area with the creation of a range of high-quality office, retail, commercial and cultural uses alongside high density residential use. The London Plan has identified a potential new CAZ retail cluster – recognised as being the equivalent of the capital's other 'major' or 'district' centres – focused around the redevelopment of the Power Station, as well as a smaller CAZ retail cluster at Vauxhall Cross (located within LB Lambeth). 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 destination, which will both serve local residents and attract visitors from throughout London (and beyond), supporting an emerging evening economy within the area. Unlike other CAZ areas within London new residential development is to be given equal weight to office and other CAZ functions within the VNEB OA. As such, this emergent area should focus on the evening – or 'twilight' economy – rather than a 'late night' economy, having regard to residential amenity.

5.8 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 demonstrated by its inclusion in the 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 5.3 Trees and planting go some way to softening hard urban realm of Nine Elms Lane by Riverlight

5.9 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 the area. The area will continue to accommodate several key industrial sites, including: Cringle Dock (supporting a solid waste transfer station), Kirtling Wharf and Middle Wharf, which are safeguarded for waste, aggregates and freight related activities and the Queenstown Road, Battersea Strategic Industrial Location (SIL), which lies to the south-west of the CAZ. This is designated within the 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 the Parkfield Industrial Estate, 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.

5.10 The area will accommodate the retention, consolidation and intensification of the New Covent Garden Market site, to support the development of a new market and food hub, as well as new housing and employment opportunities. The Council promotes and supports the emergence of a Food and Horticulture Quarter in celebration of the area's market garden heritage, centred around the New Covent Garden Market as set out in the Cultural Strategy for Battersea and Nine Elms.

5.11 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 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.

5.12 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 the next key area for development in the VNEB OA. 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 yet have detailed permissions in place for their future use due largely to the continued occupation of the area by the Thames Tideway Tunnel Kirtling Street works. As such, there is significant scope to shape this area through a comprehensive place-based approach which considers it as an emergent neighbourhood well integrated with adjacent developments rather than a collection of individual sites. A key component in the realisation of this objective is that the location has been identified as the preferred landing site for the proposed Nine Elms

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

5.13 The moderate Public Transport Access Level (PTAL) in Nine Elms will significantly improve with the opening of the Northern Line Extension to Battersea Power Station and the intermediary Nine Elms Station on Wandsworth Road. 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 Nine Elms 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 (NESBCS) 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, particularly across train tracks, will be important in 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 to the movement of residents, commuters, goods and services.

Character

5.14 Nine Elms is an area undergoing a significant change and evolution. Whilst there is currently a significant amount of construction in progress and the area suffers from poor legibility, a lack of green spaces and discontinuity of the Thames Path, this is a temporary state. The new development will continue the transformation of the area through the creation of a high-quality, high-density integrated 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 around Vauxhall, in line with the intent of the VNEB Tall Buildings Strategy.

5.15 Industry and infrastructure have left an imprint of large-scale features and a legacy of an incoherent layout and poor connectivity. A more legible street network will emerge as further developments are completed and new routes created. However, there are issues of poor connectivity between new and established neighbourhoods. The established neighbourhoods include the three residential estates to the south of Battersea Park Road, bordered by Stewarts Road industrial estate to the west 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 Nine Elms Lane 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 scheme has already commenced and is expected to complete in late 2025, subject to interfacing and co-ordination with the adjoining development sites.



Picture 5.4 The iconic Battersea Power Station during redevelopment

5.16 There is relatively little remaining historic fabric in Nine Elms, and thus any designated and non-designated heritage features are particularly valued: Battersea Power Station is a key heritage asset, as are the railway stations (Battersea Park and Queenstown Road), pubs and remaining Victorian houses. Battersea Power Station 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 seeks to provide a sense of vibrancy and activity resulting from a mix of uses and the rich art and culture scene, bars and restaurants and its location adjacent to the River Thames. The River is an asset that is highly valued by the local community for its activity, interest and scenic qualities, such as the houseboats and planting adjacent to Riverlight Quay which are of a human scale and provide welcome greening to the area. The existing green space of Heathbrook Park is also particularly valued by the local community as a place of tranquillity and as a setting for events such as the Wandsworth Arts Fringe Festival.

Place Performance

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

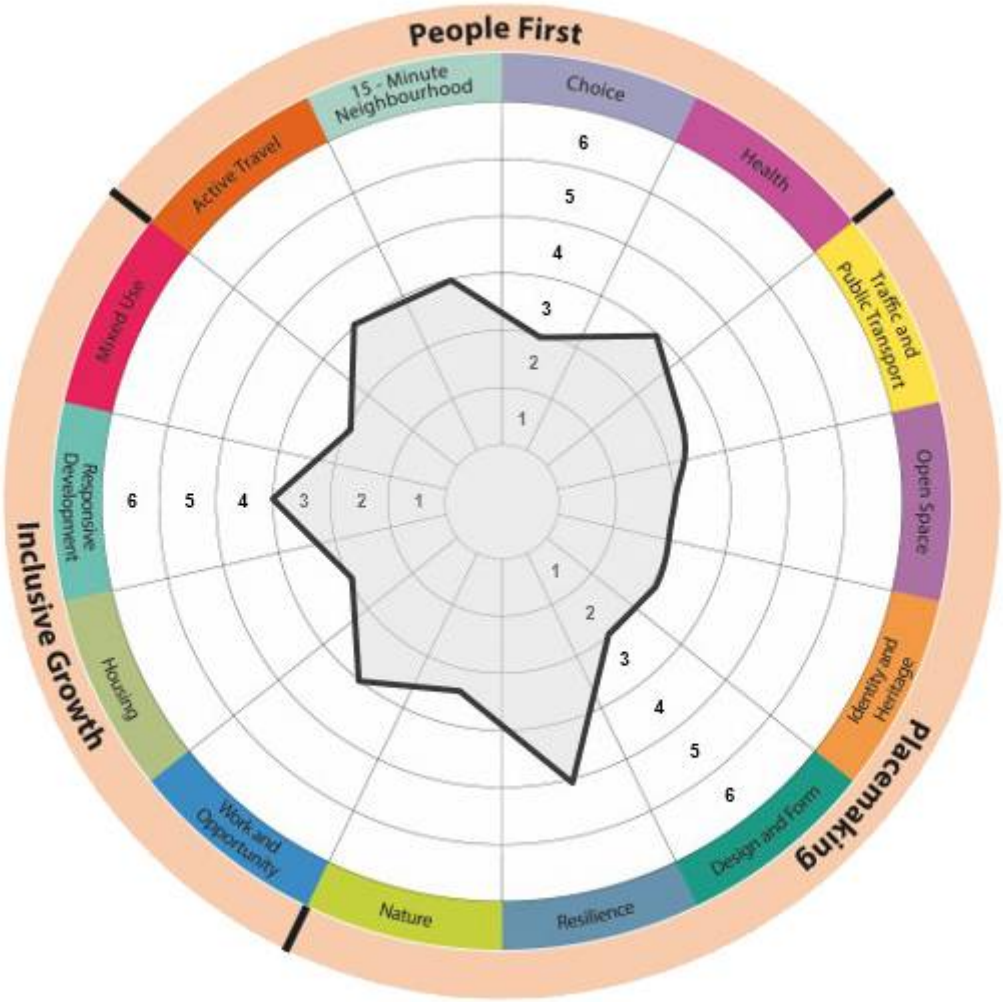


Figure 5.1 Nine Elms Place Performance

5.18 Nine Elms is an area in transition and is yet to achieve its full potential. The ongoing transformation and investment are continuing to address many of the 14 principles set out above. Over time, as work towards the vision of the OAPF is completed, Nine Elms will perform considerably better and this assessment will show substantial improvement during the plan period as it develops as a significant district for the borough and London offering economic, environmental, social and cultural benefits.

Vision

5.19 The Area Strategy for Nine Elms will meet the Vision and Objectives of the Local Plan and ensure the achievement of the Vision of the OAPF by:

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

2. 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 anchored by the growth poles at Battersea Power Station and the Embassy district; and to develop the Battersea Design and Technology Quarter to leverage this investment to enhance and intensify this adjacent industrial area through attracting creative, design and digital SMEs to establish an economic quarter;

3. establishing a new centre in the form of a 'CAZ retail cluster' at the regenerated Battersea Power Station, creating an iconic shopping and leisure destination for London as a whole which also provides opportunities for and meets the needs of the local community;

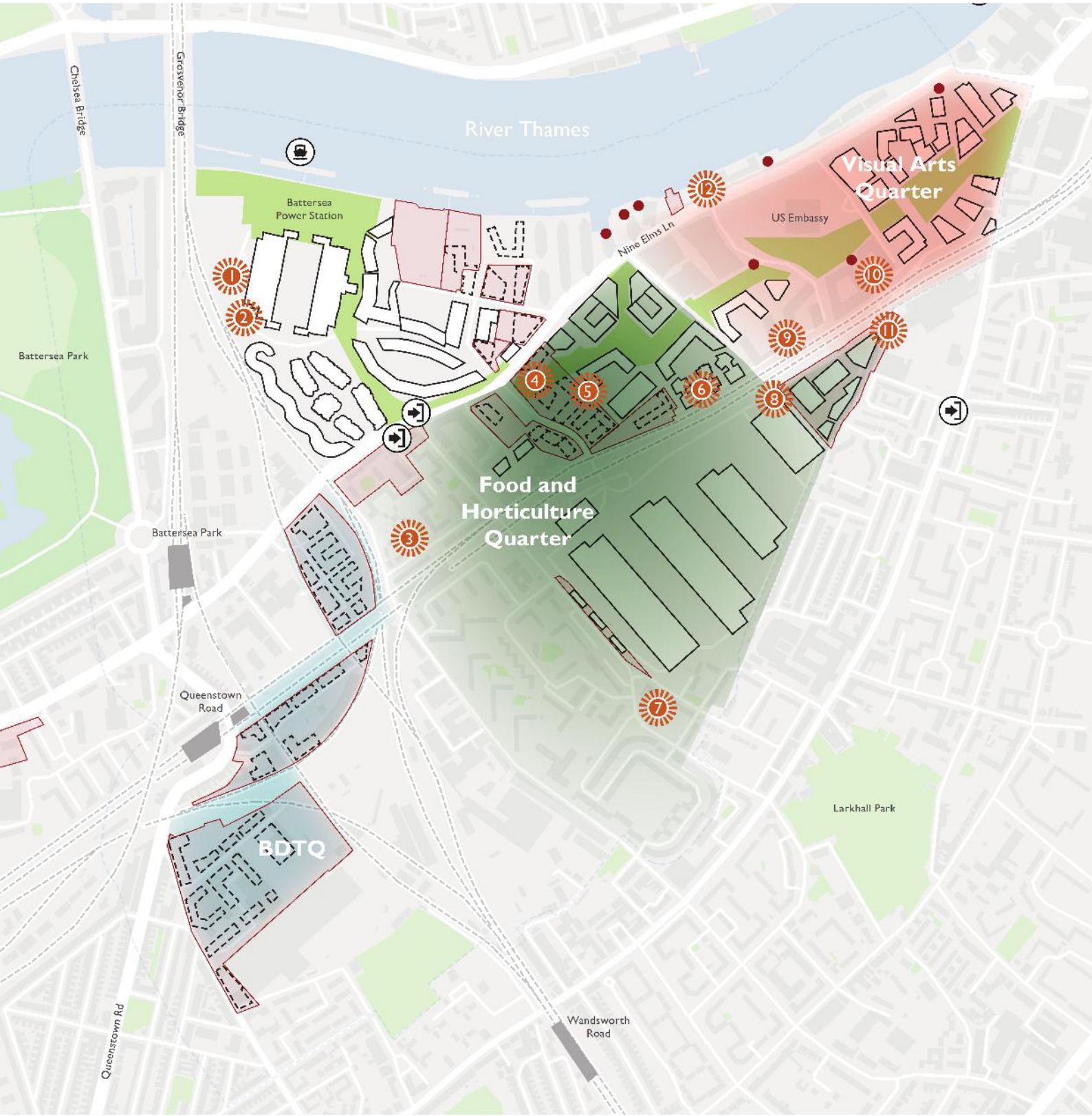
4. continuing to put culture and community at the heart of Nine Elms; working with partners and the community to create a sense of place and an integrated neighbourhood; foster community cohesion and provide access to high-quality facilities, culture and design; including affordable space for cultural and community uses and the creation of three creative quarters in line with the vision set out in the Cultural Strategy for Battersea and Nine Elms;

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

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

7. promoting improvements in active travel including 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.

Map 5.1 Creative Clusters



Creative cluster

- Battersea Design and Technology Quarter (BDTQ)
- Food and Horticulture Quarter
- Visual Arts Quarter
- Cultural use
  - 1 The Turbine Theatre
  - 2 Archlight Cinema
  - 3 R.O.S.E. Community Clubroom & Garden
  - 4 NCGMA Flower Market
  - 5 503Studio
  - 6 Chocolate Films
  - 7 Yvonne Carr Centre
  - 8 Food Exchange & Mission Kitchen
  - 9 Matt's Gallery
  - 10 World Heart Beat Academy
  - 11 Arch 42
  - 12 Nine Elms Pavilion
- Public art

Growth location

- Site Allocation Boundary

Public realm and built form

- Proposed Nine Elms Park
- Suggested building frontage
- Proposed new building frontage

Transport infrastructure

- Existing station
- Proposed underground station entrance
- Riverbus terminal

Background information

- Metropolitan Open Land
- Other open space

PM3 Nine Elms

A. Placemaking

1. Development proposals within Nine Elms should deliver a high-quality and integrated public realm and network of open spaces and promote active travel through provision for cycle and pedestrian connections.
2. Development proposals within the BDTQ location should deliver and/or fund placemaking improvements to create an enhanced public realm, having reference to the strategy set out within the BDTQ Economic Appraisal and Design Framework (EADF). 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 cycle access within the area, including through lightweight bridges; the introduction of signage and wayfinding features to create a legible identity; and temporary amenities.
3. Development proposals for tall or mid-rise buildings in Nine Elms will only be supported in zones identified in Appendix 2. Any proposal for a tall or mid-rise building will need to address the requirements of Policy LP4 (Tall and Mid-rise Buildings) as well as other policies in the Plan as applicable.
4. Consented development schemes should take place in accordance with their respective existing approved Design Codes. New or amended development proposals will be expected to meet the Vision for Nine Elms and to protect and enhance important views and vistas in the area, including:

    a. the views of the Battersea Power Station and its setting (see Local Views SPD); and
    b. views from/of the Westminster World Heritage Site (WWHS); and
    c. the views and vistas established in the Urban Design Study (2021).

5. The introduction of meanwhile uses on development sites, that mitigate the impact of construction and contribute to the vitality and vibrancy of the area in the period before the site comes forward for development, will be supported. Where these introduce arts and cultural uses, these should accord with the Cultural Strategy for Battersea and Nine Elms and the Arts and Culture Strategy 2021-31.
6. Development proposals will be expected to maintain and increase the number of street trees of an appropriate size and species, as well as enhance the experience and quality of the public realm through carefully considered proposals that will create beautiful, high-quality, well-designed, accessible, and inclusive spaces and provide elements that encourage dwell time, such as seating and parklets, public art and, where appropriate, the infrastructure to facilitate community and cultural events.
7. Development proposals will be expected to promote biodiversity and contribute to a connected green and blue infrastructure network throughout the borough.

B. Inclusive Growth

1. Development within Nine Elms will help meet the borough's housing target, and will contribute to realising the overall housing capacity of the VNEB of 18,500 homes. The area has capacity to provide 8,414 homes by 2032/2033 over the first 10 years of the Plan period.
2. Development proposals as part of the Council's 'Housing for All' project which aims to deliver 1000 homes to buy or rent, will be supported within the Savona, Patmore and Carey Gardens Estates subject to the policies of the Local Plan. Development will be expected to provide new homes, and community and play facilities, and improve accessibility to and within the estates.
3. Development proposals should support the emerging CAZ retail cluster at Battersea Power Station to provide a unique shopping, leisure and cultural destination that serves London as a whole, whilst also meeting the needs of local communities.
4. Outside of the Battersea Power Station CAZ retail cluster:

    a. Only limited retail development will be appropriate to support only the day to day needs of residents and workers.

b. Proposals for cafes, restaurants, pubs or drinking establishments, and take-away facilities which contribute to placemaking and the creation of active frontages; and which perform a local function by serving the needs of residents and workers will be supported. Where these contribute to the 'twilight' economy, their suitability will be subject to impact on adjacent uses and should take account of residential amenity. To mitigate potential negative impacts, hours of operation may be subject to control.
c. Such development should be of a small scale which would not negatively impact on the vitality or viability of development within the CAZ retail cluster or other centres. Units totalling over 400 sqm (gross) will be subject to sequential testing.

5. The Council will support the economic development and regeneration of the VNEB OA within the CAZ to ensure that it develops as a strategic employment hub, which provides a mix of economic and commercial floorspace typologies and sizes suitable for a range of occupiers. This provision will be focused at the Power Station and the Embassy district near Vauxhall, 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.
6. The Council will support the development of the BDTQ to support creative, design and technology SMEs in Wandsworth. Proposals within this location:

    a. must not adversely impact industrial operations and businesses within the Queenstown Road, Battersea SIL; and
    b. should have reference to the BDTQ EADF; and
    c. must deliver intensified industrial floorspace as part of any mixed-use scheme, including provision for industrial uses on the ground floor; and
    d. must provide affordable workspace in line with the requirements of Policy LP38 (Affordable and Open Workspace); and
    e. must support the objectives of the Cultural Strategy for Battersea and Nine Elms.

7. To support the important economic function of the Queenstown Road, Battersea SIL, Stewart's Road Industrial Estate, the Council will support proposals which enhance, re-provide and/or intensify the industrial provision. In the Stewart's Road Industrial Estate, proposals should seek to, whether directly or through the provision of funding, improve the condition of the road within the industrial area; the condition of Stewart's Road bridge; and deliver the proposed walking/cycling underpass to connect the area to the Power Station.
8. 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 area north of the Vauxhall to Queenstown Road railway line.
9. Proposals for new ancillary retail market pitches open to the general public will be permitted within the New Covent Garden Wholesale Market where these support the emerging Food and Horticultural Quarter, and they these do not adversely impact the primary wholesale operation of this site.
10. All new development should make provision to connect to district heat networks. The Council will support existing development retrospectively connecting to this infrastructure. Where existing networks rely on combined heat and power (CHP), they should be decarbonised by 2050.
11. Urban Logistics Hubs will be supported in accordance with LP49 (Sustainable Transport). The location of these facilities should not conflict with adjoining uses or impact on the character of the area.

C. People First

1. In accordance with the Cultural Strategy for Battersea and Nine Elms, the Council will promote the growth of three creative quarters in Battersea and Nine Elms, which focus on cultural activities that have an established legacy and relevance to local communities, as well as attracting new cultural anchor tenants. These creative quarters are:

a. The Battersea Design and Technology Quarter (BDTQ).
b. The Food and Horticultural Quarter focused around the New Covent Garden Market area.
c. The emerging Visual Arts Quarter towards the eastern end of the district, complementing the cluster of galleries in and around neighbouring Vauxhall.

2. The loss of accommodation used for cultural, creative and arts purposes will be resisted in line with LP18 (Arts and Culture), and proposals for the expansion, renewal and modernisation of the existing cultural offer will be encouraged, in line with the ambitions of both the Cultural Strategy for Battersea and Nine Elms and the Arts and Culture Strategy 2021-31.
3. In line with LP15 (Health and Well-being), the Council will promote and support development which encourages healthy and active lifestyles and includes measures to reduce health and well-being inequalities particularly in priority neighbourhoods in Battersea and Queenstown Road as referred to in LP15. In addition, the Council will continue to work in partnership with the NHS to deliver additional health care facilities which have been identified and secured through S106 at Sleaford Street and Nine Elms Square.
4. Development proposals to reduce the size or width of Nine Elms Park or which would negatively impact on its quality, community benefits or biodiversity value will be strongly resisted.
5. The continuity of the Thames Path along the riverside is key to enhancing active travel and ease of movement in the area, and will be a requirement of development proposals around Kirtling St and Cringle St, whilst retaining service access to the Power Station and waste transfer station, and protecting the safe-guarded wharves. Continuity of the Thames Path 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 trees of an appropriate maturity and species.
6. The Council will seek to improve connectivity and permeability for pedestrians and cyclists by delivering additional cycle routes in line with the NESB Cycling Strategy, in particular the viaduct route crossing the Covent Garden Market Authority (CGMA) access road and will work with partners to bring forward the proposals for the Nine Elms Pimlico Bridge at the preferred location. Development proposals within the vicinity of the proposed Nine Elms Pimlico Bridge 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. In addition, the Council will continue to work with partners and TfL to transform Nine Elms Lane and Battersea Park Road to make more people-friendly streets by creating more space for walking and cycling and better waiting areas for bus passengers. All development proposals, transport and other public realm schemes will be expected to contribute towards achieving these priorities.
7. 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.
8. Battersea Park Station will be expected to be able to accommodate a future extension of the London Overground to provide an all-day service to Battersea Park Station. The Council will work with partners including TfL and Network rail to deliver this.
9. The Council will bring forward new primary school provision on Plot C1 of Nine Elms Parkside in time to meet the needs arising from development and ensure necessary provision is made to accommodate expansion requirements in future years.
10. A new entrance to Queenstown Road station will be sought from development in order to improve the connectivity between Queenstown Road Station and Battersea Park Station.

Map 5.2 Spatial Area Map: Nine Elms



Public realm and active travel

- Suggested location for new public open space
- Proposed Pimlico to Nine Elms Pedestrian and Cyclist Bridge
- Proposed Nine Elms 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 retail cluster

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, Thessaly Road Site, Apex 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
- Riverbus terminal

Background information

- Metropolitan Open Land
- Other open space
- Area Strategy Boundary

Map 5.3 Spatial Area Map: 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 Nine Elms Park
- Existing 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 retail cluster

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)

- Energy centre
- Proposed police facility
- Proposed health centre
- Proposed school
- Thames Tideway Tunnel Shaft

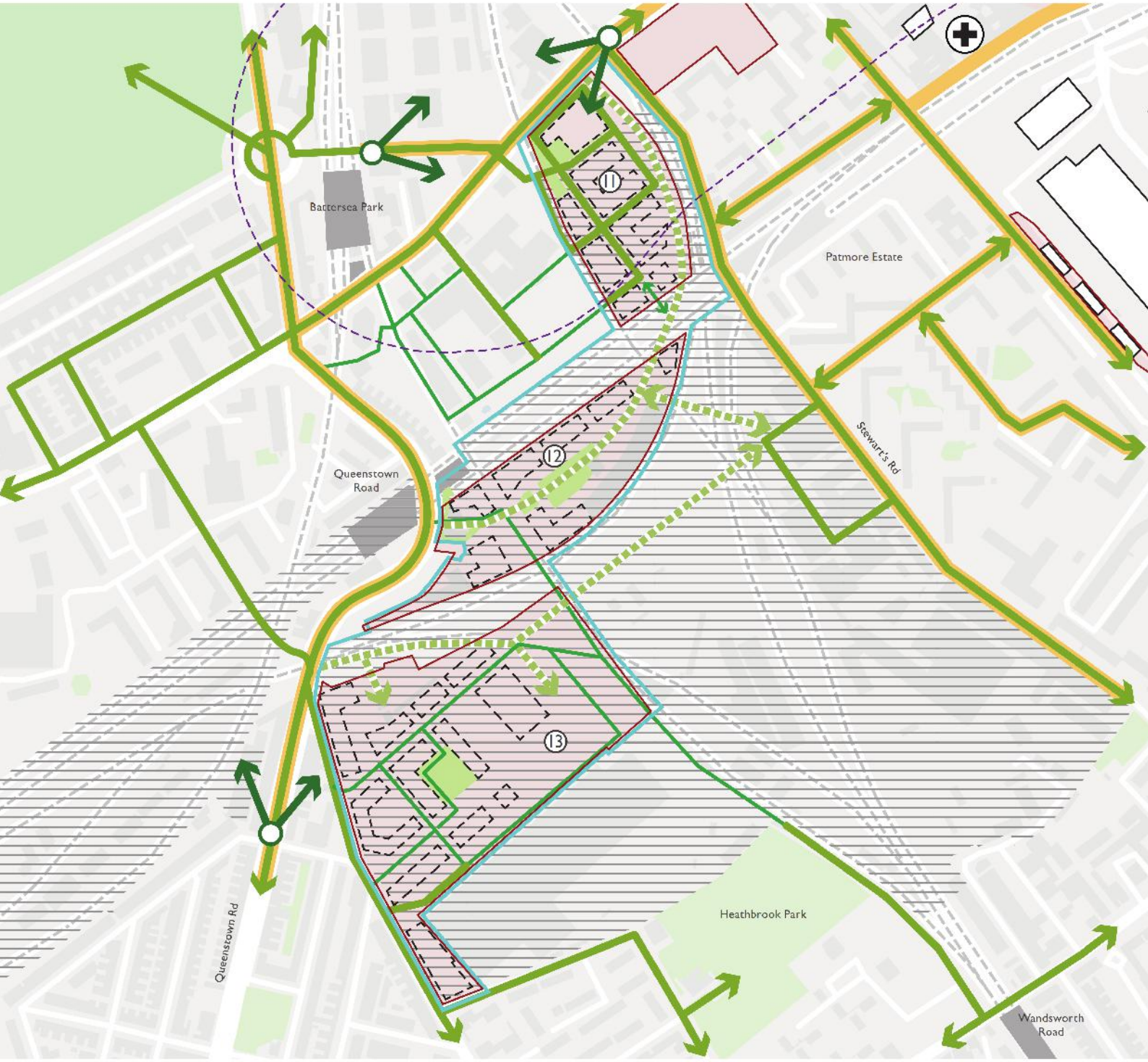
Transport infrastructure

- Existing station
- Proposed underground station entrance
- Riverbus terminal

Background information

- Metropolitan Open Land
- Other open space

Map 5.4 Spatial Area Map: Battersea Design and Technology Quarter



Public realm and active travel

- Green Space
- Existing route
- Suggested/ proposed new vehicular route
- Suggested/ proposed new pedestrian route
- Active travel enhancement
- 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
- Proposed health centre

Transport infrastructure

- Existing station

Background information

- Metropolitan Open Land
- Other open space

Site Allocations

KIRTLING STREET CLUSTER

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

5.20 The Kirtling Street Cluster comprises five sites. In order to support the implementation of the policies of the plan and the Vision for 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.

Cluster Description

5.21 The cluster is located 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 cluster includes Kirtling Street and Cringle Street and is bounded to the north by the Thames Waterfront. Existing uses comprise a Thames Tideway Tunnel worksite (until 2024), a waste transfer station and commercial uses. Site Area: 5.52ha.

5.22 NE1: This site is located to the north of Nine Elms Lane and south of Cringle Street. It is bounded to the south by NE5, and to the north by NE3.

5.23 NE3: This site is located to the north of Cringle Street and NE1, as well as to the west of the Riverlight Apartments.

5.24 NE5: This site is located to the north of Nine Elms Lane and east of Kirtling Street. To the north east of the site is NE1, and to the west is Battersea Power Station (NE14).

5.25 NE9: This site is south of the River Thames, abutting the shoreline, and west of NE2. To the south the site is Cringle Street, and it is east of NE11.

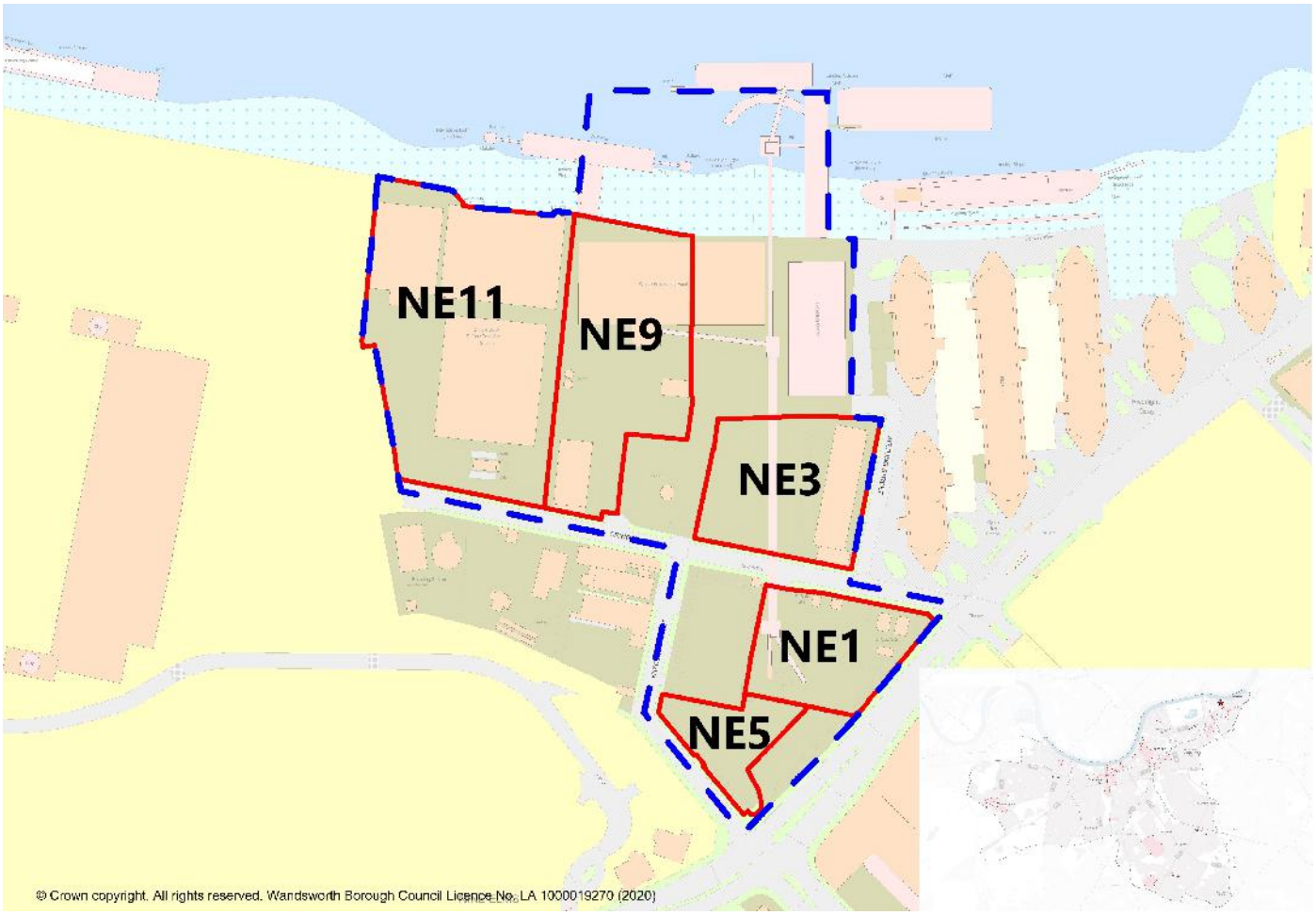
5.26 NE11: This site is south of the River Thames and abuts onto the shoreline and is west of NE9. To the south of the site is Cringle Street and to the west is Battersea Power Station (NE14).

Site Allocation

5.27 The cluster is appropriate for a mixed-use development with commercial uses on the ground floor, and residential use to upper floors due to the proximity to heavily trafficked streets and flood zone parameters. Proposals for mixed-use development should retain or enhance wharf capacity and operability and maintain appropriate access arrangements. Development must not result in conflicts of use between wharf operations and the other land uses, nor constrain the long-term

use and viability of the safeguarded wharves. Open space will be required to the north of the cluster, maximising the space created by the access required that must be retained to facilitate maintenance of the Thames Tideway shaft.

5.28 Around the selected landing site for the proposed Nine Elms Pimlico Bridge, development proposals 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 NESB Cycling Strategy. The design of open space near the southern landing site of the Nine Elms and Pimlico Bridge should be large enough to accommodate the Nine Elms Pimlico Bridge structure and its associated access and maintenance requirements, the projected numbers of people using the bridge, the river walk as well as providing a welcoming gateway to the area that takes into account views to and from the bridge.



Map 5.5 Kirtling Street Cluster

Development Considerations

5.29 Uses –

- 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.
- Development proposals should maximise the potential for the Kirtling Wharf and Cringle Dock sites (NE9, NE11), having regard to their safeguarded wharf status (in line with LP40 – Protected Wharves) and their important function in the transhipment of freight, waterborne freight handling use and

freight-related activities. Development of these or adjacent sites 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 be completed in early 2024 and the Council will continue to work with Tideway to ensure a positive lasting legacy.

5.30 **Open Space** – Proposals to the north of the cluster in the Kirtling Wharf and Cringle Dock sites (NE9, NE11) will be required to provide open space that connects to the proposed Nine Elms Pimlico Bridge, the Thames Path and the open space above the Thames Tideway Tunnel access shaft. It will need to consider the Nine Elms Pimlico Bridge structure, its future access and maintenance requirements, the users of the bridge, the river walk as well as providing a welcoming gateway to the area that takes into account views to and from the bridge.

5.31 **Access** - Any improvements to the Kirtling Street or Cringle Street junction with Nine Elms Lane (NE1, NE3) should maintain appropriate highway access for commercial vehicles to the safeguarded wharves. 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. The possibility of transferring further quantities of aggregates by water should be considered. Access requirements for commercial vehicles 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.

5.32 **Parking** - A car club will be sought for residential/commercial uses throughout the cluster and surrounding area.

5.33 **Public Transport** - Opportunities should be taken to enhance bus journey times especially on Battersea Park Road-Nine Elms Lane and Queenstown Road corridors. Proposals at NE1 and NE3 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.

5.34 **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 NESB Cycling Strategy and support the potential for future onward connection to the proposed Nine Elms Pimlico Bridge and Thames Path. A riverside walk incorporating provision for cyclists will be required at NE9 and NE11 unless an alternative route of an equivalent width and equal amenity value around or through the sites is necessary for safety or operational reasons.

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

Design Requirements

5.36 **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 those streets 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. For NE9 and NE11, 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.

5.37 **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 to build this connection.

- This cluster of sites and other adjacent sites are located in the vicinity of the landing site of the proposed Nine Elms Pimlico Bridge. Development proposals 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 to enable the bridge to be realised.
- 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. The Port of London Authority should be consulted on any proposals and consideration should also be given to how this integrates with the proposed Nine Elms Pimlico Bridge and the Thames Path. Discontinuity of the walk, as a result of construction sites and the Cringle Dock Waste Transfer Station, should be mitigated.

5.38 **Context** - Taking a place-based approach, it is necessary to consider the inter-relationship of the sites within the cluster and its integration with surrounding developments in accordance with the Area Strategy and the vision and objectives of the Plan, rather than on a project by project or individual development basis.

5.39 **Identity and Architectural Expression** - NE9 is adjacent to the proposed Nine Elms Pimlico Bridge, the Thames Path and new public open space. It would be appropriate for a landmark building to be located here as a gateway into Wandsworth.

5.40 **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 Bridge and Thames Path. 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.

5.41 **Building heights** - In accordance with the tall building maps in Appendix 2, the cluster is located in tall building zone TB-B3-01. The maximum appropriate height range for the zone is 8 to 25 storeys, and the maximum appropriate height range for the cluster must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

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

Site Description

5.42 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 'A 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. Site Area: 0.81ha.

Site Allocation

5.43 Mixed use development, including residential and commercial 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.



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

Development Considerations

5.44 **Uses** - A high-quality, mixed-use development would be appropriate with street frontages on to Battersea Park Road, Sleaford Street and the street adjacent 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.

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

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

5.47 **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. Developers will be expected to bring forward improvements such as the upgrading of the signalised junction of the CGMA/BPR/Pump House Lane junction or to fund improvements if these are to be delivered as part of the Nine Elms Corridor Scheme.

5.48 **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.

5.49 **Relationship with other allocated sites** –

- The New Covent Garden Market access road to the east of the site (NE12) is primarily used for overnight market operations so development proposals should consider this and how it will be maintained, including mitigation of impacts on residential uses and the enhancement of the urban realm in that area.
- Ensure that any development does not have a detrimental impact on the security and operation of the existing MPS facility (site allocation NE4) so long as it remains in use as an MPS facility.

5.50 **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).

Design Requirements

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

5.52 **Movement** –

- Establish a wayfinding strategy that connects and promotes active use of new public spaces through integrating facilities and events. Enhance the pedestrian crossing across Nine Elms Lane and on to the riverside. Proposals should also improve pedestrian connections between the new Nine Elms Park and the existing residential estates to the south west.
- This scheme will be expected to contribute TfL's Nine Elms Corridor scheme which provides a holistic approach to transforming Nine Elms Lane.

5.53 **Context** - The north-east corner of the site is the transition between the 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.

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

5.55 **Building heights** - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B3-01. The maximum appropriate height range for the zone is 8 to 25 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

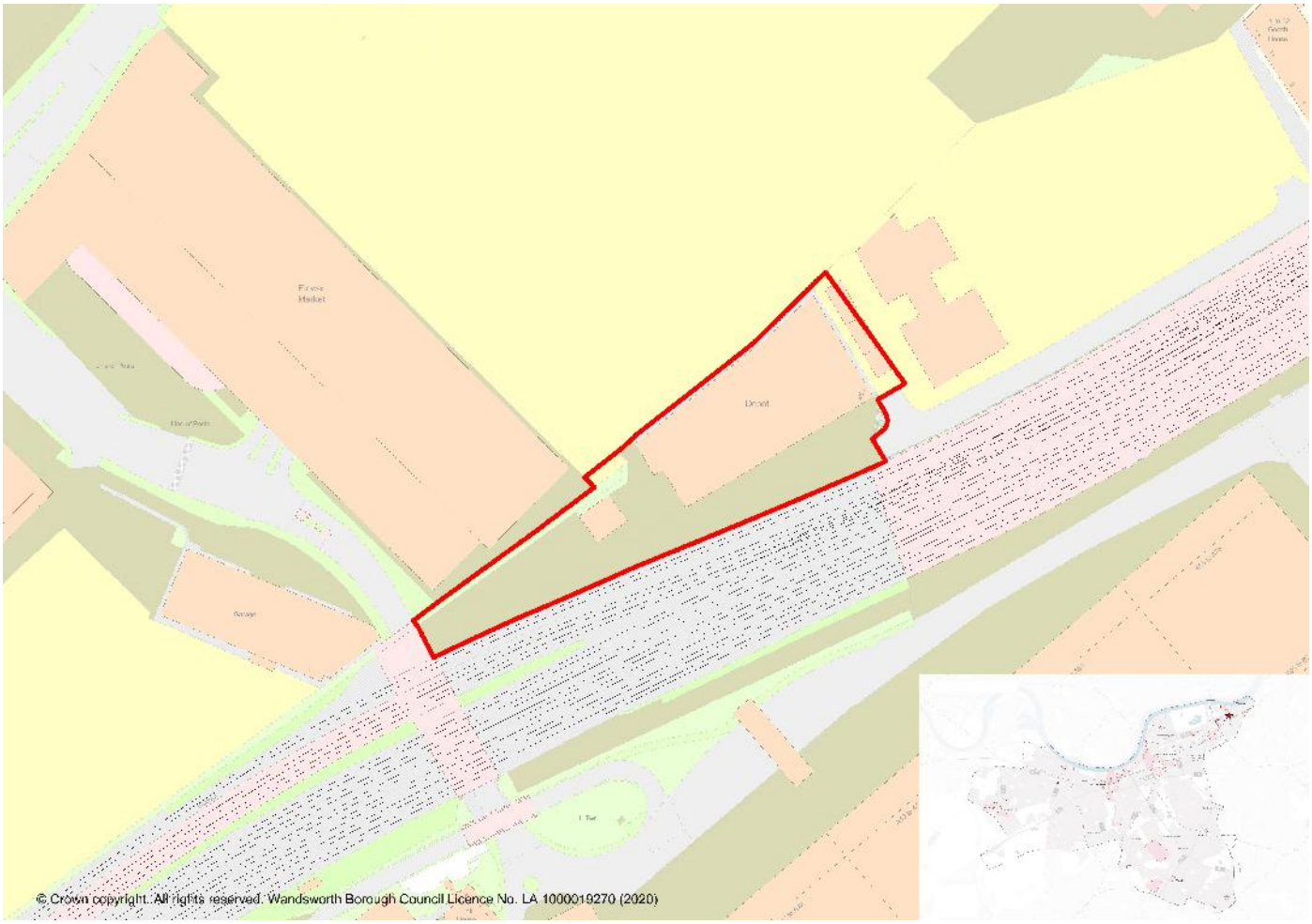
NE4 Metropolitan Police Warehouse Garage, Ponton Road, SW8

Site Description

5.56 The site sits at the western end of Ponton Road and follows the train tracks to the point where the access road to New Covent Garden Market runs under the railway tracks. The site is bounded to the north by the New Covent Garden Market Entrance Site and by the site of the proposed new primary school (Plot C1 of the approved Nine Elms Parkside development) for which reserved matters approval was granted in July 2021; and to the south by railway tracks. It is currently used as an operational facility for the Metropolitan Police Service (MPS). Site Area: 0.55ha.

Site Allocation

5.57 Mixed use development including residential and education uses on part of the site. Provision for a cycle route and pedestrian connection from Ponton Road alongside the viaduct.



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

Development Considerations

5.58 **Uses** – In the event that the site is no longer required as an operational facility by the MPS, mixed use development including residential with provision on part of site for expansion of the approved primary school to be constructed on the adjacent site to a 4 Form Entry primary school. The Council will work with the site owners and developers in determining the educational requirements.

5.59 **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 'A Road', including land access. There should be clear and high-quality wayfinding along Ponton Road from Arch 42 which connects to Nine Elms Tube Station.

Design Requirements

5.60 **Built Form** - Any development should integrate with adjacent development and the CGMA Entrance Site (NE12). In addition, any development proposals will need to address the requirement for provision to be made to accommodate the future extension of the adjacent primary school and how this would be integrated with residential development on the remainder or part of the site. The siting and massing of any residential development will need to take into account the extension of the school and any external play areas.

5.61 **Site Layout** - Active frontages on to Ponton Road, Haines Road and School Lane should be provided. A high-quality public realm shall be provided with safe and well-designed connections to the wider Nine Elms area and Thames Riverside.

5.62 **Movement** - School Lane provides an active travel link between Ponton Road and Nine Elms Park and Haines Road to the southwest.

5.63 **Building heights** - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B3-01. The maximum appropriate height range for the zone is 8 to 25 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

BATTERSEA DESIGN AND TECHNOLOGY QUARTER

NE6 Havelock Terrace, SW8

NE7 Ingate Place, SW8

NE8 Silverthorne Road, SW8

5.64 The Battersea Design and Technology Quarter (BDTQ) Cluster comprises three sites. In order to support the implementation of the policies of the plan and the Vision for the Nine Elms Area Strategy landowners and developers will be expected to work together to prepare a Masterplan or Concept Framework for the cluster. 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.

Cluster Description

5.65 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 cluster is bounded by Battersea Park Road and the southern edge runs along Silverthorne Road and a bus depot. To the east of the cluster 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. Site Area: 11.82ha.

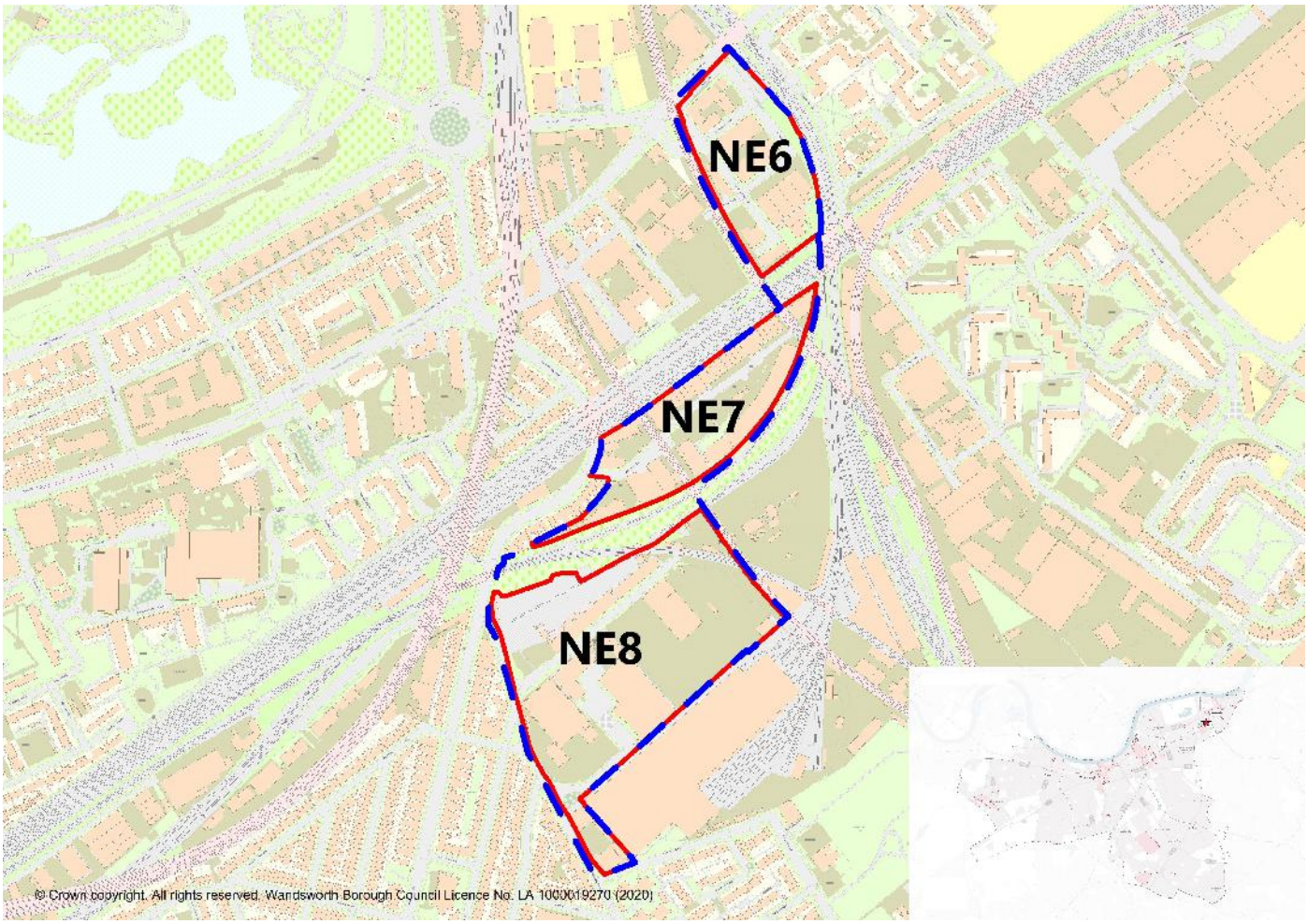
5.66 NE6: This site is bounded to the east, west and south by railway lines with the A3025 to the north. Access to the site is located in the northwest corner at Havelock Terrace and further south at Padgen Street.

5.67 NE7: This site is bounded to the north, south and east by railway lines with the A3216 bounding it to the west. The site can be accessed from Queenstown Road on Ingate Place.

5.68 NE8: This site is bounded to the east and north by railway lines, with Silverthorne Road along its western boundary. The southern boundary is next to Stewarts Lane Goods Depot.

Site Allocation

5.69 A mix of workshops and studio uses, office space for SMEs, open space, and industrial uses including yard space and amenity space. Development should have regard to the Council's Vision for the area, which is set out in the BDTQ Economic Appraisal and Development Framework (EADF).



Map 5.7 Battersea Design and Technology Quarter

Development Considerations

5.70 **Uses** – Industrial uses must be provided within ground floor units, unless specified within the BDTQ EADF document (e.g. hub sites), with the opportunity for industrial and office uses on upper floors. Existing B2 industrial uses (such as the Tarmac and London Concrete sites) and the bus depot must be retained and protected, which can include their re-provision within the SIL in order to provide more efficient site use and access. Should these sites become surplus to requirements, they should provide for intensified industrial uses. With the exception of the Palmerston Court site located 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 allocations NE6, NE7, and NE8.

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

5.72 **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.

5.73 **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 and to the north of the 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.

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

5.75 **Relevant Management Plans** – The Battersea Design and Technology Quarter Economic Appraisal Development Framework provides detailed guidance for this cluster of site allocations, which proposals should adhere to.

Design Requirements

5.76 **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. Working yards should be located by the railway lines to create amenity spaces at the centre of large plots.
- 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.
- 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
- A high-quality public realm is required in accordance with the Nine Elms Public Realm Design Guide and the BDTQ EADF.

5.77 **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 accessibility to this site and connections 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, and consideration should be given to the pedestrian use of the existing footbridge connecting Stewarts Lane to Heathbrook Park / Portslade Road (NE8).

5.78 **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.

5.79 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-B3a-01. The maximum appropriate height range for the zone is 7 to 13 storeys, and the appropriate height range for the cluster must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-B3a-02. The maximum appropriate height range for the zone is 7 to 11 storeys, and the appropriate height range for the cluster must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall

buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

- In accordance with the mid-rise building maps in Appendix 2, part of the cluster is located in mid-rise building zone MB-B3a-02, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

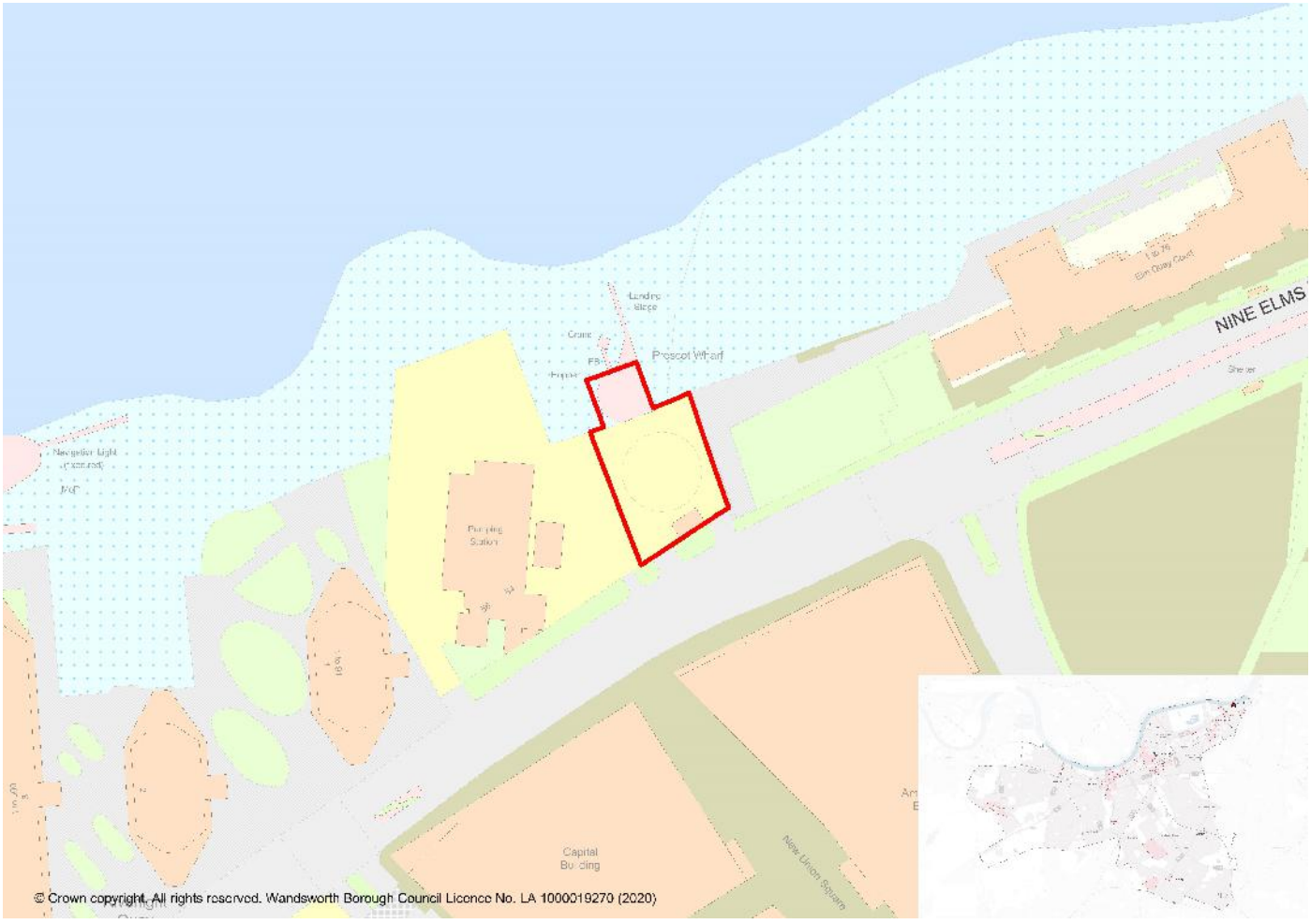
NE10 Middle Wharf, Nine Elms, SW8

Site Description

5.80 The site – part of the Tideway Tunnel Heathwall Pumping Station worksite – sits to the south of the River Thames and the north of the A3205 (Nine Elms Lane) and between Heathwall Pumping Station to the west and, to the east, Elm Quay Court and a small area of open space. Site Area: 0.08ha.

Site Allocation

5.81 Safeguarded wharf with potential for residential-led, mixed-use development above including commercial uses. Proposals for mixed-use development should retain or enhance wharf capacity and operability, and maintain appropriate access arrangements. Development must not result in conflicts of use between wharf operations and the other land uses, nor constrain the long-term use and viability of the safeguarded wharf.



Map 5.8 NE10 Middle Wharf, Nine Elms, SW8

Development Considerations

5.82 **Uses** - Due to the heavily trafficked Nine Elms Lane, commercial 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.

5.83 **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

5.84 **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.

5.85 **Context** - 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.

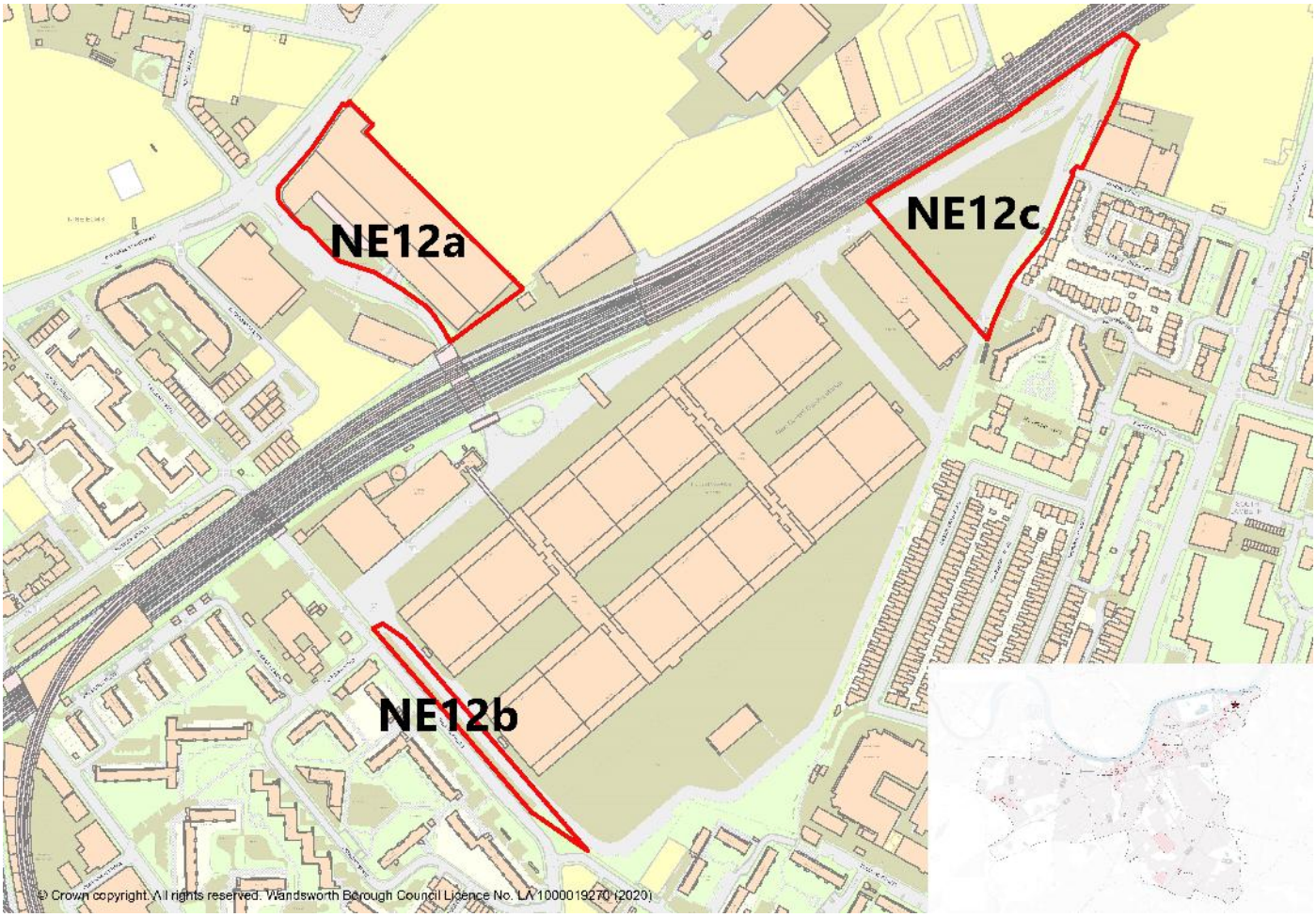
5.86 **Site Layout** - Building frontages should be established on to Nine Elms Lane and the River Thames.

5.87 **Building heights** - In accordance with the tall and mid-rise building maps in Appendix 2, the site is not located in a tall or mid-rise building zone. Development proposals for tall or mid-rise buildings will not be supported.

NE12 New Covent Garden Market (NCGM), SW8

5.88 The NCGM site comprises three site allocations:

- NE12a Entrance Site
- NE12b Thessaly Road
- NE12c Apex Site



Map 5.9 NE12 New Covent Garden Market, SW8

NE12a Entrance Site

Site Description

5.89 The site is located to the east of the junction of the A3205 (Nine Elms Lane/Battersea Park Road) and 'A 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. The temporary flower market is scheduled to move to permanent premises on the Main Market site following the completion of construction works in 2026. Site Area: 1.43ha.

Site Allocation

5.90 Residential-led, mixed-use development with retail and flexible workspace, a permeable network of new streets and urban spaces, and publicly accessible open space (forming part of Nine Elms Park).

Development Considerations

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

5.92 **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. Access to the site should eliminate the need for vehicles to cross Nine Elms Park.

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

5.94 **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.

5.95 **Relationship with other allocated sites** – The entrance road to NCGM, between the Entrance Site and Site Allocation NE2, should be made more pedestrian friendly without undermining the operational requirements of the access road to the Market. The footpath and public space should be widened to create a much more attractive, well-designed gateway into the Market and Nine Elms Park. Ensure that any development does not have a detrimental impact on the security and operation of the MPS facility in NE4 so long as it remains as an MPS facility.

Design Requirements

5.96 **Built Form** – The site provides the main access to NCGM, and the western entrance to Nine Elms 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. The massing of development should integrate with adjacent developments.

5.97 **Movement** - Establish a wayfinding strategy, connecting and promoting active use of new public spaces through integrating facilities and events. Enhance pedestrian access to the riverside and across Nine Elms Lane. Access to NCGM from Battersea Park Road to be integrated into wider network of streets.

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

5.99 **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. An improved street character will enhance the appearance of the site. The site provides the potential for a landmark building and entrance plaza to announce the western entrance to Nine Elms Park. The public realm should be defined with strong building frontages which contribute to the new urban frontage to Nine Elms Lane and create continuous frontages to delineate the western entrance of Nine Elms Park.

5.100 **Site Layout** – The layout of the site should reflect its role as the western gateway to Nine Elms Park and its relationship to the NCGM entrance road. 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. Buildings should be arranged to provide a generous entrance to Nine Elms Park and frame the park beyond.

5.101 **Building heights** - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B3-01. The maximum appropriate height range for the zone is 8 to 25 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which sets out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

NE12b Thessaly Road

Site Description

5.102 The site is located on the western boundary of the main NCGM site. Existing residential properties and St George's Primary School are located on the western side of Thessaly Road. Thessaly Road continues northwest, passing under the railway viaduct connecting with Battersea Park Road and continues southwest connecting with Wandsworth Road. Site Area: 0.30ha.

Site Allocation

5.103 Residential development.

Development Considerations

5.104 **Open Space-** The development will be required to deliver streetscape enhancements including street tree planting and amenity green space associated with dwellings at ground floor.

5.105 **Views -** The direct view along Thessaly Road to Battersea Power Station shall be maintained.

5.106 **Access -** Pedestrian access is to be maintained on both sides of Thessaly Road.

5.107 **Active travel -** Improve north-south active travel links including under the railway to Battersea Park Road, the Thames Riverside and to Wandsworth Road.

5.108 **Relationship to the main Market site -** The site adjoins the Main Market site and the impacts of operations in terms of noise and light (particularly at night) will need to be assessed and mitigated in the design of the development.

Design Requirements

5.109 **Built Form -** Despite its narrow width, the site presents the opportunity to create a soft transition between the activities of the market and the existing residential character of Thessaly Road. The scale and massing of development should be sympathetic to the existing context. The development should respond positively to, and enhance the setting of, existing buildings and the massing should reflect the scale and orientation of the local built fabric.

5.110 **Movement -** Access to the site will be from Thessaly Road, with enhancements to the pedestrian routes to Battersea Park Road and Wandsworth Road and connections to public transport services.

5.111 **Public Realm** - Enhancements to public realm with additional tree planting to promote pedestrian use of this key route to Battersea Power Station and the Riverside.

5.112 **Context -** The development provides the opportunity to improve the appearance of Thessaly Road and the quality of the residential environment for new and existing residents. The development should complete the east side of Thessaly Road in a harmonious manner and reflect the scale, width and proportion of the street.

5.113 **Identity and Architectural Expression -** The development should create an attractive, well-designed and high quality frontage to Thessaly Road and should be broken into smaller sections to avoid long monotonous lengths of blocks. Variation and modulation should be introduced into the façade treatment.

5.114 **Site Layout -** The primary orientation should be onto Thessaly Road. The orientation and design of the development should mitigate the impact of market operations and create a visual barrier to Thessaly Road.

5.115 **Building heights** - In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-B3a-02, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

NE12c Apex Site

Site Description

5.116 The site comprises a triangular area of land which adjoins the Main Market site and comprises hard standing for parking related to the market. It is

bordered on the west by the Main Market site, with the Garden Heart Building fronting the development on the immediate western edge. It is bounded to the south east by a residential area, characterised principally by two storey dwellings, and to the east by the NLE station and over station development on Pascal Street. The railway viaduct forms the northern boundary to the site. Site Area: 1.80ha.

Site Allocation

5.117 Residential and commercial uses (comprising retail, restaurant, business and leisure uses) with the creation of a new east-west pedestrian/cycle route connecting Pascal Street to the railway viaduct and the wider Nine Elms area to the north of the railway, and reuse of the railway arches immediately adjacent to the site for commercial uses.

Development Considerations

5.118 **Open Space -** The development of the Apex Site will be required to be well integrated with the Main Market site and Garden Heart Building through the creation of a high-quality public realm and network of public spaces which could accommodate outdoor market areas.

5.119 **Access-** Vehicle access to the Apex Site shall be from the existing roads beneath the viaduct to the northeast, which serves the Market. Pedestrian and cycle access from the north shall be provided through a separate arch.

5.120 **Active travel -** Development will be required to promote active travel through the provision of high-quality pedestrian and cycle routes linking the NLE station on Wandsworth Road with the wider Nine Elms area to the north of the railway viaduct. A wayfinding strategy will be required, connecting and promoting active use of new public spaces and connections with Nine Elms Park and the wider area through integrating facilities and events.

5.121 **Public Transport -** The site is strategically located adjacent to the NLE station and should provide high-quality pedestrian and cycle connections between the station and the wider Nine Elms area to the north of the railway viaduct.

5.122 **Relationship to the Main Market site -** The design of the Apex Site should seek to extend the food centric experience from the Garden Heart building on the Main Market site with provision for food related uses on the lower levels of the development and into the spaces below the rail viaduct over time. The Cultural Strategy for the site should give specific consideration to how it contributes to the Food and Horticultural Quarter.

Design Requirements

5.123 **Built Form -** The massing, scale and location of proposed buildings should minimise negative daylight / sunlight effects on the existing buildings along the south-eastern boundary. As the 'linking' site from the NLE station and existing communities through to Nine Elms Park, active frontages should be provided along the plazas and the arches to the north and the main east-west route. The built form should reflect the heights of existing residential buildings to the south and should be used to establish the gateway to the site. The tallest buildings should be located on the northern part of the site and adjacent to the railway viaduct, with a stepping down to existing residential properties to the south.

5.124 **Public Realm** - The landscape and public realm should have a distinct character which reflects its functions and location adjacent to the Main Market and Garden Heart building. With the aspiration for this to be the new food destination for London, a sequence of high-quality public spaces should be provided including a central square framing the Garden Heart building.

5.125 **Movement -** The development should provide strong east-west pedestrian and cycle connections with the wider Nine Elms area to the north of the railway, as well as to Battersea and Vauxhall beyond.

5.126 **Context -** The built form should integrate with the emerging context and the existing residential buildings to the south.

5.127 **Identity and Architectural Expression -** A consistent architectural language is required to unify and strengthen the urban character of the area. This should respond to the industrial and railway heritage of the site.

5.128 **Site Layout-** The site layout should enhance visual links and connectivity to the Garden Heart building and the main east-west pedestrian/cycle route.

5.129 Building heights

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B3a-03. The maximum appropriate height range for the zone is 7 to 10 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2 which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B3a-02, which acts as a transition zone to tall building zone TB-B3a-03. The maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

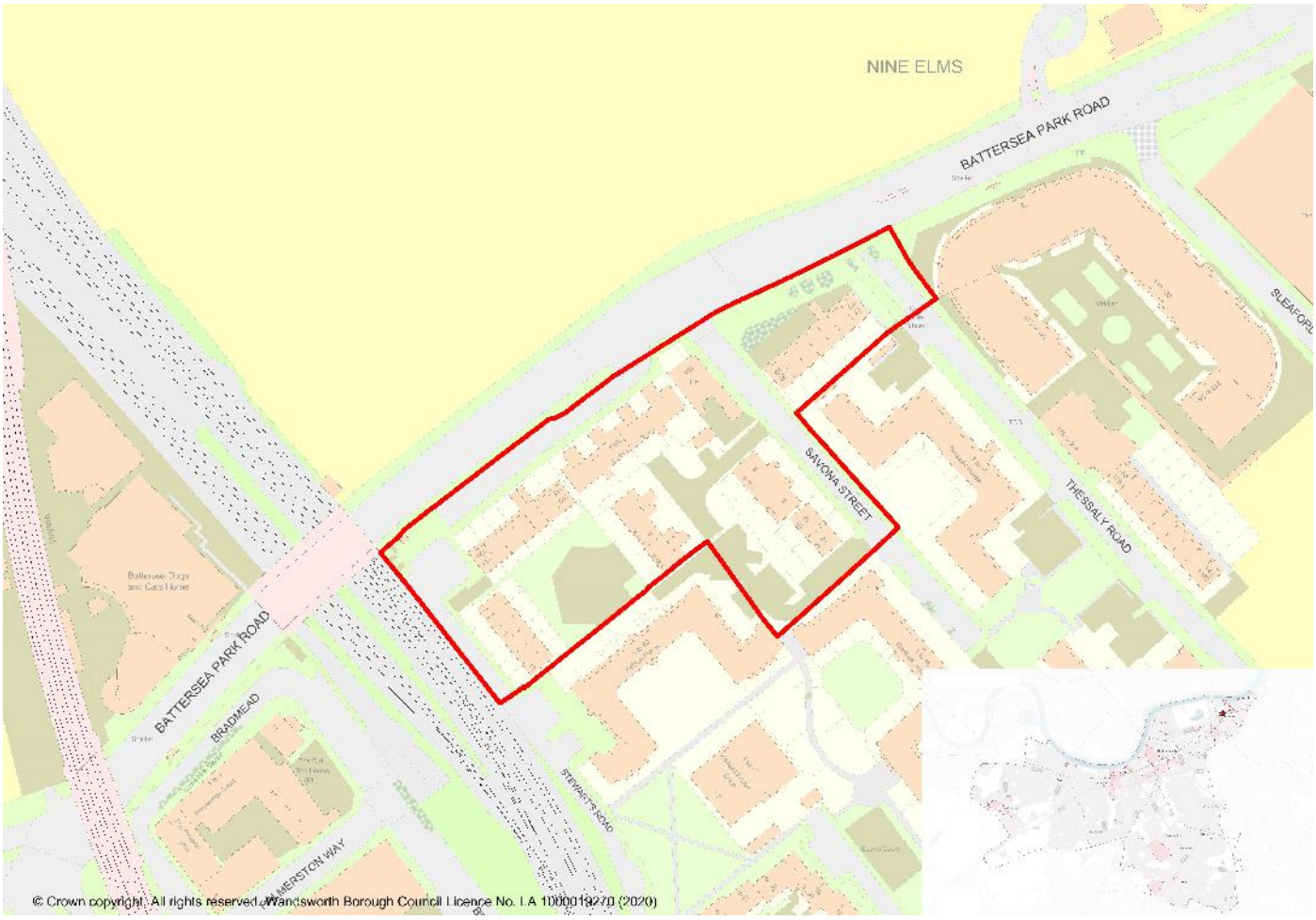
NE13 Battersea Park Road (between Stewarts Road and Thessaly Road), SW8

Site Description

5.130 The site is south of the Battersea Power Station site and across the A3205 (Battersea Park Road). It is bounded to the west by railway tracks and to the south by residential housing. The site includes residential development to the front of the estate. To the east, the site boundary sits along Thessaly Road. The site is currently residential, with a public house on the corner of Savona Street and Battersea Park Road. Site Area 1.06ha.

Site Allocation

5.131 Residential redevelopment with retention of public house.



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

Development Considerations

5.132 **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

5.133 **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.

5.134 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.

5.135 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.

5.136 Building heights - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B3a-01. The maximum appropriate height range for the zone is 7 to 13 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

06 Area Strategy for Clapham Junction and York Road / Winstanley Regeneration Area

CJ 1	ASDA, LIDL and Boots site, Falcon Road
CJ 2	Clapham Junction Station Approach
CJ 3	Land on the corner of Grant Road and Falcon Road
CJ 4	Land at Clapham Junction station
CJ 5	Winstanley / York Road Regeneration Area
CJ 6	Peabody Estate, St. John's Hill
CJ 7	36-46 St. John's Road and 17 Severus Road

Introduction

6.1 The Area Strategy sets out a holistic approach that will steer development activity in the area to strengthen Clapham Junction's role as a main town centre. This will create an enhanced urban heart with an improved station and public transport interchange, new housing and jobs alongside the necessary social and other infrastructure to sustain growth whilst maintaining the area's distinctive character. It seeks to enhance the existing sense of place and celebrate the key characteristics which contribute to this – notably the existing Victorian and Edwardian shop terraces and residential streets; landmark heritage buildings; cultural venues such as Battersea Arts Centre and the small scale and independent retail and food and drink offer on Northcote Road; St John's Hill; Lavender Hill and Battersea Rise – through high-quality development that is respectful of character and scale and well-integrated with the existing townscape.



Picture 6.2 The landmark Arding & Hobbs department store and its distinctive clock tower lends gravitas to the primary focal point of the town centre

Context

6.2 Clapham Junction Town Centre is framed by the two principal crossroads of St. John's Hill/St. Johns Road and Northcote Road/Battersea Rise. The Town Centre rapidly developed after the opening of the railways in the mid-19th century, growing into an important commercial and cultural destination. Today, it has a bustling streetscape and is used by 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.

6.3 The town centre has established a reputation for a lively evening and entertainment offer, including pubs, clubs and restaurants and a diverse food scene, much of which is clustered on Northcote Road, Battersea Rise; and along Lavender Hill and St John's Hill. The London Plan classifies night-time activity in Clapham Junction as 'NT2', indicating that it has a regional/sub-regional significance. The area also hosts a number of cultural organisations and large venues, notably 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 links, Clapham Junction presents the opportunity to extend its existing cultural and creative offer as a desirable location for leading cultural organisations.

6.4 Given the retail and leisure focus of Clapham Junction, there is currently limited office provision within the centre, except for PCS House and the 7-11 St John's Hill building, as well as some smaller offices on Lavender Hill. However, in view of the high levels of public transport connectivity and the potential for enhanced public transport services, Clapham Junction provides an excellent location for office development and there is the opportunity for additional office provision as part of mixed-use developments. This is demonstrated

by the Arding & Hobbs building – formerly Debenhams – which has planning permission for offices and ground floor retail uses. This will add to the vitality of the centre.

6.5 Clapham Junction Station is one of Europe's busiest rail interchanges but prior to 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 rail infrastructure and the station is essential to increase capacity, meet safety requirements and improve passengers' public transport experience. Parts of the station and adjoining lands are safeguarded for the implementation of Crossrail 2 and associated surface works and in the future. Crossrail 2 has the potential to be a key driver of change and open up new development opportunities. The Council recognises this as unique opportunity to deliver improvements to the station and to bring forward residential and commercial development as part of the rationalisation of surrounding land. The Council is working with the Mayor of London and Government to deliver on this potential. However, at this stage the timing of Crossrail 2 has not been confirmed and is unlikely to be within the lifetime of this Local Plan. As such this Area Strategy takes a pragmatic view, outlining how development opportunities and improvements to the station can be promoted in the short to medium term without prejudicing the possible future implementation of Crossrail 2 and longer-term development potential.

6.6 Despite its excellent public transport connections, the area suffers from significant through-traffic and congestion, 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, particularly in the vicinity of the main entrance to the station on St John's Hill. There is 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 the station. Clapham Junction is designated as an Air Quality Focus Area due to the high levels of pollutants on the main roads. The Falcon Road bridge provides a particular barrier to movement and a poor pedestrian environment and results in the severance of the areas to the north and south of the railway.

6.7 To the north of Clapham Junction Station is the York Road / Winstanley Regeneration Area, which is the subject of an approved master plan prepared in collaboration with stakeholders and the community. Future phases of the York Road / Winstanley Regeneration Area will be required to enhance the legibility, connectivity and sense of place. Planning permission has been granted for this major regeneration project which is expected to deliver up to 2,550 new homes, including 35% affordable housing provision. The new homes will be supported by range of social and other infrastructure including a park, a leisure and community centre, a library and a nursery. A new Health Centre has been secured as part of the masterplan scheme. This will replace the existing Clapham Junction GP Medical Practice following the demolition of Farrar House. In addition, the Council will work in partnership with the NHS to deliver additional primary care provision to meet identified needs in the area.

6.8 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 the York Road/Winstanley Regeneration Area is well connected to Clapham Junction to enable local people to access the station and town centre on foot or by cycle. It builds on the approved Masterplan for the regeneration area and focuses on the improved integration of the York Road / Winstanley Area with the wider town centre and transport infrastructure and the area to the south of the railway.

Character

6.9 The tight-knit urban form of Clapham Junction creates a high-quality and distinctive townscape with building frontages giving enclosure to streets, and the frequency of intersections facilitates wayfinding around the town centre. The character of the area is derived from its surviving Victorian and Edwardian townscape, as exemplified by the modestly scaled terraced shops along St John's Road, St John's Hill, Lavender Hill and Northcote Road, which remain the centre's focus for retail. There are several landmark and listed buildings that contribute to the townscape, including; the

Arding & Hobbs building, the octagonal cupola of which marks the focal point of the centre and is a locally valued heritage asset providing a strong sense of place and identity; Battersea Arts Centre, and Battersea Central Library. Other valued heritage assets, such as the Clapham Grand, the former Granada Cinema and the Falcon public house, all located within the Clapham Junction Conservation Area, contribute to the distinctive character of the area. As a result of this tight knit urban character, there are relatively few street trees and limited green space within the centre, although Clapham Common and Wandsworth Common both serve the area and are some 300 metres away. Although limited, there are some small public open spaces which help to soften the urban character of the streets and provide opportunities for seating and amenity. The closure of Northcote Road to through traffic as part of the COVID-19 response has demonstrated the importance of public space and a good quality pedestrian environment to the vitality of the centre and the potential for extending this in the future.



Picture 6.3 Al fresco dining (Northcote Road)

6.10 Northcote Road is a distinctive and high-quality shopping street with an established 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, architectural and historic interest. Whilst there has been a change in the nature of occupiers on Northcote Road, it has largely maintained its physical character with well-maintained and attractive frontages. The ground floor predominantly consists of smaller units, many of which continue to be occupied by independent businesses, often of a specialist nature with a growing presence of hospitality/food retail. Around a third of the businesses along Northcote Road are now restaurants, cafes or bars which add to the varied offer and vitality of the centre. The weekend pedestrianisation of Northcote Road which was introduced as part of the COVID-19 recovery has been particularly successful and there is significant support for these measures to be extended.

6.11 Whilst it was the key driver for the growth of Clapham Junction, the railway presents a major physical barrier which confines the centre largely to the area south of the station; fragmenting the area and reducing permeability and legibility and north-south connections. This is exacerbated by the lack of active frontages on Falcon Road and poor-quality appearance and layout of the development around Falcon Lane, which adversely affect the setting of the centre and Conservation Area. Many of the upper floors of buildings in the central area would benefit from increased maintenance, and have shop frontages that are less in keeping with the surrounding context. These factors influence the generally strong sense of place in the area, highlighting the importance of a strategy which will conserve and enhance the character of the area, including the historic shop terraces, residential streets and landmark buildings.

Place Performance

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

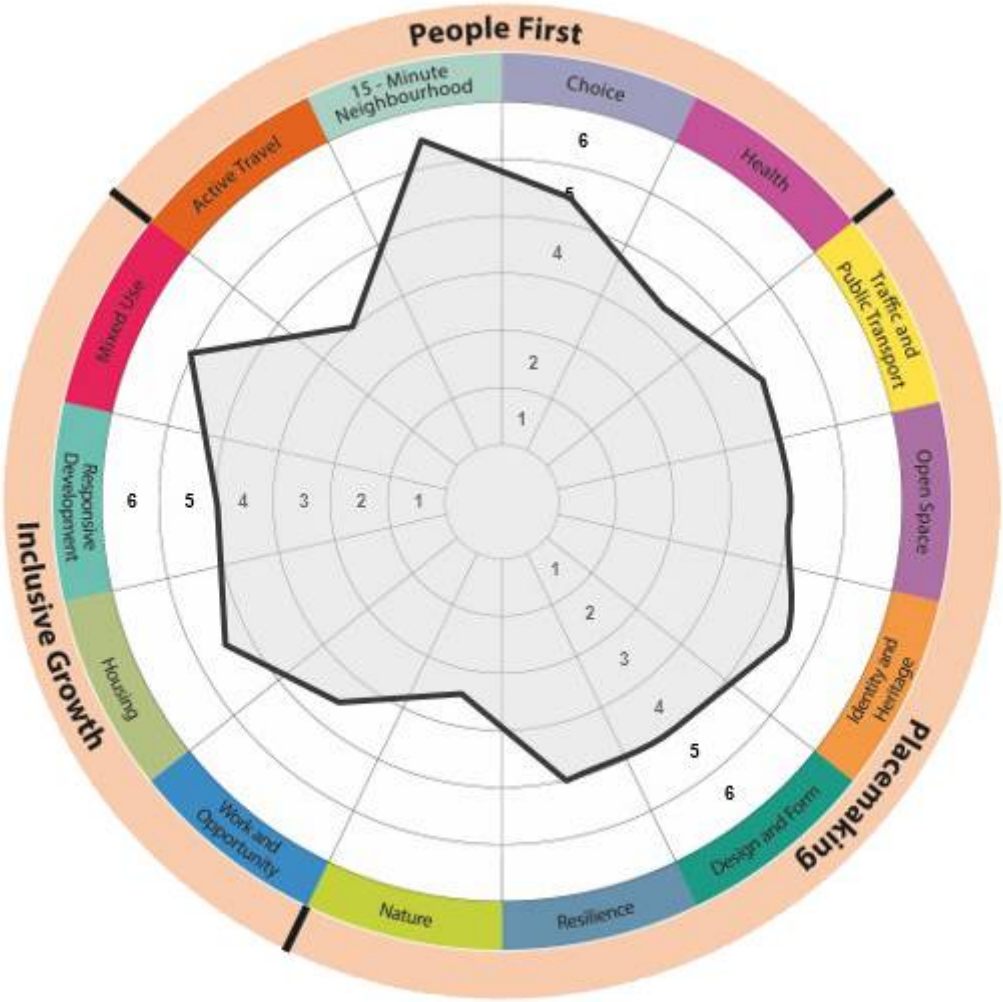


Figure 6.1 Clapham Junction Place Performance

Vision

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

1. maintaining and enhancing the distinctive character of the area;

2. conserving the heritage of the area and recognising its role in place-making;

3. strengthening Clapham Junction's role as a main town centre with a mix of commercial, cultural and community uses alongside new homes, including a range of high-quality office accommodation and space for small and newly formed businesses and flexible working to provide jobs;

4. maximising the connectivity of the area whilst promoting a holistic approach to the delivery of growth and supporting infrastructure, and necessary interventions and investment in the Opportunity Area;

5. delivering a master-plan to create a 21st century urban heart well integrated with the wider area and focussed on a significantly improved station and transport interchange which will deliver homes, commercial space, an enhanced cultural, leisure and entertainment offer and high-quality public realm;

6. ensuring new development incorporates and/or provides social and community uses to support mixed and inclusive communities;

7. delivering on the planned regeneration of the York Road/Winstanley Regeneration Area to deliver housing, including affordable housing and new community facilities, enhanced open space and public realm and improved connections to the town centre and public transport facilities;

8. reducing severance and improving north-south pedestrian and cycle connections including the enhancement of Falcon Road, which runs under the bridge through pavement widening, improved lighting and art installations to make it a safer and more attractive pedestrian environment;

9. improved wayfinding and safe pedestrian routes to improve access to different parts of the Opportunity Area, town centre and surrounding neighbourhoods and minimise pedestrian congestion;

10. promoting active travel through improved public transport facilities and by promoting walking and cycling within and to the centre through the creation of a network of safe pedestrian and cycle routes;

11. reducing congestion and the dominance of through traffic and creating an inclusive and connected public realm that puts pedestrians first;

12. creating a network of public spaces and promoting urban greening to improve the environment and enhance biodiversity;

13. promoting a vibrant daytime, evening and night-time economy;

14. enhancing the area's cultural and creative ecology through provision for cultural, creative, visual and performing arts, supporting Clapham Junction's role as a cultural destination and a focus for the creative sector and related community initiatives;

15. promoting a collaborative approach to new development and area improvements with consistent stakeholder and community engagement from an early stage.

6.14 The Council will work with the Clapham Junction Business Improvement District (The Junction BID) and other stakeholders to deliver the vision and to implement practical measures in the short-medium term to enhance the town centre as a place to shop, work and visit.

6.15 The Area Strategy presents the opportunity to bring forward the aims of the Arts and Culture Strategy 2021-31 and to enhance the cultural offer and leisure and night-time economy through the promotion of mixed-use development. Given its high PTAL, the area has the potential to accommodate higher density development around the station and public transport interchange and to improve local connectivity through facilitating active travel.

6.16 Development will be design-led and will be required to respect the existing character of the area and heritage and landmark buildings, as well as identified views and vistas, and incorporate these into schemes to retain and enhance the distinctive identity of the area. The development opportunities set out within this Area Strategy offer the potential for the promotion of a mix of uses and the creation of an inclusive public realm and open space provision to reinforce connectivity, support wellbeing and contribute to quality of life for new and existing residents.

6.17 Opportunity Areas are identified as significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. Recognising the identification of Clapham Junction as a 'nascent' Opportunity Area in the London Plan, part of the Clapham Junction and York Road/Winstanley

Regeneration Area is designated as an Opportunity Area. The boundary of the Opportunity Area reflects the significant growth opportunities offered by upgrading the existing station and public transport interchange facilities at Clapham Junction and in the longer term, by the proposed Crossrail 2 project together with the vacant and underutilised land around the station and the on-going regeneration of the York Road/Winstanley Regeneration Area.

6.18 The boundary of the Opportunity Area has been drawn to include the areas with the greatest potential for change over the plan period and the Area Strategy recognises the importance of maintaining and enhancing the inherent character and role of Clapham Junction as a town centre and ensuring that future development within the Opportunity Area is well integrated with the wider area in accordance with the place making objectives set out in the Local Plan. It will be important to ensure that any new development within the Opportunity Area will assist in securing improvements beyond the Opportunity Area boundary to the townscape and public realm of the wider Clapham Junction area in accordance with Policy PM4.

6.19 The London Plan sets an indicative capacity for the Opportunity Area of 2,500 homes and 2,500 jobs, but it is considered that the overall capacity of the designated area will exceed this indicative target due to the incorporation of the York Road/Winstanley Regeneration Area. Whilst the London Plan recognises that 'nascent' Opportunity Areas may take 10-15 years to fully mature, there will be potential for new homes and jobs to be delivered in earlier phases in the Clapham Junction Opportunity Area.

The Anchor for Change – An Enhanced Urban Heart to Clapham Junction

The redevelopment of Clapham Junction station is recognised as the key driver of change in the Opportunity Area. Reconfiguration of the existing rail infrastructure and the station is needed to increase capacity and unlock the capacity for new homes and jobs. The Area Strategy provides the framework to create an enhanced urban heart focused on an improved station interchange and mixed-use development led by residential, commercial and cultural uses, and supporting social infrastructure (an 'Urban Heart Masterplan'). This will act as the catalyst for the enhancement of Clapham Junction and the achievement of wider regeneration objectives through successful placemaking and address the wider challenges around housing, spatial inequalities, employment and resilience. In order to realise these objectives, a holistic approach will be required to ensure development and investment comes forward in a coordinated way which does not prejudice longer term opportunities.

The Area Strategy will inform the early preparation of a masterplan for part of the Opportunity Area comprising the station and railway lands and major site allocations adjacent to the station area which have the capacity to accommodate new housing, commercial development and infrastructure linked to improvements to the station and public transport connectivity. This development capacity is in addition to the identified capacity for growth within the York Road/Winstanley Regeneration Area.

Preparation of the masterplan will be led by the Council in collaboration with key stakeholders including Network Rail, Transport for London, the GLA, landowners and the local community. The masterplan will address the potential for improvements to the station and public transport interchange facilities which could be implemented prior to the potential development of Crossrail 2. The longer-term opportunities which this may unlock, including over-station development, could bring together the range of investment and intervention needed to deliver the vision and ambition for the area. It will also consider the development opportunities presented by the Site Allocations and the potential to assist in delivering infrastructure requirements and the place making objectives set out in the Area Strategy, including public realm enhancements and improved connectivity. Careful consideration will need to be given to the urban design and place-making of the development and its integration into the existing streets and functions around the station and the surrounding residential areas. Preparation of the masterplan will facilitate the delivery of improvements to the station and new development in a planned way in advance of the potential future implementation of Crossrail 2.

The boundary of the masterplan area is shown on the accompanying plan and incorporates the railway lands bounded by Falcon Road, St John's Hill, Plough Road and Grant Road and Site Allocations CJ1, CJ2, CJ3 and CJ4 which offer the most significant development potential.

PM4 Clapham Junction and York Road/ Winstanley Regeneration Area

A. Placemaking

1. Development at identified growth locations within the Opportunity Area will be supported where:

    a. Proposals are respectful of existing character and scale and well integrated with the surrounding townscape;
    b. An appropriate mix of uses is proposed with an emphasis on commercial, residential, and other town centre uses that enhance the area's role as a main town centre and its cultural and creative character;
    c. opportunities for improved connectivity and wayfinding that promote active travel, walking and cycling, help improve safety and provide direct and attractive routes to Clapham Junction are provided;
    d. improvements to the station and public transport interchange are facilitated and promoted;
    e. existing heritage and landmark buildings are incorporated into development proposals to maintain and enhance their contribution to place identity;
    f. provision is made for public realm and open space provision which is accessible to all and complements the open space hierarchy within the area;
    g. high-quality green features are incorporated into new developments to help establish a connected network of green and blue infrastructure throughout the borough; and
    h. infrastructure can take advantage of district heating, sustainable urban drainage and digital connectivity.

2. Proposals on sites other than Site Allocations that take advantage of their proximity to Clapham Junction Station will be supported where these are respectful of existing character, scale and heritage assets, and will assist in delivering the Vision set out in the Area Strategy.
3. The Council will work in collaboration with Network Rail, TfL, the local community and other stakeholders to prepare the Urban Heart Masterplan for Clapham Junction, comprising Clapham Junction Station and adjoining Site Allocations to improve its role as a major rail and public transport interchange, and unlock capacity for new homes and jobs and to better integrate it with the wider Town Centre and the York Road/Winstanley Regeneration Area. This will seek to upgrade its appearance, functionality and facilities and unlock the barriers to access to the areas to the north of the station.
4. Proposals for development on land adjacent to the station should incorporate a new public square and improved entrance to Clapham Junction Station, adding to the network of public spaces/parklets within the town centre. Developments should promote urban greening and encourage biodiversity, and make appropriate provision for habitat creation.
5. Action to reduce the impact of through-traffic and provide an improved pedestrian environment in and around the Town Centre will be supported. This will be achieved by introducing appropriate traffic calming and other traffic and pedestrian management proposals, such as extended pedestrian priority areas and improved wayfinding/pedestrian dispersal, including temporary/weekend pedestrianisation of Northcote Road.
6. Development proposals for tall or mid-rise buildings in Clapham Junction and York Road/Winstanley Regeneration Area will only be supported in zones identified in Appendix 2. Any proposal for a tall or

mid-rise building will need to address the requirements of Policy LP4 (Tall and Mid-rise Buildings) as well as other policies in the Plan as applicable.

7. Development proposals will be required to respect and enhance the views and vistas established in the Urban Design Study (2021).
8. Opportunities to enhance the experience and quality of the public realm that can create beautiful, high-quality, well-designed, accessible, safe and inclusive public spaces are encouraged. These should provide elements that encourage dwell time, such as seating and parklets, public art and, where appropriate, the infrastructure to facilitate community and cultural events. The provision of enhanced public realm and public space/parklet provision within the town centre will be required as an integrated part of development proposals. Imaginative landscape design can should contribute to the greening of these spaces.
9. Development proposals will be expected to maintain and increase the quantity of trees of an appropriate species as part of a site's public realm provision and along key movement corridors. Development must be sensitive to local character by maintaining and respecting the proportions, scale and coherence of existing terraced streets, shop frontages and listed buildings and their settings. Where possible, the Council will expect proposals to reinstate traditional shop fronts to achieve consistency in the appearance of retail frontages with the setting of the Town Centre and the Conservation Area, particularly on St John's Road, St John's Hill, Northcote Road, Battersea Rise and Lavender Hill.

B. Inclusive Growth

1. Development within Clapham Junction and York Road/Winstanley Regeneration Area will help meet the borough's housing target, as set out in Local Plan Policy SDS1. The area has capacity to provide 2,995 homes by 2032/2033, over the first 10 years of the Plan period.
2. The approved masterplan for the York Road / Winstanley Regeneration Area will contribute to meeting the Housing Zone objective by delivering up to 2,550 homes over the lifetime of the development. It will be important to consider the integration of any future residential development with surrounding residential areas, and the Housing Zone. Additional new homes will be directed to Site Allocations, with the highest capacity in the masterplan area incorporating Clapham Junction Station and adjacent site allocations.
3. The Council will support proposals which protect and enhance Clapham Junction's existing retail provision. To ensure this:

    a. Proposals for larger retail provision should be prioritised in the Core Frontages, focused around Clapham Junction Station including the Shopstop centre and on St John's Road; and
    b. Smaller-scale retail should be focused on Northcote Road, Battersea Rise and Lavender Hill and should contribute to the mix of smaller independent retailers and the distinctive character of those frontages. In Northcote Road, proposals will be supported which include provision for improvements to the pedestrian environment and public realm which support the street market. The amalgamation of small units to create larger units will not be supported in these locations; and
    c. Development proposals should make provision for environmental and other enhancements as identified in the Area Strategy and in the Essence of Northcote Road Action Plan.

4. Proposals for leisure and night-time economy uses in the town centre (such as cultural venues, cinemas, bars and restaurants) will be supported, including spaces for larger cultural and creative venues to allow for the emergence of a potential creative quarter. The character and role of parts of the town centre with important clusters of such activities, including Northcote Road, Battersea Rise and St John's Hill, shall be maintained and new proposals should be complementary to them. Measures will be required to mitigate adverse impacts on residential amenity (including noise) in accordance with LP2 (General Development Principles) and LP45 (Evening and Night-Time Economy).

5. New office provision will be supported as part of mixed-use redevelopment proposals, and in particular for the Site Allocations at and adjacent to Clapham Junction Station. New economic floorspace should include the provision of affordable and flexible workspace targeted at SMEs and start-up businesses.
6. The Council will support the re-use of existing buildings for cultural and meanwhile uses, including for incubator spaces, arts-based learning and cultural anchor spaces.
7. Urban Logistics Hubs will be supported in accordance with LP49 (Sustainable Transport). The location of these facilities should not conflict with adjoining uses or impact on the character of the area.

C. People First

1. The Council will promote active travel by enhancing connectivity and permeability for pedestrians and cyclists. This will include improvements to (a) the Falcon Road bridge through measures such as pavement widening, lighting and art installations, and (b) cycle routes, including north-south cycle route connection to link with Cycle Superhighway 8 on the Battersea Park Road-York Road corridor, and the east-west 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.
2. The Council will seek to create more space for pedestrians and better waiting areas for bus passengers, particularly on St John's Road, St John's Hill, Lavender Hill and Northcote Road and at the northern entrance to the station. 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, will be required to contribute towards this.
3. A Cultural Strategy should be implemented as part of the programme for the regeneration of the York Road / Winstanley Regeneration Area that will support community cohesion, learning and education, health and wellbeing, and pathways to employment.
4. An assessment of community facilities including health provision will be required in support of development proposals to identify capacity and future needs. Development proposals will be required to make appropriate provision for these facilities on site or where the need arises in association with other developments, a proportionate financial contribution to off-site provision may be sought.

Map 6.1 Spatial Area Map: Clapham Junction and Winstanley/ York Road 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 building frontage
- Proposed new building frontage
- Proposed active frontage
- 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)
  - ⑥ Peabody Estate, St John's Hill (Ref: CJ6)
  - ⑦ 36-46 St John's Road and 17 Severus Road (Ref: CJ7)
- Main shopping area
- Northcote Road (Specialist retail and evening economy)
- Community Centre
- Clapham Junction Opportunity Area Boundary
- Clapham Junction Station Masterplan Boundary

Transport infrastructure

- Clapham Junction Railway Station
- Crossrail 2 Safeguarding Area (2015 Direction)
- Crossrail 2 Area of Surface Interest

Background information

- Metropolitan Open Land
- Other open space
- Clapham Junction Town Centre
- Area Strategy Boundary

Map 6.2 Spatial Area Map: Clapham Junction and Winstanley/ York Road Regeneration Area - Inset Map



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 building frontage
- Proposed new building 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)
  - ⑥ Peabody Estate, St John's Hill (Ref: CJ6)
  - ⑦ 36-46 St John's Road and 17 Severus Road (Ref: CJ7)
- Main shopping area
- Clapham Junction Opportunity Area Boundary
- Clapham Junction Station Masterplan Boundary

Transport infrastructure

- Clapham Junction Railway Station
- Crossrail 2 Safeguarding Area (2015 Direction)
- Crossrail 2 Area of Surface Interest

Background information

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

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

Site Description

6.20 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. The buildings are located to the rear of the site and do not provide an active frontage to St John's Hill. Site Area: 3.67ha.

Site Allocation

6.21 Scope for phased redevelopment and intensification through a mixed-use development, including the retention of the site's retail function, alongside offices, other appropriate town centre uses and residential development, with provision of a new public space. Retention of the post office and delivery office use. The site provides the opportunity to deliver comprehensive redevelopment and should be considered as part of the Urban Heart Masterplan.



Map 6.3 CJ1 ASDA, LIDL and Boots sites, Falcon Lane, SW11

Development Considerations

6.22 **Uses** - The northern section of site, adjacent to railway, may be required for track/platform straightening works. Consideration should be given to the relationship of new development to adjoining residential properties in Mossbury Road.

6.23 **Landowner Assembly** - It is desirable that the multiple landowners take a holistic approach to development, which allows each site to come forward independently as part of the phased redevelopment of the site or as a single development. The site forms part of the Urban Heart Masterplan which will be prepared in collaboration with stakeholders including the landowners, Network Rail, TfL and the local community

6.24 **Open Space** - There is an opportunity to provide a small urban square adjoining the Lavender Hill frontage. This could create a 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.

6.25 **Access** - Entrances to buildings (ground floor and upper floor uses) should be directly from the streets to create active frontages.

6.26 **Parking** - Car club provision for residential/commercial use and the surrounding area will be required as part of a strategy to promote active transport modes.

6.27 **Public Transport** - A contribution to public transport infrastructure and services should be considered, including bus service enhancements, access improvements to Clapham Junction station, 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.

Design Requirements

6.28 **Movement** - The section of Falcon Road under the railway bridge should be enhanced to become more pedestrian and cyclist friendly. As the southern entrance connects to the north-west corner of the site, it should provide space for the pedestrian route to continue. This could be achieved through a combination of measures including pavement widening, improved lighting and art installations.

6.29 **Site Layout** - Active ground floor frontages with retail provision should be provided to Falcon Lane and consideration should be given to re-align Falcon Lane to facilitate a retail frontage to the southside. Future proposals must ensure that the amenities of the occupiers of adjacent Mossbury Road properties are not unacceptably affected.

6.30 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5b-01. The maximum appropriate height range for the zone is 7 to 15 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B5b-01 (which acts as a transition zone to tall building zone TB-B5b-01), and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

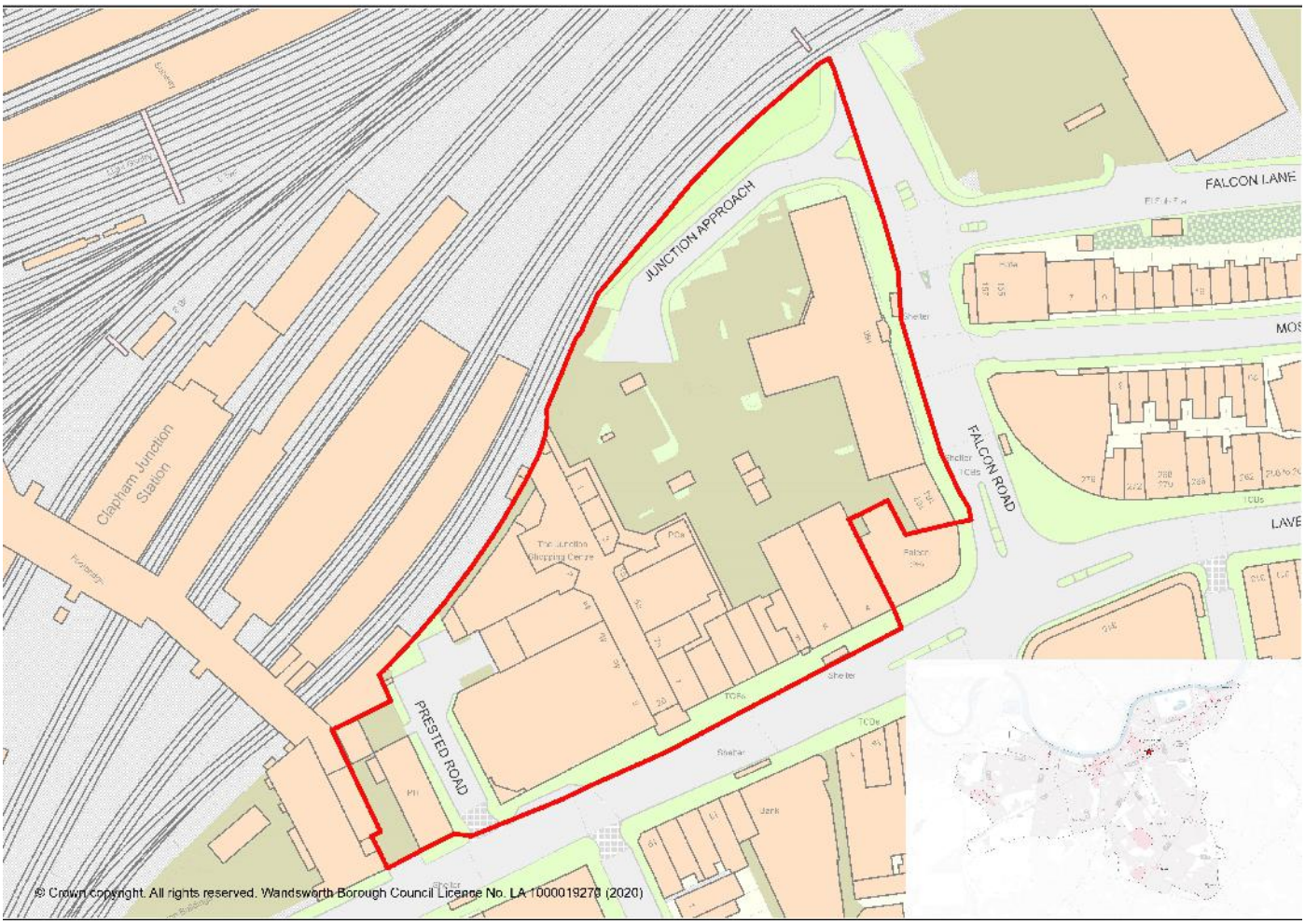
CJ2 Clapham Junction Station Approach, SW11

Site Description

6.31 This site is located just north of St John's Hill and excludes the listed 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 provides the main pedestrian entrance to Clapham Junction Station from St John's Hill and the Brighton Yard entrance and includes existing retail, commercial, and office uses with associated parking facilities. Site Area: 1.28ha.

Site Allocation

6.32 Safeguarding and enhancement of the entrance to the station from St John's Hill and mixed-use development comprising residential and offices and other appropriate town centre uses such as retail, hotel, cultural, leisure and entertainment. The site provides the opportunity to deliver comprehensive redevelopment and improvements to the station entrance and facilities and forms part of the Urban Heart Masterplan. Improvements to the station access and permeability through the site should be considered in the early phases of development.



Map 6.4 CJ2 Clapham Junction Station Approach, SW11

Development Considerations

6.33 Uses –

- Proposals should re-provide at least the existing quantity of office and retail floorspace, incorporating the provision of affordable workspace that is targeted at SMEs and start-up businesses.
- Development of this site must not prejudice the longer-term opportunity for developing the main Clapham Junction Station site and other surrounding land which could be unlocked by Crossrail 2. The phasing of development will be addressed in the Urban Heart Masterplan. It is acknowledged that given the anticipated timescale for the development of Crossrail 2, the opportunity for a comprehensive over-station development may take some time to come forward under the Opportunity Area designation. The potential for this site to deliver new jobs and homes as part of an earlier phased development will be considered as part of the masterplanning exercise.
- The northern section of site, adjacent to railway, may be required for track/platform straightening works.
- Consideration should be given to provision within the site allocation for cultural use in order to help develop the area as a creative quarter.

6.34 Open Space - A new public space that acts as a meeting space should be considered as part of any development proposal and to provide a setting to the main entrance to the station. This could incorporate active retail frontage at ground floor to complement the retail offer of the town centre. Another open space should be considered at the Brighton Yard Entrance to improve access to the station.

6.35 Access- Redevelopment of the site should consider the creation of a new access to the Brighton Yard Entrance to the west of the site.

6.36 Public Transport - Enhanced pedestrian areas should be provided around the new station entrance and on the St John's Road and Falcon Road frontages. Adequate off-street servicing arrangements will be required for all elements of the development. Working with Network Rail and 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.

6.37 Relationship to other allocations – The site has a close interrelationship with site allocation CJ4 (Land at Clapham Junction Station). There is a strong case for considering both sites as part of a comprehensive approach to redevelopment of the station and adjoining land including in the longer term the potential for over-station development. The Urban Heart Masterplan will consider the interrelationship of these sites and how to integrate the existing railway marshalling yards and their facilities with new development.

6.38 Stakeholder Engagement – It will be necessary to work with Network Rail and TfL in the preparation of proposals including improvements to the station entrance and facilities. The Urban Heart Masterplan will be prepared in collaboration with stakeholders including the landowners, Network Rail, TfL and the local community

Design Requirements

6.39 Built Form - The station is a major public transport interchange and critical to the role of Clapham Junction as a Major Centre and to unlocking growth. The station and its facilities should be improved to provide first class facilities for passengers and should be designed to be inclusive and to provide a high-quality civic building and public spaces.

6.40 Movement - The section of Falcon Road under the Railway Bridge should be improved to become more pedestrian friendly and create a safer more inclusive environment. As the southern entrance connects to the site, it should provide space for the pedestrian route to continue.

6.41 Context - Future proposals must be integrated with the wider town centre and respectful of its urban form and public spaces with active frontages to falcon Road and St Johns Hill.

6.42 Identity and Architectural Expression - Proposals should be respectful of the character of the area and include a considered, landscape-led approach to the treatment of the public realm that provides spaces for people in transit, and those

who work/live on-site. The development of the site should provide comfortable, safe, inclusive, accessible, and inviting spaces for travellers, workers, and residents alike.

6.43 Building heights

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5-01. The maximum appropriate height range for the zone is 7 to 15 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B5-02 (which acts as a transition zone to tall building zone TB-B5-01), and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

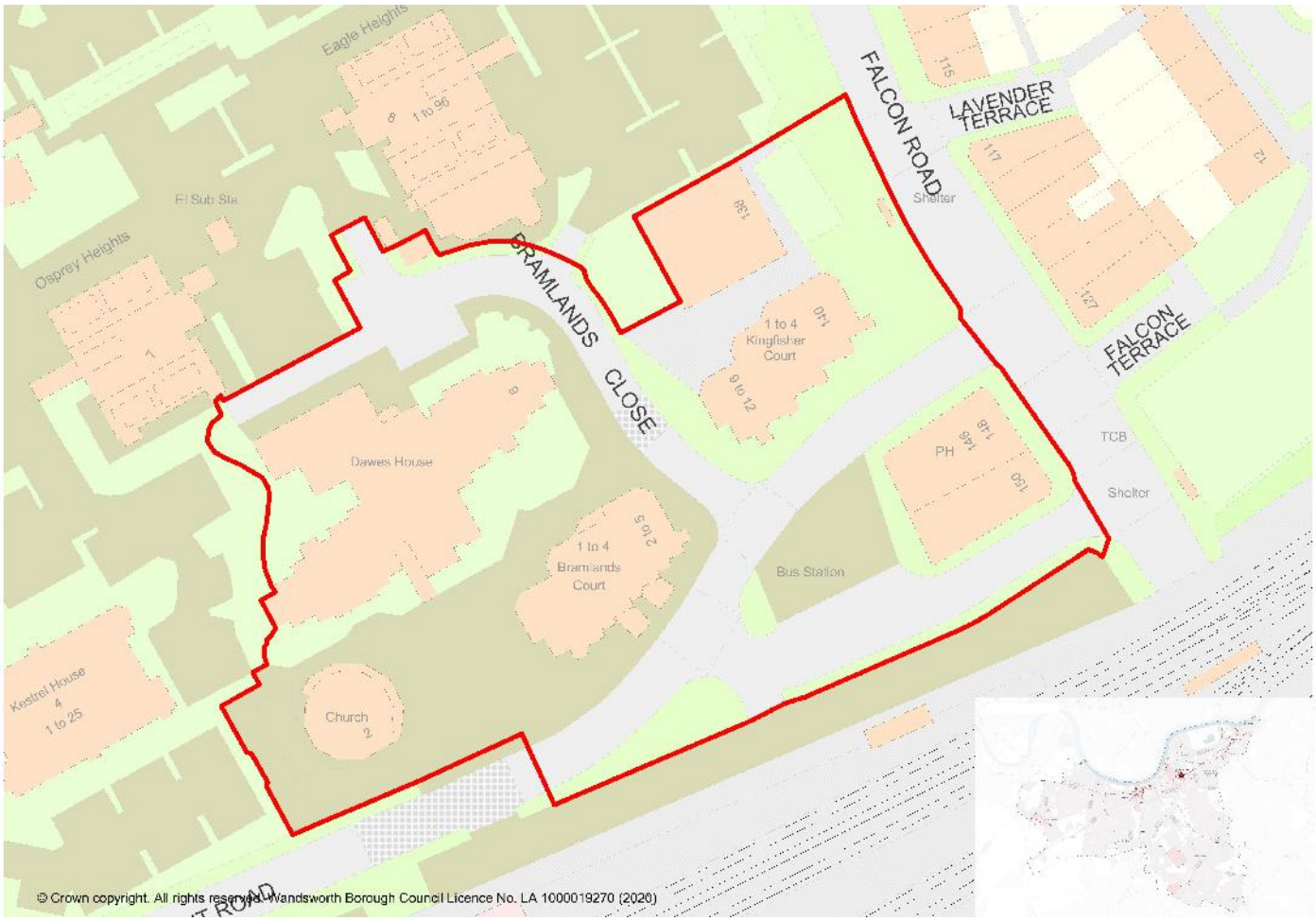
CJ3 Land on the corner of Grant Road and Falcon Road, SW11

Site Description

6.44 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/community uses as well as being used as a bus station/turnaround. Site Area: 0.90ha.

Site Allocation

6.45 Mixed use development with commercial and community uses on the ground floor and residential uses on upper floors. Any new development will need to consider the current and future arrangements for the bus turnaround area on Grant Road. The site provides the opportunity to deliver comprehensive redevelopment in association with the station and adjoining Site Allocations and should be considered as part of the Urban Heart Masterplan.



Map 6.5 CJ3 Land on the corner of Grant Road and Falcon Road, SW11

Development Considerations

6.46 **Uses** - A significant part of this site is safeguarded for the surface works associated with the construction of Crossrail 2. Changes to the safeguarding are anticipated in the coming years and there may be potential for development or meanwhile uses in the short-medium term as part of the phased development of this site following confirmation of the likely build programme for Crossrail 2.

6.47 **Public Transport** - Any redevelopment proposals should enhance bus passenger and standing facilities, improve operational efficiency and provide for future expansion. 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 the Grant Road bus station/turnaround will be sought, along with contributions to improved pedestrian and cycle access routes to the northern entrance to Clapham Junction.

6.48 **Relationship with other allocations** - The site needs to be considered in conjunction with adjacent sites to improve permeability between the north entrance to Clapham Junction Station and the Winstanley Estate (CJ5) and connections to the Town Centre. The interrelationship of the site with other Site Allocations will be considered as part of the Urban Heart Masterplan which will be prepared in collaboration with stakeholders including the landowners, Network Rail, TfL and the local community.

6.49 **Stakeholder Engagement** – TfL has continued to work with Network Rail, the London Borough of Wandsworth and the Winstanley and York Road Regeneration team to develop proposals for Crossrail 2 that are compatible with future potential regeneration options. Any proposal will need to be developed in consultation with TfL and to be informed by comprehensive, design-led public and stakeholder engagement.

Design Requirements

6.50 **Movement** - The Falcon Road bridge should be made more pedestrian friendly to address existing severance and improve north-south connections. As the northern entrance to the station connects to the site, space should be provided for the pedestrian route to continue.

6.51 **Context** - Redevelopment proposals 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 with the wider townscape and create active frontages on Falcon Road. The existing public realm and townscape is poor and permeability with the surrounding area should be improved as part of any proposal.

6.52 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5-01. The maximum appropriate height range for the zone is 7 to 15 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-01. The maximum appropriate height range for the zone is 7 to 20 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

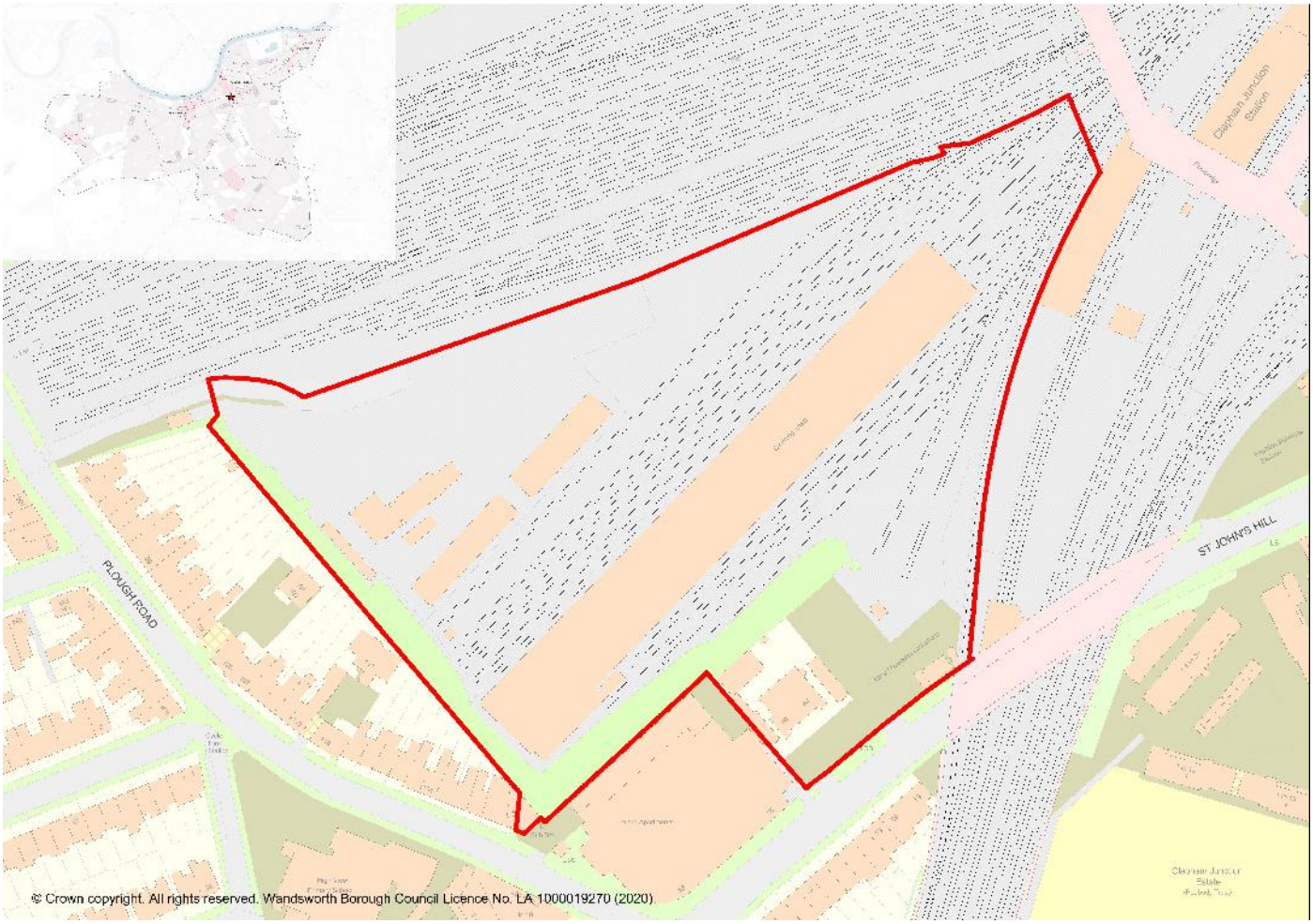
CJ4 Land at Clapham Junction Station, SW11

Site Description

6.53 The site is located to the north of St John's Hill and to the east of Plough Road behind a row of existing terraced houses. The site can be accessed from the northwest of the site along Plough Road. To the east and north of the site are railway tracks and Clapham Junction Station. The site is currently used as a railway yard and The Station Master's house is in office use. Site Area: 3.07ha.

Site Allocation

6.54 Safeguarding of station (including surface works associated with Crossrail 2) and mixed-use development including residential, commercial and other appropriate town centre uses. The site provides the opportunity to deliver comprehensive redevelopment in association with the station and other Site Allocations and should be considered as part of the Urban Heart Masterplan.



Map 6.6 CJ4 Land at Clapham Junction Station, SW11

Development Considerations

6.55 **Uses** – The site is safeguarded for surface works associated with Crossrail 2 and a review of the safeguarding is expected to be undertaken. As part of the development of Crossrail 2, the site will be a significant work site for the duration of the Clapham Junction works.

6.56 **Active Travel** – Improvements to the cycling infrastructure along St John's Hill to the south of the site should be considered in any proposals.

6.57 **Relationship with other allocations** – Given the inter-relationship with the Clapham Junction Station Approach site (CJ2), there is a strong case for considering both sites as part of a comprehensive phased mixed-use sustainable development including the longer-term potential for over-station development. Future development will need to consider how to integrate the existing railway marshalling yards and their facilities with new development. This will be considered in preparation of the Urban Heart Masterplan.

Design Requirements

6.58 **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).

6.59 **Identity and Architectural Expression** – Phased development and targeted improvements may enhance the character, legibility and the sense of arrival at this site.

6.60 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5a-01. The maximum appropriate height range for the zone is 7 to 15 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B5a-02 (which acts as a transition zone to tall building zone TB-B5a-01), and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

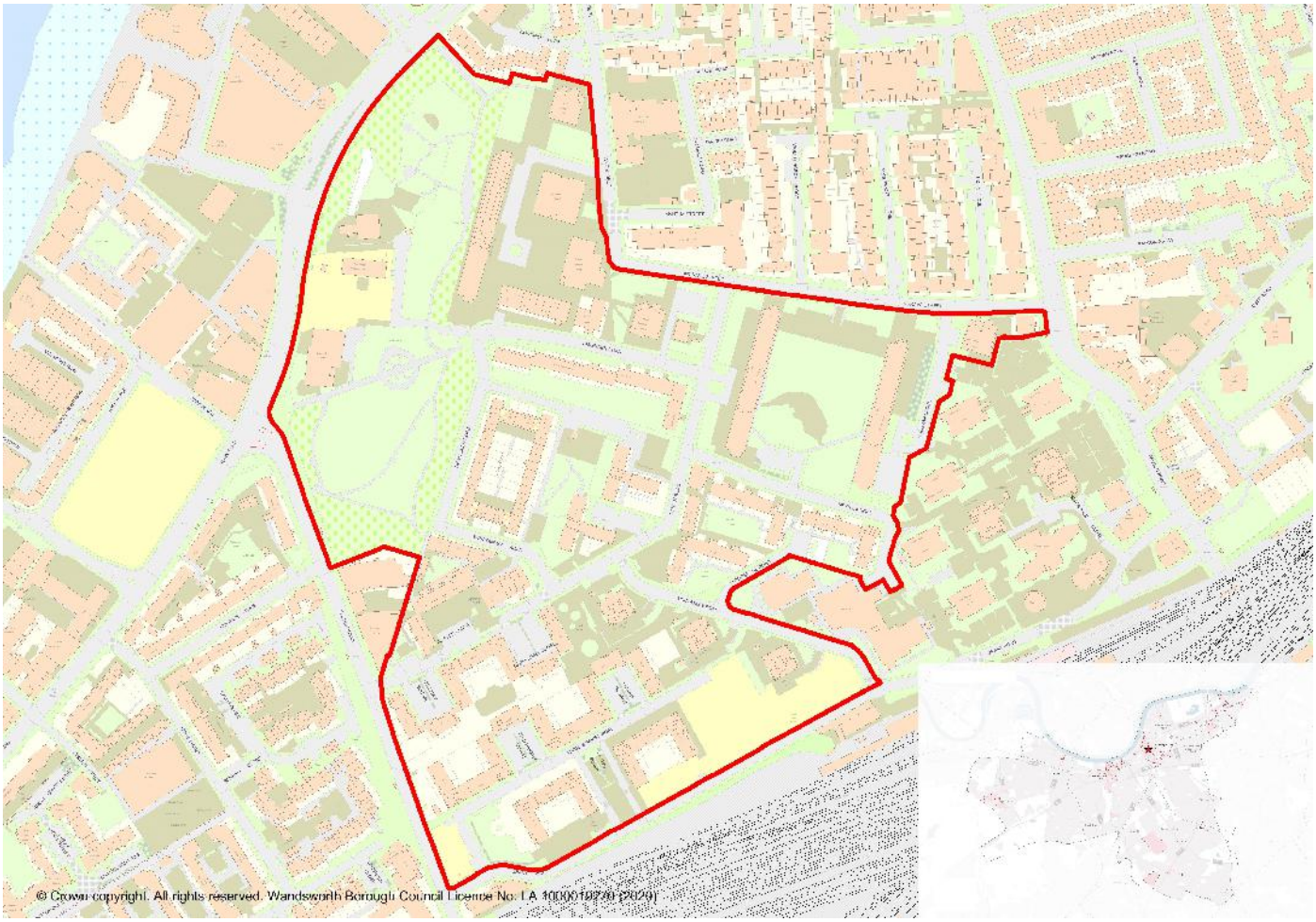
CJ5 Winstanley / York Road Regeneration Area, SW11

Site Description

6.61 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 includes the Winstanley Estate. The site is currently used for a mix of uses including residential, library, retail, open space, and community. Site Area: 17ha.

Site Allocation

6.62 Mixed-use development comprising mixed tenure housing, a leisure centre and cultural, commercial and health uses along with convenience shopping, a library, community facilities and open space.



Picture 6.4 CJ5 Winstanley/York Road Regeneration Area, SW11

Development Considerations

6.63 Uses –

- The approved York Road / Winstanley Regeneration Area Masterplan sets out detailed uses for the site. The objective is the creation of a mixed and inclusive community supported by the necessary social, community and other infrastructure to sustain planned growth.
- The construction of the Thames Tideway Tunnel site to the north of the Site Allocation (at Falconbrook Pumping Station) is programmed for completion in early 2024 and the Council will continue to work with Tideway to ensure a positive lasting legacy.

6.64 **Open Space** - Improvements to York Gardens, including reconfiguration and landscaping of the open space that will make it safer and a more attractive amenity for residents of all ages to use and enjoy.

6.65 **Relevant Management Plans** – Any proposals will be required to comply with the guidance set out in the approved York Road / Winstanley Regeneration Area Masterplan and the Lombard Road / York Road Riverside Focal Point Supplementary Planning Guidance (2015).

6.66 **Stakeholder Engagement** - The Winstanley Estate has a vibrant grassroots cultural landscape. Throughout regeneration, development should ensure this is promoted and sustained. Development proposals will be informed by design-led, comprehensive and consistent public and stakeholder engagement and collaboration at an early stage and throughout their design and delivery.

Design Requirements

6.67 **Built Form** - Measures to improve the design quality and efficiency of the north side of Clapham Junction Station and its approaches should be addressed. 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. An active frontage will be created on York Road responding to the focal point on Lombard Road.

6.68 **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 wider town centre.

6.69 **Context -** Development capacity/density in identified locations across the area, should take account of context in terms of the relationship to existing development and access to good public transport.

6.70 **Housing and Buildings** – Proposals should consider housing mix and typologies and options for the delivery of quality homes that address residents' expectations, and current and future needs. Proposals should seek to meet a diverse range of needs and provide a range of tenures including low-cost rent and home ownership and structured private rent housing tailored to meet local residents' needs. Consistent, comprehensive design-led engagement, preferably with elements of co-design, will take place with the existing community from an early stage regarding these options.

6.71 **Building heights** - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B1-01. The maximum appropriate height range for the zone is 7 to 20 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

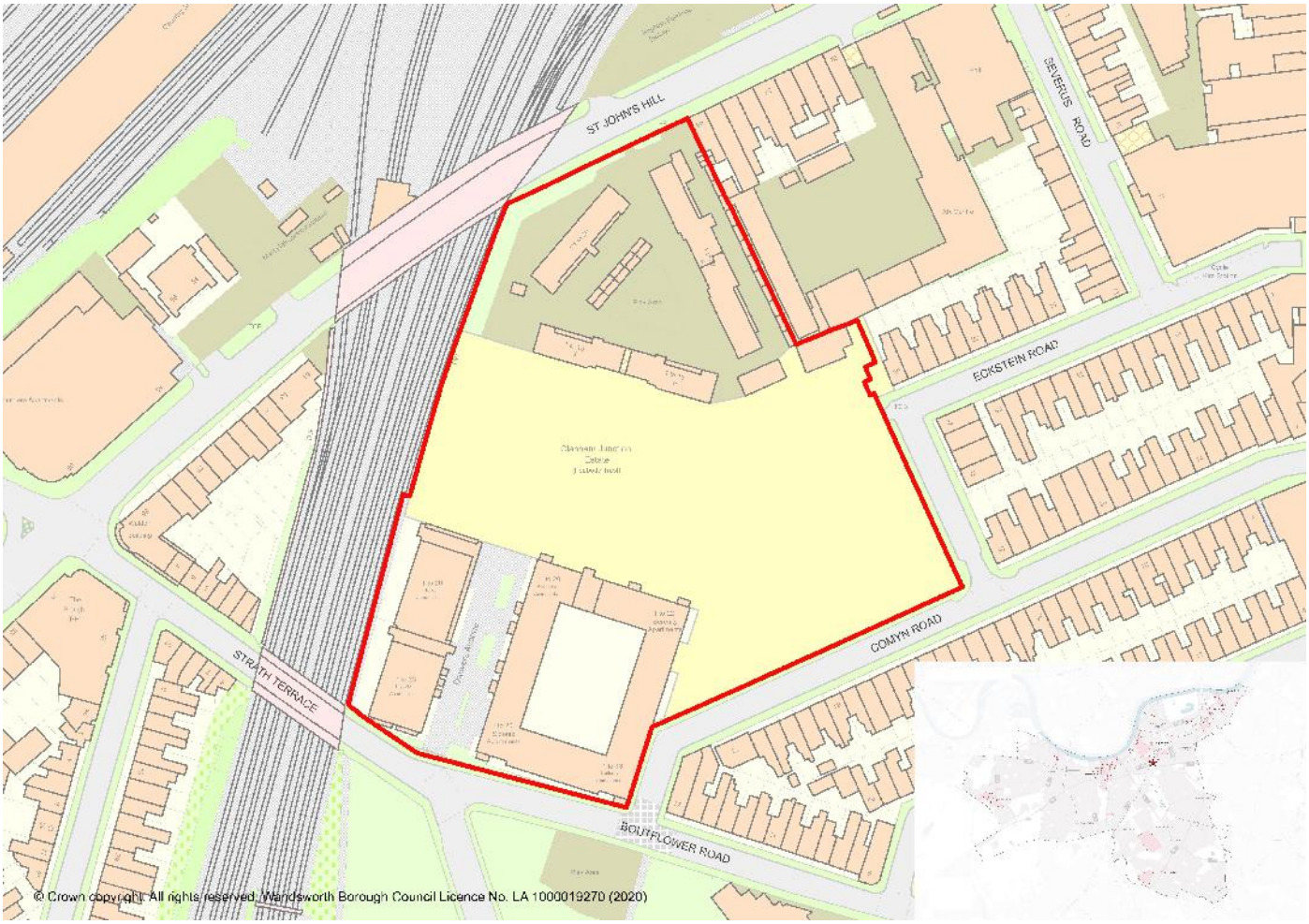
CJ6 Peabody Estate, St John's Hill

Site Description

6.72 The site is located to the south west of Clapham Junction Station and is bounded to the west by railway tracks. To the south and south east are Strath Terrace, Boutflower Road, and Comyn Road. To the east is Eckstein Road and to the north is St John's Road. Site Area: 2.28ha.

Site Allocation

6.73 Residential use with town centre uses at the ground floor along the St John's Hill frontage.



Map 6.7 CJ6 Peabody Estate, St John's Hill

Development Considerations

6.74 Uses -

- Buildings should generally be arranged close to street frontages to reflect the character and tight knit urban form of the surrounding area. There is an opportunity to re-think traditional urban terraced housing to create a sustainable twenty-first century form, particularly on the Eckstein and Comyn Road frontages.
- A mix of residential units would be acceptable as part of any higher density development to the north of the site within the town centre. The street block fronting on to St John's Hill should include a mixed-use development with individual retail units to ground floor.

6.75 **Open Space** - The existing green space with mature planting could form a new public square. This could provide a sitting out space for people living and working in Clapham Junction. Public art should be considered to enhance the appearance of the space as part of an overall landscape strategy and management plan.

Design Requirements

6.76 **Built Form** - The existing streets in the Conservation Areas have a tight knit urban form with a fine grain of plot frontages. The new street blocks should reflect the grain of the surrounding area and integrate this site with the residential areas of the edge of the town centre.

6.77 **Movement** - Eckstein Road and Comyn Road should be extended into the site and a new route linking Bolingbroke Grove with St. John's Hill should be provided, though the latter should not provide a through route for vehicular traffic.

6.78 **Site Layout** - The street blocks will be formed within the pattern of new and extended streets. In Comyn and Eckstein Roads the building frontage should knit together the street pattern of this part of Clapham Junction. Buildings should face directly on to the streets with lower buildings to respect the character and scale of the existing residential buildings.

6.79 **Nature** - New streets should be planted with larger street trees and provide a green link between the town centre, the proposed urban square and Wandsworth Common.

6.80 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5-02. The maximum appropriate height range for the zone is 7 to 12 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

CJ7 36-46 St John's Road and 17 Severus Road

Site Description

6.81 The site is located west of St John's Road, north of Eckstein Road and east of Severus Road. The northern boundary of the site is along 32 St John's Road and 34 Eckstein Road. Site Area: 0.23ha.

Site Allocation

6.82 Mixed use including residential and ground floor commercial uses



Map 6.8 CJ7 36-46 St John's Road and 17 Severus Road

Development Considerations

6.83 **Uses** – Development should consider a mix of uses with retail on the ground floor and either an office, residential or hotel use above.

6.84 **Open Space** - Provision should be made for urban greening and public realm improvements.

6.85 **Access** – Servicing arrangements should be from Eckstein or Severus Road unless it can be shown that it is not practical or would cause detrimental harm to the residential area.

6.86 **Active Travel** - provision should be made to promote active travel including walking and cycling.

Design Requirements

6.87 **Movement** – The site has a frontage on to St John's Road which is essentially only for buses and service vehicles and is a pedestrian priority street which forms part of Clapham Junction Town Centre. There is a frontage on to Eckstein Road which is part pedestrianised at its junction with St. John's Road and has cycle parking areas. The rear of the site also has a frontage on to Severus Road.

6.88 **Identity and Architectural Expression** - The character of Clapham Junction is defined by its fine urban grain, and this should be reflected in any proposed development. The corner Victorian building should be retained as this typology was used to define corners. The prevailing character in terms of materiality is dominated by red brick frontages, whilst Severus Road is dominated by grey brick with red brick detailing and two storey projecting bays. Eckstein Road is essentially comprised of red brick terraces with rendered details around openings.

6.89 **Site Layout** - The site has frontages on to St. John's Road, Eckstein Road and Severus Road. The ground floor of St John's Road is a primary retail frontage. The Severus Road frontage currently has an office frontage associated with the retail use. Severus Road is part residential. A retail frontage on to St John's Road is required with upper floors of class E or residential. For Eckstein Road a commercial frontage at ground floor is possible with residential or offices/hotel above. For Severus Road frontage residential or hotel uses to all floors is appropriate.

6.90 **Nature** – There is limited opportunity for green space unless a perimeter block residential development was proposed with an interior courtyard above ground floor retail. Urban greening should be promoted in the form of a green/brown roof to promote biodiversity.

6.91 **Massing** - The massing of any proposed redevelopment should respond to the context which is generally around three storeys and a fourth in the roof space. The original Victorian building on the corner should be retained as a marker as this typology is prevalent in St. John's Road.

6.92 **Building heights** - In accordance with the tall and mid-rise building maps in Appendix 2, the site is not located in a tall or mid-rise building zone. Development proposals for tall or mid-rise buildings will not be supported.

07 Area Strategy for Putney

PUT 1	Wereldhave site, 56-66 Putney High Street
PUT 2	Jubilee House and Cinema, Putney High Street
PUT 3	Corner of Putney Bridge Road and Putney High Street
PUT 4	Putney Telephone Exchange, Montserrat Road
PUT 5	Sainsbury's Supermarket, 2-6 Werter Road
PUT 6	55-61 Putney High Street

Introduction

7.1 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 well-being of its 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 7.2 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 range of service facilities, restaurants, bars, and cafes; a mix of national multiples and independent retailers; and three mid-size 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 has been adversely affected by both the growth of online shopping and the loss of office premises, and local residents and high-street users have identified that there has been a reduction in the number of independent shops in the centre. This is reflected in the centre's shop vacancy rate – of 13% (Retail Needs Assessment (RNA, 2020) – which is the highest in the borough, and which has increased significantly in the last few years, from 4-7% in 2004.



Picture 7.3 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 and Putney School of Art and Design, Putney's thriving leisure offer is well known, and includes riverside bars, restaurants on the Putney Embankment and in the area upstream of Putney Bridge. 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 London Plan as NT3 – having a 'more than local' significance.

7.5 Putney functions as a 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, 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 1960s and 1970s purpose-built premises which once catered to large single employers. Although much of the redevelopment 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. There are opportunities for the enhancement of the centre's office provision, as part of mixed-use development. 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 several bus routes, which offer access to a wide range of destinations across London, indicating good potential for car-free living. Putney also benefits from its riverboat service providing access to the City and beyond. Recent environmental improvements to Putney High Street, including the widening of pavements, installation of parklets and provision of 'Copenhagen Crossings', brought substantial improvements to the public realm which contributed to encouraging active travel.

7.7 Despite the improvements, Putney continues to be designated as an Air Quality Focus Area due to the high levels of pollutants on the main road. The centre is constrained by significant through-traffic running east-west along Upper Richmond Road and north-south along Putney High Street. Its mitigation would support 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, which will be further enhanced by the introduction of the expanded Ultra Low Emission Zone (ULEZ); however, it remains a pollution hotspot due to its position at the foot of Putney Hill and traffic levels.

Character

7.8 Putney High Street is framed by three/four storey period terraces with shops at ground floor and generally well-maintained upper storeys, providing

residential space, 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 the 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 extensive long views towards and across Putney Town Centre as the land rises gradually away from the Thames up Putney High Street to the Upper Richmond Road.

7.9 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 and unrivalled character in London. It is internationally famous as the starting place of the University Boat Race and is also host to a full calendar of other cultural events. Due to its attractive location, such facilities can be vulnerable to redevelopment pressures from competing land uses, and thus require protection to preserve its character and to ensure the continued sporting and recreational use of the river itself

7.10 The riverside also offers high-quality public spaces with 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 several listed buildings, which are all in particularly sensitive locations directly on or visible from the riverside. The new promontory located adjacent to Watermans Green as part of the Thames Tunnel project will provide a new riverside feature, linking the town centre with its riverside. This resulting space is encouraged to be used to improve public access to the riverside from the town centre to supplement the existing leisure offer. The underground vaults adjacent to Watermans Green are encouraged to be utilised and opened up to also support the leisure offer and provide an access link through to the Putney Wharf area.

7.11 While the underlying historic built fabric, human-scale proportions and proximity to the river give Putney a sense of place, heavy traffic, coupled with a lack of planting 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, which detract from the otherwise high visual quality of the area.

Place Performance

7.12 Current place performance for Putney is presented in the diagram below

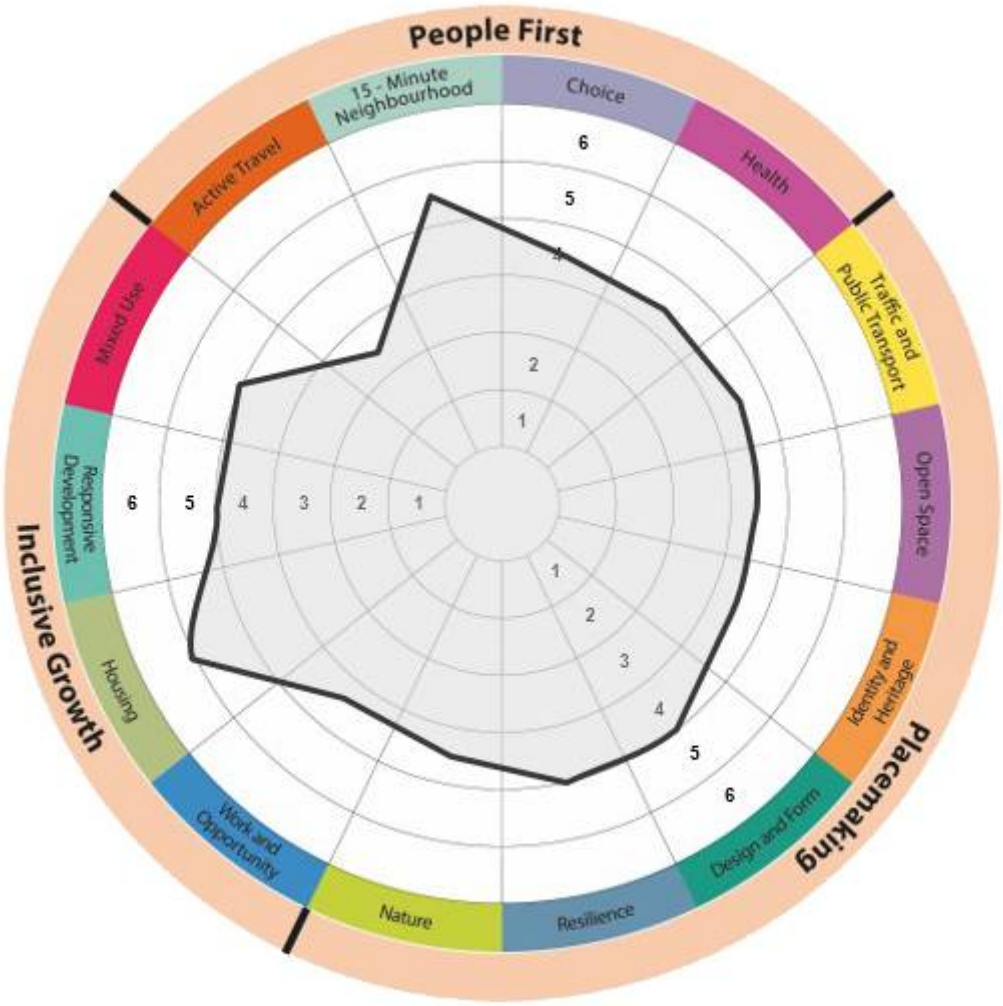


Figure 7.1 Putney Place Performance

Vision

7.13 The Area Strategy for Putney will meet the vision and objectives of the Local Plan by:

1. transforming Putney into a thriving centre for the local communities by reinvigorating the High Street and enhancing the sense of place;
2. 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;
3. improving air quality to help safeguard the health of those who live, work and visit Putney; and
4. boosting active travel by promoting pedestrian and cycling connectivity within the town centre and to the riverside.

PM5 Putney

A. Placemaking

1. Development proposals for tall or mid-rise buildings in Putney will only be supported in zones identified in Appendix 2. Any proposal for a tall or mid-rise building will need to address the requirements of Policy LP4 (Tall and Mid-rise Buildings) as well as other policies in the Plan as applicable.
2. Development proposals will be required to respect and enhance the views and vistas established in the Urban Design Study (2021).
3. 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.
4. Development proposals should be designed to avoid creating a canyon-like effect upon the high street in accordance with Policy LP1 (The Design-led approach).
5. Where appropriate, the Council will expect development proposals to remove any visually unappealing and/or confusing signage to improve legibility.
6. The Council will support proposals for public art streetscape projects and proposals to reinstate the shopfronts to their original design. This will help in animating the streetscape and achieving consistency in appearance with the setting of the town centre.
7. 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 high-quality new routes and space for outdoor public events.
8. 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.

B. Inclusive Growth

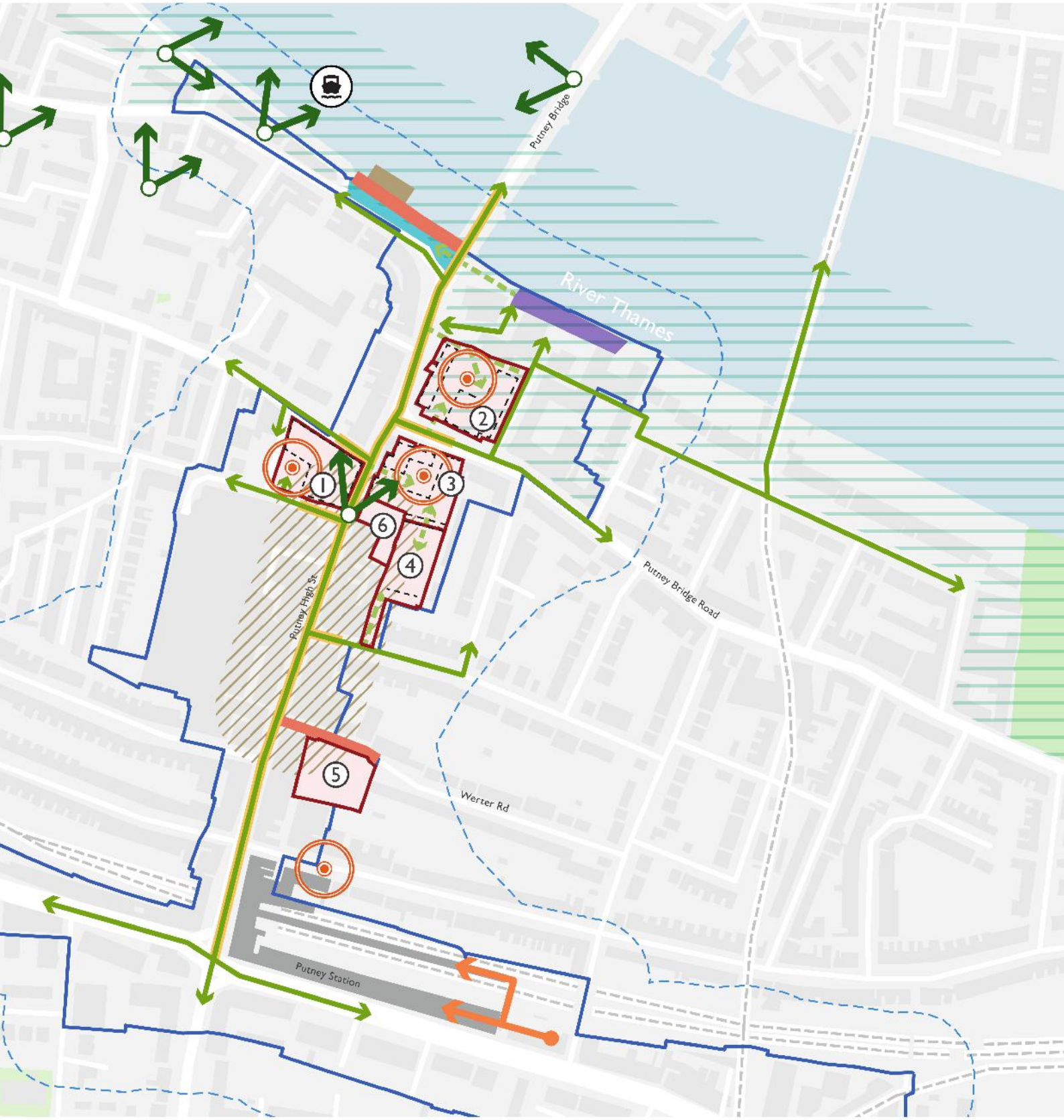
1. Development in Putney will help meet the borough's housing target, as set out in Local Plan Policy SDS1. The area has capacity to provide 200 homes by 2032/33, over the first 10 years of the Plan period.
2. To retain a strong retail core within Putney, proposals for comparison retail uses will be supported in ground floor units within the centre's Core Frontages, including the Putney Exchange. Proposals that diversify the existing shopping offer through the introduction of appropriate town centre uses, including those with a mix of creative industry uses, that repurpose any vacant units and which support independent retailers, will also be encouraged within the Town Centre.
3. Proposals for leisure, culture and uses that support the night-time economy will be supported and will be particularly encouraged on the High Street, Putney Wharf and the riverside. Developments should make improvements to the public realm to help facilitate connections between the river and the High Street, and better facilitate outdoor eating and drinking, where appropriate, while taking appropriate measures to mitigate against the impact on neighbouring uses, including residential.
4. 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 small and medium sized enterprises (SMEs), and consider options for meanwhile use and incubator spaces.

5. The Council will support the repurposing of vacant units on Putney High Street and part/ all of Putney Exchange Car Park for meanwhile leisure, retail, creative and cultural uses.
6. Urban Logistics Hubs will be supported in accordance with LP49 (Sustainable Transport). The location of these facilities should not conflict with adjoining uses or impact on the character of the area.

C. People First

1. The Council will continue to work in partnership with Positively Putney Business Improvement District (BID) and other key stakeholders to develop a cultural programme for Putney 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 the Oxford and Cambridge Boat Race, and will be expected to engage, excite and inspire all sections of the community to come to Putney.
2. Proposals for artworks celebrating the history of the River Thames will be supported as part of the London-wide Tideway programme for Putney Embankment.
3. All new development proposals will be expected to contribute to the priorities set out in the Arts and Culture Strategy 2021-31, building on the existing cultural offer in Putney. On Putney Embankment, a new public open space with a series of artworks celebrating the history of the River Thames will be created as part of the London-wide Tideway programme on Putney Embankment.
4. The Council will support proposals to enhance Putney Library as part of the Beacon Library scheme, 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 public services and community and cultural activities, and which includes the provision of flexible and affordable workspaces for local people.
5. The Council will support development proposals along Putney Embankment which enhance or provide new river-related sport and leisure recreational facilities, as well as complementary uses to support this infrastructure.
6. The Council will seek to improve connectivity and permeability for pedestrians and cyclists, within and across the area and adjacent neighbourhoods, focusing in particular on improved north-south access to develop stronger links with and along the riverside. These measures have potential to reduce pollution, to improve accessibility to Wandsworth's Riverside, and to create a pleasant entrance threshold to Putney High Street from the bridge.
7. Development proposals will be expected to improve accessibility for pedestrians and cyclists by reducing the number of signalised pedestrian crossing stages and traffic islands to make the pedestrian crossings simpler and easier to navigate. This includes proposals to transform the junctions at the northern and southern ends of the High Street, with the Lower Richmond Road and Upper Richmond Road.
8. Opportunities will be taken to prioritise buses over other motor vehicles to enhance bus journey times. This can be achieved by directing loading and servicing for businesses to be off-street or on side roads to improve traffic flow.
9. Proposals to create a secondary entrance to Putney Rail Station and improve pedestrian accessibility will be supported. The Council will seek to relocate the existing taxi rank from outside the railway station to another nearby location where its presence does not contribute to congestion and delays in traffic flows.

Map 7.1 Spatial Area Map: Putney



Public realm and active travel

- Suggested location for 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)
  - ⑥ 55-61 Putney High Street (Ref: PUT6)
- Main shopping area

Transport infrastructure

- Putney Railway Station
- Potential access improvements to Putney Station
- Riverbus terminal

Background information

- Metropolitan Open Land
- Other open space
- Putney Town Centre
- Thames Policy Area
- Area Strategy Boundary

Site Allocations

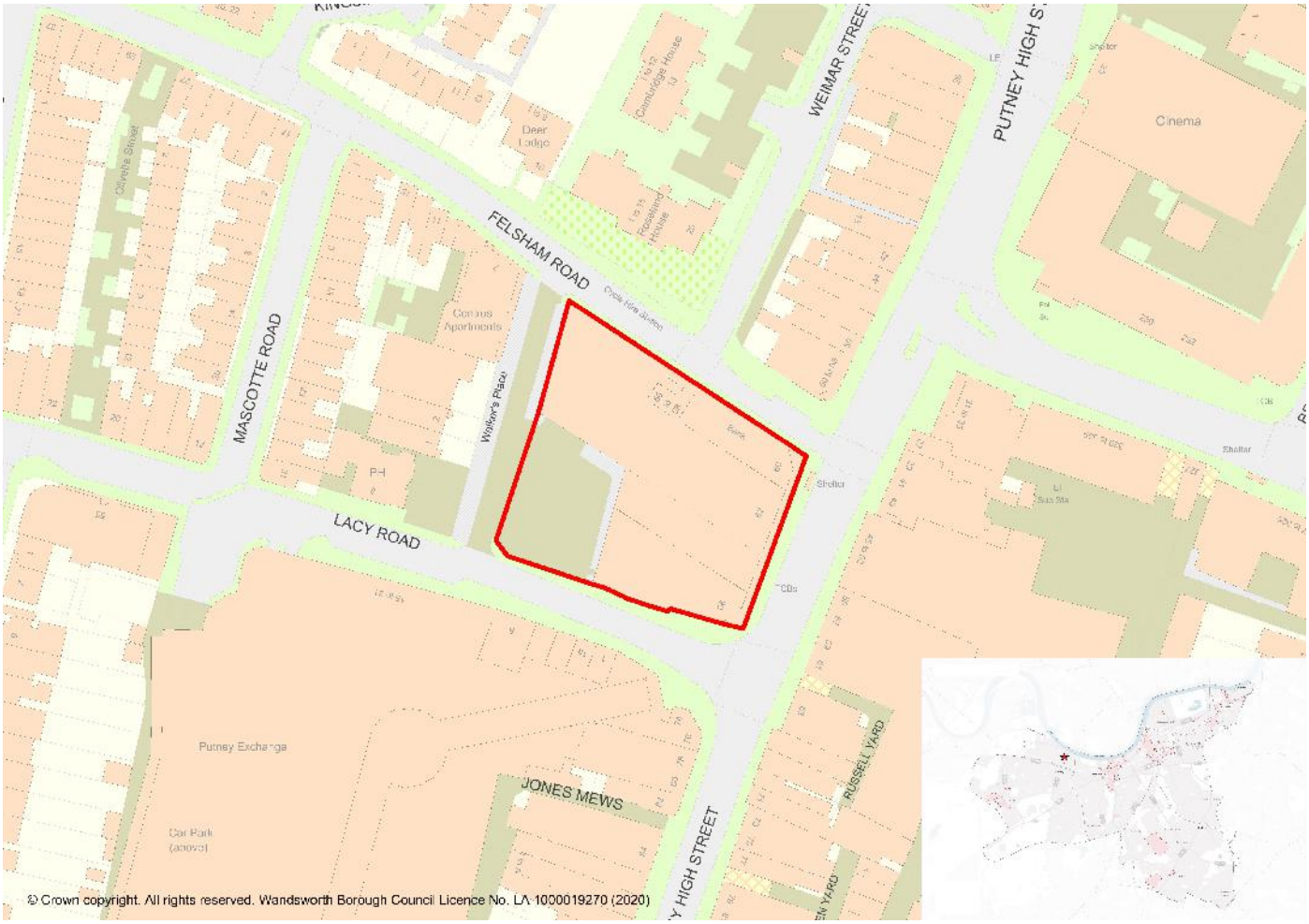
PUT1 Wereldhave site, 56-66 Putney High Street, SW15

Site Description

7.14 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 southwest corner. Site Area: 0.31ha.

Site Allocation

7.15 Mixed use development including residential, and retail, leisure or other appropriate town centre uses with open space. All existing office floorspace on the site must be fully replaced to provide facilities suitable for SMEs, including affordable floorspace.



Map 7.2 PUT1 Wereldhave site, 56-66 Putney High Street, SW15

Development Considerations

7.16 **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.

7.17 **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.

7.18 **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.

7.19 **Public Transport** - Consideration should be given to incorporating bus terminating/standing facilities to meet need for the town centre.

7.20 **Active Travel** - Local cycle route enhancements are desirable to the north, south, and east of the site.

Design Requirements

7.21 **Site Layout** - Provide new active building frontages to Putney High Street, Walkers Place, Lacy Road and Felsham Road with improved townscape.

7.22 **Building heights** - In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-D1-05, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

PUT2 Jubilee House and Cinema, Putney High Street, SW15

Site Description

7.23 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. Site Area: 0.31ha.

Site Allocation

7.24 Mixed use development including residential, leisure, retail and office uses to provide an 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. 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.



Map 7.3 PUT2 Jubilee House and Cinema, Putney High Street, SW15

Development Considerations

7.25 **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.

7.26 **Relationship 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

7.27 **Built Form** - Provide new development that is sensitively designed in order to make a positive contribution to the townscape of the area.

7.28 **Movement** - Provide new active travel 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.

7.29 **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.

7.30 **Heritage Asset** -

- In close proximity to the site is the Grade II listed Former White Lion Hotel public house built in 1887. This heritage asset is in poor condition and currently unoccupied – putting it at risk of further decay. Development proposals for PUT2 should acknowledge the opportunity to revitalise businesses such as this one. Proposals should consider the pub's architecture, materiality and scale in informing design.
- 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.

7.31 **Building heights** - In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-D1-01, where the maximum appropriate height range is 7 to 8 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

PUT3 Corner of Putney Bridge Road and Putney High Street, SW15

Site Description

7.32 This site is located to the southeast 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. Site Area: 0.38ha.

Site Allocation

7.33 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. The activities being promoted on this site should contribute to the economic regeneration of the Town Centre and night-time economy.

7.34 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.



Map 7.4 PUT3 Corner of Putney Bridge Road and Putney High Street, SW15

Development Considerations

7.35 Open Space - Provide a new, public square at ground floor (street level) within the site where pedestrians have priority over vehicles. The public square should be of high-design quality and landscaped to provide a pocket park to facilitate al fresco eating and drinking.

7.36 Access -

- Provide servicing from Putney Bridge Road for retail/business premises.
- There is a restrictive covenant across the site requiring access for servicing which could be resolved through masterplanning.

7.37 Relationship 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.
- Consideration should be given to connecting with the site to the south (PUT4) and creating additional retail space that links through to Montserrat Road.

Design Requirements

7.38 Movement -

- Provide a new active travel link from the square to Putney Bridge Road and a link to the west to Putney High Street.
- Provide a new active travel link at ground floor to the site to the south (Ref: PUT4) onto Montserrat Road.

7.39 Site Layout - Provide active commercial (retail, cafes, restaurants) frontages to the new square, Putney High Street and Putney Bridge Road.

7.40 Heritage Asset - This site is adjacent to the Putney Embankment Conservation Area to the west and the Oxford Road Conservation Area to the east. This placement means development on this site will have to be sensitive to both the high street character of Putney High Street and that of the low-rise, high-quality detached, semi-detached, and terraced Victorian houses found in the Oxford Road Conservation Area.

7.41 Building heights

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-D1-01. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-D1-04 (which acts as a transition zone to tall building zone TB-D1-01), and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

PUT4 Putney Telephone Exchange, Montserrat Road, SW15

Site Description

7.42 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. Site Area: 0.28ha.

Site Allocation

7.43 Mixed use development to include commercial or other appropriate town centres uses at ground floor and residential above.



Map 7.5 PUT4 Putney Telephone Exchange, Montserrat Road, SW15

Development Considerations

7.44 **Access** - Access and servicing should be from Montserrat Road.

7.45 **Relationship 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/commercial floorspace on ground floor with residential use above.

Design Requirements

7.46 **Built Form** -

- Potential to extend adjoining retail unit (PUT3) with frontage to Putney High Street on ground and first floors with potential for residential use above.
- The layout, massing and design of buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm.

7.47 **Movement** - Contribute to increased pedestrian permeability, breaking the linearity of the High Street.

7.48 **Building heights -** In accordance with the tall and mid-rise building maps in Appendix 2, the site is not located in a tall or mid-rise building zone. Development proposals for tall or mid-rise buildings will not be supported.

PUT5 Sainsbury's Supermarket, 2-6 Werter Road, Putney, SW15

Site Description

7.49 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. Site Area: 0.28ha.

Site Allocation

7.50 A mixed-use development with an active retail and/or leisure frontage and entrances to the ground floor facing onto Werter Road with residential/business use on the upper floors and public open space.



Map 7.6 PUT5 Sainsbury's Supermarket, 2-6 Werter Road, Putney, SW15

Design Requirements

7.51 **Movement** - Expand and improve upon public realm for pedestrians reflecting wider objectives for supporting the viability of the town centre whilst taking into account local connectivity and access requirements.

7.52 **Building heights** - In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-D1-01, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy

LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

PUT6 55-61 Putney High Street, SW15

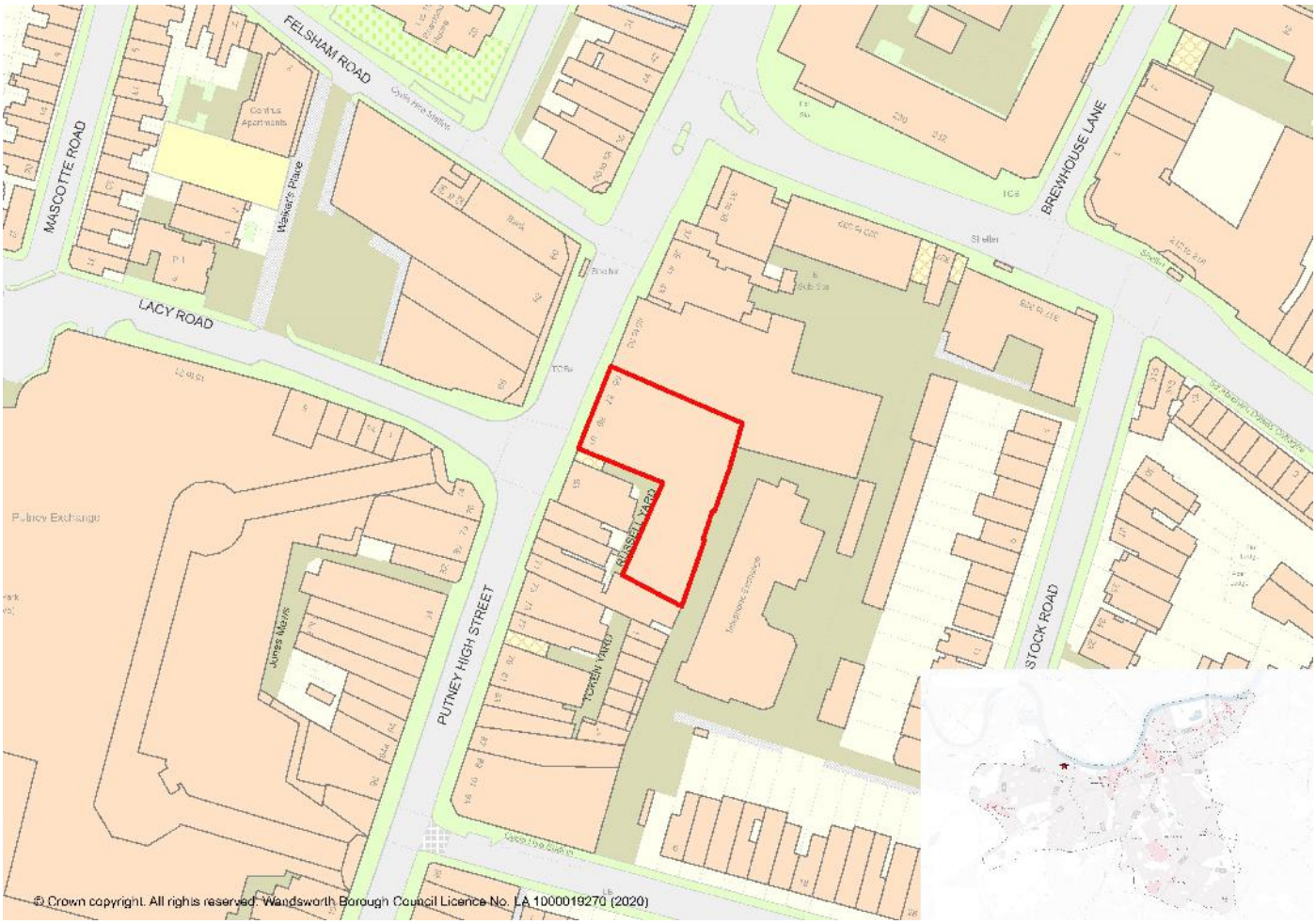
Site Description

7.53 This site is located on Putney High Street opposite Lacy Road. Its southern boundary runs along Russell Yard, and the northern boundary is aligned with the retail unit at 53 Putney High Street. To the east of the site is the Putney Telephone Exchange. The buildings are generally of high townscape value with those at the northern end included in Putney Embankment Conservation Area, and the adjoining property to the south being locally listed. Site Area: 0.11ha.

Site Allocation

7.54 Mixed use development including residential, with retail, commercial uses and/or creative / cultural uses, including workspace, at ground floor. Provision of green, pedestrian and cycle-friendly public realm on high street. Above ground floor uses should include residential and workspace as well as studios. Uses should contribute to the economic regeneration of the town centre and night-time economy.

7.55 The townscape character of Putney High Street should retained its essentially fine urban grain of narrow plots with retail frontages at ground floor with offices and/or residential use above. An active frontage, and public realm improvements, to Putney High Street at ground floor is required. To the rear an active frontage is encouraged as well as on to Russell Yard, which should link through to the site to the rear.



Map 7.7 PUT6 55-61 Putney High Street, SW15

Development Considerations

7.56 Relationship with other allocated sites -

- Consideration should be given to connecting with the site to the east (PUT4) through enhancements to Russell Yard and a pedestrian link into the site from Putney High Street.
- Redevelopment should also consider the site to the north (PUT2) by creating additional retail space and extending the public realm and public right of way.

Design Requirements

7.57 Built Form - The existing building is of three storeys. It adjoins no. 63 which is a locally listed building. Whilst the existing building can be re-used there is an option to demolish. Putney High Street has a strong townscape character with active uses at ground floor. In any new development the urban grain of the High Street should be respected.

7.58 Movement - The existing Russell Yard should be retained to provide connectivity through to the Telephone Exchange site to the rear.
The Spatial Strategy for the area envisages the site to the rear to be linked to the site to the north to provide a permeable network of routes with active frontages.

7.59 Identity and Architectural Expression - Development will embrace the functionality of the design as the character of the area is formed by the active retail/business frontages at ground floor. Upper floors are dominated by strong lines of windows set within mainly red brick or yellow brick and occasional rendered facades. The roof line is dominated by dormers to pitched roofs to nineteenth and early 20th century buildings and flat roofs to post Second World War buildings. The gateway to the town centre is dominated by buildings of high townscape quality at the junction with Upper Richmond Road to the south and the medieval St. Mary's Church to the north.

7.60 Nature- Due to concern over air pollution developments should embrace urban greening features, including green roofs.

7.61 Building heights - In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-D1-04, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

08 Area Strategy for Tooting

TOT 1 Market Area, Tooting High Street

TOT 2 St. George's Hospital, Blackshaw Road

TOT 3 50-56 Tooting High Street

Introduction

8.1 The London Plan identifies parts of 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 well-being 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 radiating along two main roads from Tooting Broadway Station: to the north, Tooting High Street / Upper Tooting Road (with commercial uses ultimately merging with Tooting Bec) and Mitcham Road, which runs south-east. 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 8.2 Tooting Market (locally listed) - vibrant colours and a diverse range of food cultures

8.3 Tooting Town Centre 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 Buzz Bingo), which provides a link to Tooting's past entertainment offer of music concerts and dancing shows. Over the years the area has increasingly

attracted tourism and the 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, smaller-scale 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), though 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.. Although Tooting is located on the CS7 Cycle Superhighway, offering local people a direct 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. Tooting is also designated as an Air Quality Focus Area due to the high levels of pollutants on the main roads.



Picture 8.3 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 and locally listed buildings, 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, the Kings Head pub, the Churches of St Boniface and St Nicholas (all Grade II), and the Grade I Granada Cinema (now Buzz

Bingo Club) on Mitcham Road. 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

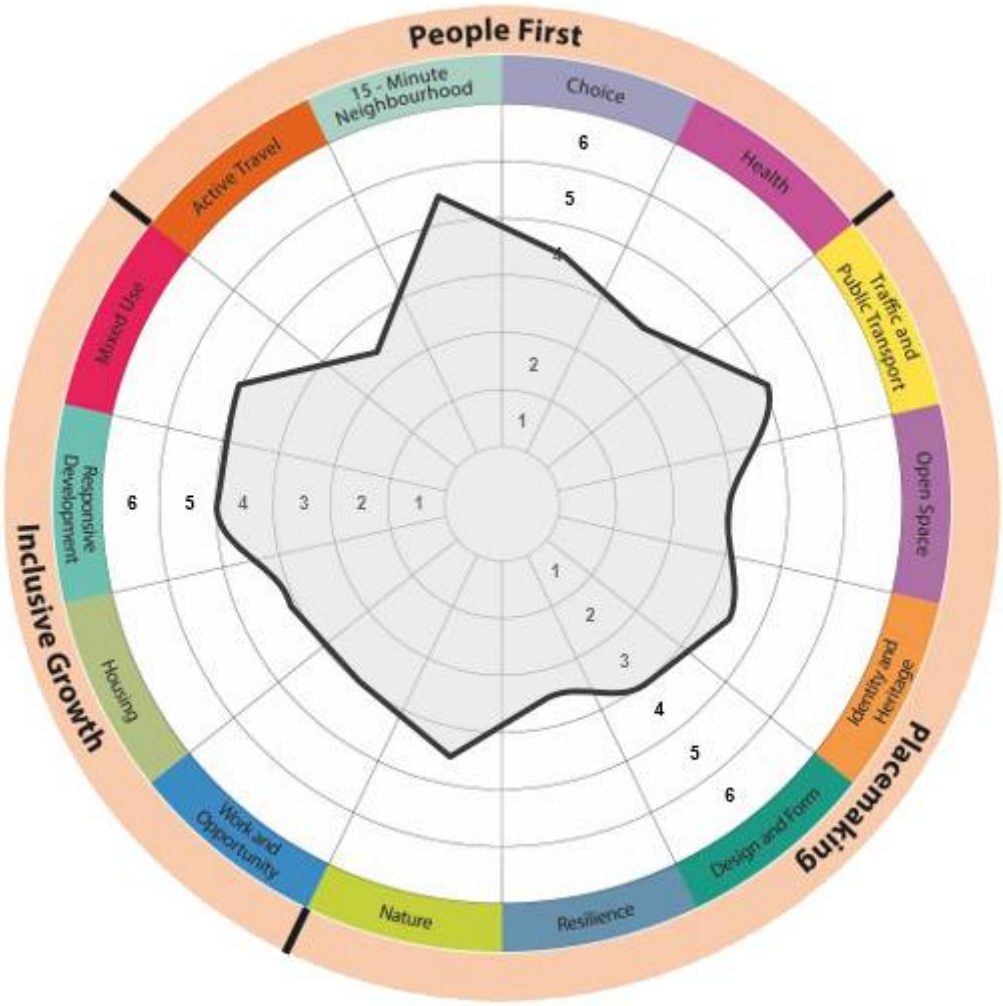


Figure 8.1 Tooting Place Performance

Vision

8.10 The Area Strategy for Tooting will meet the Vision and Objectives of the Local Plan by:

1. managing new development in a sensitive manner that respects the local distinctiveness and 'human scale' of the neighbourhood, which celebrates the area's diversity, and which enhances the vibrancy of the centre's day and evening offer;
2. providing social and community uses as part of new development that meet the needs of the local community;
3. 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;

4. protecting and enhance Tooting and Broadway Markets to maintain its thriving day and night-time operations and diverse retail and leisure offer;

5. helping in preserving the setting and contribution of landmark buildings to the townscape;

6. supporting measures to reduce the dominance of cars and improve opportunities for active travel; and

7. 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

A. Placemaking

1. New development will be expected to:

    a. respect the proportion, scale and material quality of the remaining period buildings;
    b. preserve the setting and contribution of landmark buildings to the townscape; and
    c. reinforce the function of the streetscape as a shopping and leisure destination by maximising the provision of active ground floor uses on sites facing main pedestrian routes within the town centre.

2. Proposals should protect and enhance Tooting and Broadway Markets, and the important placemaking role they play through providing a balance of pop-up evening, cultural 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.
3. Development proposals for tall or mid-rise buildings in Tooting will only be supported in zones identified in Appendix 2. Any proposal for a tall or mid-rise building will need to address the requirements of Policy LP4 (Tall and Mid-rise Buildings) as well as other policies in the Plan as applicable.
4. Development proposals will be required to respect and enhance the views and vistas established in the Urban Design Study (2021).
5. 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, in accordance with Policy LP8 (Shopfronts).
6. 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 respect and where possible enhance the appearance of the building facades.
7. Measures to provide new planting, modernise street furniture and declutter Tooting High Street and Mitcham Road will be supported. Where appropriate, development proposals should make provision for new street trees.
8. Public realm improvements should aim to improve the setting of pubs, the markets and landmark buildings, and where appropriate incorporate features which celebrate the history and culture of the area.

B. Inclusive Growth

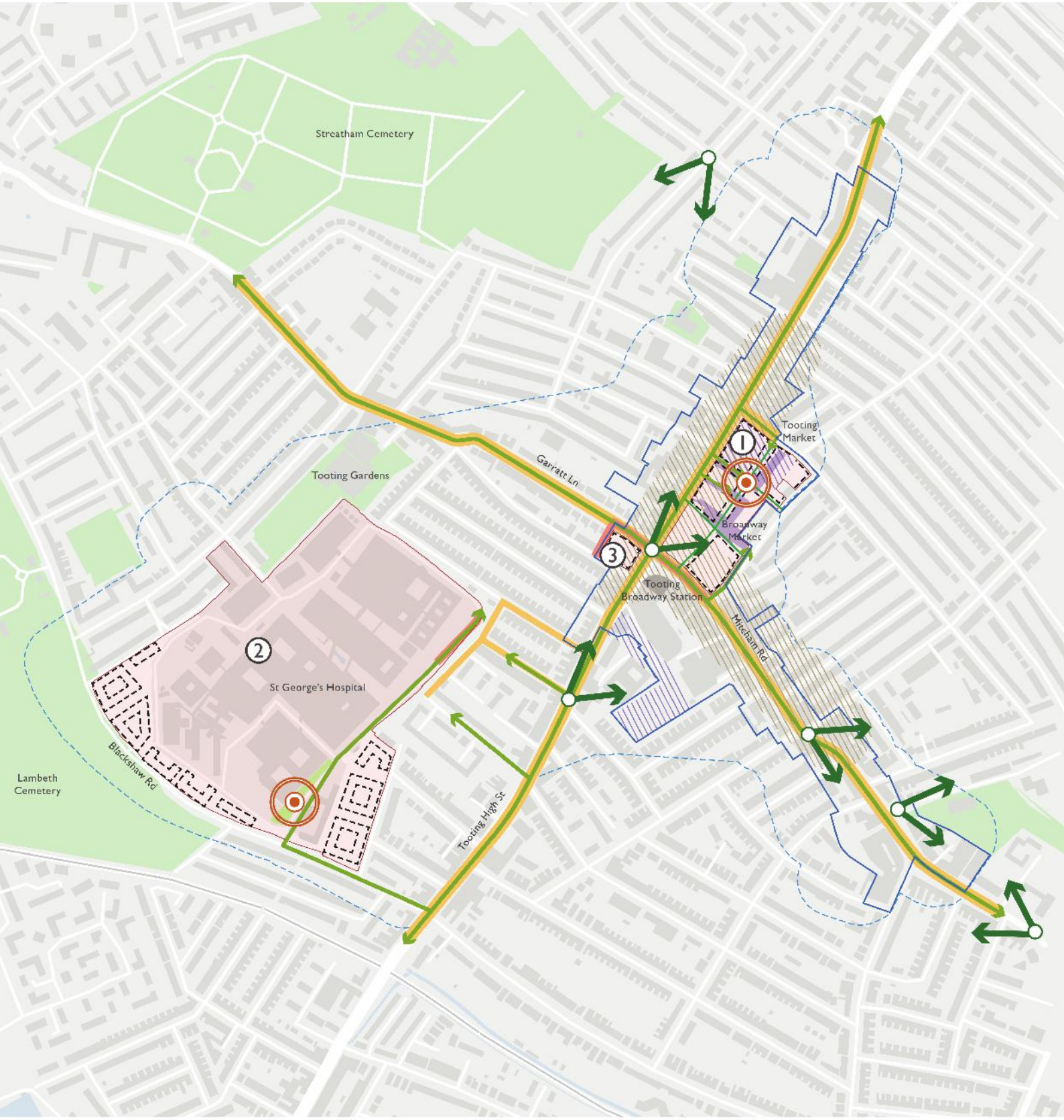
1. Development within Tooting will help meet the borough's housing target, as set out in Local Plan Policy SDS1. The area has capacity to provide 154 homes by 2032/2033, over the first 10 years of the Plan period.
2. To retain a strong retail core within Tooting, proposals for comparison retail uses 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 be encouraged within the Town Centre.
3. Proposals for leisure, culture and uses that support the 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.

4. 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.
5. The Council will develop a Tourism Strategy for the area, alongside the Arts and Culture Strategy 2021-31, to support local businesses and the local cultural sector to thrive, including through public realm improvements to mitigate issues around congestion and provide space for seating and events.

C. People First

1. 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, improve bus speeds and enable better cycling provision. Improvements to bus standing facilities, especially on routes to Tooting Broadway station and St George's Hospital, will also be supported aiming to create more space for pedestrians and minimise impact on pedestrian flows.
2. Improvements to Cycle Superhighway 7 on the A24 corridor, the planned cycle lane on Garrett Lane to Wandsworth Town, and other local cycle lanes which do not adversely affect local businesses will be supported.
3. Measures to widen pavements along Tooting High Street, and introduce further traffic and pedestrian management measures, including changes to Upper Tooting Road – Garratt Lane – Mitcham Road, will be supported. Any such schemes will be required to demonstrate that they reduce the dominance of cars, improve opportunities for active travel, improve health and well-being, and integrate public realm improvements such as tree planting.

Map 8.1 Spatial Area Map: Tooting



Public realm and active travel

- Suggested location for new public open space
- Existing route
- Suggested/ proposed new route
- Suggested/ proposed new pedestrian 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 George's Hospital, Maybury Street, SW17
  - ③ 50 – 56 Tooting High Street, Tooting, SW17 (Ref: TO3)
- Main shopping area

Transport infrastructure

- Tooting Broadway Station
- Crossrail 2 Area of Surface Interest

Background information

- Metropolitan Open Land
- Other open space
- Tooting Town Centre
- Area Strategy Boundary

TO1 Market Area, Tooting High Street, Tooting SW17

Site Description

8.11 The site is northeast 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. Site Area: 2.09ha.

Site Allocation

8.12 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. There is an opportunity to create a high-quality mixed-use/retail development with new public spaces, retaining or re-providing the 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, and must ensure that the operation of the market is not negatively impacted.



Map 8.2 Market Area, Tooting High Street, Tooting SW17

Development Considerations

8.13 **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.

8.14 **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.

8.15 **Active Travel** - Local cycle route enhancements are also desirable to support Cycle Superhighway 7.

8.16 **Parking** - Car club provision for residential/commercial use would be appropriate.

8.17 **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.

8.18 **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.

Design Requirements

8.19 **Movement** – A new route should be established from the Tooting and Broadway Markets to Mitchem Road via an entrance at 19-21 Mitcham Road.

8.20 **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.

8.21 **Building heights -** In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-F1-01, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

TO2 St Georges Hospital, Blackshaw Road, SW17

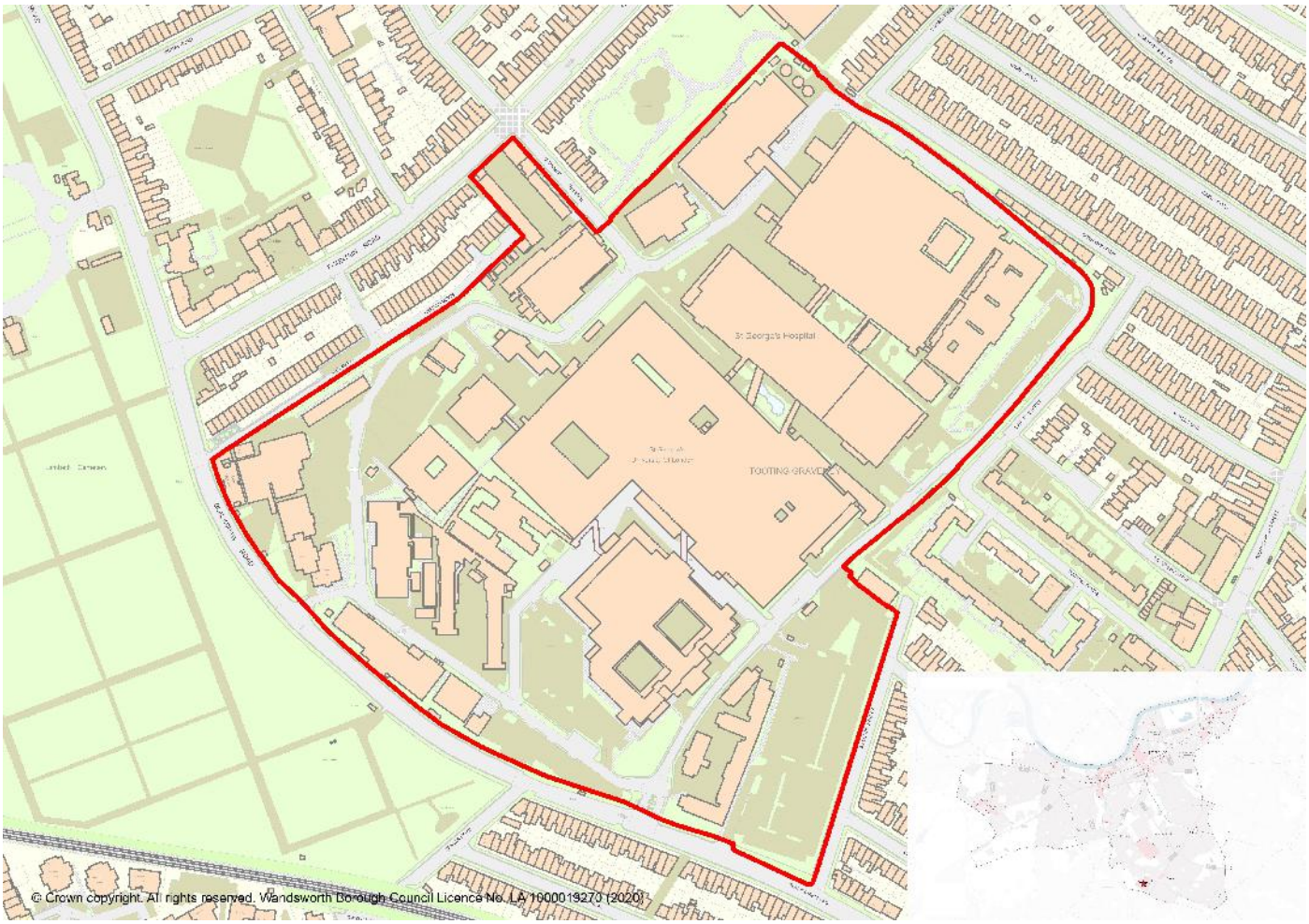
Site Description

8.22 The site forms part of the St. George's Hospital campus. It includes the car park to the southeast, and is bounded by Blackshaw Road to the southwest and Coverton Road to the northeast . The land is currently used for a mix of medical, hotel, parking, and temporary medical facility uses. All the land, apart from the hotel block in the south-east corner of the site, is under the control of the St. George's University Hospitals NHS Foundation Trust, who are currently preparing an Estate Strategy for the area. The southeastern part of the site is used as a car park for the hospital. Site Area: 15ha.

Site Allocation

8.23 The site is suitable for improvement of hospital buildings, and residential uses that do not prejudice the delivery of the emerging St. George's University Hospital NHS Estate Strategy. Any proposal that results in the loss of staff accommodation will need to ensure it is reprovided. Existing on-site healthcare facilities 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 emerging Estate Strategy.

8.24 Development proposals should be prepared through a collaborative approach with early and consistent engagement with the hospital and local community, with consideration given to the emerging St. George's University Hospital NHS Estate Strategy and forthcoming masterplan.



Map 8.3 TO2 St Georges Hospital, Blackshaw Road, SW17

Development Considerations

8.25 **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 preferably 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.

8.26 **Access -** Any proposal for non-medical uses should not make changes to any accesses that would be incompatible with the Hospital's Estate Strategy or adversely affect access to the site for emergency vehicles.

8.27 **Parking** - Measures to encourage active travel and the use of public transport will be strongly supported. Car parking provision for healthcare uses should achieve a balance between meeting essential needs for patients, staff and visitors and encouraging modal shift away from the private car

Design Requirements

8.28 **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.

8.29 **Movement** - Proposals will be expected to make suitable provision for pedestrians on the site, particularly to facilitate movement between Tooting Broadway station and St George's Hospital.

8.30 **Context** - Future redevelopment proposals will need to demonstrate how they successfully integrate new residential development with the existing hospital use and should also take account of potential new hospital buildings as set out in the Hospital's Estate Strategy.

8.31 Building heights

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-F2-01. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-F2-04, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-F2-05, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

TO3 50 – 56 Tooting High Street, Tooting, SW17

Site Description

8.32 The site is located on the southwest 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. Site Area: 0.18ha.

Site Allocation

8.33 Mixed use development, including residential, with commercial uses on the ground floor.



Map 8.4 TO3 50 – 56 Tooting High Street, Tooting, SW17

Development Considerations

8.34 **Access** – The parking and access to the west should be retained with public realm enhancements provided for pedestrians.

8.35 **Parking** - Servicing should take place directly from the Garratt Lane frontage subject to the constraints of the bus bays.

Design Requirements

8.36 **Built Form** - Provide active ground floor frontages to Tooting High Street, Garratt Lane and Garratt Terrace.

8.37 **Context** - Consider the character of Tooting with its fine grain with frontages of around six metres. The scale and massing of the development should relate satisfactorily to the character of the surrounding area, including adjacent heritage assets.

8.38 **Identity and Architectural Expression** - A development of high-quality sustainable architecture and urban design is required that will define and give a strong presence to the heart of the town centre in the form of a landmark.

8.39 **Nature** - Consider planting street trees to Garratt Lane subject to service runs.

8.40 **Building heights -** In accordance with the tall and mid-rise building maps in Appendix 2, the site is not located in a tall or mid-rise building zone. Development proposals for tall or mid-rise buildings will not be supported.

09 Area Strategy for Roehampton and Alton Estate Regeneration Area

RO 1	RO1 Alton West Intervention Areas, Roehampton
RO 2	RO2 Mount Clare, Minstead Gardens, Roehampton
RO 3	RO3 Queen Mary's Hospital car park

Introduction

9.1 The Area Strategy for Roehampton and Alton Estate Regeneration Area identifies opportunities to create an improved sense of place for the area, including celebrating the existing heritage assets in the area and improving connections to Roehampton High Street. It builds upon the Roehampton SPD adopted in October 2015, and subsequent proposals for the regeneration of the Alton Estate which provide the opportunity to increase local housing supply and deliver benefits to the wider community through the provision of new and improved community facilities, an improved local retail offer, affordable workspace for local businesses and enhanced open space and play facilities. The Area Strategy will assist in reconnecting the currently fragmented areas of Roehampton Village and the Alton East and West Estates, whilst providing improved facilities and multi-functional spaces for local residents, and facilitating the development of new retail and employment uses to address recognised deficiencies. These initiatives will contribute to tackling deprivation, creating a better sense of place, delivering more and better quality housing and improved employment opportunities, reducing carbon dioxide emissions, and providing enhanced opportunities for active travel for local communities.



Picture 9.2 Maryfield Convent, 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, many of which are of national significance and much valued 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 an area of socio-economic challenges, housing some of the most deprived areas in the borough, with high levels of economic inactivity and unemployment, and pockets of higher than average crime levels and ill health.

9.3 Roehampton is designated as a 'Local Centre' in the Local Plan, with the area's shops and community facilities focused around the twin axes of Danebury Avenue and Roehampton High Street. The relationship between the two, however, is disjointed due to severance by Roehampton Lane; the area as a whole lacks a clear focus and a coherent centre. Danebury Avenue is noted in the Urban Design Study (2021) as lacking vibrancy and interest, a result of a lack of leisure, community and entertainment facilities or restaurants, and it also suffers from a poor public realm and the maintenance and condition of the buildings. The redevelopment of the area through the estate regeneration scheme should seek to address this by attracting investment into the area to create a vibrant new heart for Roehampton, including the provision of improved commercial, community, cultural and leisure facilities within the local centre. The eastern end of Danebury Avenue would benefit from an improved 'village square' to serve as a gateway to the local centre. 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 uses until 2030, after which there is small-scale demand for additional provision. In the interim, pop-up or meanwhile uses should be encouraged in vacant shops and other disused spaces during the various phases of redevelopment of the Alton Estate, adding to the vitality of the local centre. These should particularly support creative use, with the view to establishing a permanent cultural anchor space in the

longer-term as part of the regeneration of the area, potentially realised in collaboration with institutional partners.

9.4 The high levels of economic inactivity and unemployment within the area are inherently linked to the poor access to employment opportunities within Roehampton, which is also 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 employment and training opportunities for small-scale enterprises and 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 also results in Roehampton feeling disconnected from other parts of. In particular, the area is beyond an acceptable walking distance to rail and underground stations and Transport for London (TfL) PTAL scores for the area, ranging from 1b to 3, reflect this. The area also suffers from substantial levels of road traffic, with Roehampton University and Queen Mary's Hospital generating much of this. Traffic uses two main through routes, east-west along the A3 and north-south along Roehampton Lane. Priory lane and Putney Heath also serve the area. These roads experience severe congestion, which is due in part to the lack of public transport services and adequate cycling infrastructure. This is compensated to some extent by the relative proximity of Richmond Park and Wimbledon/Putney Commons, which offer residents the opportunity to make local journeys by foot or bicycle in traffic-free or traffic-light environments.

9.6 There are significant level changes across the whole of the Alton estate, the result of which is the current lack of visual and physical connectivity. The most compromised and limited pedestrian routes are the north-to-south connections - between Roehampton Lane, Harbridge Avenue, Danebury 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 serve the estate both internally and connect it with the surrounding area.



Picture 9.3 The listed concrete estates of the post war era are a key characteristic of Roehampton

Character

9.7 Roehampton's landscape is a palimpsest made up of different layers of historic developments, with Georgian and Victorian mansions nestling alongside post-war housing estates, and buildings from different eras on the university campus. 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 and Parkstead House, (both 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-war 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, many of the landscaped areas are in need of sympathetic enhancements, including to the street lighting, to improve pedestrian safety and to make them more appealing.

9.9 Most of the Alton Estate was designated a conservation area in 1998 so that the landscape, setting and other positive buildings in the area could also be conserved and enhanced. The Landscapes to Alton East and Alton West were added to the Register of Parks and Gardens of Special Historic Interest in England by Historic England on 11 June 2020.

9.10 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, as well as continuous fences along Richmond Park and an adjacent golf course. These features contribute to poor legibility and connectivity. The area has also suffered from additions and demolitions over the years, obstructing views, and infilling of vacant sites with poor quality developments. The incremental change has eroded the overall vision and sense of place and compromised the openness, harmony and connectivity of the estate. These alterations have also created dead ends and retaining walls, which contribute to concerns about 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

9.11 Current place performance for Roehampton is presented in the diagram below:

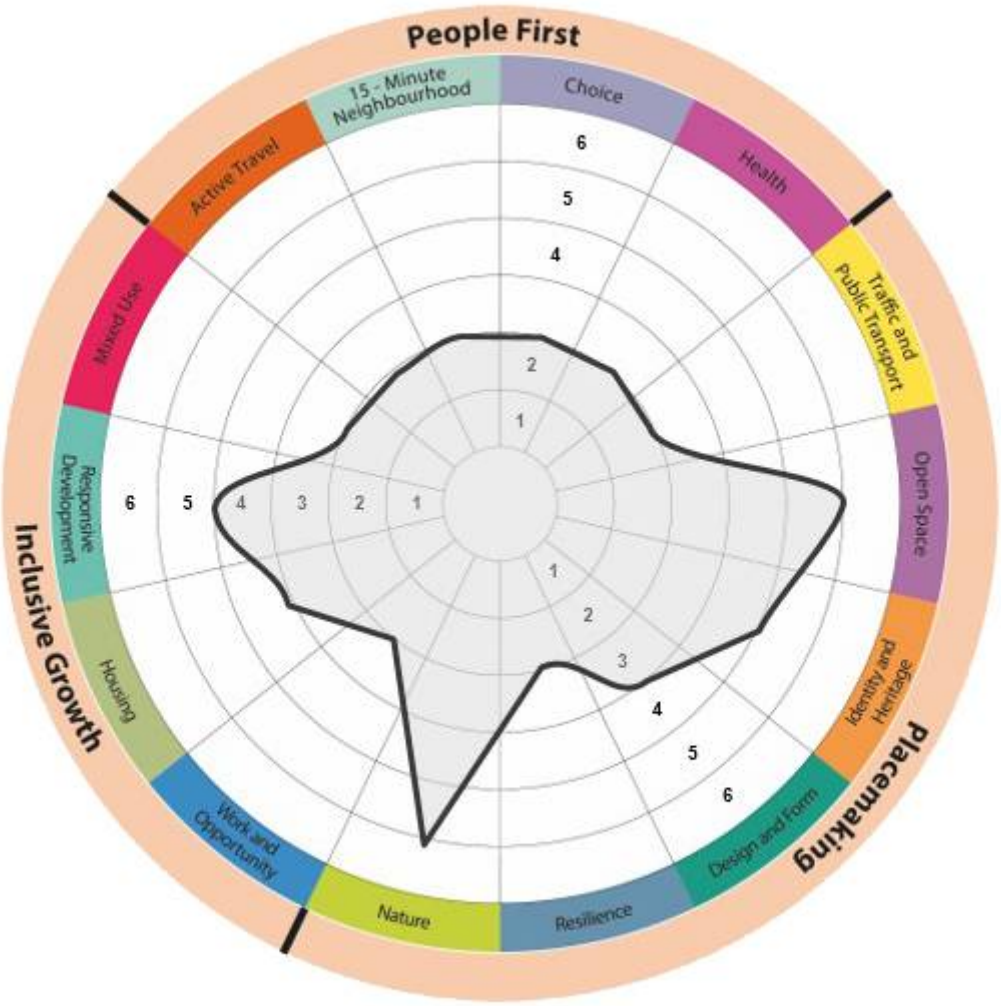


Figure 9.1 Roehampton place performance

Vision

9.12 The Area Strategy for Roehampton and Alton Estate Regeneration Area will meet the Vision and Objectives of the Local Plan by:

1. Creating a mixed and inclusive community with new and improved high-quality housing that will widen housing choice;
2. Promoting the replacement of poor-quality building stock with well-considered new buildings of high architectural merit and sustainable design, which contribute to climate change mitigation;
3. Supporting the adoption of a placemaking approach which protects, strengthens and repairs the special qualities of the estate;

4. Delivering benefits to the wider community through the provision of new and improved community facilities, an improved retail offer, affordable workspace and enhanced open space and play facilities;

5. Protecting and enhancing existing heritage assets and the special character of the Alton Estate and Roehampton;

6. Promoting active travel and the creation of new pedestrian friendly, green streets, and reconnecting the currently fragmented areas of Roehampton Village/High Street and the Alton East and West Estates;

7. Creating local economic opportunities through the provision of incubator space and revitalised commercial premises to address relative deprivation within the area; and

8. Facilitating new cultural facilities and activities to draw in both local and wider audiences.

Anchor for Change – Regeneration of the Alton Estate

The desire for regeneration of the Alton Estate is multi-faceted and has arisen directly from the local community response to existing estate and property conditions. Regeneration of the estate provides the opportunity to increase local housing supply and deliver benefits to the wider community through the provision of new and improved community facilities, an improved local retail offer, affordable workspace for local businesses and enhanced open space and play facilities. The proposals provide the opportunity to realise benefits for the local area and to address issues such as poor housing conditions, overcrowding, unemployment and deprivation. Redevelopment of the estate has the potential to create a wide range of accommodation to meet local housing need and market demand by optimising the density, housing re-provision and other community benefits.

The vision 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 residents who regard it as amongst the best locations in the borough.

The redevelopment can provide:

1. a mix of replacement and new affordable homes;
2. new multi-purpose community buildings offering flexible, adaptable and inspiring spaces;
3. improved shops and new commercial floorspace, bringing vitality and vibrancy to the area;
4. well-designed architecture and public realm, supported by a cultural strategy for the project, which focuses on celebrating the special qualities of the Estate;
5. 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;
6. enhanced connections across the Estate, with improved road junctions, safer streets, improvements to public transport links and additional pedestrian and cycling routes; and
7. high-quality and improved green open space, including new tree planting.

There are four principal intervention areas on Alton West which provide the focus for the regeneration proposals:

1. Roehampton Local Centre
2. Portswood Place Important Local Parade
3. Danebury Avenue Housing
4. The Central Landscape (Downshire Field)

PM7 Roehampton and Alton Estate Regeneration Area

A. Placemaking

1. Development proposals should conserve and enhance existing heritage assets and their settings and respond sensitively to the special character and qualities of the area. Development should maintain and enhance the parkland setting of the Alton Estate.
2. Development along Danebury Avenue must provide active frontages and entrances directly onto new and existing streets and spaces. Development proposals must contribute to improving pedestrian amenity, safety and the vibrancy of the area. Development on Roehampton Lane must provide building frontages with a strong edge, and trees and greenery (where these exist) that provide separation from traffic should be retained.
3. Development proposals will be required to improve legibility and wayfinding and where appropriate remove any poor quality and/or confusing signage to improve legibility.
4. Development proposals for tall or mid-rise buildings in Roehampton and Alton Estate Regeneration Area will only be supported in zones identified in Appendix 2. Any proposal for a tall or mid-rise building will need to address the requirements of Policy LP4 (Tall and Mid-rise Buildings) as well as other policies in the Plan as applicable.
5. Development proposals will be required to respect and enhance the views and vistas established in the Urban Design Study (2021).

B. Inclusive Growth

1. Development within Roehampton and Alton Estate Regeneration Area will help meet the borough's housing target, as set out in Local Plan Policy SDS1. The area has capacity to provide 849 homes by 2032/2033, over the first 10 years of the Plan period.
2. Development should create new commercial, community, leisure and cultural facilities within Roehampton Local Centre, anchored by a community/cultural facility, and a village square which provide a focus for community life, and connect Alton West, Alton East and Roehampton Village.
3. Development should provide new job and training opportunities for local people, targeted towards the provision of affordable workspace and 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.
4. The temporary use of vacant shopping units, and other available spaces within the Alton Estate will be supported, especially where this provides cultural facilities or space that promotes the area's Cultural Strategy.
5. Proposals for the regeneration of the area must contribute to improving the quality of existing building stock and the public realm and open spaces.

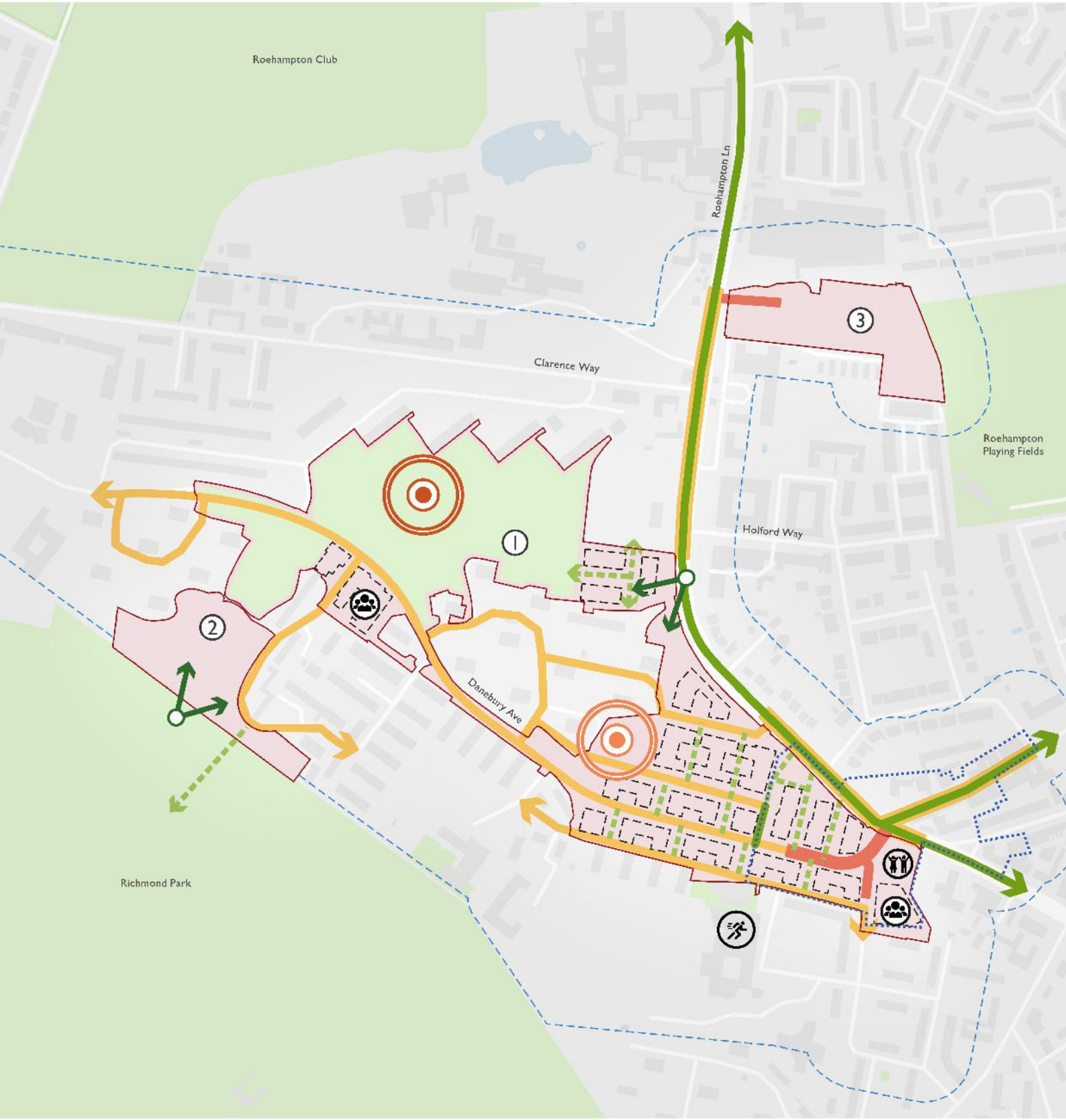
C. People First

1. Development should ensure that biodiversity, and the recreational, leisure, play and amenity functions of open spaces are enhanced for the benefit of new and existing residents and the quality of the public realm is improved.
2. The heritage and special character of the area should be reflected in the design of new development and the public realm. The regeneration of the Alton Estate will require the preparation of a Cultural Strategy which will include a range of initiatives to promote genuine community engagement and participatory design processes.
3. Development will be required to contribute towards the creation of a network of green infrastructure throughout the area and the provision of improved links from Roehampton Lane to Richmond Park. The regeneration of the Alton Estate should maintain the openness and contribute to improvements

to Downshire Field and include provision for sensitive landscaping proposals, improved play facilities, management and maintenance and an activity strategy.

4. Opportunities to create a new connection for pedestrians and cyclists within the Alton Estate and between Tunworth Crescent and Richmond Park, as well as other local cycle lanes, will be supported.
5. Active travel improvements at the junction between Danebury Avenue and Roehampton Lane will be supported.
6. Measures to improve public transport facilities by relocating existing bus stops in lay-bys along Danebury Avenue and by creating additional bus stops will be supported.
7. The regeneration of the Alton Estate should promote healthy and active lifestyles and includes measures to reduce health and well-being inequalities.
8. The regeneration of the Alton Estate should deliver new and improved community spaces with provision for a range of facilities and activities to meet the needs of new and existing residents of all ages and promote community cohesion. Proposals should be developed in collaboration with the local community.

Map 9.1 Spatial Area Map: Roehampton and Alton Estate Regeneration Area



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

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
- Local Centre
- Area Strategy Boundary

Site Allocations

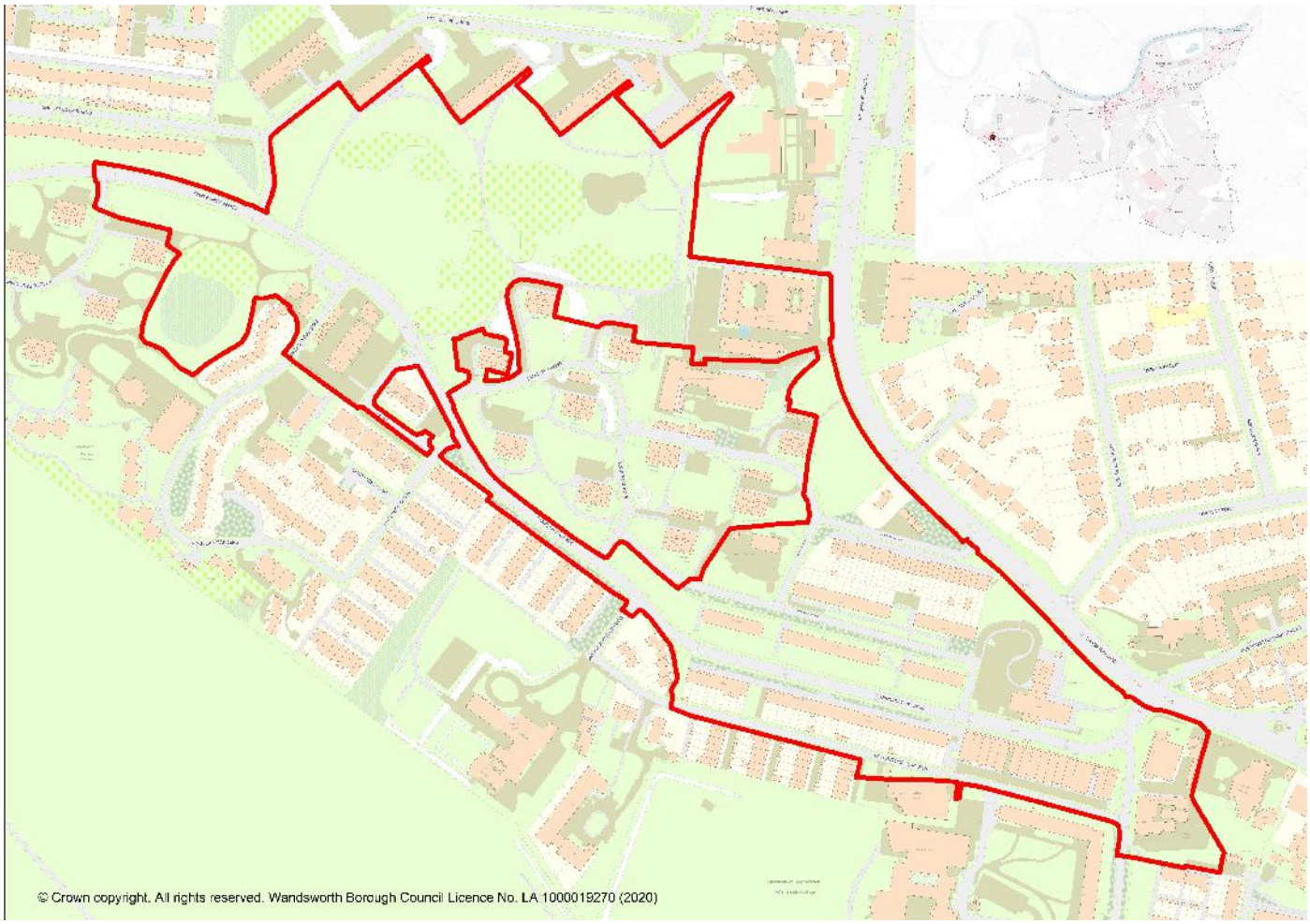
RO1 Alton West Intervention Areas, Roehampton, SW15

Site Description

9.13 The site is located to the north east of Richmond Park Golf course beyond which lies Richmond Park and is bounded by Roehampton Lane and St Joseph's RC Church to the East; Highcliffe Drive to the North; Laverstock Road, Hersham Close, Danebury Avenue and Minstead Gardens to the South and Tuncliffe Crescent to the West. The site includes a number of existing buildings - Allbrook House and residential properties in Danebury Avenue, Portswood Place, Harbridge Avenue, and Roehampton Lane; the Roehampton Library; the Roehampton Base and Roehampton Youth Club; the Roehampton Boys Supporters Club; 166-168 Roehampton Lane (Nursery and Children's Centre); Alton Medical Practice; Danebury Avenue Surgery; commercial properties in Danebury Avenue and Portswood Place; and the Alton Activity Centre. It also includes Downshire Field open space. Site Area: 12.5ha (including Downshire Field (4.9ha)).

Site Allocation

9.14 Mixed-use, housing-led regeneration of the area through a collaborative masterplan process to include a mix of housing, new retail and employment uses, new and improved community facilities open space and public realm improvements. The development should contribute towards providing significant levels of additional housing in the area, including replacement and new affordable housing and meet the vision and objectives set out in the Roehampton and Alton Estate Regeneration Area Strategy with the opportunity for the provision of a cultural anchor space as part of a new civic focus at the heart of the development.



Map 9.2 RO1 Alton West Intervention Areas, Roehampton, SW15

Development Considerations

9.15 Open Space –

- The existing green space at the junction of Danebury Avenue and Roehampton Lane does not function well. 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.
- Downshire Field will be enhanced as an open landscape.
- Proposals should consider the relocation of the bus stands on Danebury Avenue adjacent to Downshire Field to improve the visual connectivity of the surrounding open spaces and heritage assets. Enhancements are required to the public realm to create a more inclusive and high-quality pedestrian environment.

9.16 Parking - A car club should be provided for residential/commercial uses and the surrounding area.

9.17 Public Transport - Any redevelopment will require improved bus services and supporting facilities (stops, stands and drivers' facilities) and provision/funding for these will need to be considered in consultation with TfL. Bus service enhancements, especially to link with Barnes and Putney stations are considered necessary (by TfL) should redevelopment of the site involve any additional users/occupiers of the site.

9.18 Active Travel – Any redevelopment will 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.

9.19 Access - Any comprehensive redevelopment would present opportunities for substantial improvements to the highway layout in this area.

9.20 **Relevant Management Plans** - Proposals should make reference to the regeneration principles outlined in the Alton Area Masterplan.

9.21 **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

9.22 **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: new and improved high-quality housing; improved quality of retail, service and community facilities; strengthen and repair the special qualities of the Estate; conserve and enhance existing heritage assets; 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. 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.

9.23 **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. The existing bus turnaround should be relocated to a suitable location.

9.24 **Context** - Development proposals should be in keeping with the scale and character of the area and integrate with existing development.

9.25 **Identity and Architectural Expression** - The architectural style of new buildings should respect and complement the character of the area in terms of materiality and built form.

9.26 **Site Layout** - The site layout should take account of topography and existing landscape features and build on the existing street layout to create stronger building frontages. A key requirement will be to upgrade existing streets and create new streets, public spaces and pedestrian links to make them more high-quality, convenient and usable.

9.27 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-E2-01. The maximum appropriate height range for the zone is 7 to 9 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-E2-02 (which acts as a transition zone to tall building zone TB-E2-01), and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-E2-04 (which acts as a transition zone to tall building zone TB-E2-01), and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

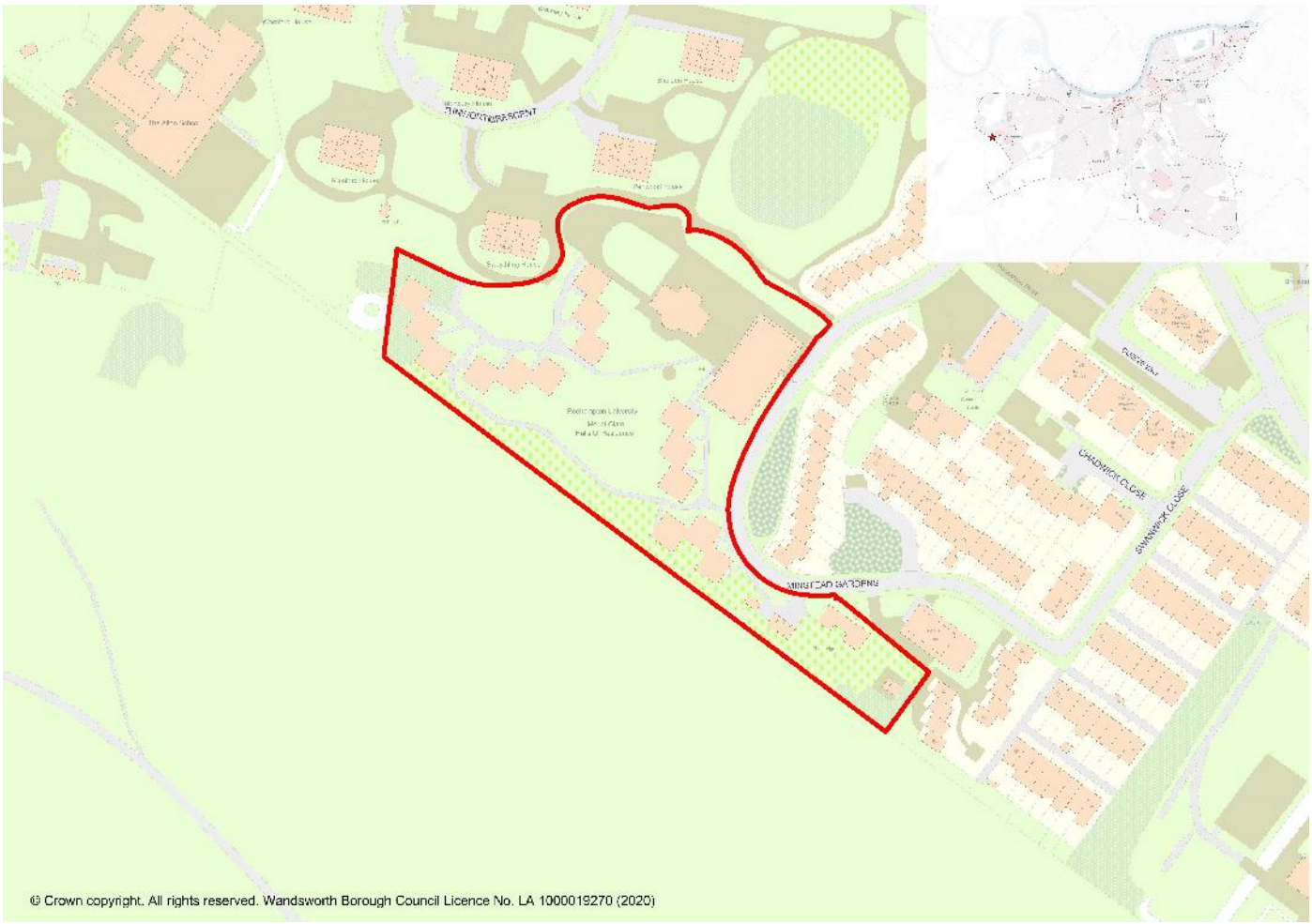
RO2 Mount Clare, Minstead Gardens, Roehampton, SW15

Site Description

9.28 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. Site Area: 1.57ha.

Site Allocation

9.29 Mixed-use development with residential uses.



Map 9.3 RO2 Mount Clare, Minstead Gardens, Roehampton, SW15

Development Considerations

9.30 **Uses** - Any proposals must consider the future role of the Doric Temple and provide a scheme for its long-term management and maintenance

9.31 **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

9.32 **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.

9.33 **Massing** – Any development will need to respect the scale and setting of the heritage assets.

9.34 **Nature** – Redevelopment should consider reinstating the pond in front of the Temple to improve the biodiversity value of the site.

9.35 **Building heights -** In accordance with the tall and mid-rise building maps in Appendix 2, the site is not located in a tall or mid-rise building zone. Development proposals for tall or mid-rise buildings will not be supported.

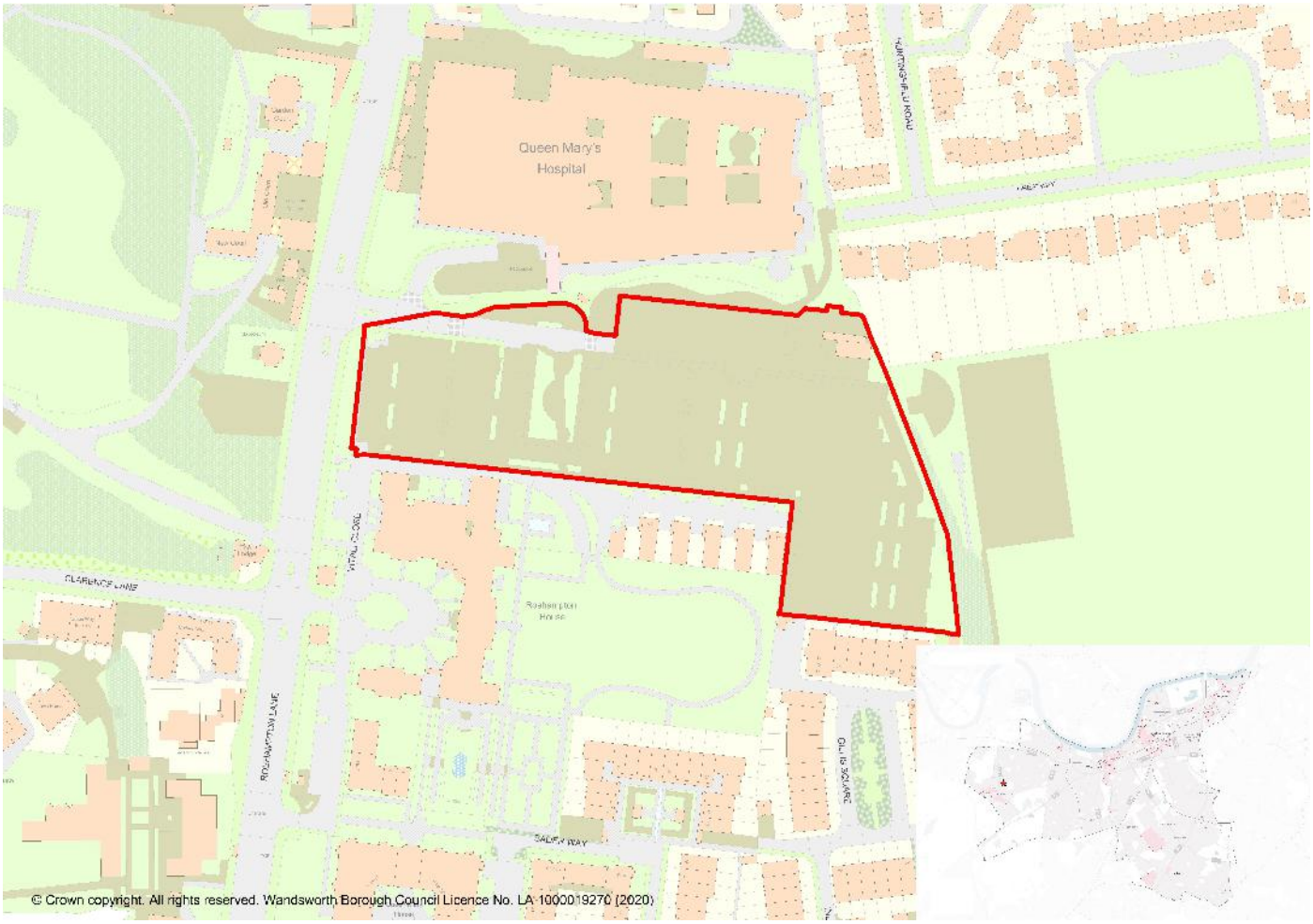
RO3 Queen Mary's Hospital car park, SW15

Site Description

9.36 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. Site Area: 1.62ha.

Site Allocation

9.37 Reprovision of the existing car parking with additional medical buildings and mixed-uses. Any non-healthcare uses should only be permitted where it can be demonstrated in the context of an agreed Estate Strategy that the land is not needed for healthcare-related uses. Redevelopment provides the opportunity to create stronger links and access to the hospital.



Map 9.4 RO3 Queen Mary's Hospital car park, SW15

Development Considerations

9.38 **Open Space** – Consideration for the Special Area of Conservation (SAC) in Roehampton Vale will be important to any redevelopment.

9.39 **Parking** - Measures to encourage active travel and the use of public transport will be strongly supported. Car parking provision for healthcare uses should achieve a balance between meeting essential needs for patients, staff and visitors and encouraging modal shift away from the private car

Design Requirements

9.40 **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.

9.41 **Context** – The site lies within the curtilage of Grade I listed Roehampton House, to the south of the site, which is a significant heritage asset. The impact on its significance, setting and views must be considered as part of any proposal.

9.42 **Site Layout** – Proposals should achieve an appropriate balance of buildings and open spaces.

9.43 **Nature** - More trees and greening need to be provided facing onto Roehampton Lane and throughout the site.

9.44 **Building heights** - In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-E1-02, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

10 Area Strategy for Balham

BA1 Sainsbury's car park, Bedford Hill

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 is 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 well-designed 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 well-being 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 10.2 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 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.

10.4 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) and 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.

10.5 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% in 2018 - comparable with the then UK average, but above that for the Greater London Authority (GLA) area (8.6%). In 2020 – under early conditions of lockdown in response to the pandemic – longer-term vacancy was estimated to have risen to 14%. 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.

10.6 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, though 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.

10.7 The presence of rail and underground stations, combined with bus routes, enable excellent access to public transport in Balham. The stations act as a transport interchange for the local community and visitors. 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 streetscene and attract a lot of private vehicle travel on the main road, which in turn has 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, and there is also insufficient provision of local cycle lanes, which would provide an easy access to nearby amenities for the local community.

Character

10.8 Balham is characterised by 3-4 storey 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 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.

10.9 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 10.3 Street trees provide a sense of relief from the surrounding urban streets

10.10 Although many landmarks remain in place, Balham suffered 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 is 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 is needed. Some of these buildings create a poor welcome into the town centre, which highlights a need for a more defined gateway to the 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

10.11 Current place performance for Balham is presented in the diagram below

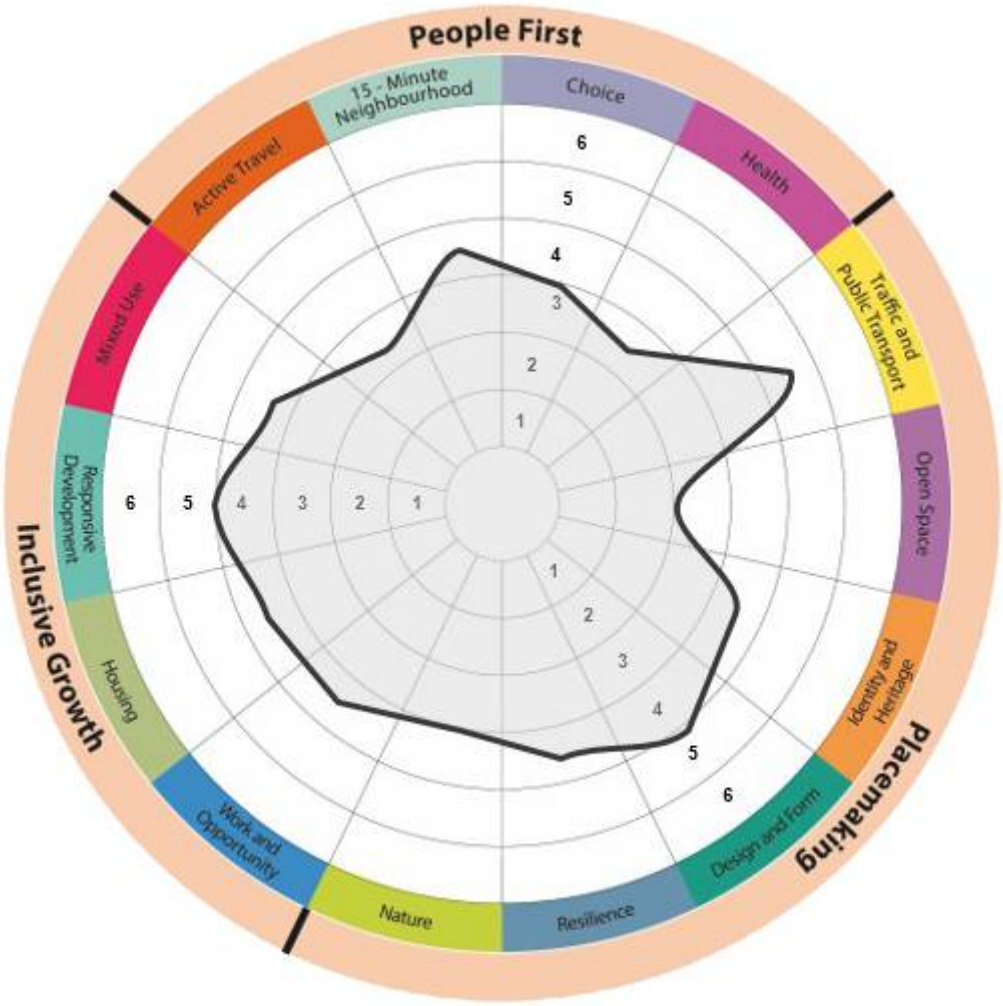


Figure 10.1 Balham Place Performance

Vision

10.12 The Area Strategy for Balham will meet the vision and objectives of the Local Plan by:

1. 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;
2. providing an inclusive and connected public realm/open space and encourage urban greening to create a pleasant and people-focused urban environment;
3. supporting measures to reduce the dominance of cars and improve opportunities for active travel, capitalising particularly on the location's comprehensive cycling links; and
4. 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

A. Placemaking

1. 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 and public realm improvements to frame the main entrance to the area. Public realm improvements to the eastern end of the Town Centre should aim to reduce the dominance of existing surface car parking. Public realm improvements to the southern end of the Town Centre should aim to distinguish between the identities of Tooting Bec and Balham.
2. 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.
3. 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.
4. 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.
5. Development 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. Its operation must not be negatively impacted by any proposals.
6. Loss of public open space will be resisted and opportunities to create additional public open space and public realm enhancements will be supported, particularly where biodiversity and ecological improvement can also be realised.
7. Development proposals for tall or mid-rise buildings in Balham will only be supported in zones identified in Appendix 2. Any proposal for a tall or mid-rise building will need to address the requirements of Policy LP4 (Tall and Mid-rise Buildings) as well as other policies in the Plan as applicable.
8. Development proposals will be required to respect and enhance the views and vistas established in the Urban Design Study (2021).

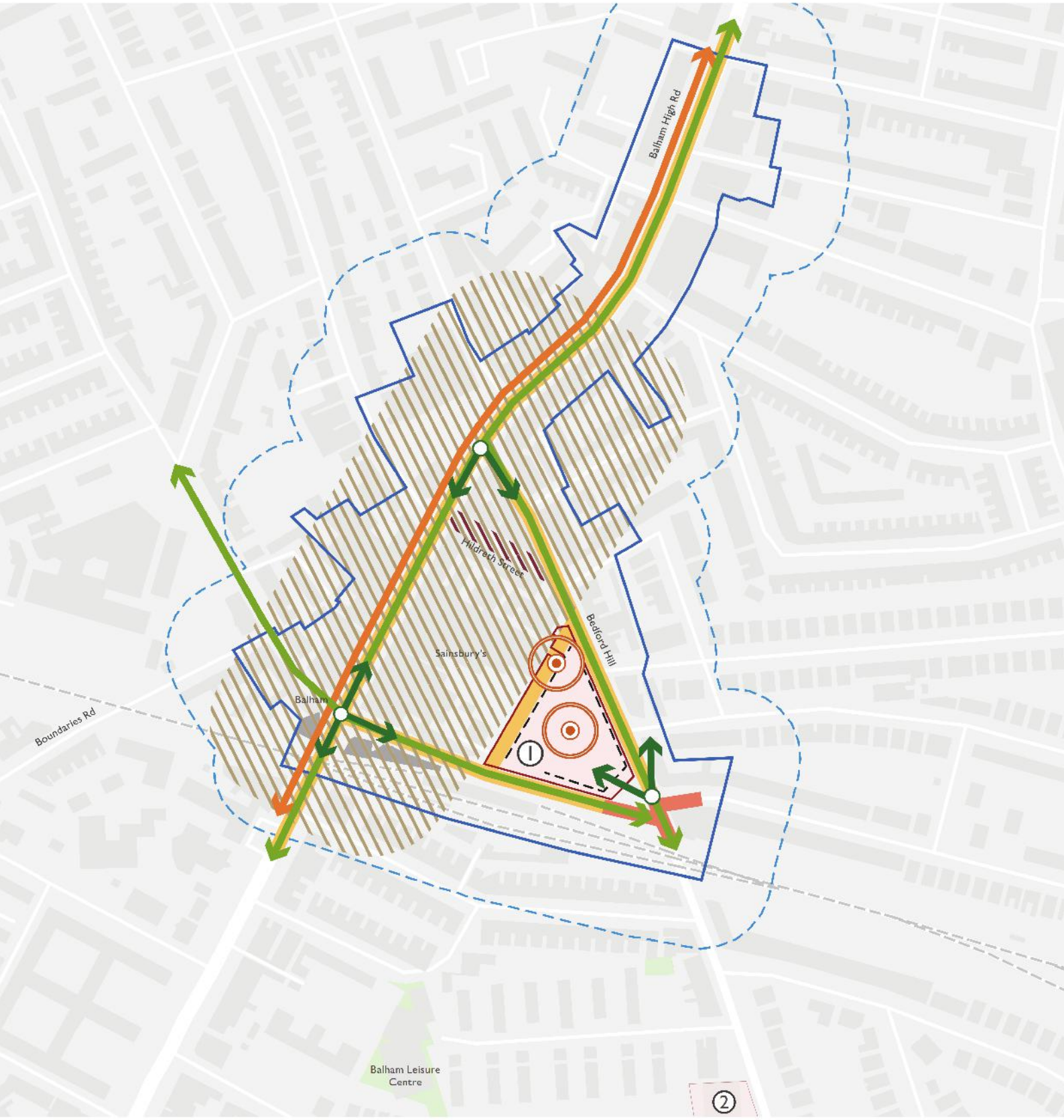
B. Inclusive Growth

1. Development within Balham will help meet the borough's housing target, as set out in Local Plan Policy SDS1. The area has capacity to provide 48 homes by 2032/2033, over the first 10 years of the Plan period.
2. 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.
3. Proposals for cafes, restaurants and 'twilight' evening uses will be encouraged particularly on 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.
4. 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.

C. People First

1. New cultural uses will be promoted, including through the 'meanwhile use' of vacant spaces. 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.
2. Development should promote active travel by creating more space for pedestrians and cyclists, 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.
3. 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.
4. Improvements to Cycle Superhighway 7 on the A24 corridor, and other local cycle lanes which do not adversely affect local businesses will be supported. 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.
5. Proposals should deliver and/or fund additional cycle parking provision in the town centre and near the station.

Map 10.1 Spatial Area Map: 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
- Area Strategy Boundary

Site Allocations

BA1 Sainsbury's Car Park, Bedford Hill, SW12

Site Description

10.13 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. Site Area: 0.63ha.

Site Allocation

10.14 Mixed use development including residential, commercial, cultural, community and open space with re-provision of the car park in ground floor podium. Development would trigger cultural obligations that should be used enhance the existing adjacent local cultural offer.



Map 10.2 BA1 Sainsbury's Car Park, Bedford Hill, SW12

Development Considerations

10.15 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.

10.16 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 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.

10.17 **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

10.18 **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.

10.19 **Context** – The design should reflect Balham's character which derives from a tight knit urban grain based on 6m plot front frontages.

10.20 **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.

10.21 **Site Layout** - A triangular-shaped perimeter block with retail/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 commercial uses on the ground floor. Whilst some retail/commercial 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.

10.22 **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.

10.23 **Nature** - Green roofs should be provided to the built form to enrich biodiversity and trees should be planted to frontages.

10.24 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-A1a-01. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-A1a-01 (which acts as a transition zone to tall building zone TB-A1a-01) and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements

of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

11 Area Strategy for Wandsworth's Riverside

RIV1	Former Prices Candles Factory, 110 York Road, Battersea
RIV2	Dovercourt site, York Road
RIV 3	11-25 Chatfield Road and 41-47 Mendip Road
RIV 4	Gartons Road Industrial Estate, Gartons Way
RIV 5	York Road Business Centre, Yelverton Road
RIV 6	Lombard Road
RIV 7	Travis Perkins, 37 Lombard Road
RIV 8	19 Lombard Road, 80 Gwyne Road
RIV 9	The Chopper PH, 58-70 York Road
RIV 10	200 York Road, Travelodge Hotel
RIV 11	Battersea Church Road / Crewkerne Court Garage, Somerset Estate

Introduction

11.1 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 enjoy the views of the Thames. Despite the riverside's unique setting and importance to the borough, improvements to this area can still be made. The Area Strategy sets out the overall vision for how Wandsworth's Riverside can realise those improvements 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 the 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, to stimulate further enhancements to the riverside's particular qualities, and to better connect it to the borough's existing and emerging town centres. The area intersects with several of the Area Strategies discussed above, mostly notably 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 the Area Strategy for Wandsworth's Riverside, but are not repeated here.

Context

11.2 The borough has five miles 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 alongside economic and commercial floorspace.



Picture 11.2 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 well established at Putney Wharf, Wandsworth Riverside Quarter/Point Pleasant, and Ransome's Dock. 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 which complement the borough's centres and 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 high-quality public spaces; and providing new economic floorspace targeted at SMEs. Collectively, this investment has seen parts of the riverside benefit from an improved public realm, which is better designed to make use of the amenities offered by the riverside.

11.4 Despite this success, there remain sections with unrealised placemaking potential, and the Area Strategy sets out policies and allocations to support their continued structured regeneration, making them destinations that are accessible to a wider range of local residents and visitors by supporting their local economy. The area with the greatest

opportunity for change lies to the north of Wandsworth Town, in the Wandle Delta sub-area, which is being cohesively planned through the Wandsworth Town Area Strategy. There also remains a stretch, focused on 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 transform through residential-led mixed-use development, including with the scope for some tall buildings. As in other Focal Points of Activity, these uses should seek to create activity and vibrancy on the ground-floor, with restaurants, cafes, bars and cultural spaces optimising the attractiveness 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 as-of-yet unknown longer-term impact of the COVID-19 pandemic – the scale of these uses should be limited to serving local needs only. Accordingly, 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, including Tavaziva Dance, BBO Dance and the Royal Academy of Dance (which will relocate to York Road), as well as the Royal College of Art Battersea, which is located further downstream in the Ransome's Dock Focal Point of Activity. This cultural provision and its employment, educational and economic dimensions, give the area a strategic significance which opens an opportunity to build a creative quarter in and around the riverside. Specific cultural guidance has been developed for the Lombard Road / York Road Focal Point of Activity, which is focused 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. A similar approach is welcomed along the whole of the riverside to promote coherence. 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 role of the area remains. 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, existing economic floorspace should continue to be retained to serve 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 than other industrial uses, and would generate vitality and create new economic opportunities which meet the borough's identified need.



Picture 11.3 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 through its five working wharves: Western Riverside Waste Transfer Station and Pier Wharf in Wandsworth and Cringle Dock, Kirtling Wharf and Middle Wharf at Nine Elms, all of which are safeguarded within the Local Plan for the transhipment of waterborne freight, including 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 sub-area and Nine Elms, and it is important to minimise the conflict between new development and the wharves to protect their important function to both the borough and London.

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 sewage from polluting the River Thames every year. The project, which has six large construction sites mainly located in the riverside area, will provide positive lasting legacy delivering environmental improvements, jobs, skills and economic investment. The sites will be transformed into new public open spaces, including new promontories in the Thames at Putney embankment and Nine Elms (Heathwall Pumping Station), 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, ensuring that the relationship between the sites and their surroundings is 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 river, 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. The Port of London Authority have designated the area around

Putney as a 'sport opportunity zone' within their Thames Vision, which promotes and aligns with the opportunities for water-based sports and recreation along Putney Embankment. The section of the Thames River between Putney Bridge and Chelsea Bridge is also designated as an "extended Sport Opportunity Area" within the Thames Vision.

11.10 The River Thames and its tributaries are a major 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 respect this function, seeking to enhance and develop these linkages and the river's ecological and nature conservation value.

11.11 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 the 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. There is scope for enhancements to existing riverbus services to serve the growing population in riverside developments.

Character

11.12 The Area Strategy encompasses the entirety of Wandsworth's Riverside. Reflecting the geographic extent of the area, its character is varied: it encompasses the human-scale frontages and boathouses in Putney; large-scale modern residential development and industrial buildings in Wandsworth Town and; the outstanding landscape interest of Battersea Park, an area undergoing a significant change and evolution in Nine Elms.

11.13 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, and 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.

11.14 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 environment 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. Similarly to Putney Embankment, there are 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.

11.15 Further to the east is Battersea Riverside. It is generally characterised by a 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 this 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 a coherent, distinctive historic character. In addition, it provides valuable space for gathering, eating and drinking, creating 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, downstream of Battersea Bridge.



Picture 11.4 The visual interest, colour and richness provided by the wharves.

11.16 Further to the east 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. These combine to provide a high scenic quality and a feeling of serenity and tranquillity, with the promenade along the Thames popular for walking.

11.17 At the eastern 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.

Vision

11.18 The Area Strategy for Wandsworth's Riverside will meet the Vision and Objectives of the Local Plan by:

1. shaping the riverside's evolution, raising its quality to become a thriving area of remarkable public space.

2. 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 and 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;

3. increasing opportunities for people to enjoy and directly interact with the river through the creation of targeted points of interest along the riverside walk act as local destinations and encourage activity along its length;

4. promoting residential-led redevelopment to provide new housing, with a mix of small-scale commercial uses in Focal Points of Activity to bring vibrancy to these areas and meet the needs of local residents;

5. connecting the riverside with Wandsworth Town and Wandle Delta, and promoting its use and setting for eating and drinking, cultural and leisure uses; and

6. supporting river-related activity including for sport, leisure, business and transport uses.

PM9 Wandsworth's Riverside

A. Placemaking

1. New development should conserve and enhance the elements and existing feature's that contribute to Putney Riverside's strong character, distinctive sense of place and high-quality townscape. Proposals should:

    a. respect the scale and proportions of the existing period buildings and streetscape which is fundamental to the character of the area;
    b. protect the openness and framing of vistas towards the river, along Putney Embankment;
    c. maximise use of natural materials to integrate with the quality and natural feel of the existing townscape - including stone, timber, period brickwork and planting; and
    d. ensure good maintenance of building façades, particularly where they present an active frontage to the Thames Path;
    e. provide high-quality public realm, including street furniture which is distinctive to the area; and
    f. contribute to the valued leisure functions, including water uses, walking and cycling.

2. At Site Allocations WT1 - WT17 in the Area Strategy for Wandsworth Town and in the vicinity of Lombard Road (Site Allocations RIV1 – RIV9 in this Area Strategy),development proposals should, where appropriate:

    a. create a positive front to the water, with active ground floor uses and continuation of the public riverside walk;
    b. have distinctive character that creates remarkable landmarks;
    c. provide excellent and inviting public realm as part of a coherent strategy rather than spaces between buildings;
    d. preserve linear views along the river; and
    e. create references to historic pattern, uses and elements where possible to bring coherence, legibility and integrity.

3. Where appropriate, development proposals should:

    a. retain, respect and restore the historic elements of St Mary's Church, Battersea, and surrounding green space.
    b. enhance the sense of place and focus at Plantation Wharf to aid legibility and quality of experience at this part of the river.

4. Development proposals for tall or mid-rise buildings in Wandsworth's Riverside will only be supported in zones identified in Appendix 2. Any proposal for a tall or mid-rise building will need to address the requirements of Policy LP4 (Tall and Mid-rise Buildings) as well as other policies in the Plan as applicable.
5. Development proposals will be required to respect and enhance the views and vistas established in the Urban Design Study (2021).
6. Opportunities to enhance the experience and quality of the public realm through carefully considered, well designed proposals that can create beautiful, high-quality, well-designed, accessible, and inclusive public spaces are encouraged. These should provide elements that encourage dwell time, such as seating, parklets and public art, which facilitate community and cultural use. Proposals should use imaginative landscape design that can contribute to the greening of these spaces.
7. 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.

8. Development on the riverside should have regard to the aims of the All London Green Grid (ALGG) and the opportunities identified in their relevant area frameworks (Arcadian Thames, Wandle Valley, & Central London).
9. The Thames Tideway Tunnel project will be supported through to completion 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 wider setting; 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.

B. Inclusive Growth

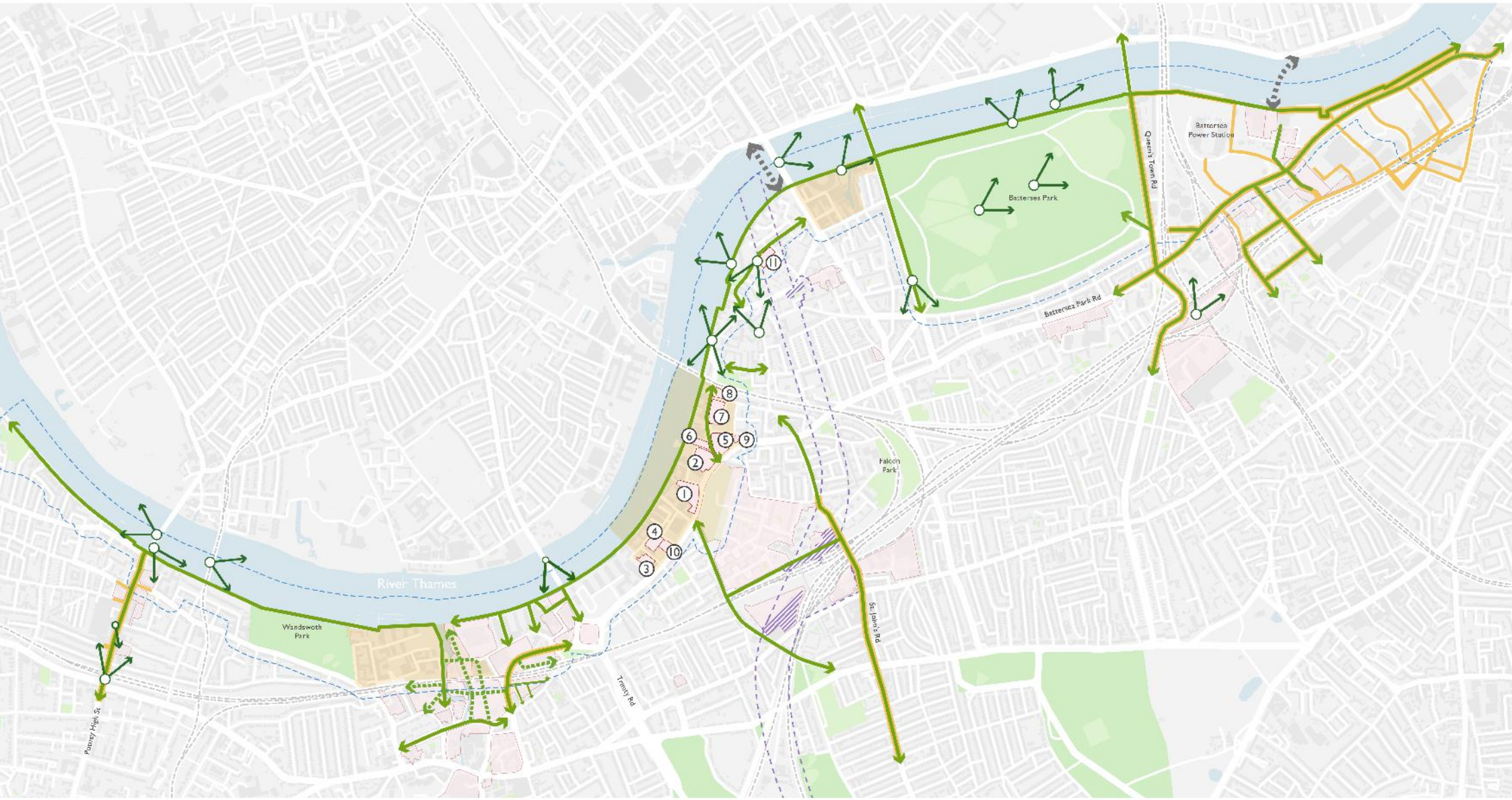
1. Development within Wandsworth's Riverside will help meet the borough's housing target, as set out in Local Plan Policy SDS1. The area has capacity to provide 904 homes by 2032/2033, over the first 10 years of the Plan period.
2. Promote and protect mixed-uses including restaurants, cafés and pubs in Battersea Square to maintain a sense of activity and vibrancy that reflects its designation as an Important Local Parade.
3. 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.
4. Existing economic floorspace within the Economic Use Protection Areas, Focal Points of Activity, and railway arches should be protected, and redevelopment should explore the opportunity for the intensification of industrial uses, where appropriate. Where economic floorspace is provided, this should incorporate affordable creative workspace and support the incubation and growth of new creative businesses.
5. 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.
6. Urban Logistics Hubs will be supported in accordance with LP49 (Sustainable Transport). The location of these facilities should not conflict with adjoining uses or impact on the character of the area.
7. The use of the river for the transport of passengers as well as large- and small-scale freight will be supported.

C. People First

1. 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.
2. Opportunities will be sought to increase public access to the waterfront across the length of the riverside, and especially from 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.
3. Opportunities will be sought to improve crossings over Lombard and York Roads.
4. The cultural heritage of the river will be celebrated as an intrinsic part of Wandsworth's story. 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 GLA/PLA River Thames Cultural Vision and the Arts and Culture Strategy 2021-31 to create a sense of coherence between the many different elements along the riverside.
5. Opportunities to enrich the experience of the river through public art and interpretation of the heritage assets will be sought and supported along the length of the riverside.

6. Development / renewal proposals affecting Battersea Park or its setting should refer to the most up-to-date Battersea Park Management and Maintenance Plan, which sets out actions to conserve and enhance the Park.
7. Opportunities for increased water-based travel and use of the water for business will be supported in line with requirements of the London Plan. The Council will support improvements to Wandsworth Riverside Quarter pier and access to Putney Pier.

Map 11.1 Overarching Spatial Area: Wandsworth's Riverside



Public realm and active travel

- Existing route
- Active travel enhancement
- Valued view and vista
- Proposed new pedestrian and cyclist bridge

Transport infrastructure

- Crossrail 2 Safeguarding Area (2015 Direction)
- Crossrail 2 Area of Surface Interest

Growth location

- Focal Point of Activity
- Site Allocation Boundary
- ① Former Prices Candles Factory, 110 York Road, Battersea, SW11 (Ref: RIV1)
- ② Doversourt site, York Road, SW11 (Ref: RIV2)
- ③ 41-47 Chatfield Road, SW11 (Ref: RIV3)
- ④ Gartons Industrial Estate, Gartons 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/ Crewkerne Court Garage, Somerset Estate, SW11 (Ref: RIV11)

Background information

- Metropolitan Open Land
- Other open space
- Area Strategy Boundary

Site Allocations

RIV1 Former Prices Candles Factory, 110 York Road, Battersea, SW11

Site Description

11.19 This site is bounded to the east by York Road and to the north by Bridges Court Road. 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. Site Area: 0.79ha.

Site Allocation

11.20 Development in line with the Focal Points of Activity policy, including residential use, with active frontages including small-scale retail, restaurants and bars, and new public space leading to the Thames riverside.



Map 11.2 RIV1 Former Prices Candles Factory, 110 York Road, Battersea, SW11

Design Requirements

11.21 **Built Form** - New buildings should be arranged to provide a generous new public space leading to the Thames riverside defined by active frontages. This means that new buildings should be set back from and face Bridges Court Road and York Road with frontages that include active uses at ground floor level with frequent entrance doors and windows.

11.22 **Movement** - Improvements to pedestrian links between York Road and the Riverside Walk will be sought and improvements to Bridges Court Road and its junction with York Road will also be required.

11.23 **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.

11.24 **Heritage Asset -** Development on this site should consider the architecture and scale of the locally listed Candlemakers Apartments located opposite.

11.25 **Building heights** - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B2-06. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

RIV2 Dovercourt site, York Road, SW11

Site Description

11.26 The site is bounded to the east by York Road and to the north by Lombard Road and Bridges Court Road. 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. Site Area: 0.78ha.

Site Allocation

11.27 Development, to include residential use and new public open space, with replacement economic uses. New route connecting York Road to Bridges Wharf.



Map 11.3 RIV2 Dovercourt site, York Road, SW11

Development Considerations

11.28 **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.

Design Requirements

11.29 **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.

11.30 Movement -

- Improvements to Bridges Court Road to bring the road up to an adoptable standard will be sought, along with potential further pedestrian links between York Road and Bridges Court Road leading to the Riverside Walk and improvements to the junction of Bridges Court Road with York Road.
- 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 frontages to existing streets and to new public space. This means that new buildings should face Bridges Court Road, Lombard Road, York Road and the new route through the site will have active frontages that include frequent entrance doors and windows.

11.31 Building heights - In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B2-05. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

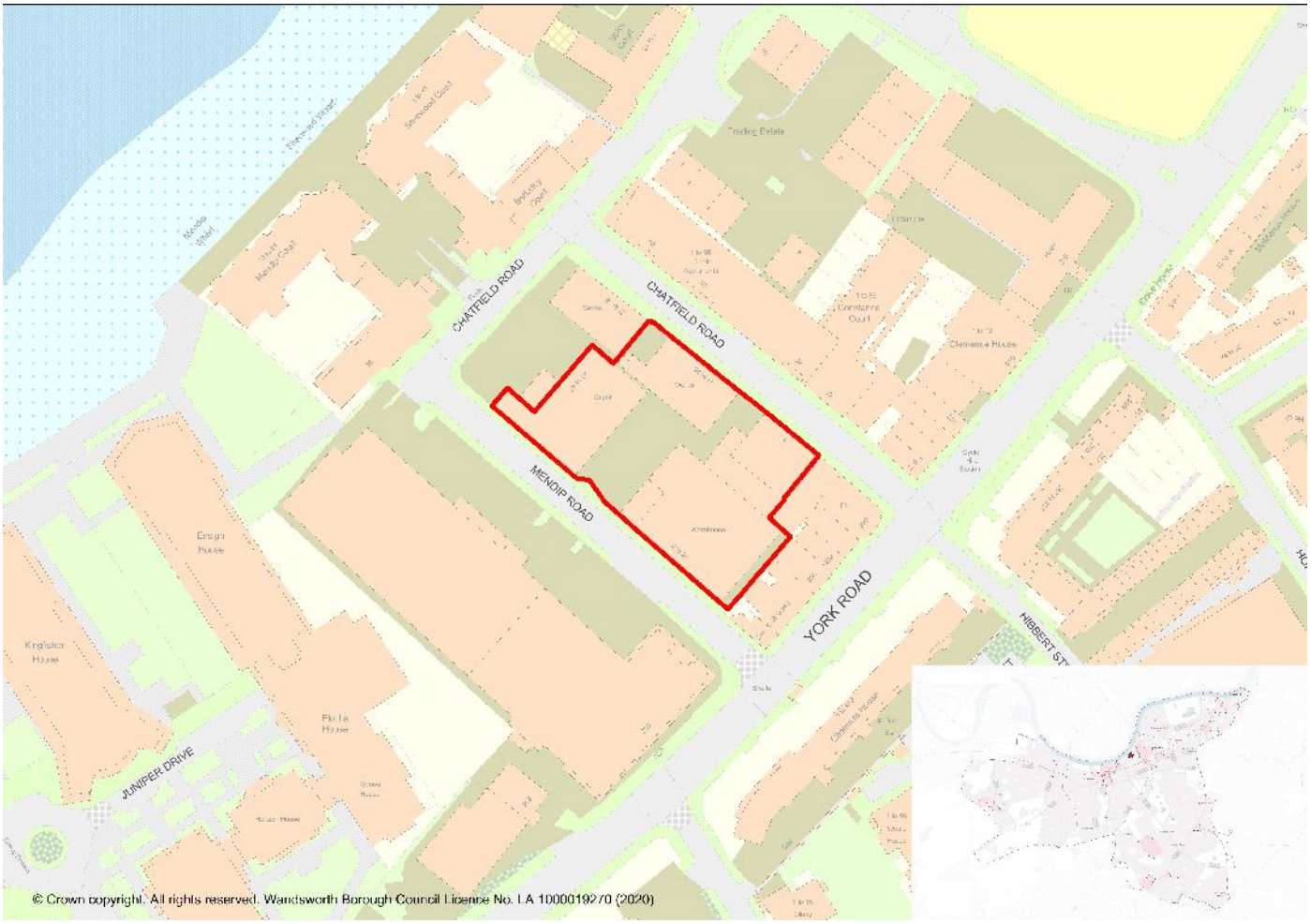
RIV3 11-25 Chatfield Road and 41-47 Mendip Road, SW11

Site Description

11.32 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. Site Area: 0.31ha.

Site Allocation

11.33 Development, with economic uses on the ground floor and residential to upper floors. 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.



Map 11.4 RIV3 11-25 Chatfield Road and 41-47 Mendip Road, SW11

Design Requirements

11.34 **Movement** - The existing street pattern provides the basis for a tight knit development with frontages to both Chatfield and Mendip Roads. Improvements to the footway around the frontages of the development will be sought.

11.35 **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 development and a high standard of residential accommodation, taking into account amenity and space standards, and appropriate parking provision.

11.36 Building heights - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B2-06. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

RIV4 Gartons Industrial Estate, Gartons Way, SW11

Site Description

11.37 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. Site Area: 0.36ha.

Site Allocation

11.38 Development, incorporating replacement economic floorspace including affordable creative workspace, and residential with new public space.



Map 11.5 RIV4 Gartons Industrial Estate, Gartons Way, SW11

Design Requirements

11.39 **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.

11.40 **Relationship with other allocated sites** - This site is adjacent to 200 York Road (Ref: RIV9), 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.

11.41 **Building heights** - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B2-06. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of

developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

RIV5 York Road Business Centre, Yelverton Road, SW11

Site Description

11.42 The site is bounded to the east by York Road and Yelverton Road, and to the west by Lombard Road. To the south of the site is the Lombard Road and York Road junction. To the north of the site is Holman Road. The site is used for industrial and storage uses. Site Area: 0.70ha.

Site Allocation

11.43 Development incorporating replacement economic floorspace and residential use.



Map 11.6 RIV5 York Road Business Centre, Yelverton Road, SW11

Development Considerations

11.44 **Parking** - Development will be expected to promote access and use by sustainable transport modes, including provision of a car club.

Design Requirements

11.45 **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.

11.46 Building heights - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B1-03. The maximum appropriate height range for the zone is 7 to 20 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

RIV6 36 Lombard Road, SW11

Site Description

11.47 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. Site Area: 0.30ha.

Site Allocation

11.48 Development, including residential and replacement economic floorspace.



Map 11.7 RIV6 36 Lombard Road, SW11

Design Requirements

11.49 **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. Development should be sensitive to the proximity of adjoining residential buildings and the need to protect resident's amenity.

11.50 **Building heights** - In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B2-05. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The

height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

RIV7 Travis Perkins, 37 Lombard Road, SW11

Site Description

11.51 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. Site Area: 0.61ha.

Site Allocation

11.52 Development incorporating replacement economic floorspace and residential use alongside improvements to the amenity and appearance of the adjacent open space. Economic 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.



Map 11.8 RIV7 Travis Perkins, 37 Lombard Road, SW11

Design Requirements

11.53 **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. 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.

11.54 **Building heights** - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B1-03. The maximum appropriate height range for the zone is 7 to 20

storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

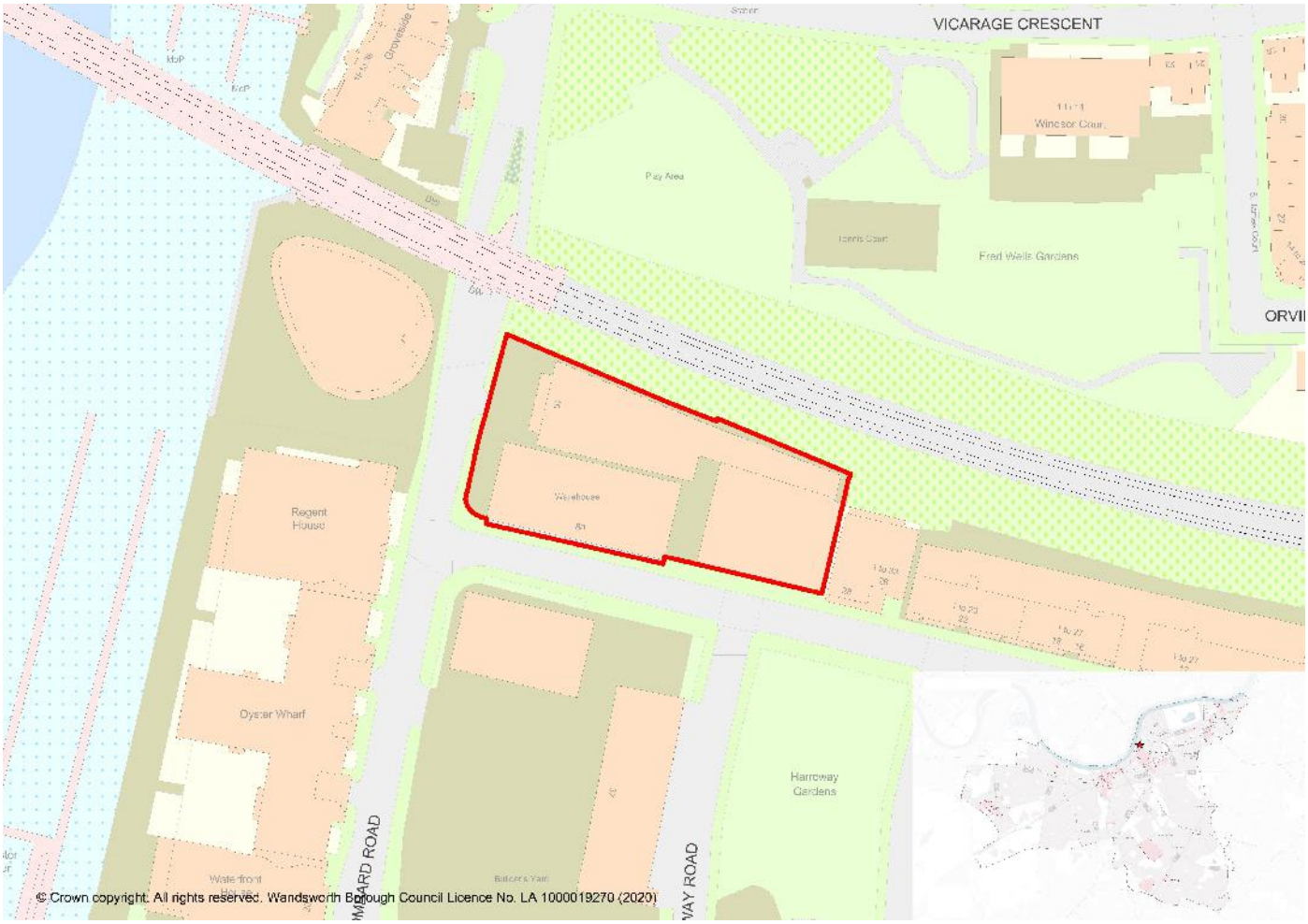
RIV8 19 Lombard Road, 80 Gwynne Road, SW11

Site Description

11.55 The site is north of Gwynne Road, east of Lombard Road, and south of railway 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. Site Area: 0.30ha.

Site Allocation

11.56 Development incorporating replacement economic floorspace and residential use. 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.



Map 11.9 RIV8 19 Lombard Road, 80 Gwynne Road, SW11

Design Requirements

11.57 **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.

11.58 **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.

11.59 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.

11.60 Building heights - In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-03. The maximum appropriate height range for the zone is 7 to 20 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

RIV9 The Chopper P.H., 58-70 York Road, SW11

Site Description

11.61 The site is north of York Road, to the east of Yelverton Road and south of Holman Road. Site Area: 0.08ha.

Site Allocation

11.62 Development including residential. New buildings should define all street frontages with active uses at ground floor level.



Map 11.10 RIV9 The Chopper P.H., 58-70 York Road, SW11

Design Requirements

11.63 **Built Form** - 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.

11.64 **Building heights** - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B1-03. The maximum appropriate height range for the zone is 7 to 20 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

RIV10 200 York Road, Travelodge Hotel, SW11

Site Description

11.65 The site is bounded to the east by York Road and to the north by Gartons Way. To 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. Site Area: 0.25ha.

Site Allocation

11.66 Residential development and commercial uses that include opportunities for affordable creative workspace.



Map 11.11 RIV10 200 York Road, Travelodge Hotel, SW11

Development Considerations

11.67 **Relationship 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

11.68 **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.

11.69 Building heights - In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B2-06. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).

RIV11 Battersea Church Road / Crewkerne Court Garage, Somerset Estate, SW11

Site Description

11.70 The site is just south of the junction of Battersea Church Road and Bolingbroke Walk and is surrounded by residential development. The site is used as playing pitches, open space and residential garages. Site Area: 0.36ha.

Site Allocation

11.71 Residential development with the provision of play facilities and parking facilities.



Map 11.12 RIV11 Battersea Church Road/ Crewkerne Court Garage, Somerset Estate, SW11

Development Considerations

11.72 **Parking** – Parking provision should not increase with development, should serve the needs of the development, and the inclusion of car club and electric vehicle charging points is encouraged.

Design Requirements

11.73 **Built Form** – Development should front onto Battersea Church Road with existing games pitches moved further into the site away from the main roads.

11.74 **Movement** – Connections should be created on the western frontage that help people cross Battersea Church Road and access the Thames riverside.

11.75 Nature – The two large mature trees on the corner of Bolingbroke Walk and Battersea Church Road should be retained as part of any proposal.

11.76 Building heights

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-05. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B1-10 (which acts as a transition zone to tall building zone TB-B1-05) and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

12 Area Strategy for Wandle Valley

WV1 Riverside Business Centre and Former Bingo Hall, Bendon Valley

Introduction

12.1 The Wandle Valley is a valuable asset for Wandsworth, which provides both an important environmental and ecological resource, as well as accommodating much of the borough's strategic 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 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.

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 12.2 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 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 designated as a 'Strategic Industrial Location', 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 will help to strengthen investor confidence.

12.4 All of these industrial locations benefit from good access to the Transport for London Road 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 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 small and medium sized enterprises (SMEs), for which the LSIAs and SIL already provide an important source of land and floorspace. The ease of access to the TLRN makes many of these sites particularly suitable for storage and distribution uses, which is the industrial 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 Local Plan (Employment and Industry Document) 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, close to Wandsworth Town Centre, has the potential to contribute to the wider strategic regeneration ambitions and reconnecting with the Wandle, a process which has begun with the redevelopment of the Ram Brewery further north.



Picture 12.3 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, the value of the Wandle Valley as a strategic ecological resource for the borough and London is now recognised. 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; working with landowners to allow greater safe 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, 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. Pedestrians 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 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 12.4 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 edges of 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:

1. balancing the demands for formal and informal recreation with the need to conserve features of nature conservation and cultural heritage importance;
2. enhancing the green space network, creating a place, rich in heritage, where people are proud to live, work and play;
3. maximising opportunities for healthy living by improving access and quantity of good quality public realm and greenspace;
4. enhancing the local economy by using the environment to encourage employment, training, apprenticeships and enterprise; and
5. protecting the strategic reservoir of industrial land and premises within the area, while creating opportunities to intensify and modernise this provision.

PM10 Wandle Valley

A. Placemaking

1. Wandle Valley has the potential to incorporate targeted growth and new development as long as this:
   a. does not reduce the quantity or quality of open space;
   b. respects the setting of the parks; and
   c. respects the recreation and leisure function of the area.
2. Development proposals for tall or mid-rise buildings in the Wandle Valley will only be supported in zones identified in Appendix 2. Any proposal for a tall or mid-rise building will need to address the requirements of Policy LP4 (Tall and Mid-rise Buildings) as well as other policies in the Plan as applicable.
3. Development proposals will be required to respect and enhance the views and vistas established in the Urban Design Study (2021).
4. 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. Proposals must ensure a high degree of permeability for pedestrians and cyclists, which promotes heritage and natural trails and encourages linkages along the watercourse.
5. Proposals to redevelop the industrial units should aim to provide a stronger sense of place for the park and reduce the dominance of their massing through careful attention to façades and roof lines, incorporation of trees, creation of active frontages and appropriate proportions along streets.

B. Inclusive Growth

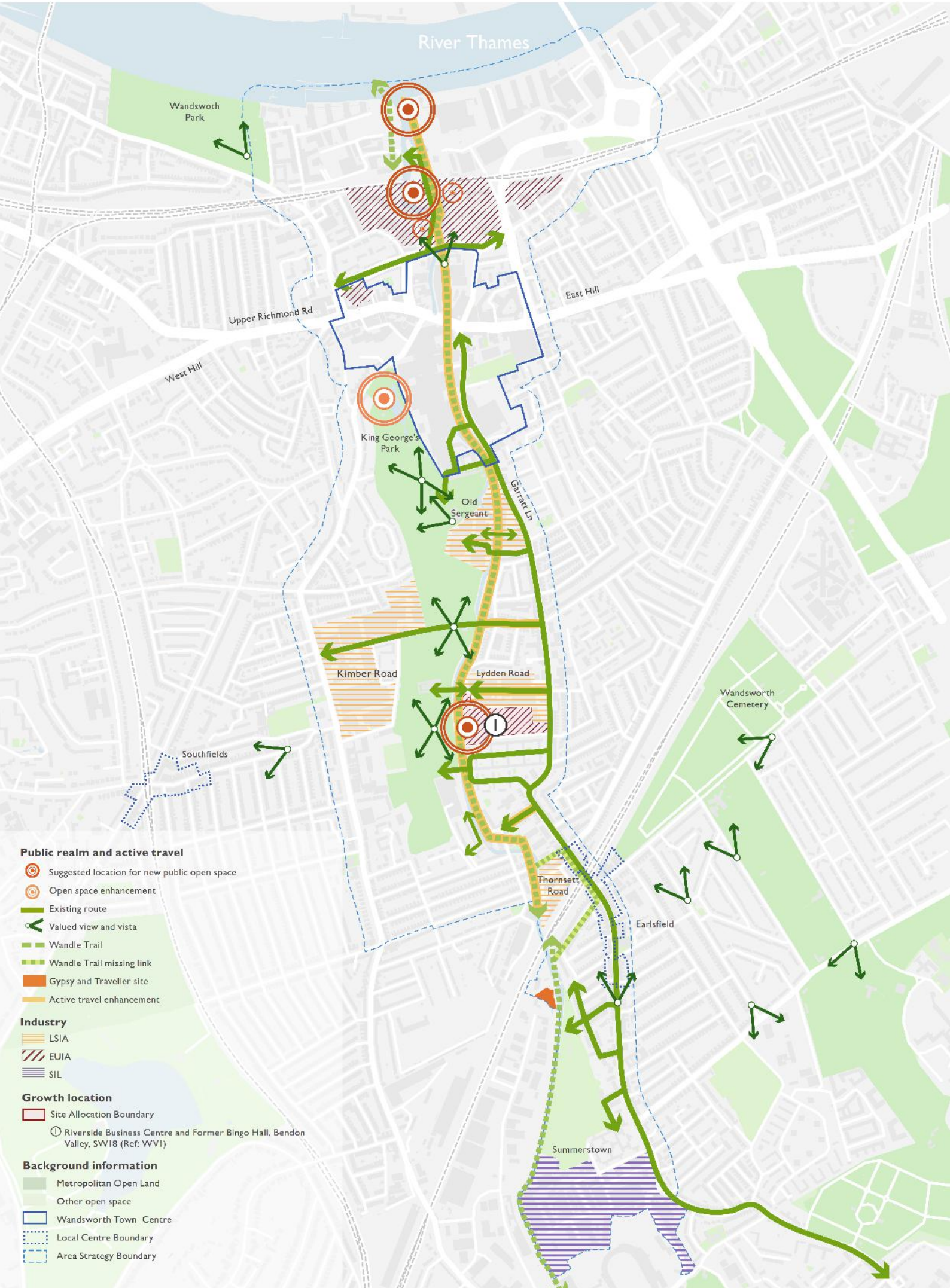
1. Development within the Wandle Valley will help meet the borough's housing target, as set out in Local Plan Policy SDS1. The area has capacity to provide 619 homes by 2032/2033, over the first 10 years of the Plan period.
2. Designated industrial land within the Wandle Valley will continue to provide 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, the modernisation of poorer quality stock, and the development of multi-storey schemes, is supported.

3. 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.
4. 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.

C. People First

1. Measures to improve pedestrian and cycling accessibility within the river corridor, to Wandsworth Town and the Wandle Delta sub-area/ 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. Access routes through and around industrial estates and housing developments will be created and encouraged to celebrate the heritage of the area using arts and culture.
2. 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.
3. The special character of River Wandle as a valuable recourse for wildlife and biodiversity, including wildlife corridors and green chains, must be preserved and enhanced.
4. 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.
5. Where appropriate, the Council will seek contributions from new developments towards the provision or upgrading of riverside infrastructure through planning obligations.
6. Development/renewal proposals should accord with the King George's Park Management and Maintenance Plan. 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.

Map 12.1 Overarching Spatial Area Map: The Wandle Valley



Site Allocations

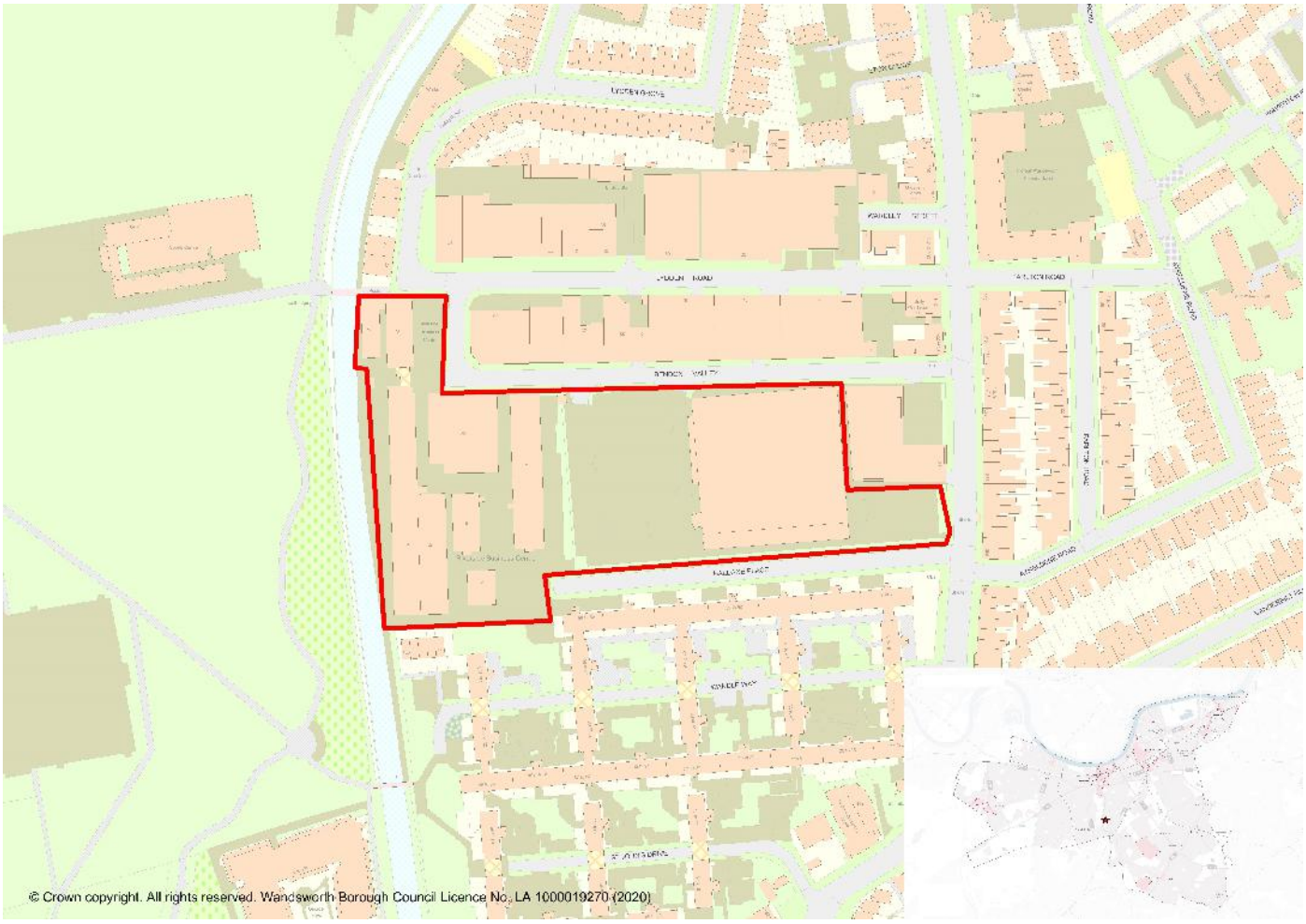
WV1 Riverside Business Centre and Former Bingo Hall, Bendon Valley, SW18

Site Description

12.13 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. Site Area: 2.19ha.

Site Allocation

12.14 Mixed-use development including residential and economic uses. Redevelopment of the site should provide at least a 50% increase in the existing amount of industrial and office floorspace.



Map 12.2 WV1 Riverside Business Centre and Former Bingo Hall, Bendon Valley, SW18

Development Considerations

12.15 **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.

12.16 **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

12.17 Built Form - A mixed-use development is required that combines economic 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.

12.18 Movement - The rear of the site should improve the setting of the Wandle, with provision for pedestrian and cycle route along the river bank at least 3m wide. If feasible, this should linkup with a pedestrian and cycle 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 foot and cycle bridge across the Wandle, will be required.

12.19 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.

12.20 Context - The Henry Prince Estate lies to the south of the site, separated by Haldane Place. Residential and business uses should be focused on this part of the site.

12.21 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.

12.22 Building heights - In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-C1-02, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

13 Site Allocations Outside the Spatial Areas

OUT 1	Balham Health Centre, 120-124 Bedford Hill
OUT 2	259-311 Battersea Park Road
OUT 3	Springfield hospital, Burntwood Lane / Glenburnie Road
OUT 4	Randall Close Day Centre and adj. Surrey Lane Estate car park
OUT 5	Bridge Lane Medical Group Practice, 20 Bridge Lane, Battersea
OUT 6	Hazel Court, Haydon Way, Battersea

OUT1 Balham Health Centre, 120 - 124 Bedford Hill, London, SW12

Site Description

13.1 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. Site Area: 0.25ha.

Site Allocation

13.2 Mixed-use development providing residential and the expansion of healthcare facilities.



Map 13.1 OUT1 Balham Health Centre, 120 - 124 Bedford Hill, London, SW12

Design Requirements

13.3 **Built Form** - Development will be required to provide active frontages onto Bedford Hill.

13.4 **Nature** - Existing trees and green space must be re-provided on site.

13.5 **Building heights** - In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-A2b-01, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will

only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

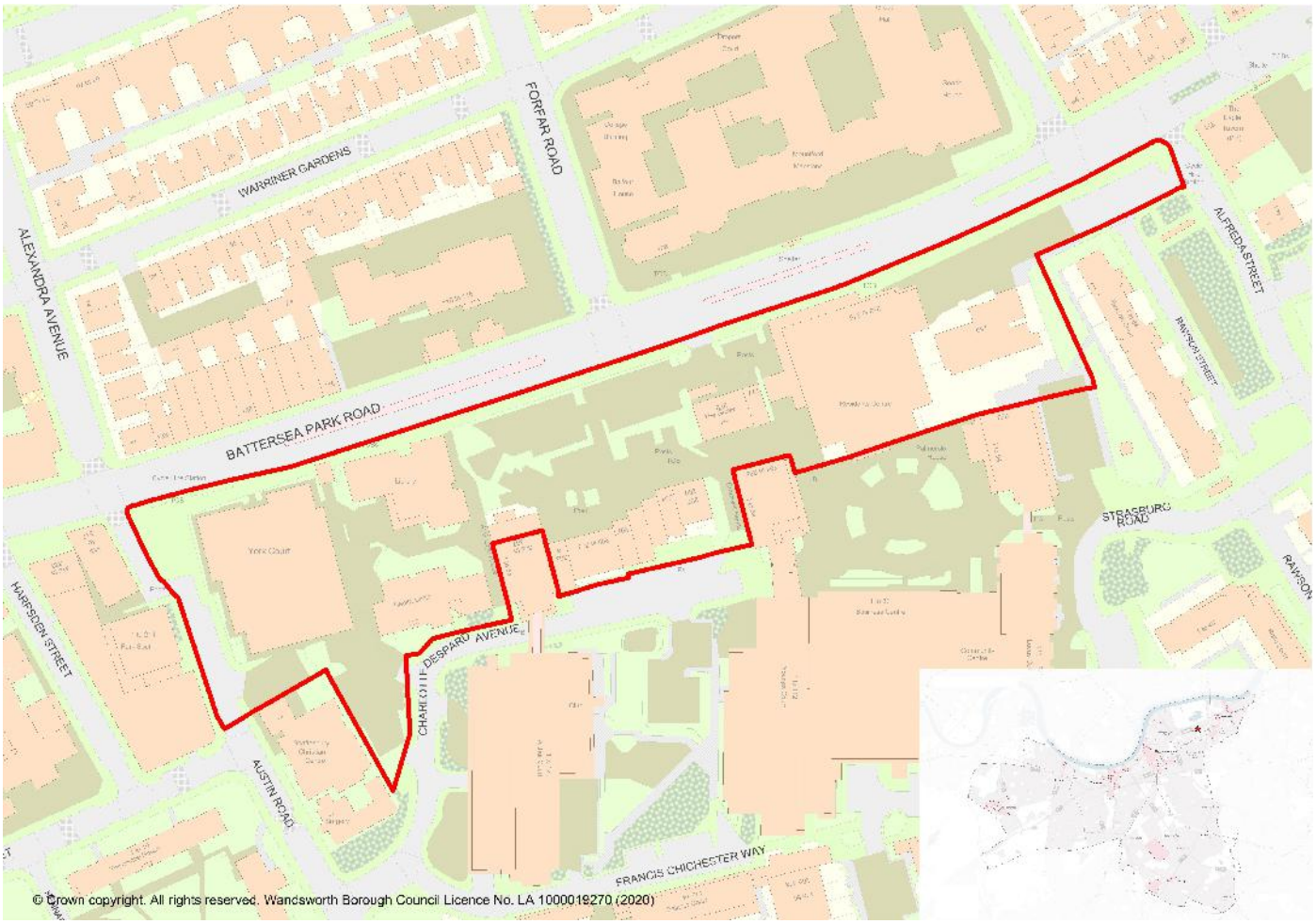
OUT2 259-311 Battersea Park Road, SW11

Site Description

13.6 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 encompasses and Important Local Parade is used for retail and community uses with a retirement village on the western edge. Site Area: 1.25ha.

Site Allocation

13.7 Mixed-use development, including residential, community uses, including health, retail and/or commercial uses and the provision of a new public library.



Map 13.2 OUT2 259-311 Battersea Park Road, SW11

Design Requirements

13.8 **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 re-provided (or other commercial provision suitable to an Important Local Parade) to the Battersea Park Road frontage.

13.9 **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.

13.10 **Building heights**

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-04. The maximum appropriate height range for the zone is 7 to 12 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B1-09 (which acts as a transition zone to tall building zone TB-B1-04) and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

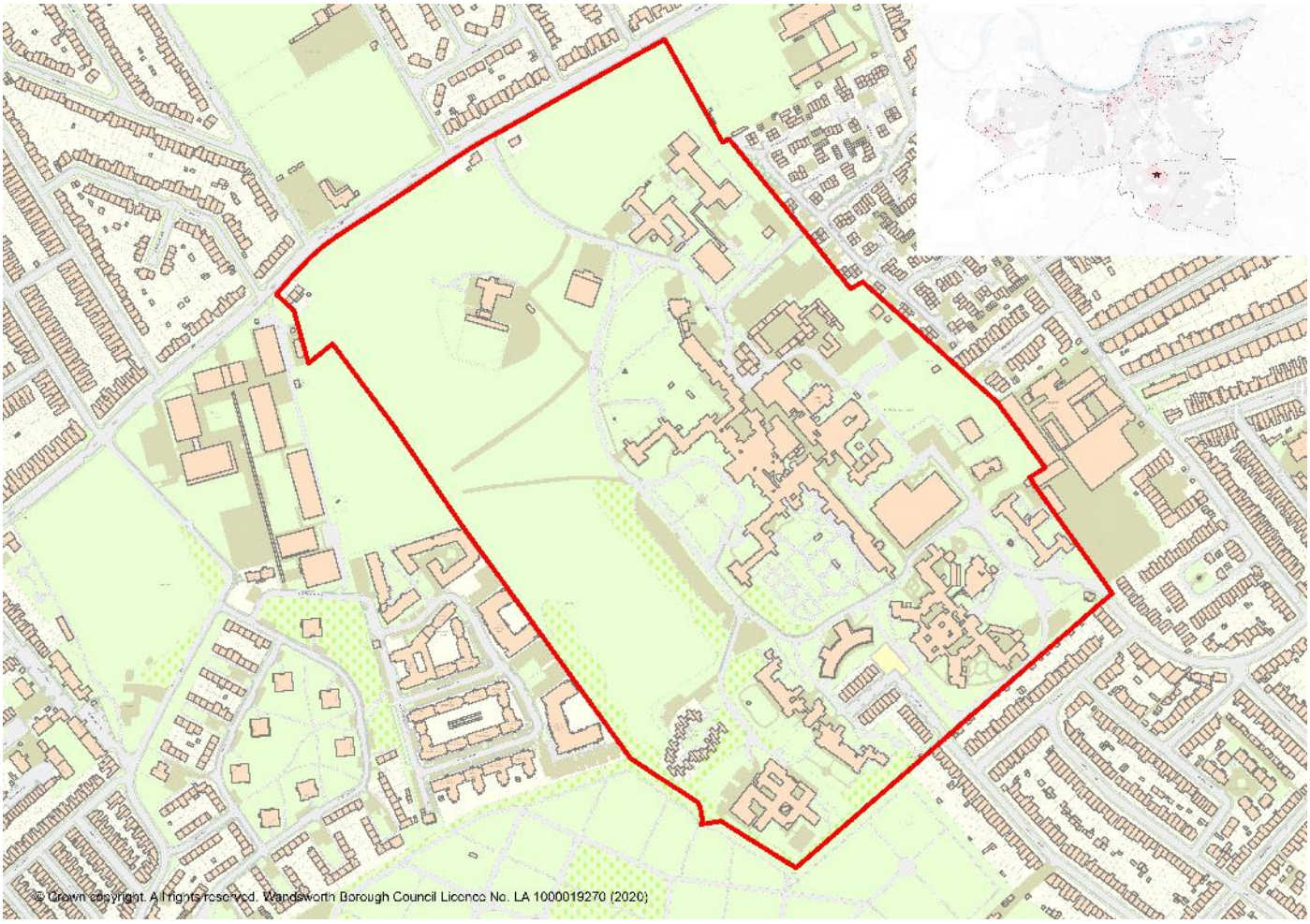
OUT3 Springfield Hospital, Burntwood Lane / Glenburnie Road, SW17

Site Description

13.11 The site is bounded to the northeast by residential estates and to the north west by Burntwood Road. To the south east is more residential estates and Streatham Cemetery. Along the southwest boundary is green space which is a part of Burntwood School. There are a variety of existing buildings on the wider Springfield site, the most dominant of which is the Grade II listed Main Hospital Building, a three-storey building located towards the centre of the site. Partly vacant, the remainder of the building comprises various hospital departments and hospital wards, associated offices and shop. Site Area: 33.29ha.

Site Allocation

13.12 New and improved hospital facilities, residential and small-scale commercial / retail use serving the hospital, residential and school facilities. Open Space should be retained for use as a public park with recreational use . The locally listed chapel should be retained and used for community facilities.



Map 13.3 OUT3 Springfield Hospital, Burntwood Lane / Glenburnie Road, SW17

Development Considerations

13.13 Open Space - A public park is required to be delivered as part of the masterplan offering activities for all age groups as part of the promotion of health and well-being.

13.14 Access - Access to the site shall be primarily from Glenburnie Road and Burntwood Lane. Proposals should help integrate the Springfield Hospital masterplan and the wider area.

13.15 Active Travel - Improved bus, pedestrian and cycle links and supporting bus facilities (stops, stands and drivers' facilities) are required due to the impact on the Burntwood Lane/ Trinity Road junction.

Design Requirements

13.16 Movement - Maximum permeability through the site for pedestrians and cyclists will be sought. Pedestrian routes should seek to re-connect with the surrounding residential areas where possible with strong links to the underground and overground stations. A coherent and integrated lighting and wayfinding strategy to promote permeability and legible connections to the wider area should be provided. The use of the site by through traffic will need to be carefully monitored.

13.17 Identity and Architectural Expression - The main hospital building and the Elizabeth Newton Wing, both Grade II listed buildings, shall be retained and re-used. As part of any conversion of the listed buildings to residential use it will be important to restore those architectural features that have been lost and overall enhance the character and appearance of the buildings including their setting. An integral part of this process will be to bring forward detailed proposals for the management and enhancement of the Registered Historic Park and Garden including the airing courts to the main hospital building.

13.18 Site Layout –

- Small urban blocks should be used to create a distinctive neighbourhood that promotes permeability and legible connections to the wider area.
- A new public square around the locally listed chapel is required. Developments around should include a retail component at ground floor and convey civic presence helping define the character of the square.

13.19 Building heights - In accordance with the tall and mid-rise building maps in Appendix 2, the site is not located in a tall or mid-rise building zone. Development proposals for tall or mid-rise buildings will not be supported.

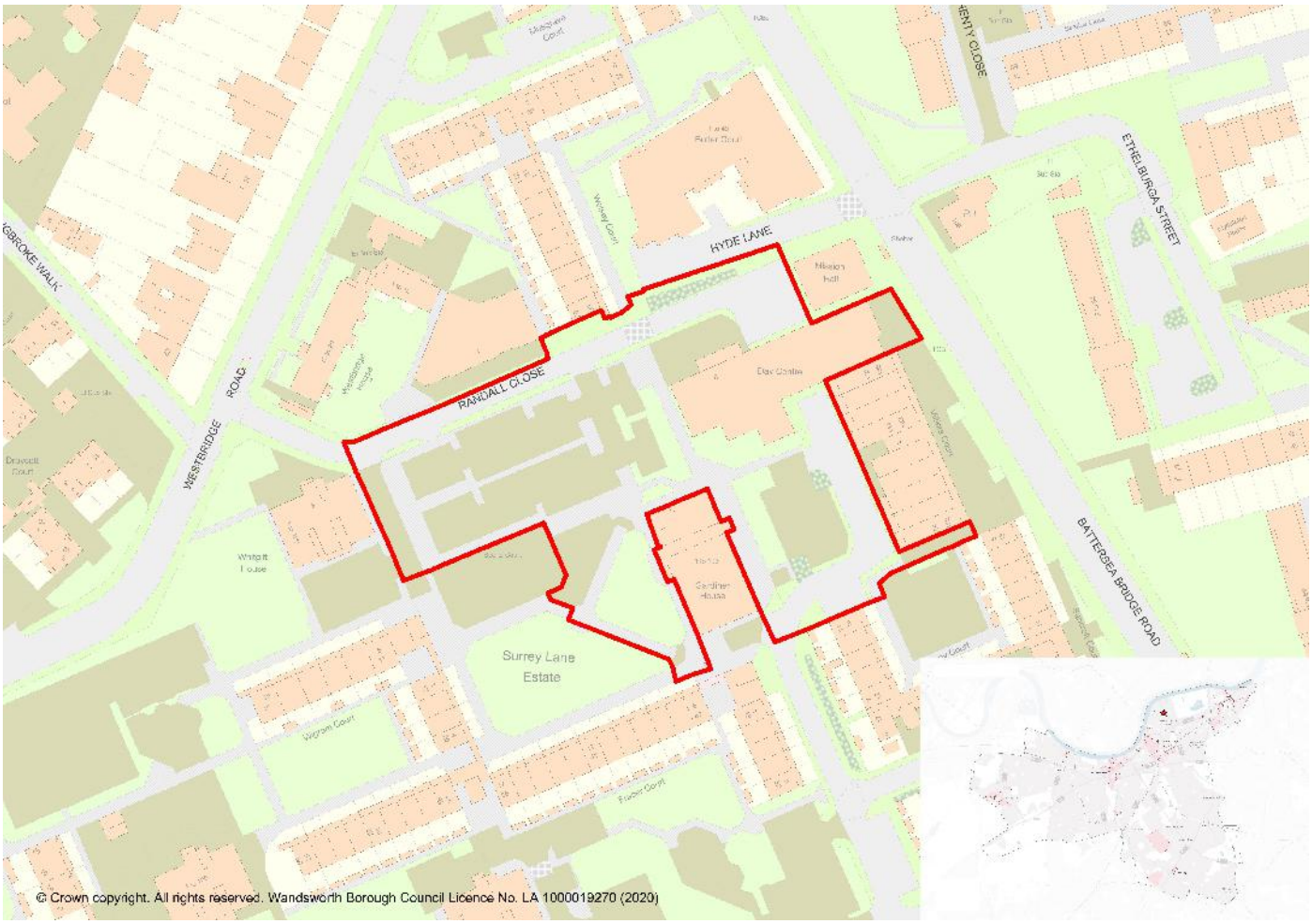
OUT4 Randall Close Day Centre and adjacent Surrey Lane Estate Car Park, SW11

Site Description

13.20 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. Site Area: 0.92ha.

Site Allocation

13.21 Residential-led mixed-use development to include community uses, with new public open space.



Map 13.4 OUT4 Randall Close Day Centre and adjacent Surrey Lane Estate Car Park, SW11

Development Considerations

13.22 **Open Space** – New public square and communal spaces with improved accessibility across the site.

13.23 **Parking** - Replacement car parking for existing residents, plus wheelchair parking bays for additional homes within the site and elsewhere in the estate.

Design Requirements

13.24 **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.

13.25 **Movement** – Proposals should improve lighting and pathways to be safer and connections on the wider estate should be provided.

13.26 Building heights

- In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-05. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).
- In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B1-10 (which acts as a transition zone to tall building zone TB-B1-05) and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.

OUT5 Bridge Lane Medical Group Practice, 20 Bridge Ln, Battersea, London SW11 3AD

Site Description

13.27 The site is southwest 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 are multi-storey apartments. The site is used as a medical centre. Site Area: 0.20ha.

Site Allocation

13.28 Development, including residential use with the re-provision and expansion of healthcare facilities and parking.



Map 13.5 OUT5 Bridge Lane Medical Group Practice, 20 Bridge Ln, Battersea, London SW11 3AD

Design Requirements

13.29 **Built Form** - Development will be required to provide active frontages onto Bridge Lane and Cambridge Road.

13.30 **Nature** - Existing trees and green space must be re-provided on site.

13.31 **Building heights** - In accordance with the tall and mid-rise building maps in Appendix 2, the site is not located in a tall or mid-rise building zone. Development proposals for tall or mid-rise buildings will not be supported.

OUT6 Hazel Court, Haydon Way, Battersea, SW11

Site Description

13.32 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 currently vacant; however, the lawful use of the premises is a care home. The site is adjacent to a variety of residential and community uses. Site Area: 0.20ha.

Site Allocation

13.33 Residential-led development including retention of care home facility, and open space.



Map 13.6 OUT6 Hazel Court, Haydon Way, Battersea, SW11

Development Considerations

13.34 **Open Space** – The existing trees and open space on site should be re-provided fronting onto Haydon Way. Public open space should be provided as the site is within an area of open space deficiency.

Design Requirements

13.35 **Context** – The scale and massing of the development should relate satisfactorily to the character of the surrounding area.

13.36 Building heights - In accordance with the tall and mid-rise building maps in Appendix 2, the site is not located in a tall or mid-rise building zone. Development proposals for tall or mid-rise buildings will not be supported.

14 Achieving Design Excellence

LP 1 The Design-Led Approach
LP 2 General Development Principles
LP 3 The Historic Environment
LP 4 Tall and Mid-rise Buildings
LP 5 Residential Extensions and Alterations
LP 6 Basements and Subterranean Developments
LP 7 Residential Development on Small Sites
LP 8 Shopfronts
LP 9 Advertisements

Introduction

14.1 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 and open spaces and contributes to the community's quality of life. The quality of much of the townscape together with the abundance of green space and the diverse range of communities gives Wandsworth its unique character. It is therefore also crucial that local distinctiveness and character are cherished and reinforced through new development.

14.2 Wandsworth is an ambitious and proactive borough that desires to drive positive change with a focus on appropriate, well-planned delivery. The Council places a great emphasis on securing high-quality, beautiful, well-designed and sustainable places, recognising the value they bring in improving quality of life. Good design supports the growth of social fabric, human interactions at street level, mitigates climate change and contributes to mental health and well-being. With these benefits in mind, the Council expects to see the use of masterplans, concept frameworks and design codes 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 / York Road Estates, and the Roehampton Alton Area. These projects have sought to improve housing quality and standards, and deliver accessible, inclusive and beautiful places.

14.3 The Council's Urban Design Study (2021) has provided a more in-depth understanding of the character, context and sensitivity of different parts of the borough given 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, and 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 NPPF and London Plan) for some parts of the borough to provide clear design guidance for development in those areas.

14.4 This chapter outlines the principles that should be applied when preparing development proposals, with high-quality, inclusive design being at the heart of this strategy. This not only includes the physical design of buildings, places and their wider context, 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 policies including the general development principles to be applied to individual schemes, as well as the protection of the historic environment, considerations in relation to tall buildings, residential extensions, basements, infill development, advertisements and shopfronts. These policies support the Government's objective of creating beautiful buildings and places.

LP1 The Design-led Approach

A. Development proposals must reflect and demonstrate that the following principles have been applied 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 and consideration of broader placemaking.

2. Ensure that the scale, massing and appearance of the development provide 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. Demonstrate meaningful and consistent engagement with local communities that gives them the opportunity to shape development from the early stages and throughout the planning process.
4. Avoid creating a canyon effect through appropriate set back; and by stepping down heights to avoid adverse impacts on local character and the street scene.
5. 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 well-being and enhance active travel.
6. Provide recognisable, legible and tree-lined 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 well-being.
7. 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 London Plan Policy D8.
8. Ensure that the proposed finishing materials and façade design (such as the degree of symmetry, variety, the pattern and proportions of windows and doors and their details) demonstrate an appreciation and understanding of vernacular, local character and architectural precedents in the local area, while not preventing or discouraging appropriate innovation.
9. Maximise active frontages / ground floor uses facing main pedestrian routes, having regard to the location of the site; and ensure that ground floor design provides high-quality and safe access for pedestrians and cyclists.
10. Demonstrate an integrated approach to hard and soft landscape design which maximises urban greening, integrates existing and incorporates new, natural features into a multifunctional network that supports quality of place, biodiversity and water management.
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 public safety issues.
12. Achieve the highest standards of accessible and inclusive design, in accordance with the London Plan Policy D5.

B. The Council will secure the creation of beautiful, well-designed and high-quality places by:

1. encouraging the use of its pre-application service;
2. encouraging meaningful developer-led public engagement in advance of the submission of a planning application;
3. undertaking a review of the design of appropriate major schemes using the Council's Design Review Panel; and
4. expecting the development of masterplans or concept frameworks where sites are clustered.

14.5 The Local Plan sets out an ambitious strategy to guide and manage new development, as well as to deliver Inclusive Growth that benefits everyone. This policy advocates that a design-led approach is used to in order to ensure that development successfully responds to and enhances its local context. The need for this approach is a common thread that runs throughout the remainder of the Local Plan policies. The key provisions of the policy build upon the characteristics of well-designed places set out in the National Design Guide.

14.6 The successful application of this policy must begin with an understanding of the defining characteristics of the site and its context, including at a character area level. The Urban Design Study (2021) 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. This will be informed by an understanding of the local context by demonstrating meaningful and comprehensive engagement with the local community throughout the design and development process. 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, taking into account existing and planned infrastructure capacity.

14.7 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 ground floor residential uses, an active frontage maximises the amount, size or visibility of windows of habitable rooms, and avoids garage doors and 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 well-designed facades to both streets.

14.8 We will work positively and proactively with development industry partners and other key stakeholders 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, respond positively to the local context, add social value and contribute to the delivery of the spatial strategy for the borough.

LP2 General Development Principles

A. Development proposals must provide for a mix of uses, including for new homes of a mixed-tenure and type, employment opportunities and which deliver strong cultural, recreational, and social services and facilities to support daily life as part of walkable neighbourhoods.

B. 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 onto the private amenity space of neighbouring properties;
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 LP14.

C. Development must demonstrate how it takes account of existing or planned social and transport infrastructure and contributes to the provision of additional infrastructure where necessary.

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) in accordance with policy LP22.

E. Development must include sufficient 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 support the separate collection of dry recyclables, food waste and residual waste, and should be provided in accordance with the Council's adopted 'Refuse and recyclables in developments SPD' (2014) or successor document.

F. Development must take into account the operational needs of existing businesses and not prejudice the activities of existing uses/operations.

G. The operational and servicing requirements of sites should be provided for on-site and access for maintenance, collections and deliveries avoids movement conflicts both within and beyond the site.

14.9 Most new development in Wandsworth results in an intensification of uses. It is therefore essential that amenity considerations are at the forefront 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, phasing, construction and operation of buildings and spaces, including the public realm. The design and delivery process should seek to empower communities by working with them to shape their environment and unlock their knowledge of a place. Working with communities in this way should lead to programme benefits throughout the planning process to handover. Development proposals must provide a sufficient level of information to demonstrate that potential impacts have been avoided or appropriately mitigated.

14.10 Part B of the 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.

14.11 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 daylight and sunlight 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.

14.12 Privacy is another key consideration, and new development should not cause adverse harm in terms of overlooking. Balconies or terraces on roofs of main buildings should not result in a significant 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.

14.13 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. The Infrastructure Delivery Plan

identifies infrastructure requirements for the borough, some of which will be reliant on developer contributions.

14.14 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 'Refuse and recyclables in developments SPD' (2014).

14.15 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 will be assessed in accordance with Policy LP14.

14.16 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.

LP3 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.
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. 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 Council will work with its stakeholder partners to protect the Outstanding Universal Value (OUV) for which the Westminster World Heritage Site (WWHS) was inscribed. The Council will also assist its stakeholder partners in reviewing the Westminster World Heritage Site Management Plan. Development proposals affecting the setting and approaches of the Westminster World Heritage Site must have regard to the most up-to-date Westminster World Heritage Site Management Plan and any other relevant guidance and will be required to demonstrate that it:

1. preserves or enhances the authenticity, integrity and Outstanding Universal Value of the WWHS, as set out in the official statement of Outstanding Universal Value;
2. preserves views into, across and from the Westminster World Heritage Site;

3. preserves or enhances the environmental quality of the public realm and vantage points; and
4. where appropriate provides the opportunity to better understand, appreciate and reveal the authenticity, integrity and Outstanding Universal Value of the Westminster World Heritage Site.

C. Development proposals will be required to positively contribute to and, whenever possible, enhance the setting and integrity of strategic and local views (as set out in the London Plan and in Table 14.1) and valued views and vistas (as identified in the Urban Design Study (2021)). Appropriate supporting evidence will be required to demonstrate acceptable visual impact on protected views.

D. The substantial or total demolition of buildings in Conservation Areas that make a positive contribution to the character of the area will be resisted unless it can be demonstrated that the tests set out in Part E have been fully complied with.

E. Development proposals involving substantial harm to (or total loss of significance of) designated heritage assets will be refused unless it can be clearly and convincingly demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

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 to be supported by 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 of assets 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.

I. Proposals for alterations and adaptations in order to provide for climate change mitigation alterations and adaption will be supported where it has been demonstrated that the requirements of Part A to this policy in particular have been met.

14.17 Heritage assets are an irreplaceable 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.

14.18 Policy LP3 applies to both 'designated' and 'non-designated' heritage assets (HA) and include:

- Listed Buildings (designated HA);
- Conservation Areas (designated HA);
- Registered Parks and Gardens (designated HA);
- Scheduled Monuments (designated HA);
- Archaeological Priority Areas (designated HA);
- Structures including memorials, statues and walls (can be either designated or non-designated HA);
- Locally Listed Buildings (non-designated HA)
- Historic Parks and Gardens of Local Interest (non-designated HA); and
- any other building, monument, site, place, area or landscape identified in the local list of heritage assets as having a degree of significance (non-designated HA).

14.19 All applications affecting a heritage asset or its setting must be accompanied by a Statement of Heritage Significance and Impact (Heritage Statement), either as a separate document or as part of a Design and Access Statement. This shall be proportionate in detail to the value of the asset affected and the scale of the proposal, though features and elements that contribute to the significance and heritage 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.

14.20 The Heritage Statement should be carried out by a specialist historic environment consultant where applications involve substantial change to, or demolition of, a heritage asset or where new buildings are proposed which could impact on the significance of a heritage asset or its setting. Development proposals should also demonstrate that consideration has been given to any relevant Conservation Area Appraisal prepared by the Council. Historical information discovered during the application process shall be submitted to the Greater London Historic Environment Record by the applicant.

14.21 The Council will balance the requirement to provide inclusive design with the interests of preserving and, where possible, enhancing a heritage asset. When preparing proposals involving heritage assets, careful consideration should be given to inclusive design at an early stage. This is essential to designing successful schemes that will enable as many people as possible to access and enjoy the borough's historic environment now and in the future. Development proposals will need to have regard to the London Plan Policy D5.

14.22 When development proposals are brought forward through part D of the policy, where the principle of demolition has been established, consent to demolish will only be given when acceptable plans for development have been agreed and a legal agreement for the redevelopment of the site has been entered into. Full detailed recording of the building including plans and photographs may be required depending upon its merit. This is to avoid the creation of gaps and empty plots within Conservation Areas, to the detriment of their character and appearance.

14.23 The historic environment is particularly sensitive to tall buildings. Policy LP4 (Tall Buildings) contains detailed criteria for the assessment of tall buildings, which include the need to assess the impact of any proposal on the historic environment to demonstrate how the surrounding area's character and/or appearance or the setting of a heritage asset will be preserved or enhanced.

14.24 Important strategic views are listed in the London Plan (Table 7.1) and local views to be protected are listed in Table 14.1 (further detail is provided in the adopted Local Views SPD). New development will be assessed and scrutinised in terms of any impact through the London View Management Framework and 3D digital analysis.

Local View number	Local View name	Description
View 1	Upstream from Putney Bridge	The character of the River Thames upstream from Putney Bridge contrasts markedly with areas downstream, being almost rural in character with trees dominating the view. This stretch of the River Thames hosts the internationally important Head of the River races and the start of the annual University Boat Race which is marked by a stone on Putney Embankment. The distinctive character of Putney Embankment is dominated by boat houses and boating activity with crews launching their boats from the slipway to the river. With mature London Plane trees lining the Embankment the green skyline continues unbroken upstream towards Hammersmith. This riverside scene is unique in London.
View 2	Downstream from Battersea Bridge	This view focuses on the Grade II* listed Albert Bridge. It was designed by R. M. Ordish in 1873 as a Cable Stayed bridge partly suspended and partly cantilevered. The bridge represents a local landmark, and is a feature at night with its myriad of lights illuminating the crossing of the River Thames. There are two main viewing locations, from Battersea Bridge and from the Riverside Walk near Ransome's Dock.

Local View number	Local View name	Description
View 3	Downstream from Albert Bridge	This view focuses on the setting of Battersea Park, a grade II* Registered Historic Park and Garden, with the chimneys of Battersea Power Station forming an important backdrop to the park. The tall buildings of the Nine Elms cluster are emerging to the left of the view.
Battersea Power Station represents one of London's iconic and cherished landmarks. The building was designed by Sir Giles Gilbert Scott and dates from 1932-34. It is listed grade II*.		
View 4	Battersea Power Station from Chelsea Bridge	There are a number of striking views of the Power Station, some from north of the River Thames (see City of Westminster's SPD on Metropolitan Views 24A & B). In Wandsworth there are cherished views from Chelsea Bridge, Battersea Park and north along Queenstown Road. The silhouette of the four chimneys against the sky gives significance to the setting of the building.
View 5	From Queenstown Road to Battersea Power Station	This view is of the building approaching from the south along Queenstown Road. Queenstown Road (formerly Queen's Road) was formed to link Clapham to Victoria when Chelsea Bridge was opened in 1858. It functions as an important entry route into central London and the view of Battersea Power Station announces the arrival of central London.
View 6	Battersea Power Station from Battersea Park	This view is from within Battersea Park which is a popular view of the building with people using the Park.

Table 14.1 Local Views

14.25 Wandsworth is a stakeholder borough (along with adjacent boroughs) in protecting and, where possible, enhancing the Outstanding Universal Value of the Westminster World Heritage Site and its setting. The Council will continue to work in partnership with all relevant stakeholders in the ongoing work of maintaining, updating and preparing the Management Plan for the site and any associated documents. The adopted World Heritage Site Management Plan and the preservation and enhancement of important views will be a material consideration when assessing development proposals.

LP4 Tall and Mid-rise Buildings

A. Buildings which are 7 storeys or over, or 21 metres or more from the ground level to the top of the building (whichever is lower) will be considered to be tall buildings.

B. Proposals for tall buildings will only be appropriate in tall building zones identified on tall building maps included at Appendix 2 to this Plan, where the development would not result in any adverse visual, functional, environmental and cumulative impacts. Planning applications for tall buildings will be assessed against the criteria set out in Parts C and D of the London Plan Policy D9 and those set out below as follows:

Visual Impacts

1. That the proposal respects and responds to key views and their associated corridors towards and from strategic landmarks and heritage assets across both the borough and neighbouring boroughs.

2. The proposed location of the tall building(s) must avoid creating substantial visual interruptions in areas with otherwise very consistent building heights and/or roof lines.
3. Proposals should be designed to reflect and respond to an analysis of relevant key view corridors towards the site to ensure the location, form, detailing and prominence of the tall building(s) are appropriate within the wider context.
4. The design of the lower, middle and upper parts of any tall building should result in the creation of a visually coherent scheme both in terms of the building itself, how it relates to the surrounding area and how it would appear in any mid-range and long-range views.
5. Planning applications should be supported by graphic 3D modelling. The 3D modelling must incorporate any existing tall buildings or those where an extant planning permission is in place to ensure that the individual and cumulative impact of the proposal is fully assessed including in relation to its impact on the existing skyline.
6. Development proposals affecting the setting and approaches of the Westminster World Heritage Site, will be required to address all criteria set out in Part B of Policy LP3.

Spatial Hierarchy

7. The massing of any proposed tall buildings should be proportionate to the local environment, including when taking into consideration the width of publicly accessible areas adjacent to the proposed building(s) as well as the proximity to public open spaces, parks and watercourses, and should be designed so as not to create an overbearing impact having regard to its context.
8. Where tall buildings are proposed to be located in close proximity to publicly accessible areas measures should be incorporated to soften their edges and create high-quality public spaces including through the use of generously sized, safe and attractive walkways and the introduction of soft landscaping, including trees of an appropriate scale for the space to which it relates.

Tall Buildings Near the River Thames Frontage

9. Tall buildings should not result in the creation of development which would impede the outlook and/or amenity of occupiers of existing buildings or users of public spaces having regard to their relationship with the river frontage.
10. Where appropriate, the massing of proposed tall buildings should take into account their landward facing orientation and provide sufficient articulation, including through devices such as a 'step down,' in order to provide an appropriate transition between the proposed building(s) and those of a lower height.
11. Where relevant any proposed tall building(s) should be set back from the Thames Path to ensure that it continues to provide a welcoming public route or where it would provide an opportunity to enhance its attractiveness and usability.

Microclimate and Lighting

12. The design of any tall building should avoid including lighting features which adversely impact on the occupiers of surrounding buildings (particularly those in residential use), as well as on night-time vistas and panoramas and fauna.
13. The design and glazing of any proposed tall building should take into account its use at night, minimise light spill that would result in light pollution and avoid creating unacceptable solar glare onto any publicly accessible areas or where it would have an adverse effect on the amenity of occupiers of adjoining buildings.

14. Building materials should be capable of ensuring that the proposals would not contribute to the urban heat island effect as a result of thermal radiation or the release of anthropogenic (waste) heat. Regard should be had to Policy LP10 (Responding to the Climate Crisis).
15. Planning applications should be supported by a shade analysis that clearly demonstrates that any shadow created by a proposed tall building(s) would not give rise to solar gain such as to cause thermal discomfort for users of publicly accessible and private spaces.

Ground Floor Uses and Public Realm

16. Proposals for tall buildings should incorporate active frontages at ground floor. The main access to any proposed tall building should be located within a frontage facing a main street or publicly accessible area and should provide a safe, welcoming and clearly defined entrance.
17. The lower sections of any tall building should provide for pedestrian weather protection (such as colonnades) along the main frontages of the building and should incorporate the use of high-quality materials and human-scale detailing that encourages social interaction and animates the ground floor external environment.
18. Where ground floor non-residential uses are proposed, the public realm should be enhanced through the incorporation of public spaces such as plazas at their entrance unless it can be clearly demonstrated that such an approach would not be appropriate.
19. Sites which have existing through routes or are capable of accommodating through routes must ensure that such routes are maintained or provided to support ease of movement and connectivity.

C. Proposals for tall buildings will not be permitted outside the identified tall building zones.
D. Proposals for tall buildings should not exceed the appropriate height range identified for each of the tall building zones as set out at Appendix 2 to this Plan. The height of tall buildings will be required to step down towards the edges of the zone as indicated on the relevant tall building map unless it can be clearly demonstrated that this would not result in any adverse impacts including on the character and appearance of the local area.
E. Buildings which do not fall within the definition of a tall building as set out in Part A, but are 5 storeys or over, or 15 metres or more from the ground level to the top of the building (whichever is lower) will be considered to be mid-rise buildings.
F. Proposals for mid-rise buildings will be supported in tall and mid-rise building zones identified at Appendix 2, where the development would:

1. be located and designed in order to create a step down between the proposed development and buildings within the surrounding area;
2. respond appropriately in height, scale and massing to existing buildings in the surrounding area, and protect or enhance heritage assets, including their settings;
3. respect the scale, width and proportion of adjacent buildings, streets and watercourses, and local character, and avoid adverse effects on key characteristics, valued features and sensitivities as identified in the relevant character area profile set out in the Council's Urban Design Study (2021); and
4. provide a varied and interesting roofline, respond to surrounding architectural styles, avoid the creation of long homogeneous blocks of development and create active frontages at ground floor level.

G. Proposals for mid-rise buildings will not be permitted outside the identified tall and mid-rise building zones.
H. Proposals for mid-rise buildings should not exceed the appropriate height identified within the relevant mid-rise building zones as identified at Appendix 2 of this Plan.

14.26 Tall buildings can make a positive contribution to the character and legibility of an area as well as optimising the use of land which makes a positive contribution to the supply of new homes, including affordable homes, and the local economy. However, height is not the only one consideration

when assessing the acceptability of a planning application and whether it is of a high-quality design which makes a positive contribution within its context.

14.27 Part A of this Policy sets out the Council's definition of a tall building based on local evidence which reflects the predominantly low-rise and sensitive character of large parts of the borough. The use of a single definition of a tall building provides an approach which is simple and easy to understand for both local communities and applicants, and which provides certainty as to how the Council will implement the policy. The definition set out in Part A is in general conformity with Policy D9 of the London Plan. The London Plan tall building definition excludes the height of the uppermost storey. Therefore, for the sake of clarity the Council has defined a tall building as being either seven storeys or over or 21 metres or more from the ground level (as defined in the Glossary to this Plan) to the top of the building. The top of the building does not include structures and plant typically found at roof level, including railings, parapets, plant equipment, maintenance cranes or elevator shafts. The provision of such structures and plant will be assessed within the context of relevant criteria within this Policy. Buildings will be considered tall where they meet the definitions set out in Part A of Policy LP4 and Part A of Policy D9 of the London Plan. Where the height of a building measured from the ground level to the floor level of the uppermost storey does not trigger the London Plan definition, but the height of the uppermost storey exceeds the average storey height of the remaining storeys and the total height of the building exceeds the definition set out in Part A of policy LP4, the building will be considered "tall" in line with Part A of the policy.

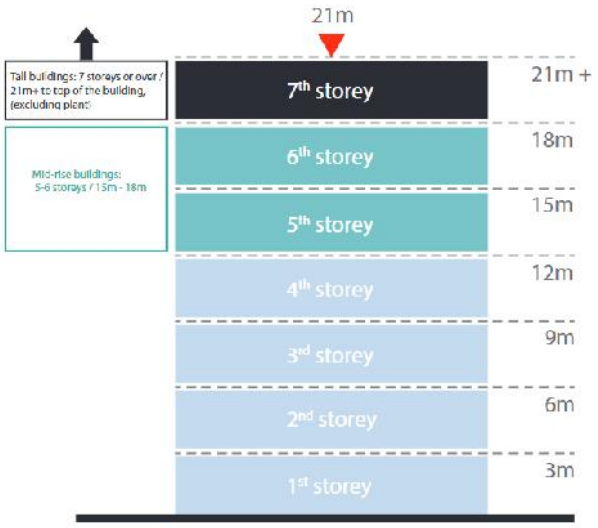


Figure 14.1 Tall and Mid-rise Buildings illustration

14.28 It is recognised that some developments will have differing floor heights, particularly at the ground floor. The definition set out in Part A of this Policy applies to whichever is the lower between the number of the storeys and the metres above ground level. 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 LP4, any relevant planning application will be assessed against the criteria of this Policy.

14.29 Tall buildings will only be an acceptable form of development in tall building zones as identified by the tall building maps included at Appendix 2 to this Plan. The designation of an area as a tall building zone does not mean the area has capacity to host tall buildings within the appropriate range across the entire zone. Development proposals will need to relate appropriately to the specific context of the site, existing buildings in the locality and any other tall building proposals in the area, including schemes with an extant planning permission. This designation also does not preclude other forms of development. In areas identified as tall building zones high density mid-rise or mansion-block style development may also be acceptable. Outside tall building zones, there is no presumption in favour of tall buildings.

14.30 The approach taken to identifying tall building zones has sought to strike a careful balance between maximising the development potential of the most suitable locations for accommodating growth whilst protecting the significance of valued

historical assets including listed buildings and conservation areas and areas with a distinctive low-rise character.

14.31 The tall building maps included at Appendix 2 to this Plan identify an appropriate tall building height range for each zone and show how heights should be dispersed across the zone. Darker colours indicate where there is greater potential for height and the light colours indicate less potential for height. The Urban Design Study 2021 sets out the methodology used to define such potential. The identified maximum appropriate height does not apply to the entire zone; buildings will be expected to step down towards the edges of the zone as indicated on the relevant tall buildings map unless it can be clearly demonstrated that this would not be required having had regard to the local context. Development proposals exceeding the appropriate height will not be supported on design grounds.

14.32 Forthcoming Masterplan SPDs will add further detail to the findings of the Urban Design Study (2021) and complement the provisions of this policy. For example, SPDs might identify alternative approaches to stepping down buildings for specific tall buildings zones as a result of additional assessment of the character of the area. The identification of additional tall building zones will however not be acceptable.

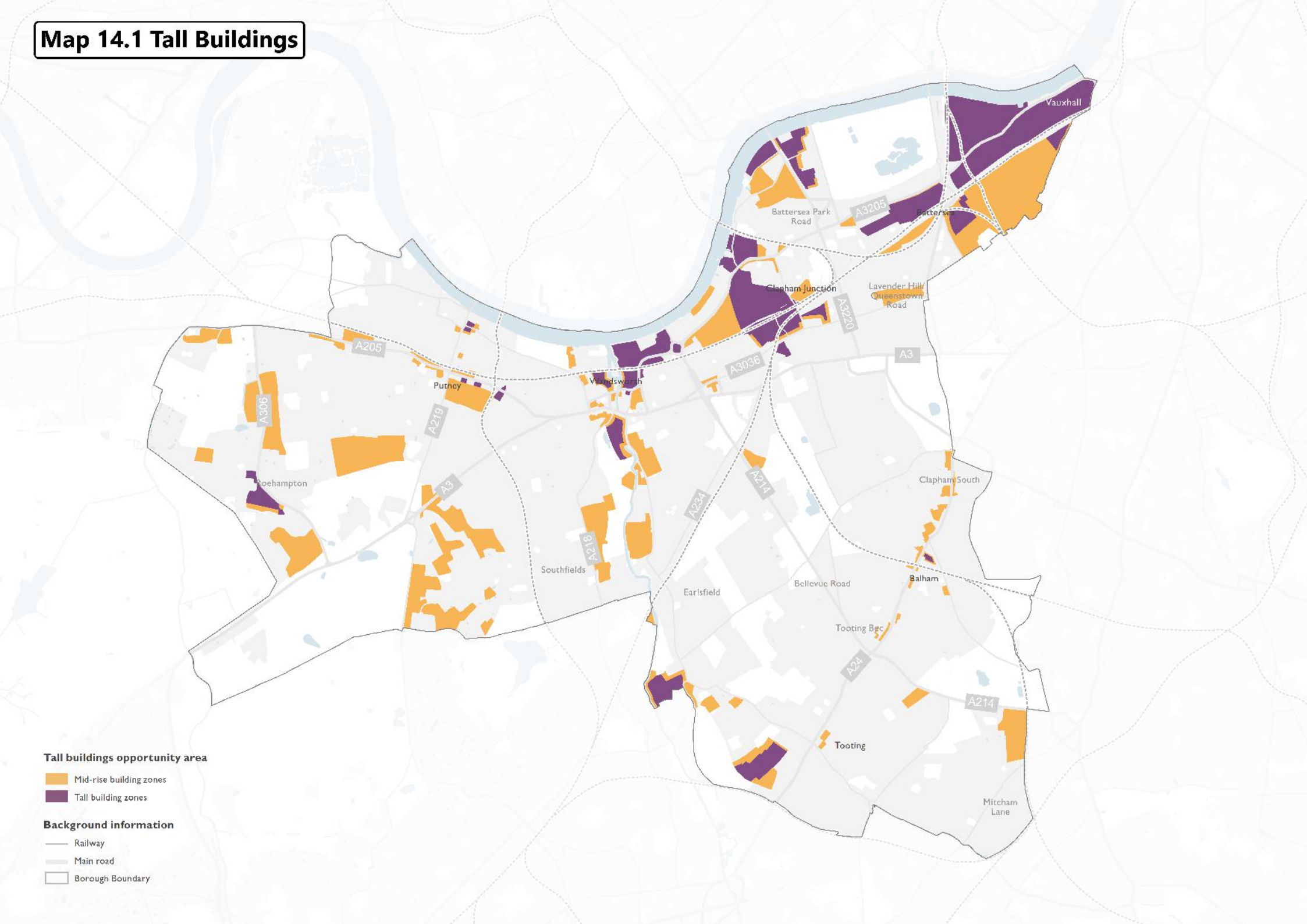
14.33 Part E of the policy sets out the borough's definition of a mid-rise building. This additional designation provides a greater degree of control over buildings which seem tall in relation to the proportions of the surrounding townscape context; yet not sufficiently tall to be considered as London Plan definition tall buildings. It recognises that there are locations across the borough where there is potential for buildings which are of an increased height to their surroundings. Mid-rise building maps contained at Appendix 2 shows that opportunities for mid-rise buildings are generally concentrated within five different types of areas: (1) transition areas to tall building zones; (2) along strategic road corridors; (3) within town centres; (4) within or adjacent to existing estates; and, (5) alongside large-scale open spaces. Mid-rise buildings will only be supported in tall and mid-rise building zones identified at Appendix 2, subject to addressing criteria in Part F of the policy. Similar to tall buildings, proposals for mid-rise buildings should not exceed the identified appropriate heights for each mid-rise zone.

14.34 The heights expressed in all parts of this Policy assume an average storey height of three metres. Proposals for commercial premises should be consistent with the parameters set by the height in metres for the identified number of residential storeys. Applications for tall buildings will be required to express the height of buildings in storeys and metres.

14.35 In all cases the design of tall buildings must be of an exemplary standard and should enhance the character and functionality of the surrounding area. As well as the criteria set out in Part B of this Policy regard should be had to other relevant policies within this Plan, including Policy LP1 (The Design-led Approach), the criteria set out in Policy D9 of the London Plan and the guidance set out in Historic England's Advice Note 4 on Tall Buildings 2015 or any future replacement.

14.36 Applicants will be required to submit technical information and sector recognised graphic 3D modelling to support the analysis of any scheme. 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 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



LP5 Residential Extensions and Alterations

A. Planning applications for extensions and alterations to existing residential properties will be supported where:

1. the proposal respects and/or complements the form, setting, period and detailing of the host building, uses matching or complementary materials, and would be visually subservient to it;
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 be in keeping with the character of the locality;
3. 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;
4. side extensions would not result in a terrace effect as a result of in-filling the spaces between buildings;
5. modifications to any elevation fronting a street are of a minor scale and unobtrusive within the street scene;
6. free-standing structures, including for and refuse cycle storage, are appropriate in terms of their scale and design;
7. hardstandings are to be constructed of permeable materials, and would not dominate the appearance of, 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 character and appearance of the street scene.

B. 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.

14.37 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. Recognising the strong local interest from the local community with respect to this type of development, the Council will prepare an SPD. This guidance document will set 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.

14.38 The Urban Design Study (2021) sets out how the local character of places varies greatly across the borough. Development proposals need to be well thought out, using the design-led approach to ensure a fundamentally site-specific response to the urban grain. This will help to ensure alterations and extensions are sensitive to their local and historical context, and do not adversely impact on the amenity of neighbouring properties.

14.39 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.

14.40 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.

LP6 Basements and Subterranean Developments

A. Proposals for a new basement, extension to existing basement and subterranean development will only be permitted where:

1. It would result in no more than one storey of basement accommodation below ground level.
2. In the case of residential developments, it would extend to no more than a maximum of 50% of the existing rear garden land or other undeveloped garden area (this excludes the footprint of the original building and other permanent structures).
3. The provision of any lightwells within Conservation Areas would retain at least two metres or 50% (whichever is the greater) of the original front garden depth, and no less than 50% of the original front garden depth elsewhere in the borough.
4. The proposal incorporates the use of natural ventilation and lighting where habitable accommodation is to be provided.
5. The proposal provides a satisfactory landscaping scheme, and a minimum of 1 metre of naturally draining permeable soil above any part of the basement beneath a garden area, together with a minimum 200mm drainage layer.
6. The proposal would respect the architectural character of the building, the character and appearance of the area, and the significance of heritage assets including Conservation Areas and listed buildings.
7. It has been demonstrated that the scheme would not increase or otherwise exacerbate flood risk on the site or beyond, in accordance with policy LP12 (Water and Flooding).
8. The proposal includes a positive pumped device (or equivalent) to mitigate against the risk of sewer flooding.

14.41 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.

14.42 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.

14.43 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 one 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.

14.44 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 LP12 (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).

14.45 The policy requires all new basements to be protected from sewer flooding through the installation of a suitable (positively) pumped device. This criterion of the policy will only apply when there is a waste outlet from the basement i.e. a basement that includes toilets, bathrooms, utility rooms etc. Applicants will be required to show the location of the device on the drawings submitted with the planning application.

LP7 Residential Development on Small Sites

A. Proposals which provide for a net increase in housing on small sites of 0.25ha or less will be particularly supported in areas 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. Proposals for additional housing within street frontages and on street corners in existing residential areas will only be supported where they are sensitively integrated into the street frontage, including by respecting the proportions and spaces of and between existing buildings. Where appropriate, development proposals will be expected to reduce uncharacteristic spaces within the street scene and enhance the character and appearance of the area through the replacement of poorly designed buildings.

C. Proposals involving the redevelopment of existing residential properties will be supported when:

    1. The original dwelling has a floorspace of more than 130sqm (as originally constructed) or the proposal would provide an uplift in the number of family sized dwellings with direct access to a dedicated rear garden of at least 15sqm.
    2. The height, scale, massing and design of the development proposed would not cause harm to the character and appearance of the area, having had regard to the area's sensitivity to change (as defined in the Urban Design Study (2021)).

D. Proposals for the redevelopment of vacant and underused brownfield sites will be supported where all other elements of the proposal are considered to be acceptable. Planning applications for the replacement of existing garages or car parks will need to demonstrate that these facilities are no longer required, in accordance with Policy LP51.

E. Proposals for additional housing on private residential gardens will not normally be permitted due to the need to maintain local character, amenity space and biodiversity. The loss of garden land will only be considered acceptable in exceptional circumstances where the proposal is for comprehensive redevelopment of a number of whole land plots.

F. Proposals for additional housing in existing residential areas on small sites should:

    1. ensure that all main entrances to houses, ground floor flats and communal entrance lobbies are visible from the public realm and clearly identified;
    2. retain or re-provide features important to the character and appearance of the area or which support biodiversity, in accordance with policy LP56 (Tree Management and Landscaping);
    3. provide adequate servicing, recycling and refuse storage as well as cycle parking in accordance with Policy LP2; and
    4. not result in the net loss of family sized dwellings with direct access to a dedicated rear garden of at least 15sqm.

14.46 The London Plan sets out a 'small sites' housing requirement for each borough. Small sites are defined as those that are less than 0.25 hectares.

14.47 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 (2021) identifies areas that are capable of accommodating new homes through the development of small sites. The identified areas are defined using a spectrum of sensitivity to change, based on local character, including having taken 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 additional housing on small sites will be expected to have regard to the Urban Design Study (2021) as a starting point for informing the design of any scheme in order to reflect and respond to the scope for intensification in a given area and to demonstrate an appreciation of the key features of local character. The consideration of design options at the early stage of the development process, informed by the Urban Design Study (2021), will need to be set out in a Design and Access Statement.

14.48 There are a variety of opportunities and types of small sites that can support the delivery of new homes, including on vacant and underused brownfield sites and those with redundant facilities, such as garages or car parks. 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 site developments will occur in existing residential areas, where new homes can be sensitively integrated.

14.49 The Urban Design Study (2021) identifies areas across the borough which have a greater or lesser capacity for change. Proposals for redevelopment of existing residential properties will generally be limited to Type D areas (as identified in the Small Sites Opportunity Map of the Urban Design Study (2021)), which are characterised by good public transport accessibility (PTAL 3-6) and with a lower sensitivity to change. This is to ensure that places with high sensitivity to change, such as Conservation Areas and areas with a cohesive and well-defined character, are not adversely affected through the inappropriate intensification of sites. Proposals for redevelopment of existing houses will therefore be directed to areas where the character is poorly defined and in need of enhancement.

14.50 Development on backland sites often involves the loss of garden land, which both individually and cumulatively can make an important contribution to local character, provide safe and secure amenity and play space, support biodiversity, help to reduce flood risk and can help to mitigate the effects of climate change including the heat island effect. Consequently, proposals for development on residential gardens will not normally be supported. This approach is in general conformity with the London Plan which states that previously developed land excludes private residential gardens. The loss of garden land will normally only be considered acceptable in exceptional circumstances, where sites can be assembled to bring forward comprehensive redevelopment, in accordance with other Local Plan policies.

14.51 This policy recognises that development on small sites can play an important role in increasing the number and variety of dwellings within the borough, including the provision of attractive local downsizing options. However, it is important to ensure that the creation of additional dwellings is not achieved at the expense of family-sized accommodation. For this reason, proposals involving the redevelopment of existing residential properties with a floorspace of more than 130sqm as originally constructed (as defined in the Glossary to this Plan) must not result in the net loss of family sized dwellings with direct access to a dedicated rear garden. This policy position is aligned with the approach to conversions policy set out in Policy LP26. The loss of existing residential properties with a floorspace of 130sqm or less will only be supported when the proposal provides for an increase in the number of family sized dwellings with direct access to a dedicated rear garden of at least 15sqm. This will generally be limited to proposals involving the redevelopment of an existing house located on a wide plot and proposals for redevelopment of more than one house.

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 and character 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.

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.

14.52 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.

14.53 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, having regard to the design of new or existing buildings;
3. respect local context, including in relation to listed buildings and Conservation Areas;
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.

B. The repurposing of phone boxes for predominantly advertising use will not be acceptable, particularly in Conservation Areas and in proximity to other heritage assets including listed buildings.

14.54 The term "advertisement" covers a very wide range of advertisements and signs, including hoardings, illumination of hoardings, illuminated fascia signs, free-standing display panels, and estate agent boards. Some advertisements are not regulated by the Council and others benefit from "deemed consent", which means permission is not needed; this will depend on the size, position and illumination of the advert. Other advertisements will always need consent.

14.55 When deciding applications for advertisements the Council can have regard to considerations of amenity and public safety (as set out in Policy LP9), as well as the Control of Advertisements Regulations.

14.56 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.

14.57 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.

14.58 Externally illuminated signs are preferable in all circumstances, particularly where the lighting element is well integrated with the sign. Internally illuminated signs will not be permitted within Conservation Areas or on listed buildings unless it is demonstrated to the satisfaction of the Council that the design complements the character of the Conservation Area and/or does not harm the significance of the listed building.

15 Tackling Climate Change

LP 10 Responding to the Climate Crisis

LP 11 Energy Infrastructure

LP 12 Water and Flooding

LP 13 Circular Economy, Recycling and Waste Management

LP 14 Air Quality, Pollution and Managing Impacts of Development

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. In order to mitigate the effects of climate change and achieve the Council's target of becoming a zero-carbon borough by 2050, development proposals should:

1. Incorporate the London Plan's circular economy principles at the start of the design process.
2. Submit a Whole Life Cycle Assessment for all major applications.
3. Incorporate Sustainable Drainage Systems (SuDS) or demonstrate that any proposed alternative sustainable approaches to the management of surface water will be equally effective.
4. Use sustainable construction methods and sustainably sourced and recycled materials, and maximise the use of the river for freight.
5. Retain existing buildings and their embodied carbon in renewal and regeneration projects where this is a viable option.
6. Re-use any demolished materials in-situ where practicable, in order to minimise the transportation of materials and waste, reduce the need for mineral extraction and reduce carbon emissions.

7. Incorporate water conservation measures, to meet a maximum water efficiency standard of 110 litres per person per day for homes (including an allowance of five litres or less per person per day for external water consumption). Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met.
8. Incorporate green roofs and walls wherever possible (see LP57 Urban Greening Factor for additional green features).

B. Development proposals 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 taking into account changes to the climate over their lifespan.
2. Where proposals are for a change of use to residential, they will be required to meet BREEAM Domestic Refurbishment 'Outstanding' standard, unless it can be demonstrated that this would not be technically feasible.
3. New residential development will be expected to meet the BRE Home Quality Mark or Passivhaus standards wherever practicable.

Reducing Carbon Dioxide Emissions

C. Development proposals will be required to incorporate measures which improve energy conservation and efficiency, as well as contribute to renewable and low carbon energy generation. Proposals will be required to meet the following minimum reductions in carbon emissions:

1. All new major development should achieve zero carbon standards, as set out in the London Plan, with a minimum on-site reduction of 35%.
2. All non-major new residential development provided in new buildings should achieve a minimum on-site reduction of 35%.
3. Residential development should achieve at least a 10% reduction and non-residential development should achieve at least a 15% reduction through the use of energy efficiency measures.
4. In exceptional circumstances, where it is clearly demonstrated that the on-site percentage threshold targets listed in Parts C.1 and C.2 above cannot be fully achieved, any shortfall must be addressed by making a financial contribution to the Council's Carbon Offset Fund.
5. 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 set out in this Plan, while protecting the heritage and character of the buildings.

The Energy Hierarchy

D. All development is required to follow the energy hierarchy set out within the London Plan (Policy SI2) with respect to its design, construction, and operation.

Energy Assessments

E. 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

F. Major development proposals will be required to provide, or fund the provision of, post-construction monitoring of renewable and low-carbon equipment to demonstrate full compliance with the commitments identified within the permission, for a period of four years.

Adapting to Climate Change

G. The Council will expect all development to be fully resilient to the future impacts of climate change in order to minimise the vulnerability of people, property, the public realm and essential infrastructure to its effects. Retrofitting of existing buildings, through the use of low-carbon measures, to adapt to the likely effects of climate change should be maximised and will be supported.

Overheating

H. New development should, through its layout, design, construction, materials, landscaping, and operation, minimise the effects of overheating, mitigate the urban heat island effect, and minimise energy consumption in accordance with the cooling hierarchy set out in the Policy SI4 of the London Plan.

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. Planning conditions may be used to ensure the principles outlined within this Policy are adhered to throughout the lifetime of the development.

15.6 The London Plan zero-carbon definition has been used (also referred to as net zero carbon): Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.

Sustainable Design and Construction

15.7 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. Refurbishments and other non-domestic development will be expected to meet BREEAM (Building Research Establishment Environmental Assessment Model) water-efficiency credits. Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met.

15.8 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. BREEAM is a sustainability standard which can be applied to non-residential developments. It is required that developments within the borough should meet the criteria to be recognised as 'Outstanding'. However, there may be instances such as building constraints where it is not technically feasible to achieve 'Outstanding'. In all instances where assessment methods are changed or superseded, the appropriate replacement standards should be used.

15.9 In exceptional circumstances where it can be demonstrated to the satisfaction of the Council that an 'Outstanding' rating is not economically viable then an 'Excellent' rating may be considered. This is unlikely to be the case for office development where an 'Outstanding' rating is still likely to be viable.

15.10 The existing building stock in Wandsworth makes a significant contribution to the borough's carbon emissions and therefore could have a positive role to play through where possible retention and refurbishment. 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 the NPPF, the 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. A whole building approach to retrofit should be considered. Understanding how older buildings function and all the factors that affect their energy use is critical for making decisions that improve the sustainability of structures. Factors include construction, location, environment, historic significance, services, and occupant behaviour. 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.

15.11 Embodied carbon is the carbon impact associated with the production, transport, assembly, use and disposal of materials. This will include consideration of maintenance and repair but does not include the carbon emissions associated with the energy used for heating, lighting, or cooling in the completed building

15.12 The Mayor's Energy Supplementary Planning Guidance (SPG) (2020) 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. Applicants are required to prepare a Whole Life-Cycle Assessment for all major applications. The Mayor of London's guidance on Whole Life-Cycle Carbon Assessments should be applied. Whole life-cycle carbon emissions are those resulting from the construction and the use of a building over its entire life, including demolition and disposal.

Reducing Carbon Emissions

15.13 The Council requires developments to contribute towards the Mayor of London's commitment of making London a zero-carbon city by 2050.

15.14 All development proposals should apply the following Energy Hierarchy, as set out in the London Plan: be lean; be clean; be green; and 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. The GLA 'Be Seen' energy monitoring guidance should be used to help developers ensure that London Plan SI2 has been complied with post construction.

15.15 The Council will require an assessment of energy demand and carbon 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.

15.16 All major developments (residential and non-residential) should achieve zero carbon standards, as set out in the 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.

15.17 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 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 planning obligation in accordance with the Planning Obligations SPD (2020) or successor document.

15.18 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 London Plan, although it may be subject to amendment in the future to ensure the Council's 'stepped approach' to realising zero carbon. 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

15.19 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

15.20 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.

15.21 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

15.22 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 well-being and to the built environment: through extreme weather events; increased temperatures; greater levels of rainfall and incidences of flood 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, biodiversity, trees, water resources, water conservation and water consumption targets, which are dealt with in more detail in separate policies within this Plan.

15.23 The Council will expect developers to consider the service life of buildings and their possible future uses to optimise resource efficiency. The durability and lifespan of a buildings' components should be matched to its likely service life, and where appropriate the building should be designed to be flexible in terms of adaptation to future alternative uses in order to avoid the need for future demolition. 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

15.24 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.

15.25 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 London Plan's cooling hierarchy (set out in Policy SI4 (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.

15.26 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 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 in line with the GLA's latest Energy Assessment Guidance, major developments should incorporate on-site DEN.

C. Major developments within the Heat Network Priority Areas that cannot immediately connect to an existing heating or cooling network should be designed in accordance with the heating hierarchy set out in London Plan Policy SI3.D and SI4 B and should be encouraged for all developments where possible.

D. Where applicable and viable, 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.

15.27 Heat that is created as a by-product of traditional energy generation is normally wasted; however, in 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.

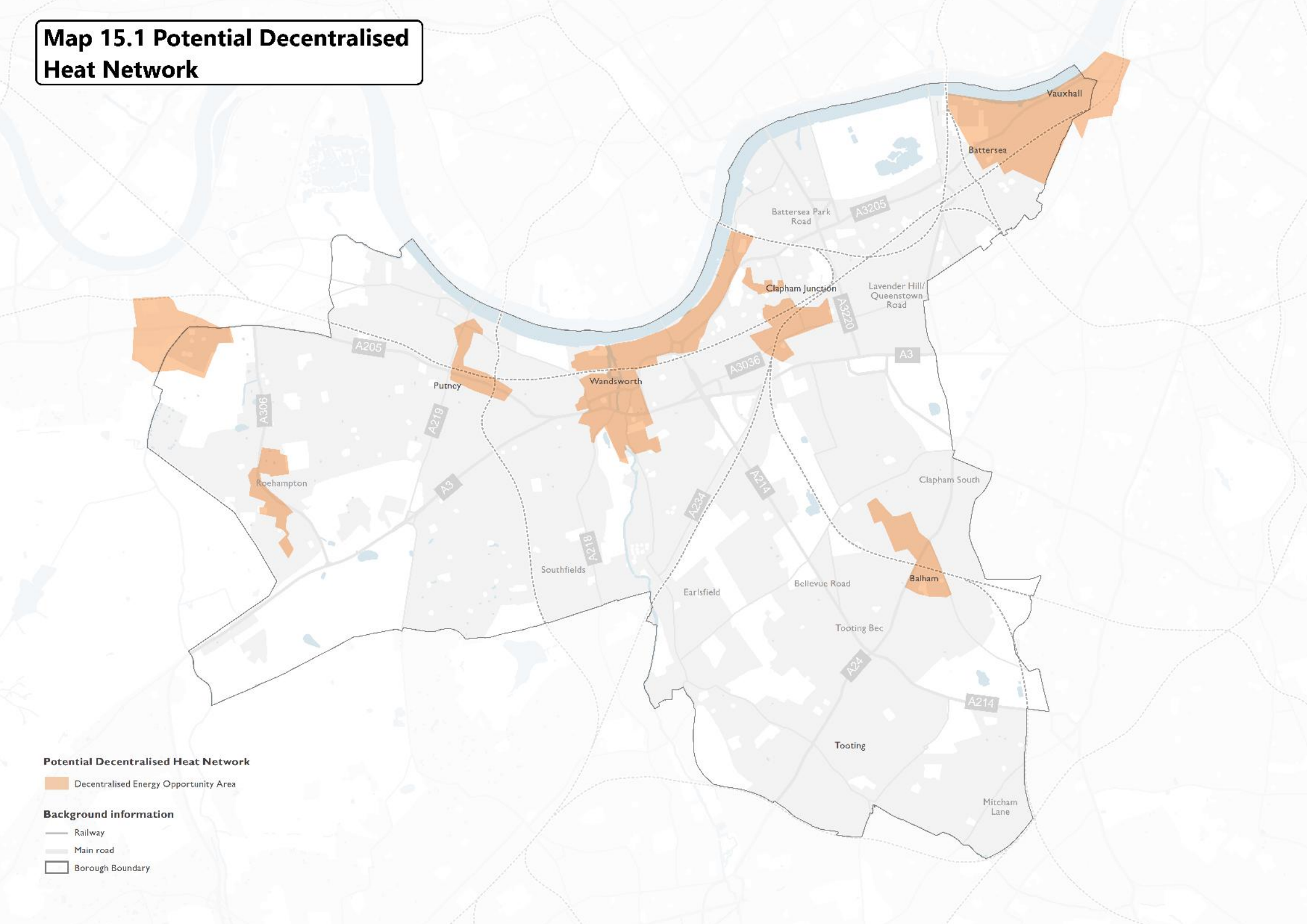
15.28 The Council expects all development to maximise opportunities to incorporate decentralised energy to support further reductions in energy use and emissions. New developments should therefore be designed in a manner fully compatible with any

existing, planned or future DEN – including appropriate design of building systems to minimise return temperatures – The London Heat Map, and in particular the Heat Network Priority Areas, should be used by applicants as a starting point to identify opportunities for decentralised energy 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.

15.29 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 sub-area, and Clapham Junction.

15.30 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 SPD. 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 planning applications will need to clearly demonstrate that the proposals avoid, minimise, or reduce contributing to all sources of flooding, including fluvial, tidal, surface water, groundwater, flooding from sewers, take account of climate change (including predicted future changes), and would not increase flood risk elsewhere.

The application of Sequential Test

B. Future development in Zone 3a and Zone 2 will only be considered if the 'Sequential Test' has been applied and the Exceptions Test passed in accordance with national planning policy and guidance. The Sequential Test is considered to have been passed, and a Flood Risk Assessment will not be required, if the proposal is not a major development or at least one of the following applies:

1. The application site is located within an Area Strategy area as identified in this Local Plan; including within a 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 sub-area*

2. The application site 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.

C. Development will be guided to areas of lower risk, both on-site and by applying the 'Sequential Test' as set out in national policy guidance, and where required, the 'Exception Test'. Inappropriate developments and land uses will be refused in accordance with national policy and guidance, and the Council's Strategic Flood Risk Assessment (SFRA). In flood zones 2 and 3, all planning applications (or other relevant applications) on sites of 10 or more dwellings 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 solutions to alleviate fluvial and/or surface water flooding over and above floodplain compensation is required. The consideration of potential increases in flood risk off-site where development would result in a loss of floodplain storage is also required with suitable mitigation proposed in accordance with the advice of the Environment Agency and Lead Local Flood Authority.

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 SFRA will be protected by not permitting any form of development on undeveloped sites unless it: • is for Water Compatible development; • 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. 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. Proposals for a change of use or conversion to a use with a higher vulnerability classification will not be permitted. To provide safe refuge, and depending on location, finished floor levels for all development must be raised to a minimum of 300mm above the 1 in 100 fluvial level inclusive of an allowance for climate change, or an appropriate extreme water level as advised by the Environment Agency for defended tidal areas. Safe access and egress at a Low Hazard rating is required.	Required for essential infrastructure	Required for essential infrastructure	Required for all development proposals
Zone 3a (Tidal/Fluvial)	Land uses are restricted to: • Essential Infrastructure; • Water Compatible; • Less Vulnerable; and • More Vulnerable development	Required for all developments unless exceptions outlined in	Required for more vulnerable development	Required for all development proposals

Flood Zone	Land uses and development - restrictions	Sequential Test	Exception Test	Flood Risk Assessment
	Highly Vulnerable developments will not be permitted. To provide safe refuge, and depending on location, finished floor levels for all development must be raised to a minimum of 300mm above the 1 in 100 fluvial level inclusive of an allowance for climate change, or an appropriate extreme water level as advised by the Environment Agency for defended tidal areas. Safe access and egress at a Low Hazard rating is required. Self-contained residential basements will not be permitted in locations at risk of fluvial, or tidal defended flooding. Bedrooms at basement level will not be permitted in fluvial flood risk areas subject to the requirements set out in Table 15.2	the supporting text apply		
Zone 2	No land use restrictions. To provide safe refuge, and depending on location, finished floor levels for less and more vulnerable development must be raised to a minimum of 300mm above the 1 in 100 fluvial level inclusive of an allowance for climate change, or an appropriate extreme water level as advised by the Environment Agency for defended tidal areas. Safe access and egress at a Low Hazard rating is required. Self-contained residential basements will not be permitted in locations at risk of fluvial, or tidal defended flooding. Bedrooms at basement level will not be permitted in fluvial flood risk areas subject to the requirements set out in Table 15.2	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

Flood Zone	Land uses and development - restrictions	Sequential Test	Exception Test	Flood Risk Assessment
Zone 1	No land use restrictions. Where development over 1 ha is proposed or there is evidence of flooding from another localised source opportunities should be sought to: • Ensure that the management of surface water runoff from the site is considered early in the site planning and design process; • 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. 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 - Development Restrictions

Basements and Subterranean Developments

D. 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	**In areas of Extreme, Significant and Moderate Breach Hazard** (as set out in the Council's SFRA):
	
	• **New basements:**
	  • Restricted to Less Vulnerable / Water Compatible use only.
	  • '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.
	  • 'Highly Vulnerable' uses such as self-contained basements/bedrooms will not be permitted.
	
	In areas of Low or No Breach Hazard (as set out in the Council's SFRA):

	• **New basements:** • If the Exception Test (where applicable) is passed, basements may be permitted for residential use where they are not self-contained or, in locations at risk of fluvial flooding, are not used for bedrooms. If a basement, basement extension or conversion is acceptable in principle in terms of its location, it must: • have safe access threshold levels and internal staircases provided to access floors to a minimum of 300mm above the 1 in 100 fluvial level inclusive of an allowance for climate change, or an appropriate extreme water level as advised by the Environment Agency for defended tidal areas. The only exception to this is for basement development within areas of defended tidal flood risk, 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. 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. Basements will 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):
	
	• New Basements:
	  • If the Exception Test (where applicable) is passed, basements may be permitted for residential use where they are not self-contained or, in locations at risk of fluvial flooding, are not used for bedrooms.
	• Existing Basements:
	  • Basement extensions, conversions or additions maybe permitted for existing developments where they are not self-contained or, in locations at risk of fluvial flooding, are not used for bedrooms.
	
	If a basement, basement extension or conversion is acceptable in principle in terms of its location, it must:
	
	• have safe access threshold levels and internal staircases provided to access floors to a minimum of 300mm above the 1 in 100 fluvial level inclusive of an allowance for climate change, or an appropriate extreme water level as advised by the Environment Agency for defended tidal areas. The only exception to this is for basement development within areas of defended tidal flood risk, 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.
	
	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. Basements will not be permitted in areas of high surface water risk without appropriate mitigation.

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

E. The Council will require the use of Sustainable Drainage Systems (SuDS) in all development proposals. Applicants will have to demonstrate that:

1. A reduction in surface water discharge to greenfield run-off rates will be achieved unless it is clearly demonstrated that this is technically unfeasible.
2. Where it has been clearly demonstrated that greenfield run-off rates are not technically feasible, at least a 50% attenuation will be required, with an objective of achieving 100% attenuation of the existing (undeveloped) site's surface water runoff at peak times based on the levels existing prior to the commencement of development.
3. There should be no loss of flood storage in areas affected by fluvial flooding and any increase in built footprint within the fluvial 1 in 100 (inclusive of climate change allowance) flood extent must be compensated for on a level for level, volume for volume basis.
4. Where minor development is proposed, schemes should not affect floodplain storage or flow routes through the incorporation of mitigation measures in line with the Construction Industry Research and Information Association's guidance on SuDS.

F. The Council will require, where necessary, financial contributions through a S106 planning obligation towards flood protection measures and SuDS in accordance with the Council's Planning Obligations SPD or successor document.

G. Applicants must demonstrate that surface water must be drained to ground water courses or a surface water sewer and not to the foul water sewer.

Flood Defences

H. Applicants will be required to demonstrate, where relevant, that their proposal complies with the following:

1. That the effectiveness, stability and integrity of flood defences, river banks and other formal and informal flood defence infrastructure will not be compromised.
2. Ensures that the proposal does not prevent essential maintenance and upgrading of any formal or informal flood defence infrastructure to be carried out in the future in a cost-effective manner in agreement with the Environment Agency.
3. That any physical structures are set back from river banks and existing flood defence infrastructure unless it can be clearly demonstrated that the effectiveness of such infrastructure would not be compromised (the distances being 16 metres for the tidal Thames and 8 metres for other rivers including those culverted).
4. Has taken into account the requirements of the Environment Agency's Thames Estuary 2100 Plan, and demonstrates how current and future requirements for flood defences have been incorporated into the development, including the need to raise flood defences to the required levels whilst enhancing the riverside environment in accordance with the Thames Estuary 2100 Plan.
5. Would not result in the removal of formal or informal flood defences unless this forms part of an agreed flood risk management strategy adopted or approved by the Environment Agency.
6. That the opportunities to undertake river restoration and enhancement and implement natural flood management measures as part of a development to make space for water have been assessed and where technically feasible incorporated into the proposal. Enhancement of existing assets, such as

through de-culverting, the using bio-engineered river walls, and raising bridge soffits to take into account climate change should be accommodated in development proposals where technically feasible.

7. Culverting of water courses and building over culverts will be resisted unless it can be clearly demonstrated that such approaches are necessary in order to achieve the delivery of development. Deculverting is encouraged where possible.

Multifunctional Benefits

I. In addressing flood mitigation opportunities to bring other benefits including recreational, habitat creation to support biodiversity and urban greening will be encouraged.

15.31 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 compounding effects of climate change. This Policy sets out what is expected of development to ensure flood risk has been understood and managed effectively.

15.32 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 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.

15.33 The NPPF outlines that Local Plans should be supported by a Strategic Flood Risk Assessment (SFRA) and local planning authorities 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.

15.34 The SFRA sets out the most up to date and readily available flood risk information for all sources of flooding, and provides 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 measures for each site as contained in the 'level two' SFRA. The Council considers the Sequential Test and Exception Test to be passed for all the Site Allocations. An Exception Test will still be required as part of an application, as to manage and reduce flood risk on site.

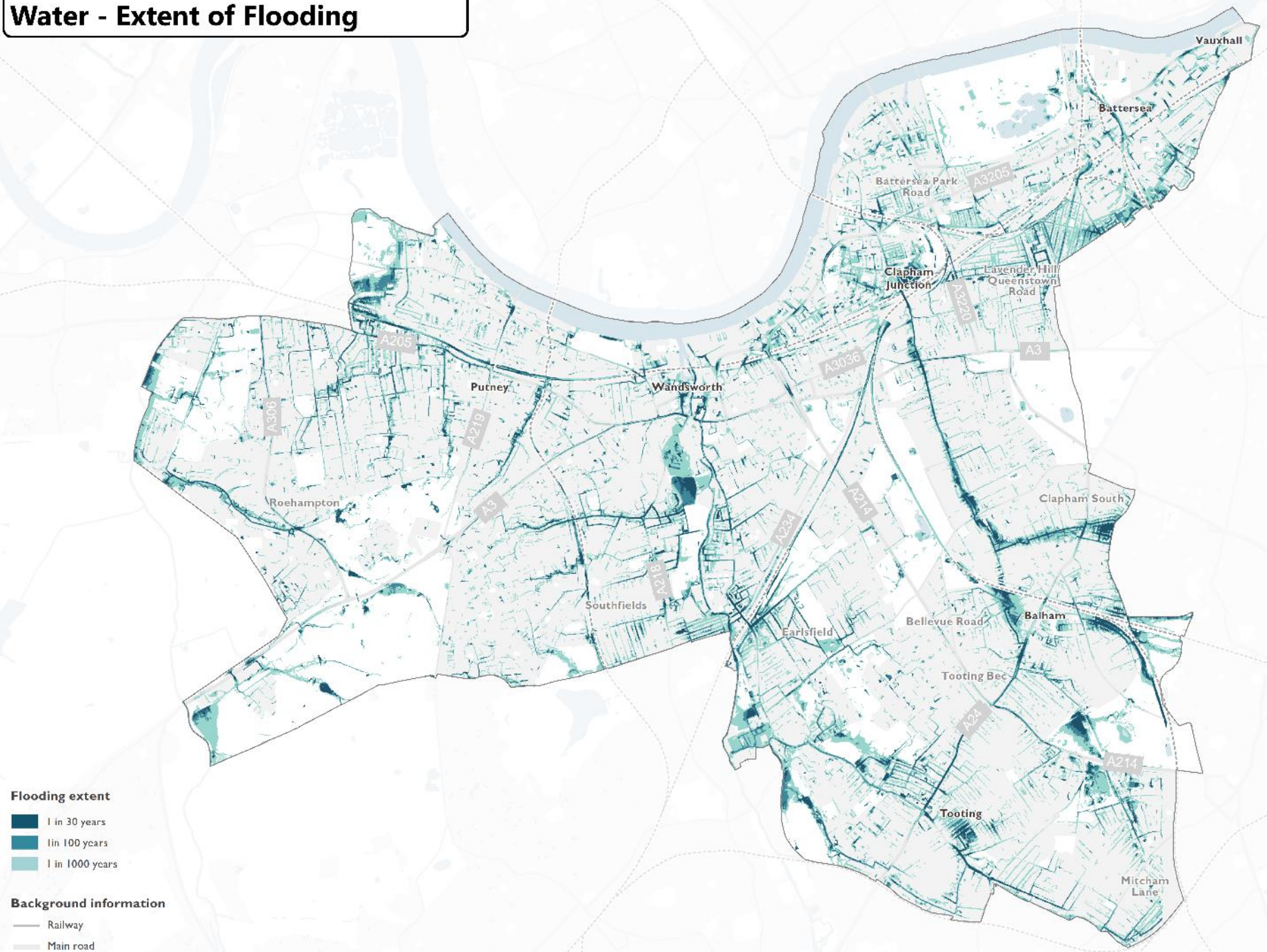
15.35 The Environment Agency (EA) produces Flood Maps for Planning with a nationally consistent delineation of "high" (Flood Zone 3), "medium" (Flood Zone 2) and "low" (Flood Zone 1) risk flood zones, which are updated and published on a quarterly basis. In addition, the Council's Strategic Flood Risk Assessment, sub-divides the EA'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% Annual Exceedance Probability (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 sub-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 sub-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.

15.36 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 EA's Flood Risk Standing Advice for planning applicants and their agents, and early pre-application discussions with the Council and the EA are encouraged.

15.37 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

Source: Environment Agency

Basements

15.38 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.

15.39 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.

15.40 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.

15.41 The Council's SFRA sets out further guidance on basements, including how to assess ground floor level and internal access level requirements for basements.

15.42 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 from premises during a flood event.

15.43 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

15.44 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.

15.45 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 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.

15.46 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.

15.47 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.

15.48 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.

15.49 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.

15.50 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.

15.51 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

15.52 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. Such defences may not always be recognisable and can include mounds, buildings and walls.

15.53 There is a statutory requirement for the Council to consult the EA 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.

15.54 Proposals for redevelopment should seek opportunities to set back the development from existing flood defences. The Council, in conjunction with the EA, will require a buffer zone of 8 metres on the borough's rivers and culverted 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 EA for any development that could affect flood defence infrastructure as their consent will be required for any works that could affect the flood defences.

15.55 Developments should also take into account the requirements of the Thames Estuary 2100 (TE2100) Plan and its riverside strategy approach 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. This includes the requirements of the TE2100 Plan to raise all tidal flood defences, together with an ongoing programme of inspection, maintenance, repair, and replacement of defences as required in accordance with the advice of the Environment Agency. In doing this, the defences should be designed to enhance the riverside environment to achieve significant improvements to public spaces, access

to the River and the Thames path, and the creation of new habitats in accordance with the riverside strategy approach of the TE2100 Plan.

LP13 Circular Economy, Recycling and Waste Management

A. Wandsworth will meet its identified waste needs, including apportionment targets, (see Table 15.5), 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 recycling and waste management facilities to meet the capacity gap.

B. 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.

C. Developers will be expected to reuse, recycle, or recover 95% of construction and demolition waste and find beneficial uses for 95% of excavation waste.

D. 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
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 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

E. 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.

F. New waste capacity to close Wandsworth's capacity gap 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 these preferred locations. Sites which support sustainable transport options such as rail and water are supported.

G. 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.

H. Applications for waste management facilities, including those replacing, consolidating or expanding existing sites, will be required to demonstrate that the proposal optimises the waste management capacity of the site.

I. 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.

J. Applications for new waste facilities will be assessed against criteria in the National Planning Policy for Waste, the London Plan and Wandsworth's Local Plan policies.

K. 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.

15.56 Promoting circular economy principles and implementing the waste hierarchy is fundamental to reducing the amount of waste produced and ensuring that more materials are reused, repaired, and recycled. There are a number of legislative and policy drivers for this, ranging from the Government's Waste Prevention Programme [3] and Extended Producer Responsibility [4] to the London Plan's requirement for Circular Economy Statements [5] to Wandsworth's own strategies for waste reduction and recycling [6].

15.57 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'. Wandsworth is contributing to developing London's circular economy in a number of different ways including, but not limited to, policy LP13. Wandsworth will work in collaboration with the Mayor and industry to ensure that there is zero biodegradable or recyclable waste to landfill by 2026, and to meet the 65% recycling target for municipal waste by 2030.

The Waste Hierarchy (see Fig 15.1) is a framework for securing a sustainable approach to waste management. It gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).

3 https://consult.defra.gov.uk/waste-and-recycling/waste-prevention-programme-for-england-2021/
4 https://www.gov.uk/government/consultations/packaging-and-packaging-waste-introducing-extended-producer-responsibility
5 https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/london-plan-2021
6 https://www.wandsworth.gov.uk/rubbish-and-recycling/recycling-and-waste-statistics-and-information/strategy-and-action-plans/

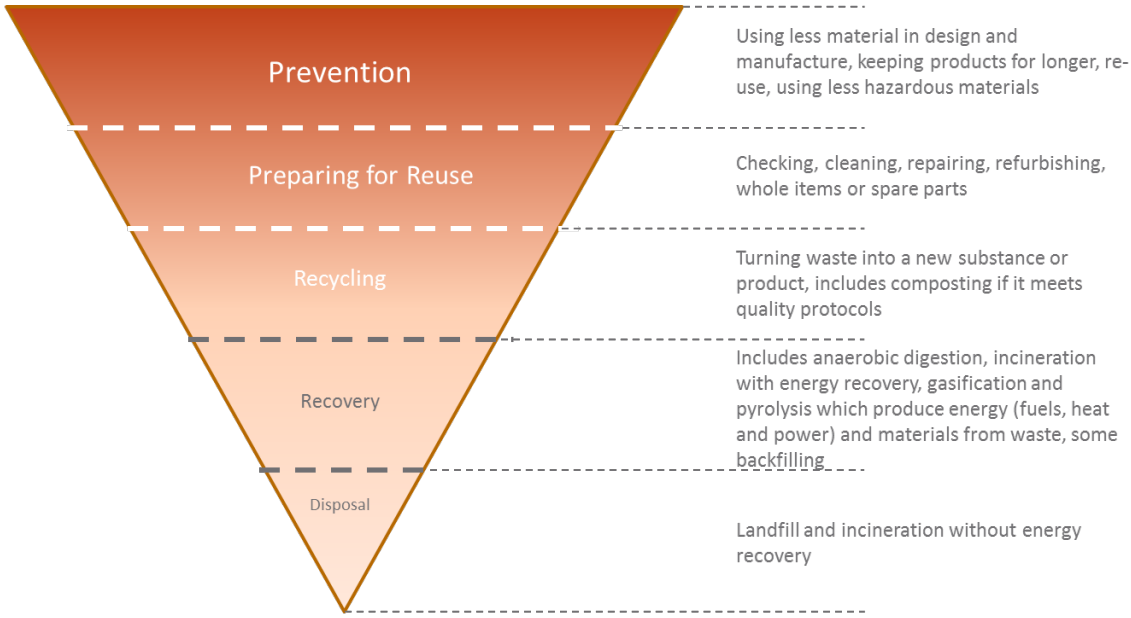


Figure 15.1 the Waste Hierarchy

15.58 Wandsworth has a number of different roles and responsibilities related to waste. Policy LP13 relates to Wandsworth's role as a Waste Planning Authority. It identifies sites and areas for recycling and waste management uses and sets out criteria for determining planning applications for new or upgraded waste facilities in the Borough. In this respect Policy LP13 is concerned with the 'Recycling', 'Recovery', and 'Disposal' tiers of the Waste Hierarchy. In addition to its planning role, Wandsworth has separate responsibilities for preventing, collecting, and managing Local Authority Collected Waste [7](LACW) in line with the Waste Hierarchy. Further information on waste collection in Wandsworth can be found on the Council's website [8]and further information on how Wandsworth's waste is managed can be found on the Western Riverside Waste Authority's website[9].

15.59 Wandsworth is one of four London boroughs (along with Lambeth, Hammersmith and Fulham, and Kensington and Chelsea) for which the Western Riverside Waste Authority (WRWA) is the statutory waste disposal authority for Local Authority Collected Waste. A thirty-year Waste Management Service Agreement (WMSA) was established between WRWA and Cory to manage 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. 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. Only around 22% of Wandsworth's Local Authority Collected Waste is currently recycled and Wandsworth will continue to work with the WRWA to increase recycling and support delivery of the waste management strategy.

15.60 To improve recycling rates, Wandsworth has prepared a Reduction and Recycling Plan [10] (RRP) which sets out key actions for preventing waste and boosting recycling. The RRPs are used to drive and promote local activity that will also play an important role helping to achieve the Mayor's London-wide targets to cut food waste and increase municipal waste recycling by 2030.

7 Local Authority Collected Waste (LACW) includes waste collected from a residential dwelling, waste from street sweepings, parks, street bins, waste taken to household waste recycling centres, and any other non-household waste collected by the local authority, for example commercial waste.

8 https://www.wandsworth.gov.uk/rubbish-and-recycling/

9 https://wrwa.gov.uk/

10 https://data.london.gov.uk/dataset/wandsworth-reduction-and-recycling-plan

15.61 The Mayor of London's Environment Strategy expects Boroughs to collect food waste and dry recycling from all kerbside properties and from flats where feasible. A trial weekly food waste collection service for low-rise properties is planned prior to commencement of a new waste collection contract in 2024 to help inform scoping decisions for that contract. Planning permission has been granted for a new Aerobic Digestion (AD) facility in Bexley and once it is operational, Wandsworth will have the option of sending separately collected food waste to the facility via river barge.

15.62 The Mayor's municipal waste and food waste recycling targets are challenging for an inner London borough. The barriers to increasing household recycling rates in Wandsworth are well known (e.g. the high proportion of flatted developments and low number of gardens), and the Borough will work in collaboration with ReLondon [11] to find solutions. It is more difficult for Wandsworth to directly influence business recycling rates and therefore partnership working with local businesses and ReLondon will be key to increasing business waste recycling. Key Actions for reducing business waste and increasing commercial waste recycling are set out in the RRP, and include encouraging businesses and organisations to adopt a low waste approach for food and packaging.

15.63 To help reduce the amount of construction, demolition and excavation waste produced in London, the London Plan requires Circular Economy Statements for all referable applications. These require developers to consider the best circular economy strategy for their development, for example if a building can be refurbished or repurposed rather than demolished.

15.64 Other parts of this Local Plan contain policies which contribute to increasing household recycling, in particular, LP2 which requires developments to include sufficient storage space that supports the separate collection of dry recyclables, food waste and residual waste.

15.65 In terms of its waste planning responsibilities, 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 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 London Plan. The other waste streams are low level radioactive waste, agricultural waste, and wastewater / sewage sludge.

15.66 Wandsworth will contribute to the 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 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.

15.67 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 and intensification of existing waste sites is encouraged where appropriate. There may also be opportunities for consolidating existing waste sites within the Borough. Wandsworth's waste sites are listed in policy LP13 although these may be subject to change as new facilities are built.

15.68 A safeguarded waste 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. 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.

15.69 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

11 https://relondon.gov.uk/

vacant for a number of years, the potential capacity of the site should be calculated using an appropriate and evidenced throughput per hectare.

15.70 Wandsworth's existing waste sites contribute capacity to manage the LACW/C&I (apportioned by the London Plan) and C&D waste streams as set out in Table 15.4. Any additional capacity delivered during the plan period will be monitored against these 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 15.4 Wandsworth's existing waste capacity (2018)

15.71 The Table below shows the amount of waste Wandsworth is expecting to manage within the Borough over the plan period. This includes the Borough's apportionment targets for LACW/C&I waste and the equivalent of all C&D waste generated. Not all excavation waste is expected to be used within Wandsworth. While some could be used in construction projects in the Borough, most is expected to be put to beneficial uses such as habitat creation, flood defences or landfill restoration outside the Borough.

	2021	2026	2031	2036
LACW/C&I waste apportioned to Wandsworth in the London Plan [12]	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 15.5 Wandsworth's waste needs over the plan period

15.72 There is a gap between the amount of LACW/C&I (apportioned) waste Wandsworth needs to manage and the amount existing waste management capacity within the Borough. There are currently sufficient recycling facilities within the borough to manage the equivalent of 100% of Construction and Demolition (C&D) waste arisings. 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

15.73 Wandsworth will seek to close the capacity gap by identifying the most suitable locations for new waste facilities. New waste facilities are directed towards the existing designated industrial areas of SIL and LSIAs in accordance with Policy LP34 (Managing land for industry and distribution). In order to meet the Mayor's recycling targets additional recycling capacity is the focus for new facilities. Where monitoring demonstrates that waste management capacity to meet the

12 Apportionment targets in the London Plan are provided for 2021 and 2041 only. The figures for years 2026, 2031 and 2036 have been estimated using Wandsworth's apportionment share of 3.2% of the overall waste arisings in London.

apportionment target has not been achieved by 2026, the Council will work with the GLA to proactively engage with operators to encourage delivery of additional waste management capacity in the borough.

15.74 Developers will be expected to reuse, recycle or recover 95% of C&D waste. Wandsworth is also already achieving over 95% recycling or recovery of C&D waste and developers are expected to continue this high standard. 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. 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.

15.75 Waste operators are responsible for ensuring that their facility does not cause pollution of the environment and harm to human health in line with the environmental permit. The responsibility for checking compliance falls to the issuer of the permit (the regulator). New facilities likely to produce significant air quality, dust or noise impacts are required to be fully enclosed in line with London Plan policy SI8. However, it is important that existing waste sites are able to continue to operate without unreasonable restrictions being placed on them by new sensitive development such as housing. The Agent of Change principle places the responsibility for mitigating the impact of noise and other nuisances firmly on the new development. Policy LP13 clause G requires developers of sites adjacent to existing waste sites to consider how they will mitigate nuisances including poor air quality, noise and vibration (see Policy LP14 clauses D3 and F3).

15.76 Wandsworth has a duty to co-operate 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, monitor any significant changes to waste movements and keep Statements of Common Ground up to date. Exports will be monitored against the baseline figures at Appendix B of the Waste Evidence Base.

LP14 Air Quality, Pollution and Managing Impacts of Development

A. The Council will seek to ensure that the local environmental impacts of all development proposals do not lead to detrimental effects on the health, safety and amenity of existing and new users or occupiers of the development site, or the surrounding land. These impacts include, but are not limited to, air pollution, noise and vibration, light pollution, odours and fumes, solar glare and solar dazzle, and land contamination.

B. Planning applicants should have regard to 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 apply planning conditions to ensure that local environmental impacts on adjacent land uses are maintained to acceptable levels.

Air Quality

C. The Council will support developments which incorporate 'air quality positive' design and the use of new technologies. Development proposals must be at least 'Air Quality Neutral', and should not contribute to worsening of air quality during the construction or operation stage, in accordance with Policy SI1 of the London Plan.

D. In order to assess the appropriateness of introducing new developments in areas already subject to poor air quality, the following will be required:

1. An air quality impact assessment, supported by modelled data, where necessary.
2. Mitigation measures which are demonstrated to be effective in reducing the development's impact on air quality, including the type of equipment to be installed, the provision of thermal insulation and ducting abatement technology.

3. Measures and appropriate design solutions which would protect the occupiers and users of new developments, and in particular vulnerable people, including children and the elderly, from existing sources.
4. The provision of demonstrably effective mitigation measures for developments intended to accommodate sensitive receptors or close to sites used by sensitive receptors such as schools, hospitals, and care homes where these are located in areas of existing poor air quality.

Noise and Vibration

E. The Council will require the reduction, management, and / or mitigation of noise and vibration that would arise as a result of development to ensure that the health and quality of life of existing and future residents, especially within noise sensitive buildings, is protected. Development proposals should have regard to the Policy D14 of the London Plan, and the following will be required to be demonstrated as part of a noise assessment:

1. The impact of any new plant and equipment upon both receptors and general background noise levels.
2. The provision of effective 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.
3. Time limits and restrictions for activities where noise cannot be sufficiently mitigated, including through the use of planning conditions.
4. 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 London Plan Policy D13.

Light Pollution

F. The Council will seek to ensure that artificial lighting in new developments would not lead to unacceptable impacts on the health, quality of life and amenity of occupiers or on fauna by requiring the following, where necessary:

1. An assessment of any new lighting and its impact upon any sensitive 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

G. 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

H. 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.

I. 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 effective mitigation measures will be provided.

Construction and Demolition

J. The Council will require that environmental disturbances during construction and demolition to be managed to acceptable levels. To deliver this, the Council will require the submission of a Construction Management Statement (CMS) for the following types of developments:

1. All major developments.
2. Developments of sites in confined locations (including basements and subterranean developments) or near sensitive receptors.
3. If substantial demolition/excavation works are proposed.

15.77 Developers should explore ways to minimise any harmful and adverse environmental impacts of development, including during construction and demolition. Applicants should consider Policy LP10 (Responding to Climate Crisis) which sets out how to achieve this. 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.

15.78 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 demonstrated through a remediation strategy.

Air Quality

15.79 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.

15.80 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 European Union 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 2021-2025. 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.

15.81 In accordance with the London Plan, Policy SI1 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 as well as the stipulations of the London Plan Policy SI1.

15.82 The consideration of existing air quality issues should be addressed at the planning application and design stage, with solutions identified in order to appropriatly 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, energy masterplanning and other mitigation strategies to improve air quality in all developments. Reduced car use can contribute to improved air and noise pollution as set out in LP51 Parking, Servicing, and Car Free Development.

15.83 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.

15.84 The GLA have produced 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 London Plan Policy SI1.

Noise and Vibration

15.85 Noise pollution can have a harmful effect on people's health and well-being. 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.

15.86 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.

15.87 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, to ensure appropriate noise assessments are completed, consideration should be given to complete day and night-time assessments to capture 24 hour operations, and ensure such noise assessments are completed in co-operation with the adjacent operators of existing uses, so that assessments have captured typical operations which take place on adjacent sites. 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 London Plan Policy D13, will apply.

Light Pollution

15.88 Though an important part of the urban environment, artificial lighting when not controlled, poorly designed, or positioned incorrectly, can have a detrimental effect upon occupiers, residents, and the natural environment. 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 LP2 (General Development Principles).

Odours and Fume Control

15.89 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

15.90 There are sites within the borough that have previously been, or are currently, occupied by industrial activities 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 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.

15.91 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.

15.92 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

15.93 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.

15.94 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.

15.95 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.

15.96 As part of the 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.

15.97 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' SPG (2014).

16 Providing for Wandsworth's People

LP 15 Health and Well-being
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 Utilities and Digital Connectivity Infrastructure

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 well-being 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 within priority neighbourhoods including in Tooting, Battersea, Queenstown and Roehampton. This will help residents to lead healthy and active lifestyles by including measures to reduce health and well-being inequalities through the provision of:

1. Access to sustainable modes of travel and meeting the Healthy Streets objectives 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, youth services, services and shops which encourage opportunities for social interaction and active living, as well as contributing to dementia-friendly environments;
4. Ensuring that there is an increased supply of affordable homes and that all new homes are well-designed, have adequate internal space, provide sufficient daylight and sunlight, are well ventilated, avoid overheating and have access to outdoor amenity space.
5. Access to local healthy food opportunities, allotments and food growing spaces;
6. An inclusive development layout and public realm that considers the needs of all, including the older population and disabled people; and
7. Active Design and a pattern of development which supports well-being and greater physical movement as part of everyday routines.

B. Planning applications will be required to demonstrate that:

1. Any potential negative health and well-being impacts have been addressed and 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 are not located within 400 metres of the boundaries of a primary or secondary school in accordance with London Plan Policy E9;
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 LP17.

16.5 Health and well-being 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 on people's health and well-being. 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 well-being of the population. A healthy environment can promote well-being and healthy lifestyles for all and can contribute to a reduction in health inequalities.

16.7 The health and well-being 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 A Health Impact Assessment (HIA) is a process for assessing the health and well-being impacts (mental, physical and social) of a proposed development, a plan or policy or an initiative. NHS Healthy Urban Development Unit (HUDU) have developed a rapid HIA tool to quickly assess the impacts of a development plan or proposal and recommend measures. This tool should be used as early as possible in the planning process and established at pre-application stage.

16.9 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.

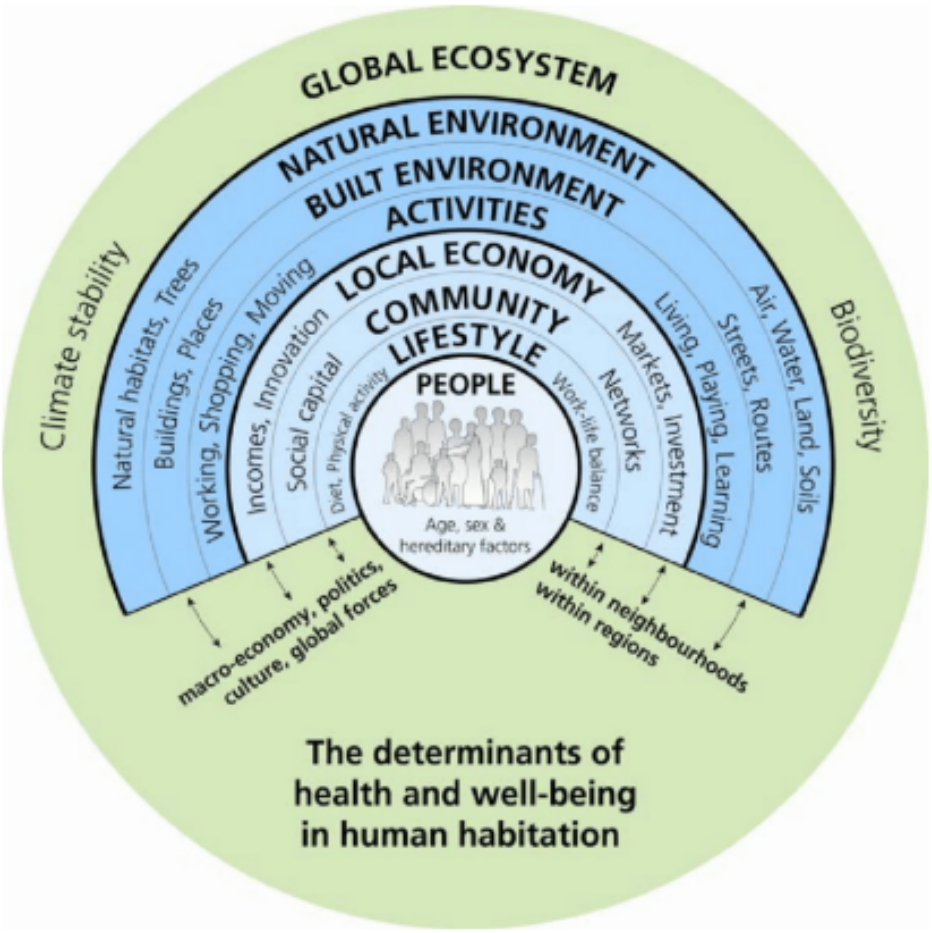


Figure 16.1 The-Settlement Health Map adapted from Barton and Grant 2006

16.10 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, as well as 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. Sport England has produced an Active Design Guide which should be referred to, which aims to promote healthy communities through good urban design.

16.11 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 the overconcentration of these uses in close proximity to schools in line with the 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 at Appendix 1 of this Plan.

16.12 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 NPPF.

16.13 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, architectural, and community value of pubs to plan positively for their protection. 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 both Government's and the GLA'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. London Plan Policy HC7 will also be taken into account in planning decisions.

16.14 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. These will be considered based 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, inclusive 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. 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;
    2. 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;

3. undertaking an assessment of community facilities related to health and schooling within growth locations. Development proposals at growth locations will need to provide flexibility to accommodate these facilities; including 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.
4. supporting infrastructure delivery in areas of deficiency;
5. requiring planning applications for 10 or more residential dwellings 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. expecting that where a development proposal would generate a site-specific impact which requires mitigation, the impact will be mitigated on-site or through the provision of financial contributions in accordance with the Council's Planning Obligations SPD or successor document; including supporting the provision of necessary health and emergency services facilities in appropriate locations.

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 at Appendix 1 of this Plan;
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.
6. that for existing health or emergency service facilities, loss will only be permitted where facilities are declared surplus to need as part of any strategic restructuring of health or emergency services demonstrated through an overarching estates strategy or similar needs-based assessment.

New, improved or replacement social and community infrastructure

C. Proposals for new, improved 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 in accordance with an overarching estate strategy or as part of any strategic needs restructuring of social and community services;
3. 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;
4. 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;

5. 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;
6. it is in a location that would not result in an over-concentration of similar facilities in any residential area;
7. it would not result in a loss of residential units;
8. would support the co-location of activities and services where practical;
9. 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 is maximised in the evenings and at weekends; and
10. if planning permission is granted, conditions may be used in order to protect this provision in the long term.

16.15 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. In unlocking the capacity for new homes, particularly for families, it will be necessary to plan and make provision for social and other infrastructure to sustain growth and create mixed and inclusive communities. Within growth locations an assessment of community facilities including health provision will be required in support of development proposals to identify capacity and future needs.

16.16 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

- Arts and Culture Strategy 2021-2031
- Cultural Strategy for Battersea and Nine Elms
- 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):

16.17 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 as well as setting out the range of plans, programmes and strategies, including those of partner organisations and agencies.

16.18 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.

16.19 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 CIL and section 106 (S106) agreements.

16.20 The cost of land and the impact of the COVID-19 pandemic on community groups has affected 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.

16.21 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.

16.22 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.

16.23 In accordance with a strategy relocation, provision of public services may be acceptable across the borough boundary.

16.24 The Council aims to promote 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.

16.25 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.

16.26 The London Plan states that social infrastructure should be easily accessible by walking, cycling and public transport in accordance with the Healthy Streets approach and LP49 (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.

16.27 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.

16.28 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 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, Wandle Delta sub-area, Winstanley and Lombard Road/York Road areas; and within the creative quarters designated in Nine Elms, including the Design and Technology Quarter which must support creative/cultural workspace;
3. it involves meanwhile cultural uses that enhance the vibrancy and vitality of the area;
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 Arts and Culture Strategy 2021-31.

B. The loss of accommodation used for arts, culture or entertainment purposes will be resisted. Any proposal for a loss should include evidence of a full and proper marketing exercise of the site for a period of at least 18 months as set out at Appendix 1 of this Plan.

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 or successor document, where an applicant is unable to provide an Arts and Culture Action Plan, as it is not appropriate due to the scale and nature of the scheme, or is located within the Battersea Design and Technology Quarter (where there are proposed creative incubator hubs) or Wandsworth Town and Wandle Delta sub-area, then a commuted sum will be sought and pooled to enable the Council to meet the requirements for such provision within the local area.

E. In accordance with the Council's adopted Planning Obligation SPD or successor document applicants will be required to produce and realise an Arts and Culture Action Plan to enhance the range of arts and cultural opportunities in the area.

F. Development proposals will be required to 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 and public safety.

G. The Council will encourage development for artworks, statues or memorials, which will be assessed on how they support the characteristics and sense of place as cohesive, safe, well-connected and healthy communities.

16.29 The Arts and Culture Strategy 2021-31 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.

16.30 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 NPPG set out the approach to assessing proposals for new ACE uses. The 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.

16.31 The 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 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.

16.32 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 Arts and Culture Strategy 2021-31 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.

16.33 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, Putney School of Art and Design, Tara Arts Theatre, National Opera Studio, World Heart Beat, Royal Academy of Dance, 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.

16.34 As such, large scale facilities which will attract significant numbers of people into the area and make use of public transport should be in proportionate in scale with the 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.

16.35 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, Battersea Business Centre, Wandle Delta sub-area, Wandle Valley and Wandsworth Riverside.

16.36 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.

16.37 The introduction of 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 London Plan policies, design policies, guidance notes 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.

16.38 Existing indoor sports and recreation facilities play an important role in meeting the needs of the community. National Guidance and the 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.

16.39 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 sub-area, Wandsworth Town and Lombard Road /York Road Focal Point Area have also been identified as embryonic creative quarters which would benefit from enhancement through the pooling of commuted sums, as set out in the Arts and Culture Strategy 2021-31.

16.40 Public art can help to create a sense of place, enhance civic pride, promote safety, animate public space, add value and enhance the visual quality of an area. It 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 while contributing 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.

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. Development proposals for schemes that are likely to be used by children and young people should satisfy all requirements set out in London Plan policy S4. 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 well located, away from sources of air and noise pollution, and easily accessible by pedestrian, cycling or bus routes;
2. be inclusive to all;
3. provide a range of different types of play facilities and experiences for children of different ages and abilities;
4. be of a sustainable construction, support placemaking principles, and be easy and cost effective to maintain; and
5. be designed to allow for use in differing weather conditions including the need for shelter and protection from lightning.

16.41 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.

16.42 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.

16.43 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 well-being 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.

16.44 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.

16.45 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. Play industry publication PiPA (Plan Inclusive Play Areas) offers a useful checklist of items for designers to consider throughout the design process. For a detailed list of play provision facilities and design and quality guidance for play facilities see the Mayor of London Shaping Neighbourhoods: Play and Informal Recreation Table 4.7 Play provision in new developments.

16.46 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.

16.47 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). Accessible and usable open spaces have been shown to improve mental and physical well-being 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.

16.48 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.

16.49 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 strongly resist 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.

16.50 Applicants should assess the need and feasibility for on-site provision of new playing fields and ancillary sport facilities in accordance with the borough's Playing Pitch Strategy (PPS). The PPS has outlined what types of playing pitches the borough is deficient in and large developments are required to provide additional supply where possible. Applicants should consider how development could help achieve the aims of the PPS for individual sites outlined in the Site Action Plan of the PPS.

16.51 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 Playing Pitch 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.

16.52 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.

16.53 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.

16.54 Allotments have been shown to successfully provide recreational value and improve individuals physical and mental well-being. 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.

16.55 Wandsworth is lacking in terms of allotment provision with a total of nine allotments (7ha in total) currently available in the borough with waiting lists on average five 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.

16.56 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.

16.57 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.

16.58 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.

16.59 For more information on allotments and food growing spaces in Wandsworth please consult the Open Space Study.

LP22 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 or successor document;
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, well-being 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.

16.60 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.

16.61 The Council's new Inclusive 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.

16.62 The continued expansion of high-quality and reliable utility and digital connectivity infrastructure is essential for economic growth and social well-being. 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.

16.63 The Council will support initiatives for the provision of utility and digital connectivity infrastructure (including high-quality 5G infrastructure) which support businesses, residents and projects such as the South London Innovation Corridor, 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.

16.64 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.

16.65 Applications for new digital connectivity masts must include a statement that self-certifies the equipment will meet 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. Where appropriate, planning permission for developments which result in the need for off-site utility upgrades will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.

16.66 Planning conditions will be used to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water / wastewater company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint phasing conditions will be applied to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development

17 Providing Housing

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LP 24 Housing Mix
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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 rose 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 10,706 new homes delivered in the last 5 years against a target of 9,198 new homes. The Council will continue to be pro-active in promoting opportunities for new housing development on all suitable sites, including windfall sites and small sites, to meet its housing requirement as set out in Policy SS1.

17.3 The new Local Plan provides the framework through which new homes will be delivered to meet the needs of the borough's residents, from young professionals and older people, through to families of all ages, and 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 be required to provide a range of affordable housing rental and ownership options, as well as high-quality housing for market sale, Build to Rent, and accommodation 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, including Build to Rent and student accommodation, this is properly undertaken to ensure that such development can co-exist harmoniously with its neighbours and it contributes to the delivery of mixed and balanced communities.

17.4 The key constraint in Wandsworth is the availability of land for development and this has been a factor when formulating various Local Plan policies. While recognising the need for a range of housing types, policies contained in this chapter seek to prioritise the provision of conventional housing over less adaptable types of housing. Conventional housing presents the most adaptable housing model and can cater for the needs of various groups.

17.5 Recognising that there may be changes over time in terms of household composition, there is a need for the Council to maintain a degree of flexibility in its approach to the mix of new homes to be provided in order 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.

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 well-being of all residents; have inclusive high-quality design with appropriate space standards and flexible internal layouts; and good access to local services, jobs, infrastructure and public transport.

LP23 Affordable Housing

A. The Council will seek to maximise the delivery of affordable housing in accordance with the London Plan. This will contribute to securing the Mayor's strategic target of 50 per cent of all new homes to be affordable.

B. Development that creates 10 or more dwellings (gross) on individual sites must provide affordable housing on-site in accordance with the threshold approach set out in London Plan Policy H5.

C. The Council will require an affordable housing tenure split of 50% low-cost rent products, 25% First Homes and 25% other intermediate products. A minimum discount of 30% will be applied to First Homes.

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 off-site 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 will be provided in the Planning Obligations SPD.

E. Site-specific viability information will only be accepted in exceptional cases, as set out in Policy H5 of the London Plan. The Council will undertake an independent review of that assessment for which the applicant will bear the cost. Review mechanisms will be required in accordance with the approach set out in the London Plan and relevant Supplementary Planning Guidance.

F. The management of the affordable housing provided (other than in Build to Rent schemes and in relation to First Homes) should 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 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.

17.8 National and regional guidance make it clear 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.

17.9 This policy seeks to maximise the delivery of affordable housing from new development across the borough to meet the identified need in the Council's Local Housing Need Assessment (LHNA). Like other parts of London, Wandsworth faces a significant shortage of affordable housing and there is an urgent need to boost the supply of affordable homes to meet the diverse needs of the growing population. This means a greater variety of affordable housing products and well-designed homes of the right size, tenure and price that local people can afford.

17.10 In accordance with Part B of the policy, development that creates 10 or more dwellings (gross) on individual sites will be required to provide affordable housing on-site in accordance with the threshold approach set out in London Plan Policy H5. This approach will apply to the entire borough, including the VNEB OA.

17.11 A tenure split of 50% low-cost rented, 25% First Homes and 25% intermediate products will be required. It seeks to strike a careful balance between the requirements set out in the London Plan and national policy, as well as the identified need and viability testing. 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 nor be able to afford market housing. Policy LP23 (Affordable Housing) therefore seeks to ensure that the affordable housing offer provides options for a wide range of the borough's residents. 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.

17.12 The 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). The Council will seek 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. 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 such products would meet local housing need. The Council will require that intermediate housing 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 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 London Plan Annual Monitoring Report.

17.13 In accordance with the updated Planning Practice Guidance, 25% of all homes required through developer contributions as part of planning obligations agreed under Section 106 agreements should be delivered as First Homes. Policy LP23 will require the delivery of First Homes which are discounted by at least 30% against the market value. The Council will apply local eligibility criteria (such as income caps) as part of section 106 agreements, which might in some cases necessitate a greater level of discount.

17.14 The Council's 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.

17.15 All viability tested applications, and schemes which have been re-submitted for the Council's consideration where the original permission did not meet the threshold or required tenure split, including schemes determined before the threshold approach that would not have qualified for the Fast Track Route, will be subject to the inclusion of 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, these will be expected to follow the formula set out in the London Plan unless agreed otherwise by the Council.

17.16 Proportions of affordable housing should be measured by habitable rooms to ensure that a range of sizes of affordable homes can be delivered, including family sized homes, having regard to site-specific circumstances. Habitable rooms in affordable and market elements of the scheme should be of comparable size when averaged across the whole development. Applicants should also present affordable housing figures as a percentage of the total residential provision proposed by habitable rooms, by units, and by floorspace to enable comparison.

17.17 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 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 LP23 (Affordable Housing).

LP24 Housing Mix

A. Development proposals creating additional residential units will be supported where the market housing dwelling mix:

1. includes a range of house sizes to address local need for including family-sized housing and down-sizing; and
2. takes into account the existing housing stock in the neighbourhood in order to avoid any over-concentration of a single size of homes where this would undermine the achievement of creating mixed and balanced communities; and
3. contributes 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 17.1 Market Housing Dwelling Mix

B. Development proposals creating 10 or more units (gross), will not be supported where 1 person/studio accommodation exceeds 5% of all market units. 1 person/studio accommodation will only be supported within the market element of the housing to be provided.

C. 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.

D. Development proposals will be supported where the affordable housing dwelling mix contributes to the borough-level indicative proportions detailed below:

Dwelling size / Tenure	1 Bedroom	2 Bedroom	3 Bedroom	4+ Bedroom
Low-cost rent affordable housing	40–45%	30-35%	20-25%	5-10%

Dwelling size / Tenure	1 Bedroom	2 Bedroom	3 Bedroom	4+ Bedroom
Intermediate affordable housing / First Homes	35-40%	40-45%	15-20%	5-10%

Table 17.2 Affordable Housing Dwelling Mix

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:

1. current evidence in relation to housing need;
2. the surrounding context and character;
3. the overall level of affordable housing proposed; and
4. the financial viability of the scheme.

17.18 The preferred borough-wide housing mix for affordable and market housing has been informed by Local Housing Need Assessment (2020). While development proposals will be expected to contribute to meeting the housing size mix priorities set out in Policy LP24 (Housing Mix), 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 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.

17.19 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.

17.20 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 (5%) of studios are unlikely to achieve this objective, and therefore will not be supported. 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.

17.21 This policy covers Use Class C3 and C4 housing only. The dwelling mix requirements set out in in this policy do not apply to developments that provide housing for specific community needs. In such developments, the appropriateness of the proposed mix of dwelling sizes will be assessed in terms of the needs of the intended occupiers.

LP25 Protecting the Existing Housing Stock

A. Existing self-contained housing will be protected in accordance with Policy H8 of the London Plan. In exceptional circumstances, the net loss of self-contained residential dwellings, and/or the loss of land previously used in whole or in part for residential purposes will be acceptable where:

   1. the proposal involves combining no more than two non-family-sized dwellings in order to create a family-sized dwelling and the total floorspace of the new dwelling created will be less than or equal to 130sqm, or
   2. a self-contained dwelling located above a non-residential use is no longer provided with a separate access to the street.

B. Where the loss of existing affordable housing is proposed, the Council will assess any planning application against the requirements of Policy H8 of the London Plan.

C. Proposals for the change of use of residential accommodation to short-term holiday lets will be resisted.

17.22 Existing properties are an important source of housing, as new housing only accounts for a small proportion of the overall housing stock in the borough. 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 used for housing are afforded sufficient protection.

17.23 The policy resists the loss of units through amalgamations with some exceptions. This approach has been taken as it can help serve a need by providing family sized accommodation in the borough and enable families to stay and expand without moving home. The circumstances in the policy where loss of units through combining smaller flats to provide a family-sized unit applies primarily to dwellings that have previously been subdivided to enable them to be converted back to a single dwelling as originally built, or when it is proposed to combine small units in purpose-built flats and maisonettes. De-conversion activity will not be appropriate when it would involve the combining of more than two units or when the total floorspace of the new dwelling created would exceed 130sqm.

17.24 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.

LP26 Conversions

A. The conversion of any dwelling with 130sqm or less floorspace (as originally constructed) into flats will only be permitted where it can be clearly demonstrated that the existing dwelling is unsuitable for families.

B. The conversion of any dwelling with more than 130sqm of floorspace (as originally constructed) into flats will only be permitted where the following criteria are satisfied:

1. at least one family-sized dwelling is provided with direct access to a dedicated rear garden of at least 15sqm; and
2. where no more than one unit is provided as 1 person/studio accommodation.

17.25 Conversions can 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 much needed family-sized accommodation. The Council's monitoring information demonstrates that a significant proportion of recent new build residential development in the borough has been for 1- and 2- bedroom flats and apartments. Whilst the demographic profile of Wandsworth is projected to continue to comprise smaller households, it is still be important to maintain a stock of family-sized dwellings in order to meet the future housing need for families enabling those wishing to stay in the borough after they have children to do so. This is also important to maintain and foster mixed and balanced communities and to promote community cohesion.

17.26 The 130sqm threshold will apply except where the property is considered to be unsuitable for families. Location will be taken into account in determining whether a property is suitable for families. 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.

17.27 'As originally constructed' is defined within the Glossary to this Plan.

LP27 Housing Standards

A. All new residential development, including new-build dwellings, conversions and change-of-use schemes where new dwellings are created, will be required to:

1. comply with the Nationally Described Space Standard;
2. meet all requirements for housing standards set out in the Policy D6 of the London Plan;
3. meet all requirements for accessible housing set out in the Policy D7 of the London Plan;
4. be designed to be inclusive, accessible and safe to all, in accordance with the requirements of Policy D5 of the London Plan; and
5. achieve the highest standards of fire safety, having regard to the requirements of Policy D12 of the London Plan.

B. All new residential development will be expected to provide dual-aspect accommodation, unless it can be suitably demonstrated that a single aspect dwelling would provide for a more appropriate design solution than a dual aspect dwelling. Where such circumstances are demonstrated, all single aspect units should:

1. provide for an acceptable level of daylight for each habitable room, and optimise the opportunity for enabling direct sunlight;
2. ensure that the aspect is not predominantly north facing;

3. not face onto significant sources of air pollution and/or noise and vibration, and/or 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. Housing development must be designed to be 'tenure blind' to ensure that dwellings across all tenures are indistinguishable from one another in terms of quality of design and materials, space standards and access and that the provision of open space and amenities is accessible by occupiers within different tenures. Proposals will be required to demonstrate that this approach has been considered from the outset of the design process.

D. 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 the London Plan standards and children's play space in accordance with Policy LP19 (Play Space).

17.28 Housing plays an important role in the safety, health and well-being 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.

17.29 Through the 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 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.

17.30 Dual aspect dwellings have multiple 'comfort' and well-being benefits, particularly by maximising levels of natural light and enabling cross ventilation (and therefore reducing the need for mechanical ventilation). 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 number of residential units is not considered adequate justification for the provision of single aspect units. Units where the second aspect is on the same elevation within a recessed balcony offer only a slight improvement on single aspect and will not be treated as dual aspect.

17.31 External amenity space of all kinds must 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 LP19 (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.

17.32 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. Communal amenity spaces should be accessible to all residents of the development, regardless of tenure. However, affordable home tenants should be able to opt-in/out to on-site facilities offered to private households on developments that have additional facilities such as gyms and swimming pools. The Council will require that any car parking is allocated on a fair and transparent basis, in accordance with Policy LP51 (Parking, Servicing and Car Free Development).

LP28 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 through the threshold approach, as set out in London Plan Policy H15;
2. is supported by evidence of a linkage with one or more higher education provider (HEP) in Wandsworth, or within a reasonable travelling distance of Wandsworth;
3. 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.
4. has access to good levels of public transport, and to shops, services and leisure facilities appropriate to the student population;
5. would not result in an over-concentration of single-person accommodation at the neighbourhood level which may be detrimental to the balance and mix of uses in the area or place undue pressure on local infrastructure;
6. provides a high-quality living environment, including the provision of appropriate space standards and facilities, well-integrated internal and external communal areas, and a high level of amenity (providing good levels of daylight and sunlight, and natural ventilation); and
7. provides at least 10% of student rooms which are readily adaptable for occupation by wheelchair users.

B. The loss of existing student accommodation will be permitted when 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. Proposals for a change of use of existing student accommodation which result in the net loss of residential floorspace will only be permitted when:

1. the loss of student accommodation would be solely at ground floor level; and
2. the development would replace the ground floor student accommodation with active ground floor uses; and
3. the proposed ground floor uses would pass the sequential test for main town centre uses in accordance with Policy LP43 (Out of Centre Development).

17.33 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.

17.34 Proposals for new student accommodation will need to be supported by evidence of a linkage with one or more HEPs (as defined in London Plan

footnote 77). This evidence should be provided on submission of a planning application, and will be requested at pre-application stage if this takes place. The accommodation should either be operated directly by an HEP or have a nominations agreement in place in accordance with London Plan Policy H15. It is important for private providers of student accommodation to have early discussions with HEPs to ensure the accommodation is designed and built to meet their requirements. The Council will expect developers to demonstrate that they have engaged with the appropriate organisations to ensure that new developments will meet identified need.

17.35 Proposals will need to demonstrate that the development will not result in an over-concentration of single-person accommodation at the neighbourhood level (see Glossary). Schemes will be considered on a site-by-site basis having regard to their scale and any existing concentrations (including any sites with extant planning permissions).

17.36 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.

17.37 Policy LP28 seeks 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.

17.38 To ensure conformity with the 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 to 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.

LP29 Housing with Shared Facilities

A. Development proposals for new Houses in Multiple Occupation (HMOs) will be supported where they:

1. do not result in the loss of housing suitable for occupation by families as defined in Part A of Local Plan Policy LP26 (Conversions);
2. do not result in an overconcentration of HMOs and other single-person accommodation 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;
4. have access to good levels of public transport (PTAL 4 or higher), and to shops and services appropriate to the needs of the intended occupiers; and
5. provide a good quality of accommodation, in line with Policy LP27 (Housing Standards).

B. Development proposals that result in the loss of an HMO will be resisted unless:

1. it can be demonstrated that 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. Development proposals for 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 permitted where:

1. it is proposed on a site which is not suitable for conventional housing;
2. it is clearly demonstrated that large-scale purpose-built shared living accommodation is better suited to meeting the local housing needs than conventional housing; and
3. it would not lead to an overconcentration of single-person accommodation at the neighbourhood level.

D. Where the principle of large-scale purpose-built shared living accommodation is accepted in line with Part C, proposals must:

1. meet criteria A1-A10 of London Plan Policy H16;
2. demonstrate 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
3. provide a financial contribution towards the provision of affordable housing in the borough, in accordance with the London Plan.

17.39 HMOs are flats or houses permanently occupied by more than one household, where each household does not have exclusive access to all cooking, washing and toilet facilities behind a locked front door. They are classified as either 'small' (housing 3 to 6 people) or 'large' (housing more than 6 people). The former is classified as Class C4 in the Town and Country Planning (Use Classes) Order 1987 (as amended), while the latter are sui generis, meaning the use does not fall within a specific use class. 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, Part A of the policy covers large HMOs, unless the proposal meets the Local Plan definition of large-scale purpose-built shared living, in which case Parts C and D of the policy will apply.

17.40 New HMOs should contribute positively to their neighbourhoods by supporting the maintenance or creation of mixed and balanced communities. Proposals must demonstrate that any such development will not result in a harmful overconcentration of HMOs at a neighbourhood level (see Glossary). 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. 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.

17.41 Good quality HMOs can 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 redevelopment 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.

17.42 Wandsworth has very recently experienced a rise in the development of large-scale purpose-built shared living accommodation, including co-living schemes. The London Plan defines this type of provision as a shared living accommodation generally comprising of 50 units or more. However, in Wandsworth this will be considered on a case-by-case basis, with the London Plan and relevant Local Plan policies applying on developments of 30 or more units as a general guideline. This is owing to the significant variances in the character, urban structure and mix of uses across the borough, and the need to ensure development of this scale is appropriate to its location.

17.43 Whilst it is recognised that shared accommodation can be an adequate form of accommodation for some, in Wandsworth the priority is to secure provision of conventional housing, including genuinely affordable housing. 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. It is also 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. Lastly, it is unlikely to be a sustainable model of development in the long term (especially for a range of household types including families), and hence could lead to land in Wandsworth being used ineffectively if demand for such accommodation was to reduce in future.

17.44 For these reasons, proposals for large-scale purpose-built shared living accommodation will usually be resisted on sites capable of providing conventional housing. When considering whether a proposal for large-scale purpose-built shared living would be located on a site which is suitable for conventional units the Council will have regard to:

- whether a proposal would displace existing C3 residential accommodation;
- whether a site has been identified in the Local Plan housing trajectory and/or Housing and Economic Land Availability Assessment as having capacity for conventional housing; and
- whether a site has an extant planning permission for C3 housing.

17.45 It is important to ensure that large-scale purpose-built shared living accommodation can effectively contribute to the accommodation needs of its main target group, which includes young professionals and other single persons on lower quartile and median incomes. Applicants will therefore be required to demonstrate the contributions of the scheme from the perspective of the housing need of the main target group rather than from the demand point of view which is a market driven concept. It is inevitable that any form of housing will somehow contribute to meeting housing need or demand in the borough; however, given that the borough continues to face intense development pressures from different competing land uses, it is important to protect scarce land for housing which is best suited to meeting the local need. Applicants will therefore be required to demonstrate that shared-living units would be more affordable for people on lower-quartile and median incomes than conventional units (including 'room only' options).

17.46 New housing development can have a significant impact on the achievement of mixed and balanced communities, and relatively high-cost tenures like large-scale HMOs can potentially lead to residential enclaves shut off from the community at large; co-living/shared living is often advocated as a way of facilitating communal interaction, but this should apply to the surrounding neighbourhood and wider community not just those living within the development. Proposals will need to demonstrate that the development will not result in an over-concentration of single-person accommodation at the neighbourhood level (see Glossary). Single-person accommodation includes all types of non-self-contained dwellings (such as student accommodation and HMOs) and self-contained studios. This requirement recognises that Policy LP24 (Housing Mix) seeks to limit the proportion of bedsits within market housing, and therefore it is important that Policies LP24 (Housing Mix) and LP29 (Housing with Shared

Facilities) take a holistic approach to achieving this. Schemes will be considered on a site-by-site basis having regard to their scale and any existing concentrations (including any sites with extant planning permissions).

17.47 Where proposals for large-scale purpose-built shared living meet initial policy requirements and are acceptable in principle, proposals will need to address specific criteria, including provision of financial contributions for affordable housing. A robust management plan will also be required to prevent adverse amenity impacts on the surrounding area and to ensure that the development is properly managed. A management plan must be submitted as early as possible, ideally at pre-application stage. All large-scale purpose-built shared living accommodation must be managed by a single company/organisation with minimum six-month tenancy lengths; shorter tenancies risk damaging any sense of community through constant turnover of residents. They also blur the lines between short-term let accommodation, turning large-scale HMOs in de facto hostels/visitor accommodation which would further undermine the ability to genuinely meet housing need.

17.48 The management plan must set out how the development will operate, from move-in and move-out arrangements and maintenance of communal areas, to staffing and security arrangements and responsibilities. The exact scope of a management plan should be agreed with the Council on a case-by-case basis. Where applications for large-scale HMOs are permitted, adherence to the provisions set out in the management plan will be secured through S106 agreement.

17.49 Provision of non-standard 'luxury' communal facilities – such as swimming pools, cinemas, gyms - which inflate development costs will not be considered an acceptable reason for any policy non-compliance with regard to any other aspect of the development, particularly financial contributions for affordable housing.

LP30 Build to Rent

A. Development proposals for Build to Rent housing must follow the policy approach set out in London Plan Policy H11, subject to the following additional requirements:

1. Where a development has potential to include more than one residential core and/or block, applicants should use this separate core and/or block to provide low cost rented housing to be managed by a registered provider. To follow the Fast Track Route, 50 per cent of the overall affordable housing requirement should be provided as low-cost products within this separate core and/or block, with the remaining 50 per cent at a range of genuinely affordable rents to meet priority housing need in Wandsworth. If the above requirements are not met, the scheme must follow the Viability Tested route. In these circumstances, the Council will seek from the applicant the optimum affordable housing offer for the development as a whole.
2. Where an applicant can demonstrate to the Council's satisfaction that it is not feasible in design terms to include a separate residential core and/or block in the development proposal, the Council will accept the full affordable housing requirement for the scheme as discount market rent units managed alongside the market rent units, in accordance with the requirements of London Plan policy. To follow the Fast Track Route, the Council will seek 30 per cent of the affordable provision at rents equivalent to London Living Rent level, with the remainder at a range of genuinely affordable rents to meet priority housing need in Wandsworth. If these requirements are not met, the scheme must follow the Viability Tested route.
3. Build to Rent housing should provide a mix of dwelling sizes that meets identified local housing needs, in accordance with Policy LP24 (Housing Mix).

17.50 The 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. The Council will apply the definition of Build to Rent and eligibility of Build to Rent schemes for the Fast Track Route in accordance with London Plan Policy H11, subject to the additional criteria set out in this policy.

17.51 The Council's preference is to secure low cost rented housing where possible through schemes involving Build to Rent by including this in a separate core and/or block managed independently by a registered provider of affordable housing. Low cost rented accommodation refers to Social Rent and London Affordable Rent. Applicants will be required to demonstrate that this possibility has been fully explored from the outset in the design of Build to Rent proposals. The onus will be on the applicant to explain the design reasons why it is not feasible to provide a separate core and/or block for low cost rented housing. Only where this has been demonstrated to the satisfaction of the Council, will it be acceptable to provide the full affordable housing requirement as discount market rented accommodation managed alongside the market rented accommodation.

17.52 Where low cost rented housing is provided in a separate core and/or block, this should be equivalent in design and appearance to the rest of the housing proposed in the scheme and maintained as such.

17.53 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 London Plan and NPPG 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.

17.54 The mix of dwelling sizes should address the requirements of Local Plan Policy LP24 (Housing Mix). Applicants will be asked to demonstrate how family-sized units with three or more bedrooms have been designed with a layout primarily to be suitable for family use. This is likely to include a range of bedroom sizes and generous living space. It is acknowledged that some larger flats may be used by sharing adults as opposed to families, however it is considered that this form of occupation can still occur appropriately within flats designed primarily for family use.

LP31 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 loss of existing specialist and supported housing will not be supported unless:

1. the applicant can robustly demonstrate that there is no longer an identified need for the retention of the accommodation either in its current format or through the modernisation of the premises; or
2. the needs met by this form of accommodation will be re-provided elsewhere within the borough, resulting in no net loss of overall provision.

B. Proposals for the development of specialist and supported housing will be supported where:

1. the applicant can robustly demonstrate that the accommodation meets an identified need, having regard to the evidence set out in the Council's most up-to-date Local Housing Needs Assessment;
2. the accommodation is of a high quality and meets relevant best practice guidance for this type of accommodation;
3. the accommodation 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. affordable housing is provided, in accordance with Policies H4 and H5 of the London Plan.

17.55 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 and supported 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.

17.56 The need for specialist and supported accommodation within Wandsworth is assessed in the LHNA 2020. 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 2020.

17.57 The 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. Provision of specialist older persons' accommodation will be monitored against the London Plan annual borough benchmark.

17.58 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 or local need, 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. The particular circumstances of each site will be taken on its own merits when considering the Council's preference for no net loss of existing floorspace.

17.59 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 as well as local shops (within a 15-minute walking distance), which is key to their general health and well-being. 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.

17.60 Development proposals for all forms of specialist and supported housing (including care home accommodation) will be required to provide affordable housing through the threshold approach in accordance with Policies H4 and H5 of the London Plan. Where a development does not meet the attributes of specialist older person's accommodation or care home accommodation set out in the London Plan, then the general housing policies in the London Plan and Local Plan will apply.

LP32 Traveller Accommodation

A. The Council will safeguard the existing 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 Travellers.

B. Proposals for new sites should meet the following criteria:

1. The site is in close proximity to a main road and which permits safe access to the site including adequate space on site to allow for the manoeuvring of vehicles, as well as public 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.

17.61 The Council has a long-established Traveller site at Trewint Street which 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.

17.62 The Government's policies for meeting the housing needs of Travellers are set out in 'Planning Policy for Traveller Sites' (2015). Further guidance is contained in Policy H14 of the London Plan.

17.63 The Gypsy and Traveller Accommodation Needs Assessment (2019) indicated that 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 this policy.

18 Building a Strong Economy

LP 33 Promoting and Protecting Offices
LP 34 Managing Land for Industry and Distribution
LP 35 Mixed Use Development on Economic Land
LP 36 Railway Arches
LP 37 Requirements for New Economic Development
LP 38 Affordable, Flexible and Managed Workspace
LP 39 Local Employment and Training Opportunities
LP 40 Protected Wharves

Introduction

18.1 The borough of Wandsworth has a rich economic history, the latest stage of which is being realised through the redevelopment of former industrial land in Nine Elms and north-east Battersea, including the Grade II* listed Battersea Power Station and the extension of the Northern Line to serve this new centre. This development will transform the area into a world class business centre providing an expanded offer for Central London, creating 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: in 2019 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 Employment Land and Premises Study 2020 (ELPS) forecasts that there will be a net requirement of 8.6 hectares of industrial and waste management 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 sets 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. The strategy will promote sustainable economic development in the borough which:

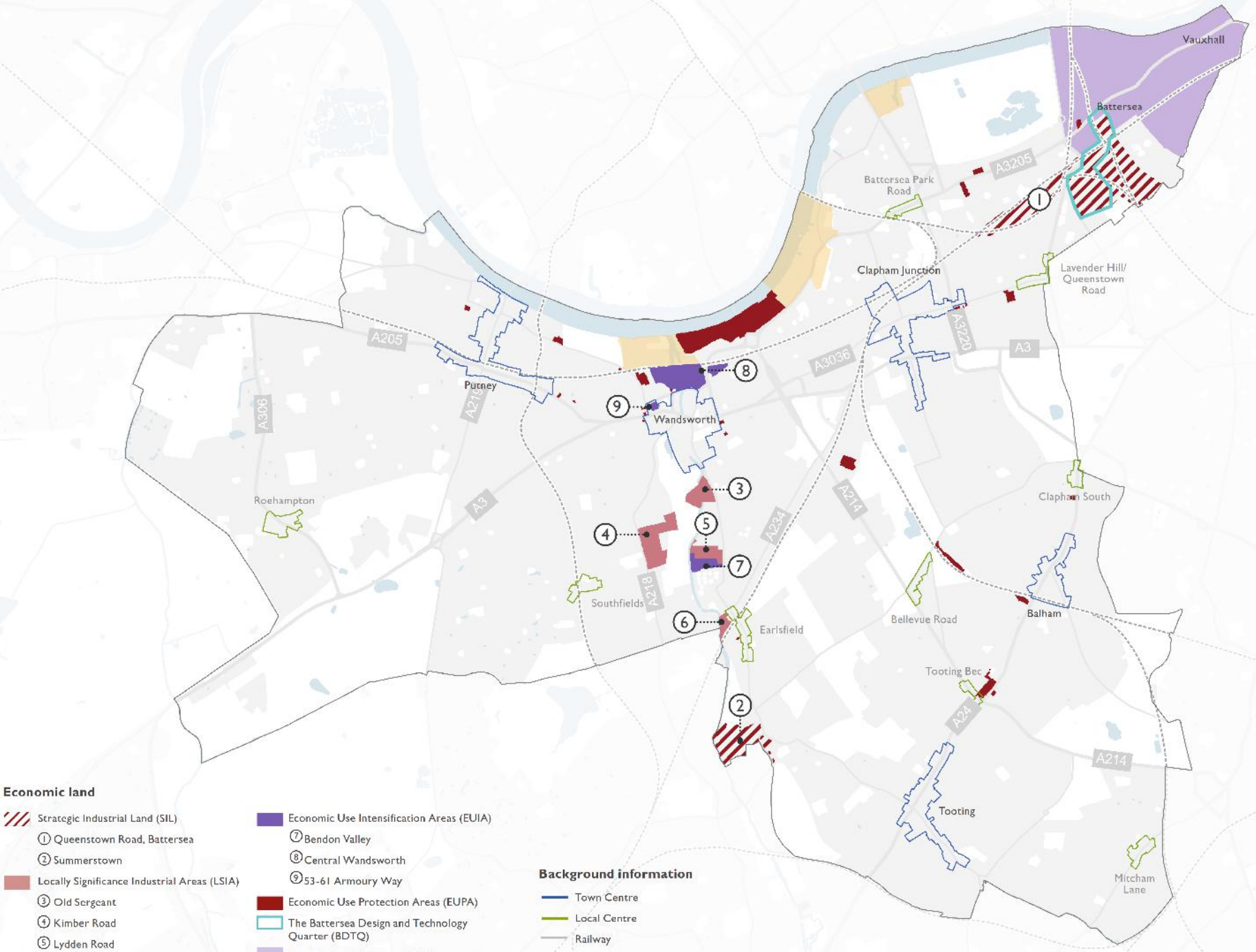
- delivers the right type of floorspace in the most suitable locations;
- supports existing businesses and attracts new enterprises, particularly in the creative and technology sectors;
- provides opportunities for local people to find employment and to develop skills, enabling them to get on in life; and
- recognises and safeguards the important contribution that the borough's economy makes to London as a whole.

18.4 In accordance with national and regional policy, the borough's Town Centres and 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. As such, this Plan sets out provisions for the strategic transformation and intensification of two areas – the Wandle Delta sub-area and the Battersea Design and Technology Quarter (BDTQ) – through the redevelopment of underutilised land for a mix of uses to provide new flexible economic floorspace, creating jobs and stimulating entrepreneurship, alongside the delivery of homes and local facilities in the Wandle Delta sub-area. This is supported by targeted growth at other key

locations within the borough, such as around Clapham Junction Station, to ensure that the benefits of development are sustainably delivered throughout the borough.

18.5 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 ratios for each use class. In turn, the employment land needed to support Wandsworth's economic performance will be influenced by external factors including by the way business operates in the future. This includes a greater incidence of homeworking; a trend towards distributed working practices, emphasising local centre hubs over a centralised office; and new formats and layouts in offices. The NPPF requires that local plans are suitably flexible to accommodate needs not anticipated through forecasting, which this Plan seeks to achieve. 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.

Map 18.1 Economic Land



Economic land

- Strategic Industrial Land (SIL)
  - (1) Queenstown Road, Battersea
  - (2) Summerstown
- Locally Significance Industrial Areas (LSIA)
  - (3) Old Sergeant
  - (4) Kimber Road
  - (5) Lydden Road
  - (6) Thornsett Road
- Economic Use Intensification Areas (EUIA)
  - (7) Bendon Valley
  - (8) Central Wandsworth
  - (9) 53-61 Armoury Way
- Economic Use Protection Areas (EUPA)
- The Battersea Design and Technology Quarter (BDTQ)
- Central Activities Zone (CAZ)
- Focal Point of Activity

Background information

- Town Centre
- Local Centre
- Railway
- Main road
- Borough Boundary

LP33 Promoting and Protecting Offices

Locations for New Office Space

A. The Council will support the development of new office space within the Central Activities Zone (CAZ), focused on the emerging centres at Battersea Power Station and Vauxhall. These areas will cater for the provision of predominantly large-scale office floorspace for high-value occupiers and related businesses, to support their potential as strategic employment hubs.

B. Outside the CAZ, new office development will be supported in the following locations, subject to compliance with any applicable area-specific criteria. Such development will be expected to cater primarily for the local and sub-regional office market and should provide workspace suitable for small and medium enterprises (SMEs). Larger businesses will also be appropriate in town centres, where the provision of flexible and touchdown space will also be encouraged.

    1. Town and Local Centres
    2. Appropriate edge-of-centre sites allocated for office use, including within:

        a. Economic Use Intensification Areas (EUIAs)
        b. The Battersea Design and Technology Quarter (BDTQ) (see Policy LP34, Part B – Managing Land for Industry and Development)

    3. Economic Use Protection Areas (EUPAs)

C. All proposals for office development must be of a scale and size that is compatible with its intended location and, where relevant, the Vision set out for that location within the relevant Area Strategy and/or through guidance provided as part of the 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 would not undermine the function of these sequentially preferable locations, as identified through a sequential test.

Protecting Existing Office Space

E. Existing office floorspace located in the areas identified in Parts A and B will be protected. Redevelopment proposals 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 LP35 - Mixed Use Development on Economic Land); or
    2. within the BDTQ, existing office floorspace is being redeveloped for industrial uses, in accordance with LP34.A; or
    3. 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 at Appendix 1 (Marketing Evidence) of this Plan.

18.6 The total stock of office premises in Wandsworth is 460,700 sqm (as of 2019). This provision is distributed across the borough within two distinct property markets which cater for different users, each of which needs to be planned for appropriately. The first is the emerging office market located within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA), in London's CAZ. This comprises high-quality and high value modern office space which caters for businesses operating at a regional, national or international scale. The second, and larger

component – which comprises over 80% of the borough's total office floorspace – is a local / sub-regional market which 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)

18.7 The Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA) lies within both Wandsworth and the London Borough of Lambeth. A Planning Framework was developed in 2012 through a collaboration between the boroughs and the Mayor of London. It set out the spatial strategy for the transformation of the area to maximise its potential 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 will greatly improve the accessibility and connectivity of the area.

18.8 The borough has been working to realise the Vision set out within the VNEB OAPF. Approximately 205,000 sqm of office floorspace is expected to have been completed by 2024 in the part of the VNEB OA located in Wandsworth, focused around the emerging centres at Battersea Power Station and at Nine Elms near Vauxhall. The area already includes the United States Embassy, the new headquarters of Penguin and redeveloped Battersea Power Station itself. The majority of this floorspace is on a par with central London offices in terms of the quality of design, specification and rental values, and will attract occupiers of national and international significance, as demonstrated by Apple's proposal to open its London HQ at Battersea Power Station.

18.9 Planned redevelopment within the VNEB OA is creating a step change in office provision in the borough and will form an important addition to the Central London office market, with analysis undertaken as part of the Council's ELPS indicating that the level of supply proposed in the VNEB OA is likely to provide for demand for such space arising within future demand in this market.

18.10 The Local Plan will continue to support the development and regeneration of the VNEB OA to secure its role and success as a strategic employment hub. Creating a strong sense of place through improvements to infrastructure and the provision of a high-quality public realm will be key to realising this ambition.

Wandsworth's Local / Sub-Regional Office Market

18.11 The local / sub-regional office market in Wandsworth comprises approximately 382,000 sqm of floorspace dispersed across the borough (as of 2019). Premises are mostly small and are primarily located along the River Thames in Focal Points, in Wandsworth Town Centre, and – to a lesser extent – within the Queenstown Road SIL and the borough's LSIAs; with some medium-sized premises also located in Putney Town Centre. Occupiers are generally split between the more traditional SMEs and sole traders, ranging from legal, accountancy and small consultancy firms, through to creative and cultural industries, and public organisations.

18.12 The borough's ELPS indicates that there will be a net additional requirement for 22,500 sqm of office floorspace up to 2034, once vacant floorspace and transitional vacancies have been factored in. While this figure represents the identified need for the borough as a whole, evidence of demand in the property market based on very low (2.8%) vacancy rates and 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. Consequently, the Local Plan has adopted an approach which focuses opportunities for increasing supply in this employment market in areas of the borough that are outside of the VNEB OA.

18.13 External factors, such as the COVID-19 pandemic, have the potential to 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 responsive to emerging trends and data that provide more clarity with respect to the longer-term impacts. That notwithstanding, this policy sets out a preferential approach to the location of new office development, ensuring that it is targeted in the most sustainable locations, whilst creating the necessary flexibility in order to

respond to changing economic circumstances and to account for the individual requirements of different businesses.

Town Centre First Approach

18.14 The NPPF, the London Plan, and the Spatial Strategy within this Plan all recognise the importance of town centres as the primary location for businesses. Policy LP33 follows that approach by directing new office development within the local / sub-regional market to the borough's town centres, and, where there is limited capacity in these locations, to appropriate edge-of-centre sites. As in the NPPF, 'town centre' is defined as including local centres. Local centres will therefore also be appropriate for new office development, where this is of a scale compatible with the size and capacity of that centre. Proposals for new office floorspace should have reference to the relevant Area Strategies and Site Allocation, if applicable, as well as the office guidelines within the London Plan's Town Centre Network.

18.15 It is expected that this floorspace will primarily cater to SMEs and should be designed in accordance with Policy LP37 (Requirements for New Economic Development). Mixed use development, with office floorspace brought forward alongside other uses, will be appropriate in these locations. In line with Policy LP42 (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 and leisure uses are expected to predominate. Office uses in these locations should maintain separate access arrangements where this is feasible.

18.16 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 larger centrally located office space. Where uses present an active frontage and are otherwise acceptable in accordance with relevant policies of this Plan, they will be acceptable in designated Frontages.

Beyond the Centres

18.17 The Council's Housing and Economic Land Availability Assessment (HELAA) has identified a reasonable supply of land for offices in town centres, however in order to accommodate the projected need the Local Plan identifies a number of other areas where the provision of office floorspace, as part of mixed-use redevelopment schemes, is appropriate. This approach is 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 other strategic ambitions of the Council: 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. Policy LP35 (Mixed Use Development on Economic Land) facilitates this approach.

18.18 Applications for the provision of new office floorspace should have regard of the preferential locations identified in Parts A and B. Sites located outside of these areas will need to be justified by a sequential test to ensure that it does not undermine the role and function of the prioritised areas.

Protecting Existing Office Floorspace

18.19 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 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 the applicant 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.

LP34 Managing Land for Industry and Distribution

Providing 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 (giii));
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 (gii)); and
9. Sui generis uses that relate to, and are necessary to support, the operation of sites of an industrial nature.

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 planning conditions or Section 106 planning obligations in order to protect the industrial function of the land.
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 intensification of sites for industrial purposes through increased floorspace will be strongly encouraged. Landowners should, where appropriate, work with those of adjacent sites in order to make the most efficient use of land.
4. Development proposals for other uses in these locations will not be supported, except in the following circumstances and provided that the use does not erode the effective operation of the industrial function of the SIL or LSIA:

    a. In the Battersea Design and Technology Quarter, SME office accommodation and research and development uses will be appropriate on upper floors, if it would result in the intensification of industrial uses on the site. Such development must accord 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 and/or would cause material harm to the amenity of neighbouring occupiers or the operations of neighbouring uses.
    b. In other locations, offices and other non-industrial 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.
    c. In limited instances, non-industrial uses may be appropriate in these locations if they are small-scale and cater for the local needs of people working in the area.

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 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 (including as part of mixed-use schemes) 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. industrial, storage or distribution floorspace is provided, in accordance with Policy LP35 (Mixed Use Economic Development on Economic Land), and where all other relevant criteria of this policy have been met; or
2. 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 at Appendix 1 of this Plan.

New Covent Garden Market

E. The primary function of New Covent Garden Market, and the railway arches immediately 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 not be compromised.

18.20 Industrial activity in Wandsworth is focused along two main axes. The first runs east-west from areas of Nine Elms and the Queenstown Road, Battersea SIL through to the Lombard Road / York Road Focal Point of Activity, and along the River Thames as far west as the Wandle Delta sub-area. 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 CAZ and the established institutions and businesses that make London unique.

18.21 The borough's ELPS identifies 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. This low vacancy rate, is partially accounted for through 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 previous London Plan. In Wandsworth, the ELPS identifies that industrial stock has fallen by 14.7% between 2010 to 2019, equivalent to 65,600 sqm of industrial floorspace.

18.22 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), which is a reflection of the proximity of the Queenstown Road, Battersea SIL to the CAZ and of the generally good standard of the premises.

18.23 The ELPS indicates that there is a net requirement for 8.6 hectares of industrial land between 2019 and 2034. The assessment predicts that approximately 35,700 sqm, or its land equivalent value of 5.5ha, will be required to accommodate demand for core industrial uses, which arises primarily from a need for additional storage and distribution uses (Use Class B8), although there is also an increase in demand anticipated for light industrial and research and development facilities (Use Class E). Up to 2.1ha of land will be needed to accommodate additional demand for wider industrial uses, including waste management (see Policy LP13, Circular Economy, Recycling and 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. 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 therefore paramount.

18.24 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

18.25 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 NPPG 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, SIL and 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.

18.26 SIL is identified within the 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)

18.27 The borough's 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 London Plan, Policy E6. Sites that are designated as LSIA in the borough are:

- Old Sergeant
- Kimber Road
- Lydden Road
- Thornsett Road

18.28 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 ratios, 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 those of 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.

18.29 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). Any proposals for new delivery or distribution facilities must have regard to the relevant Local Plan and 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.

18.30 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 a 24-hour period, often result in conflicts being raised with other uses, and in particular residential uses. 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 brewery taproom or 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.

18.31 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 London Plan Policies E4, E5, and E6. and reflects the recommendation made within the ELPS.

Battersea Design and Technology Quarter (BDTQ)

18.32 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 quarter. The concept seeks to leverage the investment in the wider VNEB OA and to build upon the area's existing creative and design 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. The Council's Battersea Design and Technology Quarter Economic Appraisal and Development Framework (BDTQ EADF) has been used to inform this policy approach as well as that set out in the Nine Elms Area Strategy in the Placemaking chapter.

18.33 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 BDTQ EADF study, and the Council is keen to continue working closely with all landowners in the area to deliver this vision.

18.34 The BDTQ designation seeks to reinforce the 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 creative and 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. 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.

18.35 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 be informed by the BDTQ EADF. It is identified in the ELPS 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 LP33 (Promoting and Protecting 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.

18.36 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 result from an increase in premises classified as 'small'. Alongside this, the area has the potential to deliver a potential increase of 78,000 sqm of office floorspace.

18.37 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.

18.38 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. Particularly in the context of the prime office floorspace being delivering as part of the transformation of Nine Elms, the intensification of the BDTQ represents an excellent opportunity to maximise affordable workspace provision, which should apply to both new SME office premises and applicable 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 LP38 (Affordable and Open Workspace).

18.39 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. The only exceptions to this are the provision of 'hubs' identified within the site allocations and those uses identified in Part B.4 of this policy.

Industrial Land Outside of the Strategic Reservoir

18.40 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 of Activity, 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.

18.41 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 smaller-scale intensification of uses within the SILs and LSIAs 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 sought to be re-provided and, where possible, intensified through mixed-use development.

18.42 The areas of the borough designated as EUIAs, in particular, have the potential to accommodate an increase in industrial land demand, as well as some select sites within the Focal Points of Activity. This approach is explicated in Policy LP35 (Mixed Use Development on Economic Land).

18.43 For appropriate areas and premises, this 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 of this Plan sets out the requirements for establishing redundancy of industrial premises.

New Covent Garden Market

18.44 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 there is potential to develop it into a foodhub. The Local Plan supports these actions provided that it does not adversely impact on the operation of the site.

18.45 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.

LP35 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 quantity of office and industrial floorspace both being fully replaced will be supported. Increased provision through the intensification of such uses is supported, as is the redevelopment of office floorspace to serve industrial uses, where it would not give rise to any material harm to the character of the area, the operation of neighbouring uses or the amenity of 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 of this Plan, 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 and intensification of the economic floorspace. Development within the Bendon Valley EUIA is expected to provide at least a 50% increase in the amount of existing economic floorspace, and development within EUIAs in the Wandle Delta sub-area is expected to provide at least a 25% increase in the amount of existing economic floorspace. In the latter, a strategic approach for the redevelopment of the area has been set out within an area masterplan, which outlines

how this ambition can be realised cumulatively across the sites. Schemes that conform with that approach will be supported. Further information is included within the relevant Site Allocations.

3. Focal Points of Activity: Proposals should seek to maximise the re-provision of existing office floorspace, with redeveloped floorspace suitable for SMEs, co-working, or providing open workspace. Proposals for the provision of new office floorspace in these locations will be assessed in accordance with Policy LP33 (Promoting and Protecting Offices). Where the site accommodates existing industrial uses, proposals should fully replace this and should seek to provide for an intensification in industrial floorspace.

B. All proposals for mixed-use redevelopment must ensure that the mix of uses can be appropriately accommodated on site, in accordance with Policy LP37 (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 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.

18.46 The mixed-use redevelopment of economic land provides an excellent opportunity to protect and enhance the borough's economic land supply, 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, business 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.

18.47 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 (including 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 suitably designed to mitigate such conflicts. The Agent of Change principle, as set out in 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.

18.48 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 LP37, Requirements for New Economic Development), it is important that the economic use is completed and in operation prior to the completion of the non-economic use provision. Where appropriate, conditions may be imposed to protect specific uses.

Economic Use Protection Areas (EUPAs)

18.49 Established industrial and office premises provide a substantial amount of floorspace for local businesses and are crucial in supporting the 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 over 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 their designation as EUPAs.

18.50 Sites that are designated as 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
- Culvert House, Culvert Road and The View, Battersea Park Road

Economic Use Intensification Areas (EUIAs)

18.51 The EUIA designation was introduced in the Employment and Industry Document (2018) to manage the planned release of under-utilised industrial land that was previously designated within the borough's strategic reservoir. The designation intends to promote investment in modern industrial premises provide business floorspace for SMEs to support the borough's economy, and deliver residential uses to meet the borough's housing needs. The designation therefore requires that proposals provide intensified industrial uses and increased business floorspace and/or open workspace for SME businesses. Residential uses will be appropriate where they assist in developing more intensive economic uses, and are compatible with those uses and the spatial objectives set out in the relevant Area Strategy and/or Site Allocation.

18.52 Site that are designated as EUIAs are as follows:

18.53 *Bendon Valley*

- Riverside Business Centre and former Bingo Hall

18.54 *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
- Gasholder Site
- Chelsea Cars and Kwikfit

Focal Points of Activity

18.55 Focal Points of Activity are areas along the River Thames in Wandsworth within which residential-led mixed-use development is encouraged (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. Given the identified demand for economic uses, where these are located in Focal Points of Activity, redevelopment proposals should seek to re-provide as much existing floorspace as is feasible

as part of mixed-use schemes, ensuring that successful employment clusters are retained and this provision meets the contemporary employment needs of businesses and residents. In particular, co-working and/or open workspace is encouraged in these locations, providing additional flexibility for how local people work. Co-working spaces should be open to passing members of the public, and it is strongly encouraged that memberships are provided to groups nominated by the Council's Economic Development Office.

To ensure that proposals for new economic floorspace do not negatively impact the borough's centres, proposals which result in a net increase in office floorspace will be subject to a sequential test, as outlined in Policy LP33. 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.

LP36 Railway Arches

A. In order to maximise the contribution that railway arches, 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 for town centre uses, community uses, and storage and distribution uses (B8) will be supported. Certain sui generis and/or industrial (B2 uses), such as microbreweries, will be supported in these locations, subject to it being demonstrated that they 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 LP34. The use of planning conditions may be applied to permissions in order to protect the long-term industrial function of such sites.
3. Within the Wandle Delta sub-area, railway arches should be prioritised for economic uses; however other commercial uses will be acceptable where the policy requirements for the replacement or intensification of economic floorspace can be better accommodated elsewhere on the site, the approach is consistent with guidance set out in the relevant Site Allocation and/or SPD, and it can be demonstrated that town centre uses would not harm the vitality or vibrancy of designated centres or parades through the application of a sequential test.
4. The use of railways arches immediately adjacent to the New Covent Garden Market (NCGM) site will be required to support or complement the wholesale retail function of the market. The use of railway arches adjacent to the rest of the NCGM site should support the creation of the Food and Horticultural Quarter as set out in the Nine Elms Cultural Strategy and should reflect the connectivity and place-making role that these locations will perform.
5. In all other locations, the use of railway arches for economic and community uses will be supported. Applications for the change of use to other uses will not be supported, unless it can be clearly demonstrated that there is no demand for any economic or community 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 at Appendix 1 of this Plan.
6. 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 open and/or vacant 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 LP55 (Biodiversity).

18.56 Wandsworth contains a 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.

18.57 These sites often form low-cost premises for Wandsworth's businesses, with market rents at or below average due to their non-prime location. Given the continued demand for economic - and in particular industrial functions - where economic uses are established, or where the arches are located within the borough's strategic reservoir of industrial land, they will be protected in this capacity.

18.58 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 and 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 and to support the creation of the Food and Horticultural Quarter, as set out in the Nine Elms Cultural Strategy.

18.59 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 such access is 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.

LP37 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 and which incorporates a range of unit sizes. 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 access throughout the building is accessible to all;
4. adequate facilities that promote cycle usage, including workplace showers, changing rooms, and lockers are provided, and are of a scale proportionate to development and the quantity of cycle parking provided (see Policy LP51 (Parking, Servicing and Car Free Development));
5. good telecommunications connectivity is facilitated, including for super-fast broadband connections and support for improved mobile phone connectivity; and
6. natural light and ventilation are provided. Windowless and basement economic floorspace will be resisted, unless considerations specific to the use prevent this.

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;
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.
5. Any departure from these requirements must be adequately justified, for example where appropriate to the specific use, and must not negatively impact the long-term industrial function of the site.

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 ensuring that any conflicts are appropriately mitigated. Proposals will also need to demonstrate that unacceptable harm would not be caused to the proper operation of neighbouring sites or to the amenity of their occupiers. 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. compatibility with uses within the wider area;
8. Agent of Change principles, in accordance with London Plan Policy D13, and
9. access arrangements, including pedestrian, cycle and vehicle routes. Separate street front access for different uses should be incorporated within the design.

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, facilitate separation between uses, simplify management and access arrangements, realise 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, in which case 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 or successor document.

18.60 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 them. In designing proposals, regard should be had to the GLA's 'Industrial Intensification and Co-location Study: Design and Delivery Testing' document.

18.61 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 open workspace provider (see Policy LP38, Affordable and Open Workspace). Rent levels that are projected as part of any viability assessment should reflect the intended fit-out of the premises.

18.62 Many people will spend a significant proportion of their lives working in buildings that impact their health, and it is critical that proposals for new economic development fully consider the impacts on the health and well-being of employees such as ensuring access to natural daylight and good ventilation.

18.63 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.

LP38 Affordable and Open Workspace

A. All development that provides economic floorspace will be expected to contribute to the provision of affordable and/or open workspace, in perpetuity, which will be secured by way of S106 planning obligation and/or conditions, with details provided in an Affordable Workspace Management Plan. 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 for a range of unit sizes, unless a specific end user has been identified and 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, subject to scheme viability, 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 for occupiers and provide business support services and/or payment structures suitable for micro- and small-businesses, especially early-stage businesses; or
    b. Provide a proportion of economic floorspace at an affordable rent and with layouts, operations and services which support the provisions in part B below, in perpetuity as follows:

        i. Development in the VNEB OA: at least 10% of gross economic floorspace must be provided at no more than a capped rate of 50% of the prevailing market rate for comparable premises.
        ii. Development in all other locations: at least 10% of gross economic floorspace must be provided at no more than a capped rate of 80% of the prevailing market rate for comparable premises.

3. The redevelopment of existing affordable and open workspace must re-provide the maximum viable quantity of such economic 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 LP37, Requirements for New Economic Development, Part E). For sites over 1,000 sqm, where this re-provision would result in less floorspace than is provided under Part A.2, additional provision to at least this amount is required.

B. Development proposals for affordable and open workspace will be supported in order to meet the specific needs of SMEs and early-stage businesses 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 specialist workspace will be:

1. Required on sites in:

    a. The CAZ
    b. The Battersea Design and Technology Quarter
    c. The Wandle Delta sub-area
    d. The Lombard Road / York Road Focal Point of Activity
    e. Other key regeneration sites and areas

2. Encouraged on sites in:

    a. Town Centres
    b. Local Centres
    c. Other Focal Points of Activity

C. Affordable and open 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.

18.64 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. The ELPS suggests that the supply of floorspace is likely to be constrained over the Local Plan period. Recent years have seen significant expansion of open 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 accessible, reducing the risk for entrepreneurs starting or expanding a business. This policy seeks to ensure that a wide range of 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.

Open and Affordable Workspace

18.65 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 and collaboration spaces and ability to hold events.
- Direct access to financial institutions and investors.

- Shared spaces, facilities, and/or specialist equipment.
- Flexible payment structures such as pay-as-you-go rent models easily accessible to new start-up businesses.
- 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 creative or third sector.
  Direct support or rent subsidies for businesses that provide or undertake volunteering for the local community.

18.66 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.

18.67 In order to achieve a critical mass of businesses, and secure the local economic benefits set out above, developments that provide open workspace should provide a minimum of 400 sqm or a minimum of 10% of gross economic floorspace (whichever is greater). This will be secured by condition, with details set out within an Affordable Workspace Management Plan. If less than 1000 sqm of open workspace is to be provided, applicants should set out clearly how the smaller amount of open workspace will prove to be viable and contribute to wider policy objectives. Where applicants are providing co-working space, it must be accessible to members of the public during normal operating hours, including where it is provided as part of a shared living facility (such as a co-living or Built to Rent model which accords with LP29 (Housing with Shared Facilities)). If provision of open workspace is not viable for reasons of scale, then off site provision or financial contributions may be considered, as set out below. The Council will expect that an open workspace provider should be identified at the application stage in order to ensure that the open workspace is deliverable. If an applicant wishes to manage the space themselves, they will need to demonstrate how they will meet the requirements of this policy, including how they will accommodate the features of open workspace set out above.

18.68 Larger quantities of affordable/open work space following a 'hub' concept will be strongly encouraged, particularly within the Wandle Delta sub-area, in Nine Elms, and in Battersea Design and Technology Quarter part of the Queenstown Road, Battersea 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 open workspaces through a co-ordinated approach.

18.69 If the development does not propose providing 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 accommodates, but the focus should be on rents or charges which are accessible for early-stage businesses. In the VNEB OA and in the surrounding Queenstown Road area, including the BDTQ, prevailing market 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 specialist and/or modern studio spaces, and the location of premises is particularly important for them as this can determine the right workforce and client base. For affordable workspace to work for such businesses and ventures, 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 start-ups and SMEs from the creative industries to locate here, ensuring there are linked requirements for supporting economic and social inclusion goals, also taking 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.

18.70 Elsewhere in the borough, developments which meets the threshold and intend to provide affordable workspace should deliver 10% of gross economic floorspace capped at a rate of no more than 80% of the prevailing market rate for comparable premises.

18.71 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, will the Council consider alternative interventions that will achieve equivalent value and impact through an off-site contribution. This is likely to take the form of a financial contribution towards new provision of investment in similar workspace in nearby facilities, the 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.

18.72 The Council may choose to disapply the policy requirement set out in Part A for large-floorplate storage and distribution uses falling within Use Class B8, where it can be demonstrated that the sub-division of the floorspace is not practical and/or viable. It will, however, generally be applied to proposals, including for self-storage facilities, where individual units could be leased at a reduced rent or where storage and distribution uses are provided in conjunction with office facilities.

18.73 The discounted rental values identified in Part A 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.

18.74 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 directly or via a financial contribution.

18.75 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, provide opportunities for more affordable rents, and ensure that the workspace is fit-for-purpose. In some cases applicants may therefore 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

18.76 Specialist sectors benefit significantly from clustering through the agglomeration of complementary suppliers in a particular location, as well as helping to give the area a distinct and recognisable character.

18.77 The borough has a good provision of cultural businesses, many of which are located here in order to have good access to the 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, however, is making it increasingly difficult for these uses to find appropriate and affordable premises, particularly those who require workshop-type spaces. In accordance with the borough's wider strategies, the clustering of cultural workspaces and activities is therefore encouraged in particular locations, with further information included in the Cultural Strategy for Battersea and Nine Elms and the Arts and Culture Strategy 2021-31. The emerging digital and design cluster focused on the Battersea Power Station area will be encouraged, with developments that provide floorspace for SMEs working at the intersection between digital technologies and product design supported in this area and on surrounding sites, such as within the BDTQ. Such development should ensure that the needs of these operators are met, including for high-quality digital connectivity, prototyping facilities and space for new manufacturing capabilities such as 3D printing. The food and drink sector employs a high share of people within the borough, and the development of this will be 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. Businesses may require specialist facilities, such as access to temperature-controlled storage areas.

LP39 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, where appropriate:

1. provide 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 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.

18.78 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.

18.79 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 LP10 (Responding to the Climate Crisis).

18.80 This policy approach is consistent with the 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.

LP40 Safeguarding 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, or it is being consolidated as part of a strategic land use change in an Opportunity Area, in accordance with the London Plan Policy SI 15.

B. Proposals for development on safeguarded wharf sites must be designed to retain or improve the long-term operation and use 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 London Plan Policy D13. The efficient operation of the wharves will be supported through the protection of routes to the Transport for London Road Network serving protected wharves.

18.81 There are five working wharves within the borough:

18.82 *Wandle Delta sub-area*

- Western Riverside Waste Transfer Station and Household Waste Recycling Centre (WT11)
- Pier Wharf (WT22)

18.83 *Nine Elms*

- Cringle Dock (NE11)
- Kirtling Wharf (NE9)
- Middle Wharf (NE10)

18.84 The wharves provide an important economic function to both the borough and to London through the transhipment of waterborne freight, in particular waste and aggregates, and their long-term operation in this capacity will be safeguarded. The Secretary of State's Safeguarding Directions for wharves identified in the Implementation Report - Safeguarded Wharves Review 2018-2019 recommended that this status is retained for all of Wandsworth's wharves, and that all planning applications affecting safeguarded wharves must be referred to the Mayor.

18.85 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 therefore also makes an important contribution to borough's ambitions to realise sustainable development. The use of river transport for construction (including removal of waste) and bulk deliveries should be assessed, and secured through planning conditions or obligations where appropriate.

18.86 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 London Plan Policy SI15.

18.87 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 London Plan Policy D13.

18.88 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.

19 Ensuring the Vitality, Vibrancy and Uniqueness of the Borough's Centres

LP 41 Wandsworth's Centres and Parades

LP 42 Development in Centres

LP 43 Out of Centre Development

LP 44 Local Shops and Services

LP 45 Evening and Night-Time Economy

LP 46 Visitor Accommodation (Moved from Providing Homes Chapter)

LP 47 Markets

LP 48 Meanwhile Uses

Introduction

19.1 The five existing Town Centres in the borough – Balham, Clapham Junction, Putney, Tooting, and Wandsworth Town – as well as the nine Local Centres, each represent and embody the vibrancy and diversity of communities that make up the borough. The centres provide a range of opportunities for the borough's residents, including employment, leisure, shopping, as well as 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), a 'Potential Central Activities Zone (CAZ) Retail Cluster' at Battersea Power Station will provide new opportunities within the borough.

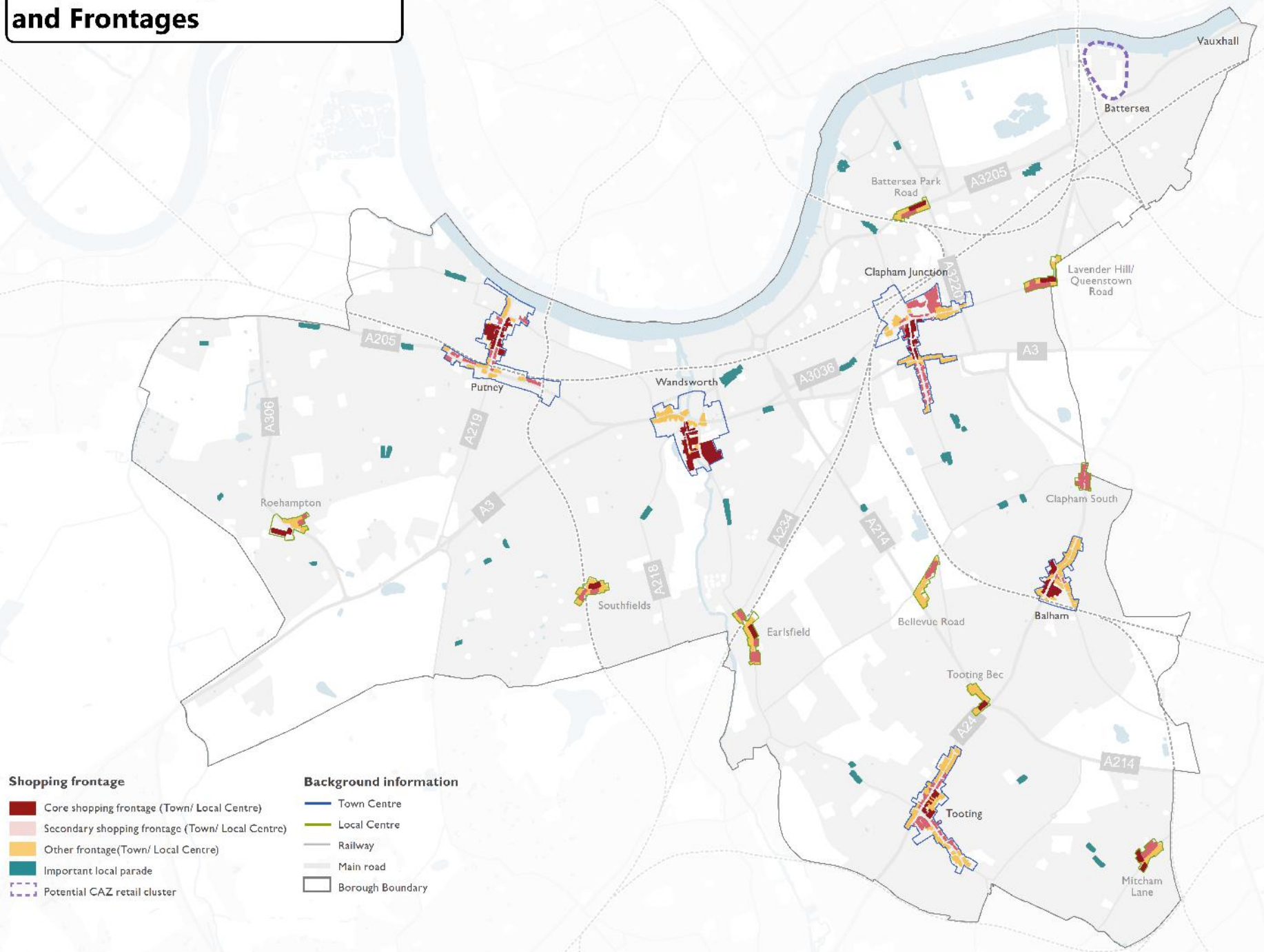
19.2 In line with the National Planning Policy Framework (NPPF) and the London Plan, this chapter sets out the policies for the management, growth and adaptation of the borough's centres to ensure that the vitality, vibrance and uniqueness of each is maintained and strengthened, and that they collectively 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 2020 (RNA), which comprises an assessment of the quantitative and qualitative needs for land and floorspace for retail and leisure development 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 of the Local Plan period (up to 2035), 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 is to direct new main town centre uses to the borough's centres. The assessment does indicate that there is scope for new development in the long term (by 2040), 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 both retail and other main town centre uses in individual centres where they are able to maintain and enhance the overall health of a centre, including 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 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 the projections are based. The long-term impact of the pandemic is not yet fully known, and the Council will continue to monitor the impacts of this and the health of its centres, and will adapt the approach if necessary.

19.5 That notwithstanding, it is clear the pandemic has severely damaged many of the borough's businesses that rely on the dense bustle of urban living, which reinforces the Council's policy position, established in this chapter, to provide greater flexibility in the planning of town centres (a trend underway already in light of structural changes in the industry), whilst also ensuring that there is an accessible local provision of goods and services. This is essential to ensuring the long-term health and resilience of the borough's network of centres and parades.

Map 19.1 Designated Centres and Frontages



LP41 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 Cluster (1):Battersea Power Station;
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 (26):

    a. 152-168 Battersea Bridge Road
    b. 141-185 Battersea High Street
    c. 263-305 Battersea Park Road
    d. 4-16 and 28-32 Battersea Square (including 9a/b beneath 132 Battersea Church Road) / 140 Westbridge Road
    e. 129-139 Beaumont Road
    f. 2-14 Blandfield Road / 55-61 and 81-95 Nightingale Lane
    g. 47-67 East Hill
    h. 135-153 Franciscan Road
    i. 171-227 Garratt Lane
    j. 812-842 and 911-919 Garratt Lane
    k. 74-88 Inner Park Road
    l. 50-94 Lower Richmond Road
    m. 169-201 Merton Road
    n. 2-12 Montford Place
    o. 58-86 and 91-111 Moyser Road
    p. 172-184 and 175-189 Northcote Road / 48, 59-63 Broomwood Road
    q. 328-372 and 499-551 Old York Road
    r. 1-11 Petersfield Rise
    s. 1-7 Portswood Place
    t. 1-6 Rockingham Close
    u. 115-141 St John's Hill
    v. 115-141 Tildesley Road
    w. 314-324 Trinity Road
    x. 271-299 Upper Richmond Road
    y. 349-393 Upper Richmond Road
    z. 30-56 and 65-71 Webb's Road / 1-2 Ashness Road

B. The Town Centres, and the potential CAZ retail cluster at Battersea Power Station, should be the focus for large-scale shopping and leisure and other major trip-generating development, including offices. Local centres should accommodate development serving a more localised provision, which may include opportunities for retail, recreation, and smaller-scale employment uses. Development in Important Local Parades should cater to immediate local needs only, including access to day-to-day essential shopping and services.

19.6 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 Potential Central Activities Zone (CAZ) Retail Cluster at Battersea Power Station within the VNEB OA, as designated in the London Plan. The latter is already in the process of being developed, and the Local Plan considers this to be 'emerging' – rather than 'potential' – but retains the language of the London Plan for consistency with that document. Collectively, the centres and parades 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 LP44 (Local Shops and Services)). In addition, the borough's residents are also served by centres in neighbouring boroughs, including a smaller potential CAZ retail cluster at Vauxhall Cross in the part of the VNEB OA located in the London Borough of Lambeth.

19.7 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 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 has distinctive qualities and strengths, as well as opportunities for growth and enhancement. These are discussed in more detail within the Area Strategies, which outline a place-based approach for each of the five town centres.

19.8 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 Area Strategy for Roehampton and Alton Estate Regeneration Area.

19.9 Important Local Parades comprise a small grouping of shops within one or two parades, often including a newsagent, general grocery store, post office, and occasionally a pharmacy, hairdresser or other small shops of a local nature. These parades serve immediate local needs only, providing convenience goods within walking distance of people's homes. There is some variation in their size, vacancy rates and shopping function, however, and certain parades have a significant evening economy.

19.10 The designation of the VNEB OA provides the basis for the large-scale regeneration of this former low-density industrial area to include new homes, employment, and retail floorspace. The London Plan identifies potential CAZ retail clusters at Battersea Power Station and at Vauxhall Cross (located within LB Lambeth). These are both 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 is to be the larger of the two, and is intended to be comparable in scale and type with the borough's other main centres. Further information is included within the Nine Elms Area Strategy.

LP42 Development in Centres

A. Development proposals for town centre, community, healthcare and educational 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, ;
2. incorporate a flexible design such that the site could respond to changing market demand and requirements to effectively accommodate appropriate alternative 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. respond to and 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 are particularly important to the vitality and 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 of this Plan. 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. To support the long-term vitality, viability and resilience of centres and parades, development proposals for ground floor uses should comply with the following criteria:

1. In all designated frontages and parades, development proposals should:

    a. maintain and promote the continuity of active frontages and / or provide a direct service to visiting members of the public; and
    b. retain or provide a shopfront, or where this is not possible, development should provide a 'shop-like' appearance (see Policy LP8 (Shopfronts)).

2. In Core and Secondary Frontages, proposals for retail uses will be particularly supported, with larger format retail generally suited to the Core Frontages. .
3. In Important Local Parades, proposals that that provide access to day-to-day essential shopping and services will be particularly supported.

C. New retail development as part of large mixed-use schemes must provide a range of sizes of shop units, including those intended to accommodate small and independent retailers.

D. Residential uses will be permitted in designated centres, as follows:

1. High density mixed-use development, will be supported in appropriate locations, as identified within the relevant Area Strategy and associated Site Allocations.
2. 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.

E. All new development, including change of use and proposals that involve the sub-division or partial loss of a unit to accommodate an acceptable 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 how this criterion has been met as part of the application, with each proposal considered on its merits.

F. Where planning permission is granted, conditions may be used in order to:

1. prevent subdivision or amalgamation;
2. limit internal alterations by specifying the maximum floorspace permitted for a specified use; and
3. control the types of goods sold or activity permitted, including by restricting to a specified use.

Development in Centres

19.11 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 LP41 (Wandsworth's 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.

19.12 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. Reference should also be had to the Town Centre Network within the London Plan, which includes classification of the night-time economy, commercial and residential growth potential, and guidelines over office uses.

19.13 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. 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 London Plan Policy E9, on the location of takeaways in the proximity of schools (see Policy LP15 (Health and Well-being)).

19.14 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

19.15 The designation of frontages seeks to ensure the vitality and vibrancy of the town centres, through the promotion of engaging streetscapes of a high design quality, whilst also promoting a compact retail core.

19.16 It is recognised that retail land uses are one of numerous uses included within Class E (commercial, business and service uses). This Local Plan generally embraces the flexibility that this Use Class provides. That notwithstanding, it also 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. Where appropriate, conditions may be imposed to protect specific uses, subject to commercial viability .

19.17 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.

19.18 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.

19.19 As recognised in Policy LP33 (Promoting and Protecting Offices), certain types of office provision, such as co-working spaces, 'open' or 'touchdown' workspaces, provide a more flexible model of office delivery and are encouraged in all town centre locations, including designated frontages, where they present an active frontage to the street .

19.20 The Council has designated Important Local Parades (ILPs), which have a key role in contributing to sustainable development by, 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 this function, particularly where they serve less accessible or deprived areas where car ownership levels are low. For the purposes of clarity, references to 'centre' within Parts A and D.2 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. Proposals for edge-of-centre sites which extend the ILP, and which comply with LP43 (Out of Centre Development) would be supported.

19.21 The Council undertakes annual monitoring of the shopping frontages within the Town and Local Centres, as well as the ILPs, collecting data on the number of retail units and other ground floor occupiers, from which the vacancy rate of the centres can be calculated. 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.

19.22 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 LP8 (Shopfronts)).

Small and Independent Shops

19.23 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

19.24 The NPPF encourages boroughs to recognise the role that residential uses can play in contributing to the overall health and vitality of a centre. There are opportunities within the borough's Town Centres –particularly 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 Plan.

19.25 In all of the borough's centres – but particularly in Balham, Putney, and Tooting – the RNA identifies the scope for the small-scale intensification through introducing new residential units on the upper floors of existing commercial and community uses (as well as offices, see Policy LP33 (Promoting and Protecting Offices)). The Council also recognises the 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; it 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. 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.

LP43 Out of Centre Development

A. 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 the NPPF.
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 the NPPF.

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 and impact assessment set out in Part A. will not apply:

1. New town centre uses will be acceptable on sites identified for those uses within Site Allocations, where the scheme is compliant with the requirements therein.
2. In the VNEB OA, in locations outside of the emerging CAZ retail clusters at Battersea Power Station, small scale retail uses are appropriate where these perform a local function and support residential-led mixed-use development. Units totalling less than 400 sqm (gross) will not be subject to sequential testing.
3. In 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 LP35 (Mixed Use

Development on Economic Land). All other main town uses will be subject to a sequential test as set out in Part A.

4. Cultural uses where these are consistent with Wandsworth's Arts and Culture Strategy 2021-31, and other applicable culture strategies such as those for Nine Elms and the Wandle Delta.

C. If planning permission is granted, 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 types of goods sold or activity permitted, including by restricting to a specified use.

19.26 The borough's centres and parades are the preferential location for retail, leisure and other main town centre uses. This is emphasised in the context of the relatively modest long-term growth identified within the RNA, 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 situated 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 NPPG, as well as the London Plan. It is noted that all the protected frontages in the borough's town and local centres and the Important Local Parades (ILPs) are treated as primary shopping areas for the purposes of the NPPF, and as key shopping frontages for the purposes of the General Permitted Development Order. It is recognised 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.

19.27 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 additional retail/leisure developments under 2,500 sqm could have a significant adverse impact on centres and parades. 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. The VNEB OAPF specifies that, outside of the CAZ retail cluster at Battersea Power Station, small scale retail uses in this area could play a supporting role as part of residential-led mixed-use development. Other main town centre uses could also contribute to placemaking through the creation of active frontages. As such, units smaller than 400 sqm (gross) in these areas therefore do not require a sequential test.

19.28 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 should be based on combined floorspace across different phases of the development.

19.29 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 considerations, and compliance with the other policies within the development plan, will need to be considered in reaching a decision.

19.30 Conditions will be used, as appropriate, to ensure the long-term viability of use, subject to specific locational requirements.

LP44 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 at Appendix 1; and/or
    b. the proposed use would provide a social infrastructure or community service / function 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. 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 can be demonstrated through a sequential test that the proposal would not harm the vitality and viability of any of the borough's centres or Parades.
3. Where planning permission is granted, conditions may be used in order to control the type of goods sold or activity permitted, including by restricting to a specific use.

19.31 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 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 greater benefits for the local community.

19.32 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 it accommodates. It should be demonstrated that such a need is not already being met (within or outside of the borough's centres and parades), and to ensure that these locations are preferential, such applications are required to pass the sequential test.

19.33 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, for example, to uses that could compromise the viability and vitality of the borough's centres.

LP45 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 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 London Plan;
2. improve access, inclusion and safety for all night-time workers and users, including travel to and from venues; 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; and
4. 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.

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 London Plan Policy D13.

19.34 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. The Council is producing a Night-Time Strategy (NTS) which will take a coordinated approach to activities occurring between 6pm and 6am, with the aim to improve inclusion, safety and accessibility for all the borough's night-time workers and users. Applications should be developed in accordance with the forthcoming NTS, to ensure that the borough is in alignment with the Mayor's of London's 24-hour vision.

19.35 To promote the benefits of clustering, and to concentrate the impacts such uses generate (such as noise), proposals for town centre uses which serve the evening and night-time economy should be located in the borough's centres, including the proposed CAZ retail cluster at Battersea Power Station, which are well served by late night public transportation (see Policy LP42 – (Development in Centres)). Such uses should have regard to the London Plan's Night-Time Economy Classifications, as follows:

- **NT2, areas of regional or sub-regional importance:** Clapham Junction
- **NT3, areas with more than local significance:** Putney, Tooting, Wandsworth Town

19.36 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.

19.37 To help create a sense of place and vibrancy, night-time economy uses will also be permitted at Focal Points of Activity, where the provision is of a more limited scale which caters only to local users, and does not harm the viability of nearby centres. This must be demonstrated through the application of the sequential test, as set out within the NPPF (see Policy LP43 (Out of Centre Development)).

19.38 In some of these areas, residential and commercial uses exist side by side, and whilst ambient noise levels within the 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 permissions, 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.

19.39 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 of an existing use.

LP46 Visitor Accommodation

A. Proposals for the development of visitor accommodation will be supported in the following locations, where they do not cause unacceptable harm to local amenity and the balance of local land uses:

   1. Town Centres.
   2. The CAZ (outside of wholly residential streets or predominately residential neighbourhoods).

B. Outside locations set out in Part A, proposals for new visitor accommodation will be assessed against the sequential test for main town centre uses in accordance with national planning policy, with preference given for sites within Focal Points of Activity over other 'out-of-centre' locations.

C. Strategically significant serviced accommodation should be located within the CAZ. Strategically important hotels and other forms of visitor accommodation will be supported in this location where they are part of a mixed-use development, do not result in the loss of office space or other strategic functions of the CAZ, and do not intensify the provision of serviced accommodation in a way that causes harm to local amenity or the balance of local land uses.

D. Proposals to extend existing visitor accommodation will only be supported in the locations set out in Part A, subject to the other requirements of this policy being met.

E. Proposals which result in the net loss of bed spaces will be resisted unless:

   1. it is demonstrated that there is no longer demand for existing visitor accommodation; or
   2. the development would be in a predominantly residential area and would re-instate an original residential use, or where the existing use has significant negative effects on residential amenity.

F. Proposals for new visitor accommodation must fully address the following requirements:

   1. The scale of the proposal would be proportionate to its location.

2. It should not unacceptably harm the balance and mix of uses in the area, including services for the local residential community
3. It would not result in an over-concentration of visitor accommodation at the neighbourhood level. Proposals for new or extended visitor accommodation should include an assessment of impact on neighbouring residential amenity, including cumulative impact taking account of existing visitor accommodation nearby. Where necessary, measures to mitigate harm to residential amenity will be secured through planning obligations.
4. It would be inclusive and accessible, in line with Part H of Policy E10 of the London Plan.
5. It would not compromise a site's capacity to meet the need for conventional dwellings.
6. It would provide ancillary facilities which are open for public use and create employment opportunities for local residents (such as restaurants, gyms and conference facilities) unless it is demonstrated not to be feasible because the hotel is too small to accommodate them.
7. It would be managed appropriately as short-term accommodation, with stays not exceeding 90 consecutive days.

19.40 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.

19.41 The 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 London Plan in achieving its ambition.

19.42 In line with the London Plan, this policy seeks to ensure that new visitor accommodation provision is focused on town centres and the CAZ. The scale of new visitor accommodation should be proportionate to its location. Strategically significant serviced accommodation (defined as having floorspace of more than 20,000sqm) will only be supported in the CAZ. To ensure the Council can meet the need for other uses, including housing, office and other strategic functions of the CAZ, hotels in the CAZ will be expected to be part of mixed-use developments.

19.43 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. When considering whether a proposal intensifies the provision of serviced accommodation and whether this causes unacceptable harm to local amenity or the balance of local land uses, the Council will have regard to the location of the site and local circumstances. Schemes will be considered on a site-by-site basis having regard to their scale and any existing concentrations (including any sites with extant planning permissions).

19.44 In addition, a key priority of the Local Plan is the maximisation of development of 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 C3 residential accommodation;
- whether a site has been identified in the Local Plan housing trajectory and/or Housing and Economic Land Availability Assessment as having capacity for conventional housing; and
- whether a site has an extant planning permission for C3 housing.

19.45 An Inclusive Design Statement will be required to demonstrate new visitor accommodation is meeting the requirements of the 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.

19.46 To ensure that hotels provide facilities for business visitors, new hotels will be expected 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.

19.47 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.

LP47 Markets

A. 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. Measures should be put in place to retain existing traders, where they wish to remain, which should be set out within a Management Plan.

B. Proposals for the enhancement and/or expansion of existing markets, or the introduction of new markets, will be supported, particularly where they will increase the variety of the market offer in the borough or contribute to the vitality and vibrancy of the area. Permission will be subject to appropriate servicing and delivery arrangements, and provided that the proposal will not cause individual or cumulative harm to the local area in terms of residential amenity, pedestrian and highway safety, and parking congestion, or to the operation of the existing or other existing markets. 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.

C. 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.

19.48 Wandsworth has a variety of markets which include long standing historic features, such as those in Tooting; temporary streets markets, such as the popular Hildreth Street Market in Balham and Northcote Road in Clapham Junction; and the large-scale wholesale New Covent Garden Market. All of these contribute significantly to the economic, cultural and social life of the borough, whether by promoting the vitality and local distinctiveness of town centres, offering greater consumer choice, by supporting local and London-wide businesses – or all of the above.

19.49 Existing markets will therefore be protected. Where development proposals intend to re-provide markets, these must do so to an equal or enhanced standard, including environmental improvements. 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.

19.50 New and expanded markets, within appropriate locations, will be supported in accordance with the NPPF and the London Plan (Policy E9). These must demonstrate how potential negative impacts have been appropriately mitigated, and that the proposal will not negatively impact the operation of an existing or planned market. The Area

Strategies provide further guidance on the borough's markets and should inform planning applications.

19.51 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.

LP48 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
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.

19.52 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 trial their model or test a location; or simply to accommodate a use that is only intended to operate for a limited period, such as an artistic or cultural event. 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.

19.53 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.

19.54 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.

20 Sustainable Transport

LP 49 Sustainable Transport

LP 50 Transport and Development

LP 51 Parking, Servicing, and Car Free Development

LP 52 Public Transport and Infrastructure

Introduction

20.1 Ensuring that transport in Wandsworth is sustainable and efficient is a key priority for this Local Plan and for Wandsworth's Inclusive 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. The Council aims 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.

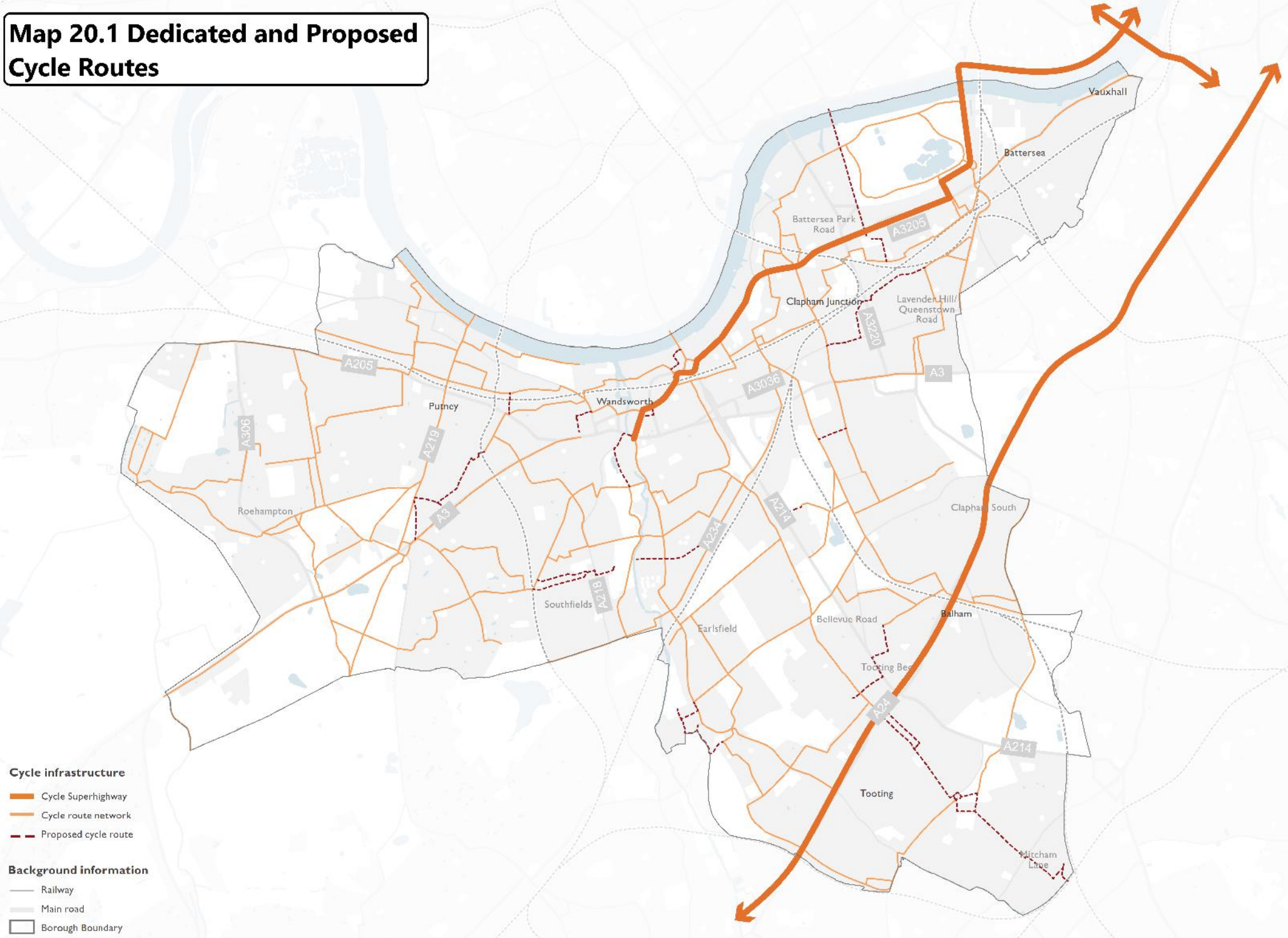
20.5 Reducing the need to make unnecessary additional journeys is an objective for the Council with this Local Plan and should be considered when bringing forward development proposals. This can be achieved through co-location of uses, through mixed-use development, provision of suitable accommodation to support home working, development of new local business hubs that support local working and ensuring digital connectivity.

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. New forms of active travel infrastructure should be connected to the wider active transport network in the borough and London. Design of infrastructure should take account of current TfL and DfT guidance.

20.8 Together, these policies and the LIP will create a more sustainable and efficient transport network in Wandsworth that helps grow the borough into a well-connected, and healthy place to live, work and play.

Map 20.1 Dedicated and Proposed Cycle Routes



LP49 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 well-being at the centre of transport planning, especially by providing for active travel 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 LP15 Health and Well-being);
4. freight movement is made safer, less polluting and more efficient including through the use of Urban Logistics Hubs in suitable locations;
5. air quality, and green and blue infrastructure are improved to create more attractive neighbourhoods for people (see Policy LP57 Urban Greening Factor);
6. the public realm is improved in terms of quality and resilience e.g. with the 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 and 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, primarily walking ,cycling, and public transport. Car sharing (e.g. car clubs) also enables more sustainable transport choices to be made, while low and ultra-low emission vehicles have a part to play in reducing the environmental impact of vehicle use. 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) and the Corporate

Business Plan 2020. These includes lists of projects which will help achieve the aims of sustainable transport development, many of which will be funded by CIL.

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 (Healthy Streets for London, Mayor of London, 2017).

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 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 (2017). See Wandsworth Council's Walking and Cycling Strategy for details of how Wandsworth will become more accessible and pedestrian friendly.

20.17 The Vision Zero Action Plan (TfL) provides useful guidance for how developments can create a safer transport environment and help eradicate deaths and serious injuries on London's roads.

20.18 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.

20.19 Urban Logistics Hubs will be supported in car parks, railway arches and sustainable locations in accordance with this policy. They should be near the TLRN, be within a high CTAL, avoid one way road systems and be within a feasible distance of client base to enable maximum efficiency.

LP50 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; and/or
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; and
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. Development proposals will demonstrate their effect on traffic and transport by provision of Transport Assessments (TA). Transport Assessments and Travel Plans should be prepared if development proposals meet the thresholds set out in the National Guidance from 2007 (or future update). Transport Assessments

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. Development proposals, including change of use, that require provision of, or contributions towards, necessary and relevant transport and access improvements established through a transport assessment or statement will make that provision or contribution.

E. 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 (TA) to demonstrate how the impacts will be mitigated. Development proposals in close proximity to navigable waterways, must in supporting Transport Assessments include consideration of the maximisation of the use of the river for freight, including for the transportation of construction materials to, and waste from a development site either directly to/from the site or through the supply chain

F. 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 will be provided in a Housing SPD.

20.20 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. 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).

20.21 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.

20.22 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 TA, a travel plan or in some smaller proposals a transport statement.

20.23 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 in current National or London/ GLA Guidance. TAs should be produced in accordance with TfL's best practice guidance.

20.24 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

20.25 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 hardstanding for cars' in the Council's Housing SPD. Much of this guidance is also appropriate to other developments involving crossovers.

LP51 Parking, Servicing and Car Free Development

A. Development will be supported where:

1. Cycle Parking is provided in accordance with the minimum levels set out in the 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.
2. Off street residential car parking is provided and does not exceed the maximum requirements set out in the 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. Off street parking should be designed in conformity with LP1.
3. Car parking in new shopping and leisure developments in Town Centres provides short stay parking and serves the Town Centre as a whole rather than being reserved solely for use in connection with the proposed development and be in accordance with Table 10.5 of the London Plan on maximum retail parking standards;
4. Car club parking and memberships are provided in all residential developments that require travel plans and count towards the maximum parking standards and are not appropriate in the CAZ, in accordance with LP50 Transport and Development (b).
5. Adequate off-street servicing arrangements are made for commercial vehicles and general servicing.
6. Minimum numbers of disability-friendly car parking spaces are provided in accordance with the London Plan and any subsequent amendments.
7. Electric vehicle charging capacity is provided in accordance with the London Plan and any subsequent amendments.
8. Office parking provision is provided in accordance with the London Plan and any subsequent amendments.

B. On-street Parking

1. New developments must comply with the 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.

C. 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.

D. Car-free development will be required where:

1. The PTAL is 4 or higher.
2. 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. A Transport Assessment shall demonstrate how reductions in the need to travel can

be achieved. A Transport Assessment will not be required if the development meets London Plan Parking Standards.

3. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the London Plan and any subsequent amendments.

E. Low car development will be required where:

1. The PTAL is 3.
2. 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. A Transport Assessment shall demonstrate how reductions in the need to travel can be achieved. A Transport Assessment will not be required if the development meets London Plan Parking Standards.
3. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the London Plan and any subsequent amendments.

F. 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). For existing occupiers being rehoused as part of estate redevelopments, parking permits should be limited to residents who already have parking permits or who own and park a car on the estate.

G. 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.

20.26 Parking and servicing are important pieces of the transport environment in Wandsworth. There must be sufficient parking and servicing to ensure that essential needs are met but beyond that, they 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.

20.27 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. 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. Parking charges should be set at a level that does not undermine the vitality of town centres. Parking enforcement should be proportionate.

20.28 Developments should seek to provide the minimum realistic amount of car parking for the site, without undue risk of overspill parking onto surrounding streets. The absence of a CPZ is not justification for providing additional car parking.

20.29 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 London Plan Policy T7.

20.30 Car club parking can help reduce the overall demand for car parking space, by giving residents, visitors and employees access to an electric 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. All car club spaces are to be for electric cars and associated charging infrastructure should be provided.

20.31 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 with reference to the London Cycling Design Standards, so that it is fully accessible, convenient and secure. The Council has invested in the expansion of the Mayor's Cycle Hire scheme to Wandsworth. The demand for motorcycle parking should be identified in the TA, and an appropriate level of parking provided.

20.32 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.

20.33 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.

20.34 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.

20.35 The Council has a longstanding policy whereby future occupants of any development that is granted planning permission for residential units above a certain threshold (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.

20.36 The Council supports the provision of car parking spaces for key workers within new developments. The Mayor of London is currently producing a list of key workers which Wandsworth will use to provide guidance on the distribution of car parking spaces that are created for key workers. Additionally, Car Parking Zone policies will be amended to allow key workers who require use of a vehicle greater access to parking permits.

LP52 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, suburban rail services, highway improvement schemes, and new pedestrian and cyclist bridges to be delivered by other parties including Government, TfL, public transport companies and private developers.

1. Development of sites that would compromise land used for sustainable transport functions, including intermodal freight interchanges, rail and bus, and active travel infrastructure 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.

B. Development will be expected to meet all Healthy Street objectives (see Policy LP49 (Sustainable Transport)) and:

1. provision is made for riverside walks and access at least six metres wide (Thames) or at least three 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 three metres wide;
3. riverside walks should where possible allow for provision of cycling, ensuring pedestrian safety; and
4. the Environment Agency has been consulted for all developments adjacent to a watercourse.

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.

20.37 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

20.38 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. 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 in the Policy add to the capacity/connectivity of the local transport network rather than being necessary to unlock major development potential in the borough.

Financial Contributions

20.39 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, Government and TfL. The Council will use its lobbying power to help influence and shape these improvements. The CIL 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 SPD. Contributions may also be secured for specific off-site improvements, such as enhanced bus services where these are necessary, through S106 agreements, pooled within the limitations of the CIL Regulations

River Thames

20.40 The River Thames serves an important recreational, environmental and transport asset. The use of river passenger transport and the movement of freight, including construction and demolition materials to and from developments, will be encouraged where practicable, in accordance with the London Plan.

20.41 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 six 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 well-designed 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 or safeguarded wharves, 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

20.42 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

20.43 In the last few years, 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 taxi card 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 TA, new taxi ranks will be sought off-street.

21 Green and Blue Infrastructure and the Natural Environment

LP 53 Protection and Enhancement of Green and Blue infrastructure

LP 54 Open Space, Sport and Recreation

LP 55 Biodiversity

LP 56 Tree Management and Landscaping

LP 57 Urban Greening Factor

LP 58 River Corridors

LP 59 Riverside Uses, Including River-dependent, River-related and River Adjacent Uses

LP 60 Moorings and Floating Structures

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 Inclusive 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.

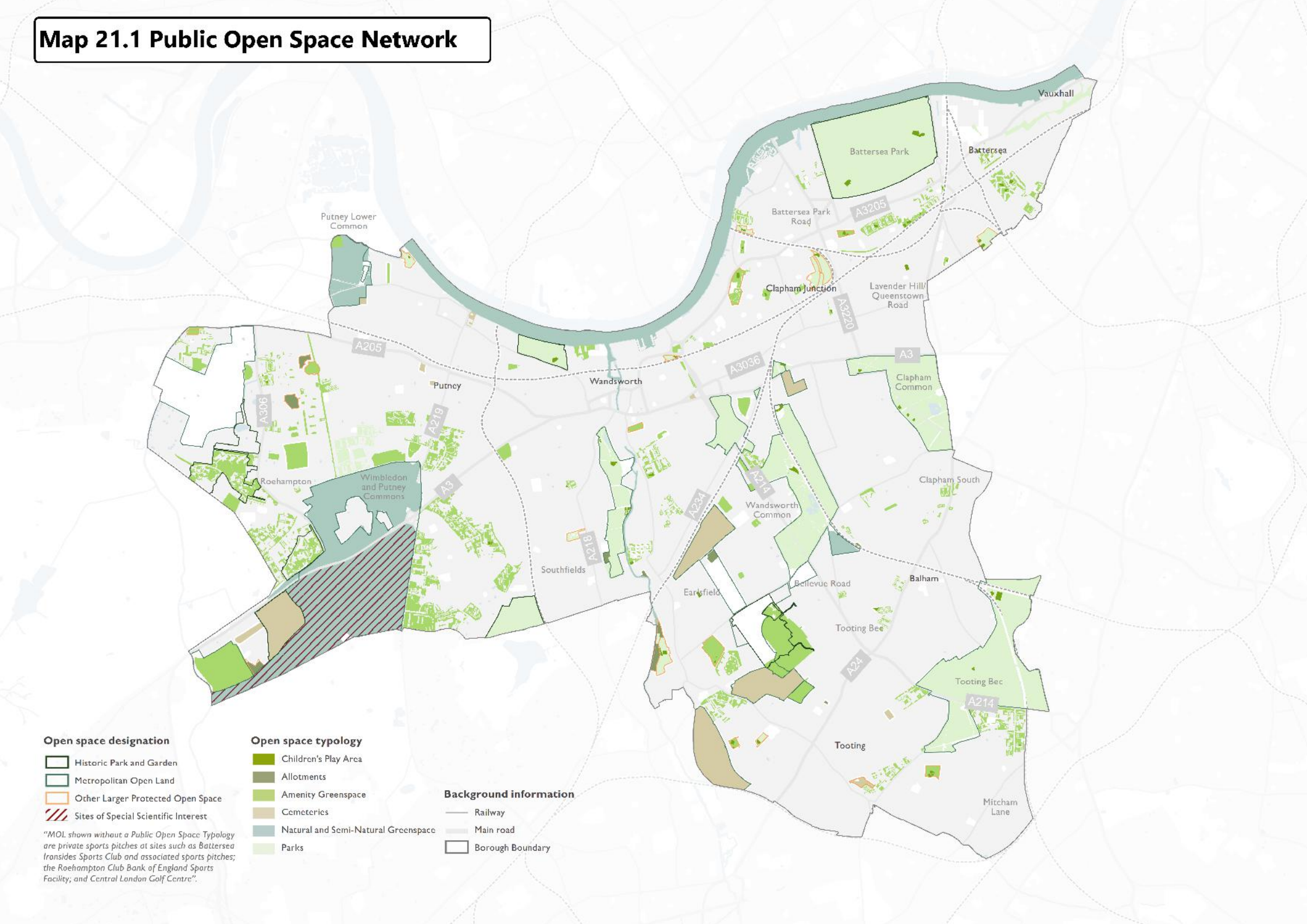
21.5 Along with protecting the existing natural environment, the Council is aiming to create new and enhance existing green and blue infrastructure over the next Local Plan period. With Enable, the Council's partner for parks and other open spaces, the existing green and blue infrastructure will be managed 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 Policy LP57 (Urban Greening Factor); it is our expectation that this will help create a greener Wandsworth and strengthen the green corridors throughout the borough. Along with this, Policy LP56 (Tree Management and Landscaping) () 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 (2021) 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.

Map 21.1 Public Open Space Network



LP53 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, such as Metropolitan Open Land, 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 or open space will only be permitted where it does not harm the character, appearance or function of the green and blue infrastructure or open space. 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, if exceptional circumstances exist, compensatory provision has to be made. 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.

21.10 Green and blue infrastructure provides a variety of benefits for Wandsworth's environment. It can address and mitigate the effects of climate change, reduce the impact of flooding and improve air quality. It is beneficial to the people of Wandsworth as it provides 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 well-being and new and improved facilitates will aim to support these benefits. In the Open Space Study, 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 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 (Mayor of London, 2018)

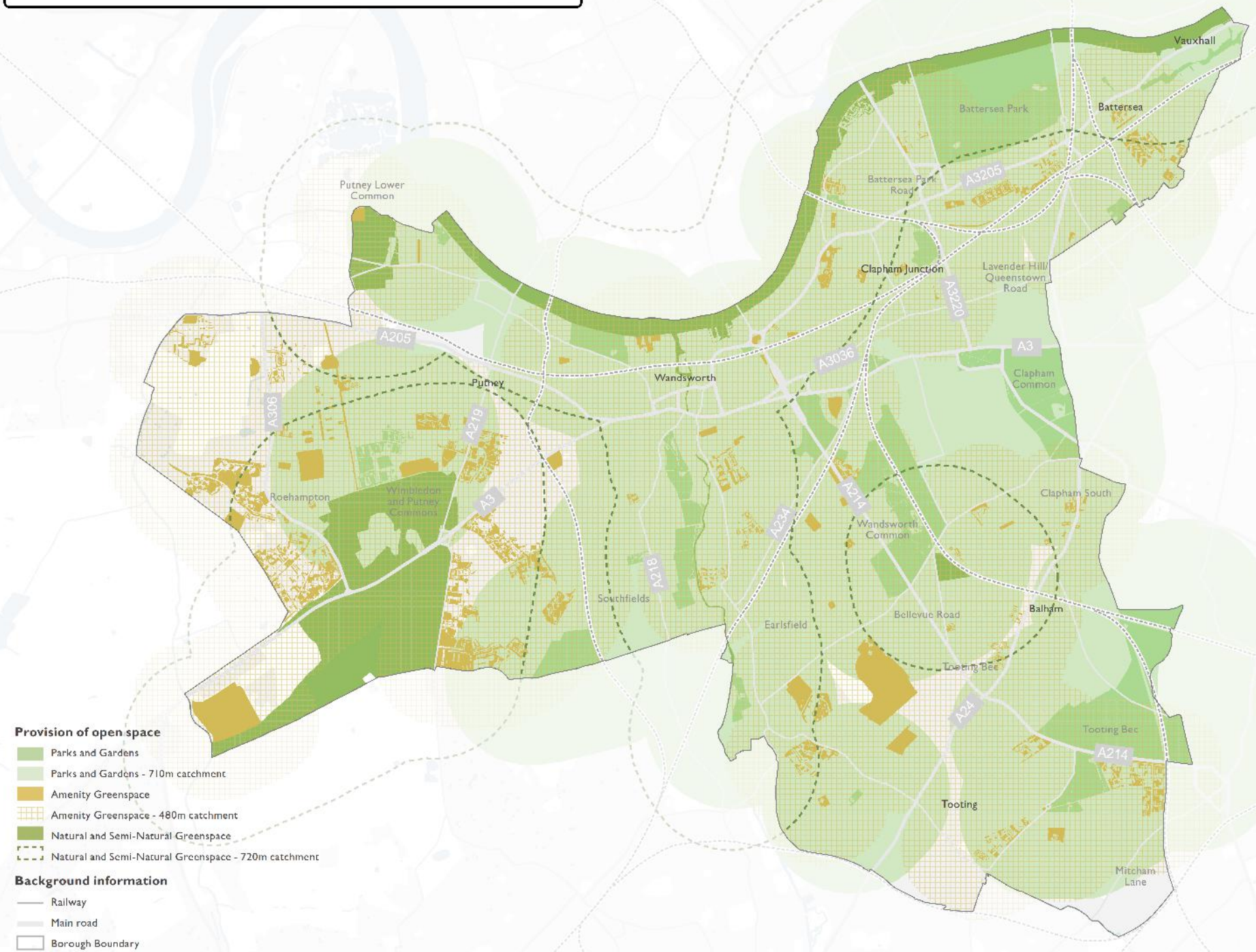
- London Borough of Wandsworth Open Space Report (Knight, Kavanagh & Page, 2021)
- Active Wandsworth Strategy 2017-2022 (Enable Leisure and Culture)
- Wandsworth Parks Management Strategies, including Wandsworth Common, Wandsworth Park, Battersea Park, King George's Park and Tooting Common
- Wandsworth Arts and Culture Strategy 2021-31
- London Borough of Wandsworth Playing Pitch Strategy (Knight, Kavanagh & Page, 2013)
- Natural Capital Accounts for Public Green Space in London (Ecosystems Network, 2017) 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. MOL Land is unique to London and protects strategically important open spaces within the built environment. NPPF policy on Green Belt set out at paragraphs 137-151 applies equally to MOL. Therefore, inappropriate development will be refused unless 'very special circumstances' can be demonstrated.

21.14 Wandsworth commissioned consultants to carry out an Open Space Study, 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 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



Provision of open space

- Parks and Gardens
- Parks and Gardens - 710m catchment
- Amenity Greenspace
- Amenity Greenspace - 480m catchment
- Natural and Semi-Natural Greenspace
- Natural and Semi-Natural Greenspace - 720m catchment

Background information

- Railway
- Main road
- Borough Boundary

LP54 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 additional 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 Playing Pitch Strategy.

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. be developed in accordance with and meet the needs of the Playing Pitch Strategy;
   2. increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling;
   3. maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities; and
   4. 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 developing community and 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 Playing Pitch Strategy catalogues and assesses the quality of all playing pitches and sports grounds in Wandsworth and provides a strategic plan for the maintenance, improvement and creation of playing pitches in the borough. The Playing Pitch Strategy is developed with Sport England and supports 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 Playing Pitch Strategy, 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. Proposals for playing pitches on open spaces should consider conducting a preliminary ecological assessment in the first instance to understand viability.

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 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 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 London Plan also applies to applications on MOL, are listed in the NPPF.

21.26 The Arts and Culture Strategy 2021-31 recognises the borough would benefit from additional cultural facilities to offer high-quality arts experiences and participation to the growing population. In addition, its 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 and Culture Service and Enable Leisure and Culture, along with the borough's cultural and community organisations, 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.

LP55 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 and Sites of Importance to Nature Conservation.

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, wildlife, 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. 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 impact on priority species or priority habitat(s) will only be permitted in exceptional circumstances where:

1. it has been demonstrated that there is no alternative site layout or site that would have a less harmful impacts; and
2. the impact has been adequately mitigated either through on or off-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 placeand 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 well-being. The WESS outlines that mitigating and

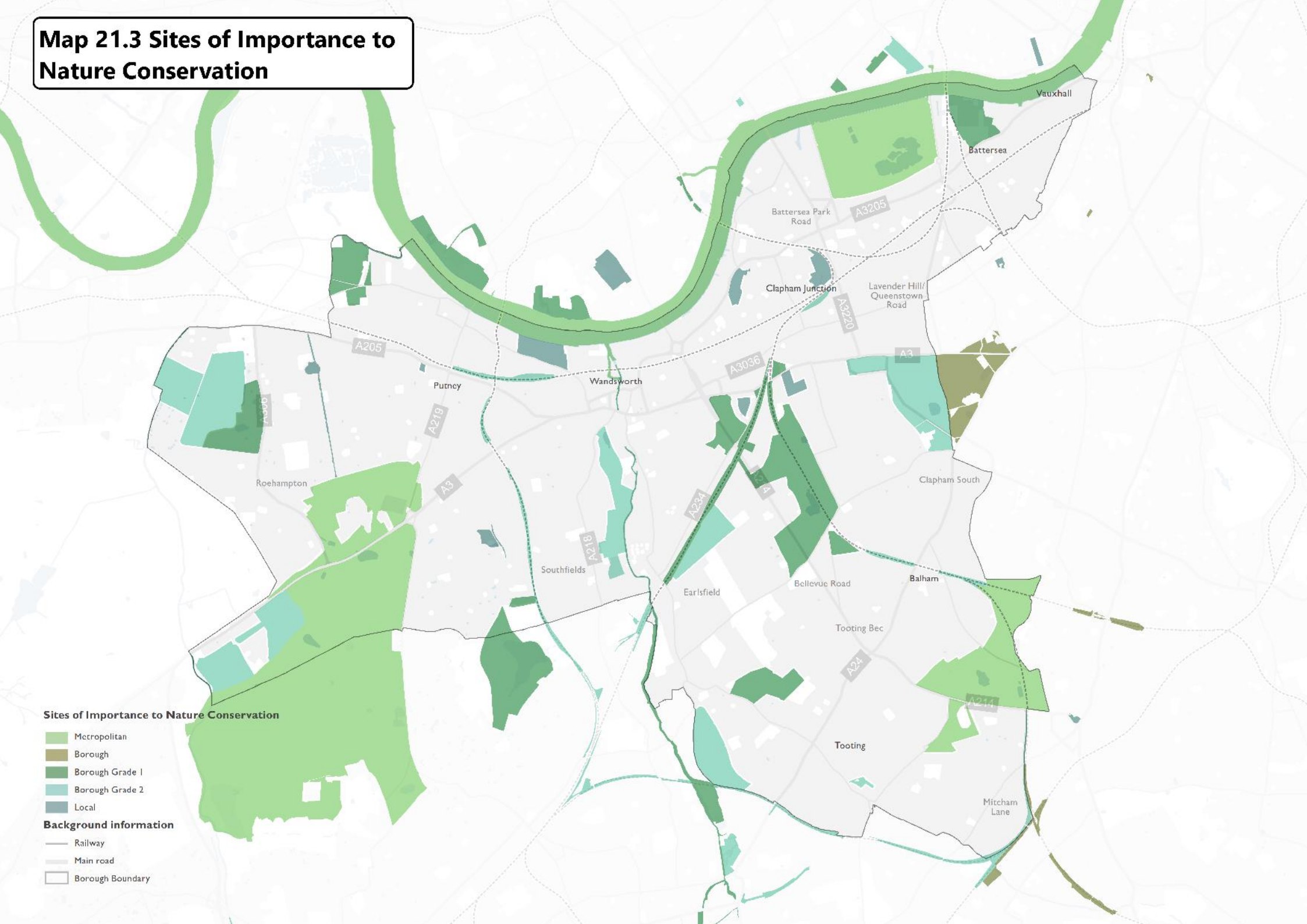
adapting to the effects of climate change on living organisms and societies is increasingly at the heart of environmental management strategies

21.30 Guidance on the use of native species and climate change can be found in the Wandsworth Open Space Study, Wandsworth Biodiversity Strategy, Biodiversity Action Plan (forthcoming), 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 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 Biodiversity net gain is an approach to development that aims to leave the natural environment in a measurably better state than previously found. At the time of writing the Regulation 19 Plan, the Environment Bill is in its final stages, and it is anticipated that it will mandate nationally a 10% increase in the net biodiversity of land seeking planning permission. The Bill requires that biodiversity net gain will be delivered within the existing planning and development process and that a grant of planning permission will be subject to a pre-commencement condition requiring a biodiversity net gain plan to be approved. The Bill also requires the creation of Local Nature Recovery Networks and Strategies which can help identify and support the recovery of important habitats in the borough. Once the Bill has been enacted and the relevant mandatory requirement inserted into the Town and Country Planning Act 1990, this requirement will be incorporated in this Local Plan through a modification.

Map 21.3 Sites of Importance to Nature Conservation



LP56 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 Woodlands

1. resist development that would result in the damage or 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. consent for works to protected trees (Tree Preservation Orders 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.

3. require, where practicable, an appropriate replacement on-site for any tree that is felled; where not practical, 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);
4. resist development that would result in the loss or deterioration of irreplaceable habitat such as ancient woodland;
5. 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;
6. require the maintenance and suitability of new trees to be bespoke and considered from the beginning of the design process;
7. 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
8. 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 planted over 1,200 trees in the last two winters of 2019 and 2020 and are actively exploring new areas to plant street 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 (2015) that provides additional guidance for all proposals that will impact trees and landscaped areas. It explains that replacement trees should be of a similar species and size and planted in the immediate vicinity of the development unless agreed otherwise in the Council, with account given for site specific circumstances. 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.

LP57 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 (UGF) in the 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 UGF.

C. In exceptional circumstances, if it can be clearly demonstrated that meeting the thresholds would not be feasible, 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 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 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 In phased developments, each phase should demonstrate compliance on its own. Outline applications should also show compliance with final details submitted as part of reserved matters. These target scores are a minimum, so higher scores are encouraged.

21.44 The UGF analysis and score can be included in a separate document or as part of the Planning Statement or Design and Access Statement. The analysis should include a colour coded masterplan, a competed UGF table and the UGF calculation. The UGF table should show the surface cover types, their extent in m2 and their scores. The UGF should always be calculated on the total site area, equivalent to the red line.

21.45 Wandsworth has chosen to adopt the 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 London Plan along with the Urban Greening Factor for London research report (2017).

LP58 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. Developments along the River Thames will be required to comply with The Thames Estuary Partnership Estuary Edges design guidance (2019).
C. Measures to protect and enhance rivers as a valuable resource for wildlife and biodiversity, including wildlife corridors and green chains will be supported (see LP55 (Biodiversity) and LP12 (Water and Flooding).
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. In accordance with Policy LP12 (Water and Flooding) development should be set back from river banks and existing flood defence infrastructure. 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 and its riverside strategy approach.

21.46 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 transhipment of freight. It is the Council's ambition to maximise the use of piers and infrastructure for public transport and the delivery of small-scale freight in line with LP49 Sustainable Transport and LP52 Public Transport and Infrastructure. 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. All management plans for riverside public spaces must include aims to restore riverside habitat and in-channel habitat where desirable.

21.47 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.

21.48 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 South East Marine Plan and the Coastal Concordat for guidance on any planning activity that includes a section of tidal river.

LP59 Riverside Uses, including River-dependent, River-related and adjacent Uses

A. New development on sites adjoining the River Thames, River Wandle, and Beverley Brook 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. provides appropriate riparian life-saving equipment and suicide prevention measures, where appropriate alongside riverside areas;
7. 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
8. does not harm the stability or continuity of tidal or flood defences.

B. Only river related or water compatible uses will be acceptable in river channels.

C. 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.

D. The Council will resist the redevelopment of existing river-dependent or river-related industrial and economic uses (LP40, Protected Wharves) to non-river related economic 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.

E. An assessment of the effect of the proposed development on the operation of existing river dependent uses (LP40, Protected Wharves) 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 & Focal Points of Activity

F. Along the riverside within the Thames Policy Area, mixed-use development will be supported where it would create safe high-quality 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.

G. Within Focal Points of Activity uses including restaurants, cafes, bars, cultural space and small-scale retail will be permitted in order to create vibrant and active places, subject to compliance with Policy LP43 (Out of Centre Development). High-quality and well-designed public spaces with good access should be provided to form new destinations which are designed to make full use of the amenities offered by the riverside. Successful clusters of existing economic floorspace should be re-provided, where possible, in accordance with Policy LP35 (Mixed Use Development on Economic Land). The Focal Points of Activity are located at:

1. Wandsworth Riverside Quarter and Wandle Delta
2. Lombard Road/ York Road Riverside
3. Ransomes Dock

21.49 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 LP52 (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. Safeguarded wharves along the riverside will be protected in accordance with LP40 Protected Wharves. Developments should consider the use of the river for bulk materials during demolition and construction stages, including via the supply chain.

21.50 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).

LP60 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.

21.51 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. Any development proposals in, on or over the Tidal Thames also requires a River Works Licence with the PLA in addition to the required planning permissions.

21.52 The river regime is the pattern of the river's flow over time and unacceptable impacts could involve a significant change in speed or direction of the river as this could lead to erosion or other impacts further along.

22 Implementation, Delivery and Monitoring

LP 61 Monitoring the Local Plan

LP 62 Planning Obligations

LP 63 Neighbourhood Planning

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 Vision and Objectives of the Plan have been articulated through the Spatial Development Strategy, the Visions for the Area Strategies, and the place-based approach, and will be delivered through the Area Strategy policies, the Site Allocations and the policies of the Plan. Together these set out the framework for development of within the borough. 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 Plan's Vision and Objectives. More detailed guidance in the form of SPDs and other key strategic documents will be brought forward over the lifetime of the Plan to bring forward development.

22.3 The Areas Strategies include detailed proposals for the borough's town centres and key regeneration locations and show how each area will be connected through the overarching Area Strategies of the Wandle Valley and the Wandsworth Riverside.

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 Public bodies and agencies, including Transport for London (TfL), have a key role to play in delivering the required infrastructure necessary to accommodate the anticipated growth in the borough. The community and voluntary sector will also have a key role to play. 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 up until 2028/2029 in line with the London Plan. Until such time as the London Plan is reviewed and updated this Plan provides for the delivery of 20,311 new homes in accordance with the approach set out in paragraph 4.1.11 of the London Plan. 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 Development Strategy and the relevant policies of this Plan. Affordable housing will be secured through Planning Obligations and delivered by private developers and/or Registered Providers (RPs) of affordable housing. The Council will support the delivery of additional affordable housing proposed by RPs through their own schemes and through the use of Council owned land and estate regeneration 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 (or successor document). Detailed monitoring of housing delivery, including the delivery of affordable housing, will be undertaken and published as part of the Council's annual Authority Monitoring Report.

22.7 The provision of economic space including affordable and open workspace to meet the anticipated growth in the local economy will be delivered primarily by the private sector as part of economic-only or mixed-use schemes in locations identified in the Spatial Development Strategy, Area Strategies, Site Allocations and economic 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 adopts a positive approach to growth, by setting out the additional requirements for office and industrial floorspace, and identifying sites and inward investment opportunities in order to meet anticipated needs over the lifetime of the Plan. The Council will continue to monitor growth against forecast need to consider the effects that external factors may have on economic trends.

22.8 Demand for retail floorspace in the short to medium term is expected to be accommodated through the implementation of existing commitments, take up of vacant floorspace and increases in efficiency. As such, the priority is to direct new main town centre uses primarily to the

borough's centres. The policy approach also recognises the need for flexibility in order to respond to changes in the operation of retail and town centre uses over the lifetime of this Plan.

22.9 Improvements to transport infrastructure, particularly to public transport as well as cycling and walking, will be essential to support the delivery of the Spatial Development Strategy. The London Plan sets out strategic schemes and proposals for London, a number of which will benefit the borough, including Crossrail 2, London underground improvements and increasing capacity on Southwest Rail routes. The Council will support the delivery of improvements to public transport and accessibility opportunities and the reconfiguring the Wandsworth Gyratory. These improvements will largely be delivered by TfL and transport operating companies. Funding for improvements will be provided by Government, TfL, private investment and the Council, through the Council's Community Infrastructure Levy scheme, and where appropriate, financial contributions through Planning Obligations or on-site improvements on 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 borough's residents. 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.

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. Existing facilities will be protected where appropriate and new community and social infrastructure facilities will be delivered on a variety of sites as identified through this Plan. Improvements to open spaces as well as play facilities will be required in line with policy LP19 (Play Space) and LP20 (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 Development Strategy.

Site Delivery

22.13 The Site Allocations in the Local Plan will be 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 Development Strategy that development sites – come forward as planned and it will be vital that landowners and developers engage with the Council as soon as possible in the development process through the Council's pre-application advice service, and with local communities to inform the design of their proposals. The Council will also work cooperatively with communities in the preparation of area-based plans and proposals.

Viability

22.14 The Council has undertaken a 'whole Plan' viability assessment. However, it is recognised that the housing and commercial property markets are inherently cyclical such that a fully policy compliant scheme may make some development proposals unviable at the time of submitting a planning application. The Plan sets out the approach that the Council will take to assessing such proposals and the mechanisms that it will adopt to ensure that schemes contribute fully should viability improve.

Infrastructure Delivery

22.15 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 non-physical 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.

22.16 The NPPF sets out that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure needed to create thriving local places. In addition, the NPPF sets out that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.

22.17 Growth in the borough's population as well as changes in future needs and demands will influence what community infrastructure is required over the lifetime of the Plan. In addition additional infrastructure will be needed to ensure that the borough's communities and businesses will have access to necessary infrastructure and services, including for education and training, health provision, and leisure facilities.

22.18 The Council's Infrastructure Delivery Plan (IDP), which has been developed to support the delivery of the Plan provides an assessment of the long-term needs of the borough. The IDP sets out what is needed, where it is needed and when it is needed. It also provides an update on the delivery of the required infrastructure to date, the timescales for the delivery of future known schemes, and identifies a range of relevant plans, programmes and strategies, including those of partner organisations and agencies, that have been developed. Each infrastructure "type is accompanied by an Infrastructure Delivery Schedule table which provides further detail on delivery, funding sources, costs and identifies whether there are any funding gaps.

LP61 Monitoring the Local Plan

A. The Council will complete a review of the Local Plan policies and publish its conclusions at least every five years. Conclusions from the first review will be published no later than five years from the adoption date of the Plan.

B. The Council will have particular regard to the following factors when reviewing policies within the Local Plan and determining whether or not relevant policies require updating:

1. the Monitoring Framework;
2. the latest Authority Monitoring Report, including reported progress against the requirements for the planned delivery of development and infrastructure;
3. conformity of policies with national planning policy;
4. changes to local circumstances (including a change in local housing need);
5. significant local, regional or national economic changes; and
6. progress in plan-making activities by other local authorities and the Mayor of London.

C. Where appropriate, the Council will commence an earlier review of the Local Plan to address significant changes in circumstances. The Council will promptly commence a review of the Local Plan and update relevant policies accordingly if:

1. the Authority Monitoring Report demonstrates that annual housing delivery is less than 75% of the annualised requirement or the projected completion rate (whichever is the lower) for three consecutive years; or
2. the Council cannot demonstrate a five-year supply of deliverable housing land against the requirements established through the Local Plan.

22.19 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. Local Plans need to be reviewed regularly to assess how well policies and proposals are being implemented and to ensure that they are up-to-date. Monitoring, together with the consideration of wider changes, provides the objective basis necessary for such reviews.

22.20 In accordance with national planning policy and relevant Regulations, the Council will review policies within this Plan to assess whether or not they need updating at least every five years. The first review will be completed no later than five years from the adoption date of the Local Plan.

22.21 On completion of the review the Council will publish its conclusions, clearly indicating which policies (if any) need to be updated, and the reasons for this decision. If one or more policies do need updating, the Council will simultaneously publish an updated Local Development Scheme setting out the timetable for the updates to be produced and submitted for Independent Examination.

22.22 When reviewing the policies within the Plan the Council will take into account the latest monitoring reflected within the latest Authority Monitoring Report, in addition to a range of other local and national factors.

22.23 This Policy also includes a number of instances where, should relevant circumstances arise, the Council will undertake an earlier review and, if necessary, update relevant Local Plan policies accordingly.

22.24 The data collected as part of the preparation of the Monitoring Reports also feed into monitoring systems set up by the Greater London Authority (i.e. the London Development Database).

22.25 The monitoring framework will be revised to reflect the adoption of the new Local Plan policies. This revised monitoring framework will be informed by the Sustainability Appraisal process.

22.26 The Council considers that the Plan provides sufficient flexibility to respond to changing circumstances. However, external factors such as changes in national policy, a London Plan review or changes in local evidence and need may trigger the need for a review of this Local Plan earlier than that required in legislation. The programme for the preparation of Development Plan Documents is set out within the Council's Local Development Scheme, which is regularly reviewed and updated.

LP62 Planning Obligations

A. The Council will use the Community Infrastructure Levy to fund strategic infrastructure necessary to deliver the Vision, Objectives and Spatial Development Strategy of 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 including to secure the provision of affordable housing and to ensure that development proposals make on-site provision 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 adopted Planning Obligations SPD (or successor document). Where the Council is satisfied through an independently verified viability assessment that the provision of infrastructure and services as required in the adopted Planning Obligations SPD (or successor document) and/or identified in the Infrastructure Delivery Plan would render a scheme unviable at the point of submitting a planning application then the provision of affordable housing and necessary transport infrastructure will be prioritised.

22.27 Planning obligations or other appropriate legal mechanisms will be used to secure the necessary infrastructure required in order to mitigate the impact of development. The following tests will be applied in in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) in 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.

22.28 The Council's CIL provides the main means of addressing the infrastructure requirements arising out of developments and will be spent on local strategic infrastructure in accordance with the Council's Infrastructure Delivery Plan set out in the Council's Infrastructure Funding Statement. The Wandsworth Local Fund (WLF), the neighbourhood contribution of the CIL, also pays for local community and social infrastructure needed to support development. Where policies in the Local Plan, including the Area Strategies and Site Allocations, require a site-specific assessment of infrastructure needs, such as for transport, utilities and green infrastructure, the impact of the proposal on existing infrastructure and how the infrastructure requirements arising from new development will be delivered (including the timetable for delivery) will need to be clearly identified as part of any planning application. All of the CIL raised in the Nine Elms area, including the Neighbourhood CIL, will continue to be 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.

22.29 A separate CIL scheme has been adopted by the Mayor of London, which came into effect on 1 April 2019. Relevant development within the borough will be required to contribute to the Mayoral CIL in accordance with the most up-to-date charges.

22.30 The London Plan Policy DF1 identifies that where it has been clearly demonstrated that a specific development would be rendered unviable as a result of the provision of infrastructure and services applicants and decision-makers should give 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.

22.31 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 adopted Planning Obligations SPD (or successor document), and the Council's and the Mayor's Community Infrastructure Levy schemes.

LP63 Neighbourhood Planning

A. The Council will support the preparation and production of Neighbourhood Plans. Neighbourhood Plans should:

1. Show how they are contributing towards the strategic objectives of the Local Plan and that they are in general conformity with its strategic approach and policies; and
2. Clearly set out how they will promote sustainable development at the same level or above that which would be delivered through the Local Plan, and Neighbourhood Plan policies are supported by evidence on local need for new homes, jobs and facilities, for their Plan area.

22.32 Neighbourhood Plans were introduced through the Localism Act 2011. Communities can shape development in their areas through the production of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders. When made, following an examination and successful referendum, neighbourhood plans will become

part of the development plan for the area. Locally distinctive Neighbourhood Plan policies must reflect the strategic policies of the Wandsworth Local Plan.

22.33 Neighbourhood Plans provide a mechanism for communities to bring forward development and to have a say in the location of development.

22.34 This Local Plan sets out the strategic policies which provide the framework for the delivery of homes, jobs and infrastructure in the borough. Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan. 'Made' (i.e. adopted) Neighbourhood Plans will work alongside, and where appropriate replace, the non-strategic policies in the Local Plan where they overlap.

22.35 The Council will support local communities to identify the most appropriate means of meeting their needs through Neighbourhood Planning. Collaboration between communities and the Council is critical to ensure strategic requirements are met.

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 LP16 – Public Houses and Bars
- Policy LP17 - Social and Community Infrastructure
- Policy LP18 - Arts, Culture and Entertainment
- Policy LP33 -Promotion and Protecting Offices
- Policy LP34 - Managing Land for Industry and Distribution
- Policy LP35 - Mixed use Development on Economic Land
- Policy LP36 - Railway Arches
- Policy LP46 - Visitor Accommodation
- 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. The expectation, however, 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:

- Identification of the last occupier including name, address, nature of business and floorspace. If the land is and/ or the buildings are vacant, the date they were last occupied should be stated.
- The date when marketing began and ceased (if relevant) including for each agent, if more than one is used.
- Which land uses the property/site is being marketed for, identifying the dates of marketing for each land use.
- Identification of 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) and contracting terms proposed. 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. The report should include:
    - The marketing particulars. It should be stated 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'. Details of any direct marketing used should be provided, 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 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, where possible.

- Marketing outcomes, including 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 LP17 (Social and Community) and LP18 (Arts, Culture and Entertainment). No marketing evidence will be required where there is evidence that there is a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services.

23.8 Marketing evidence must also include:

- Evidence that the facility is no longer needed. Evidence of meaningful engagement with service providers or a public disposal process is required to demonstrate this.
- Evidence that the loss of the facility would not have a detrimental impact on social and community service provision and does not constitute the loss of a service of particular value to the local community which may impact the vitality of the area. A marketing report could, for example, provide details of alternative facilities in close proximity alongside 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 class)

23.9 Where the loss of visitor accommodation is proposed, marketing evidence must demonstrate that:

- 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.
- The accommodation has been marketed on at least three well-known holiday accommodation websites, such as Airbnb.co.uk and booking.com. It must be marketed at a reasonable price per night, available for a variety of time periods (for example 1 night, 2 nights, etc) and good quality marketing photos have been provided.

Retail (E(a) Use Class)

23.10 Where a proposal involves a change of use from retail, within designated and non-designated shopping frontages that is not supported by policy, 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.

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:

- 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 or performance venue.
- Demonstrate that the public houses have been marketed via an estate agent specialising in the leisure industry. Where this is not the case, the applicant should explain why.
- Have had 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.
- Demonstrate that consideration has been 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, marketing must clearly demonstrate that there is no longer demand for an office use and that there is not likely to be. Marketing evidence must demonstrate 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.
- The marketing has been at a price commensurate with their existing quality or condition based on the local office market, including by reference to comparable facilities in the locality.
- The lease term is not unduly restrictive and includes the potential for a short-term lease in appropriate cases. Details of the lease terms offered should be included in the marketing report.
- The potential of upgrading the building or adapting the building to meet modern office requirements has been explored, if applicable. This may include a viability assessment addressing the feasibility of refurbishing or modernising the existing office space.
- For larger offices that provide over 1,000 sqms of office floorspace, it is not feasible or viable to adapt the office floorspace as smaller business units to meet demand from SME businesses.

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 evidence must also demonstrate attempts to market poorer quality premises have been on the basis of their present condition, and not on their potential for redevelopment to other employment uses.

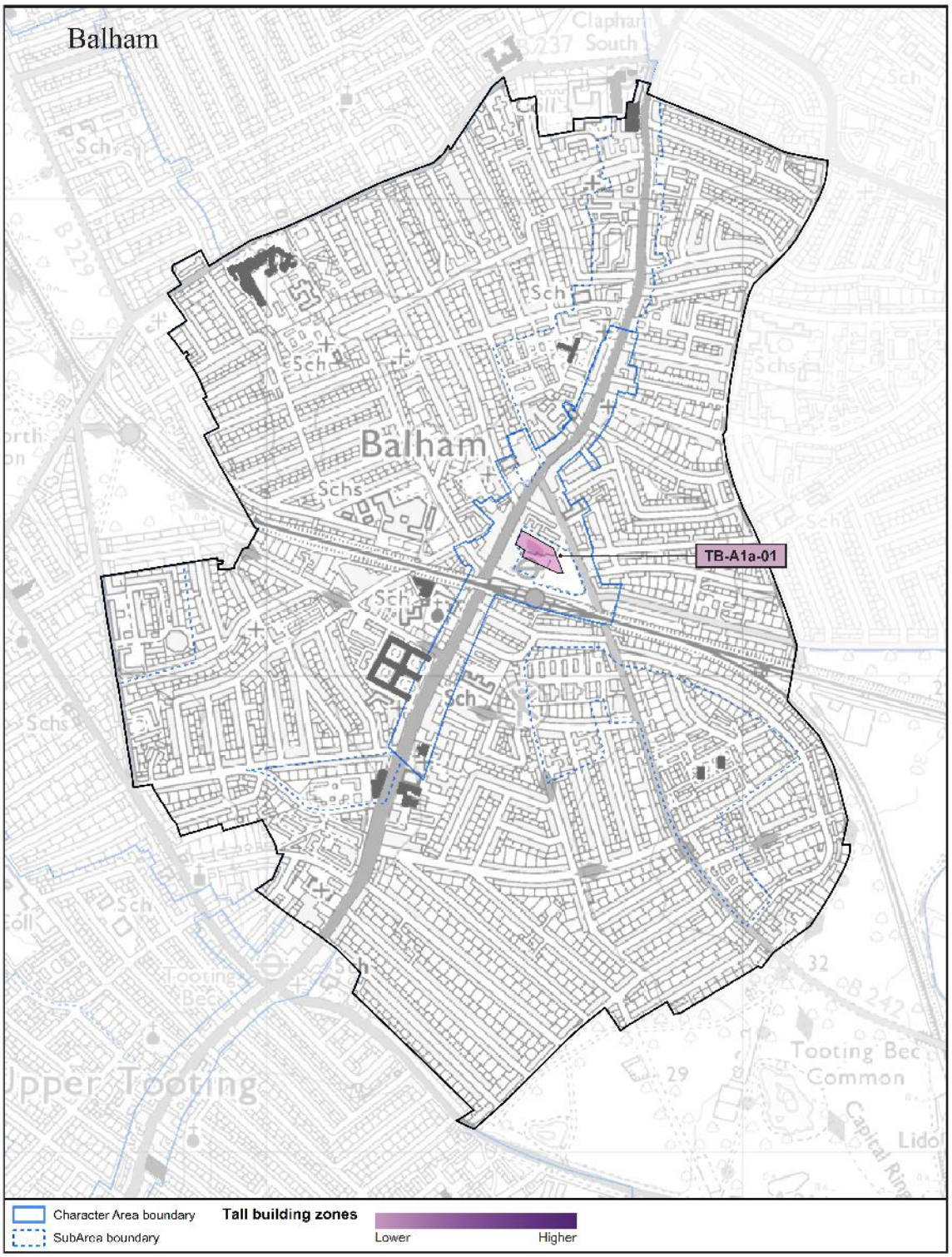
Railway Arches (B2, B8, E(gi-iii) Use Classes)

23.14 Where a proposal involves a change of use or redevelopment resulting in the loss of an economic use, marketing exercises in relation to comparable arches in the immediate vicinity will be deemed acceptable if they have the same servicing and access arrangements and if the timescales are consistent with those required.

Appendix 2 Tall Building and Mid-rise Building Maps

23.15 The below maps should be read in conjunction with Policy LP4 (Tall and Mid-rise Buildings). The maps show the locations of tall and mid-rise building zones, and appropriate height (ranges) for each zone.

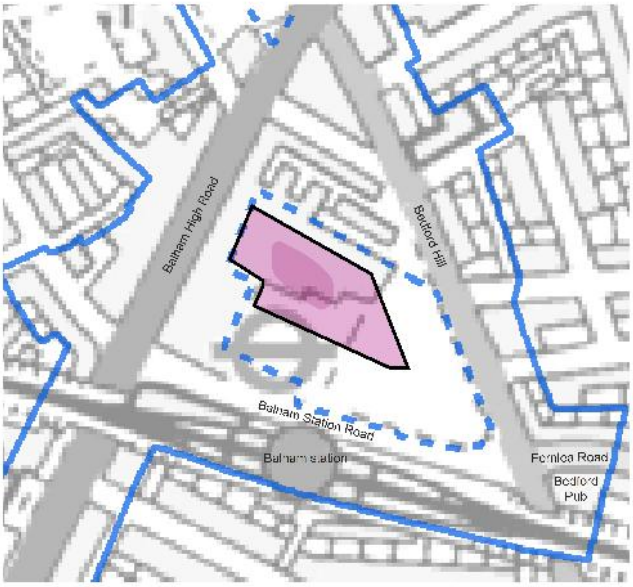
Tall Building maps



Map 23.1 Balham Tall Building Zone

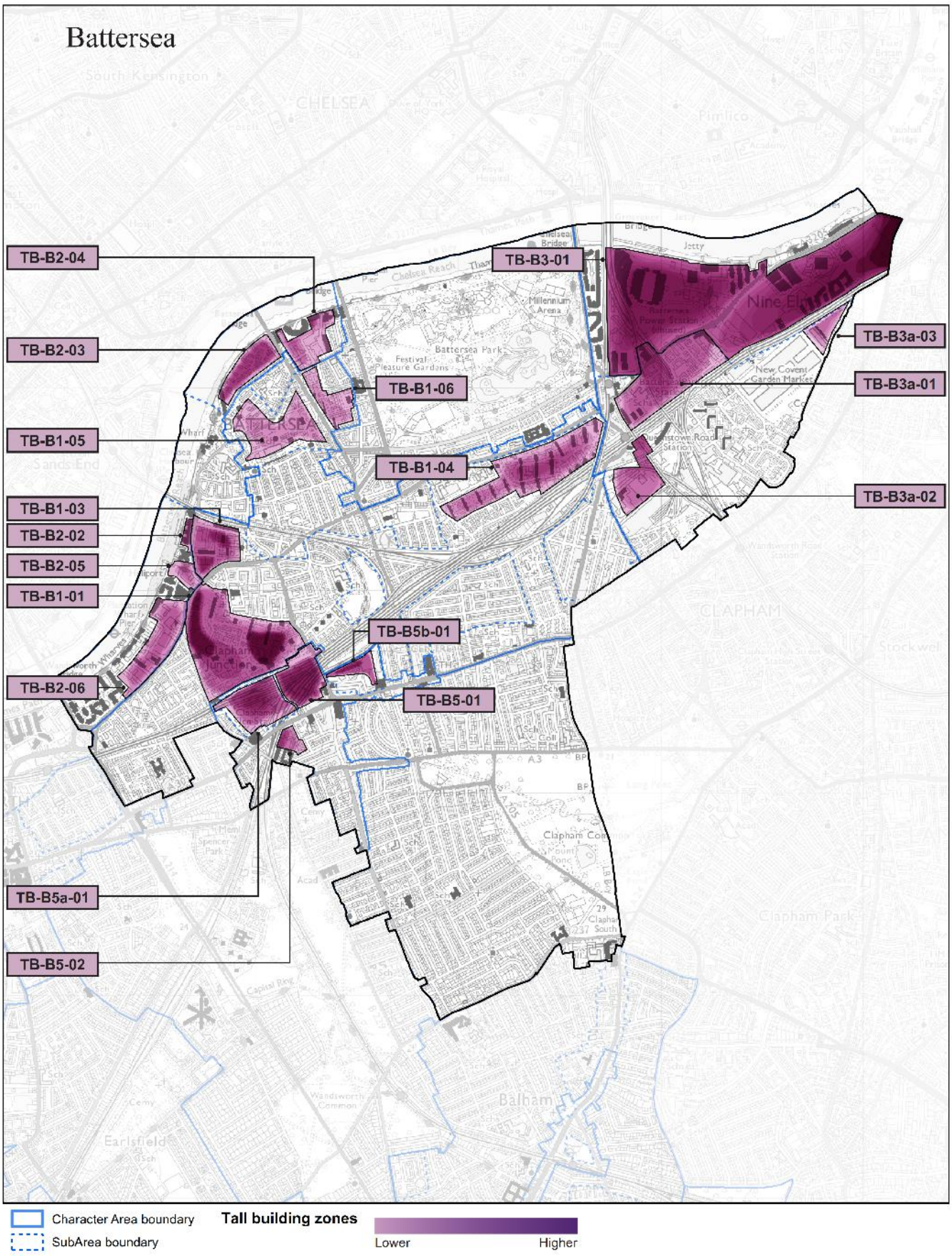
TB-A1a-01

Map 23.2 Tall Building Zone TB-A1a-01



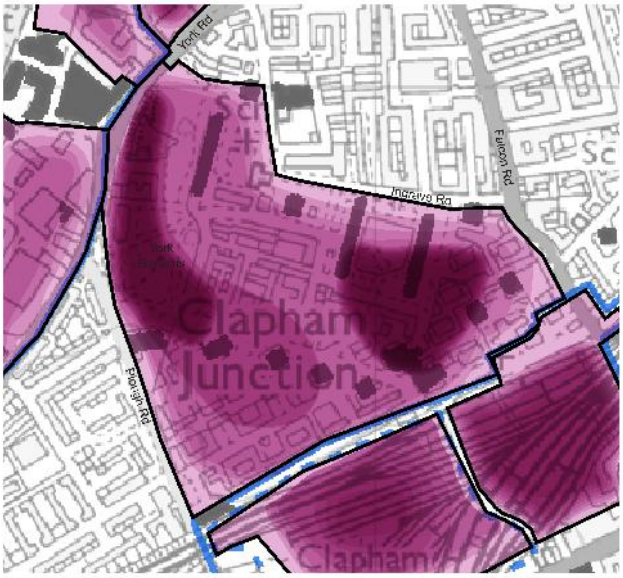
Existing prevailing height: 3 storeys

Appropriate height: 7-8 storeys (21-24m)



Map 23.3 Battersea Tall Building Zone

TB-B1-01



Existing prevailing height: 3-23 storeys

Appropriate height: 7-20 storeys (21-60m)

Map 23.4 Tall Building Zone TB-B1-01

TB-B1-03



Existing prevailing height: 2-20+ storeys

Appropriate height: 7-20 storeys (21-60m)

Map 23.5 Tall Building Zone TB-B1-03

TB-B1-04



Existing prevailing height: 2-20+ storeys

Appropriate height: 7-12 storeys (21-36m)

Map 23.6 Tall Building Zone TB-B1-04

TB-B1-05

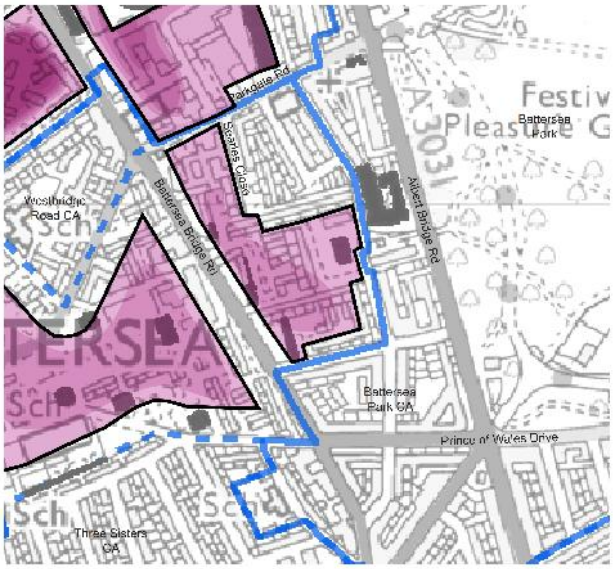


Existing prevailing height: 4-20+ storeys

Appropriate height: 7-8 storeys (21-24m)

Map 23.7 Tall Building Zone TB-B1-05

TB-B1-06

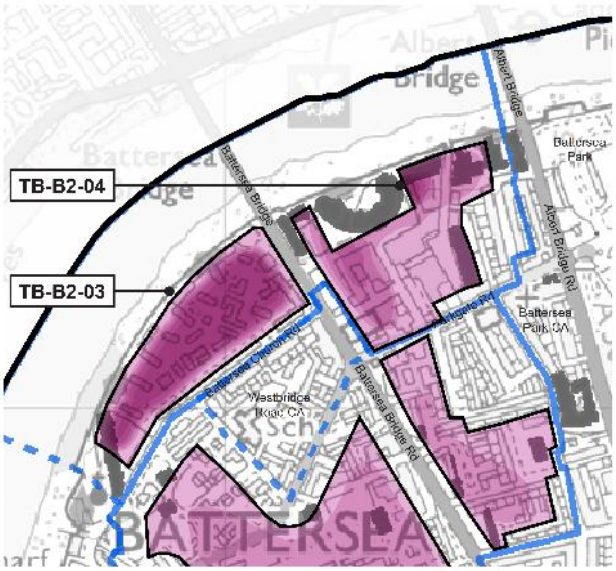


Existing prevailing height: 4-17 storeys

Appropriate height: 7-8 storeys (21-24m)

Map 23.8 Tall Building Zone TB-B1-06

TB-B2-03 and TB-B2-04

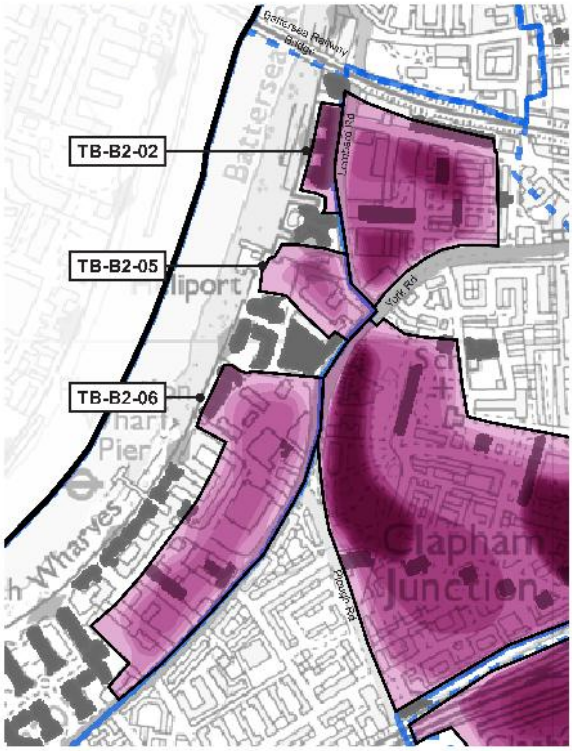


Existing prevailing height: 3-18 storeys

Appropriate height: 7-12 storeys (21-36m)

Map 23.10 Tall Building Zone TB-B2-03 and TB-B2-04

TB-B2-02, TB-B2-05 and TB-B2-06

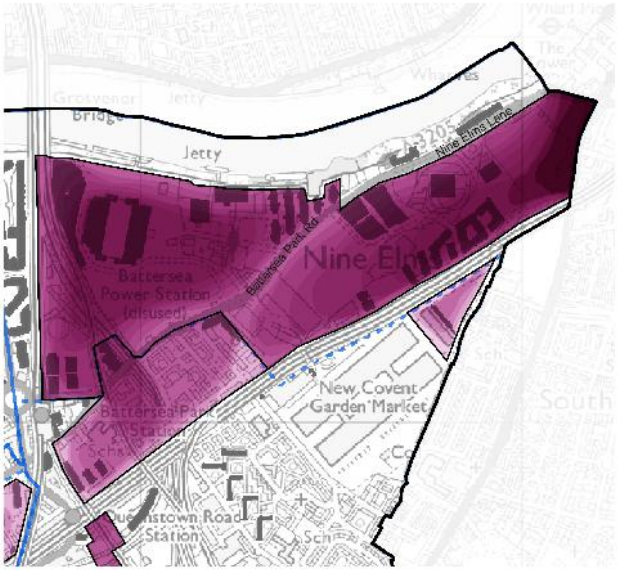


Existing prevailing height: 2-20+ storeys

Appropriate height: 7-10 storeys (21-30m)

Map 23.9 Tall Building Zone TB-B2-02, TB-B2-05, and TB-B2-06

TB-B3-01

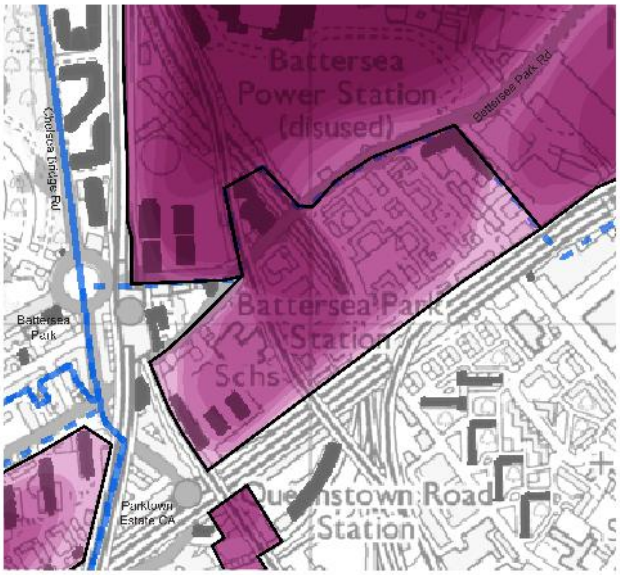


Existing prevailing height: 6-40+ storeys

Appropriate height: 8-25 storeys (24-75m)

Map 23.11 Tall Building Zone TB-B3-01

TB-B3a-01



Existing prevailing height: 2-12 storeys

Appropriate height: 7-13 storeys (21-39m)

Map 23.12 Tall Building Zone TB-B3a-01

TB-B3a-02

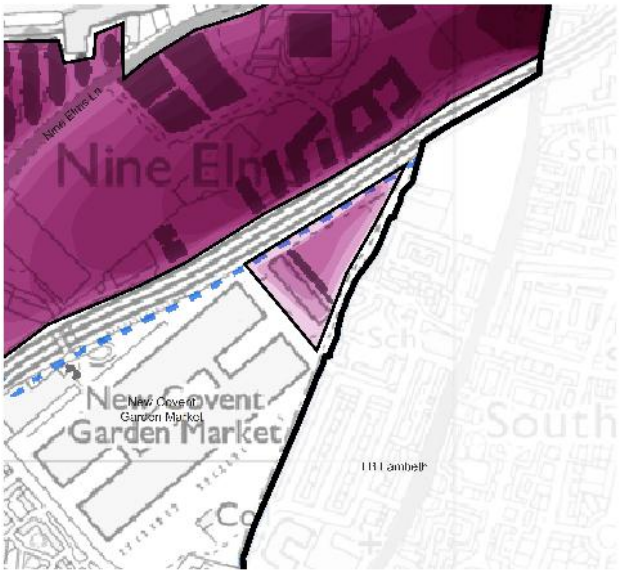


Existing prevailing height: 2-5 storeys

Appropriate height: 7-11 storeys (21-33m)

Map 23.13 Tall Building Zone TB-B3a-02

TB-B3a-03

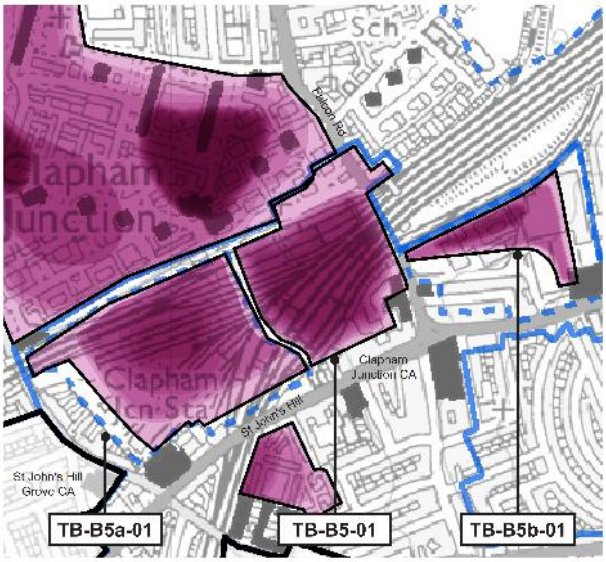


Existing prevailing height: 0-4 storeys

Appropriate height: 7-10 storeys (21-30m)

Map 23.14 Tall Building Zone TB-B3a-03

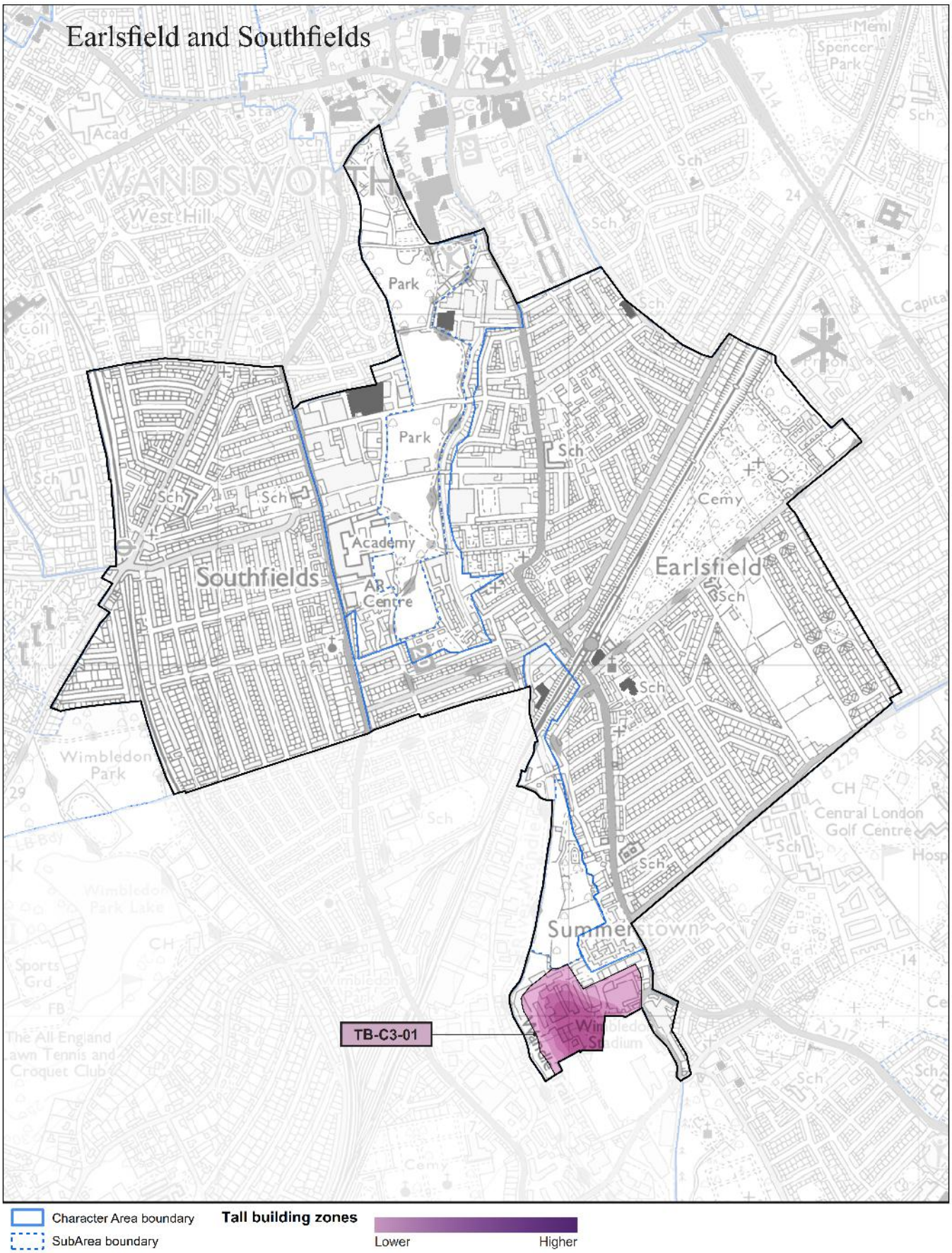
TB-B5-01, TB-B5a-01 and TB-B5b-01



Existing prevailing height: 2-8 storeys

Appropriate height: 7-15 storeys (21-45m)

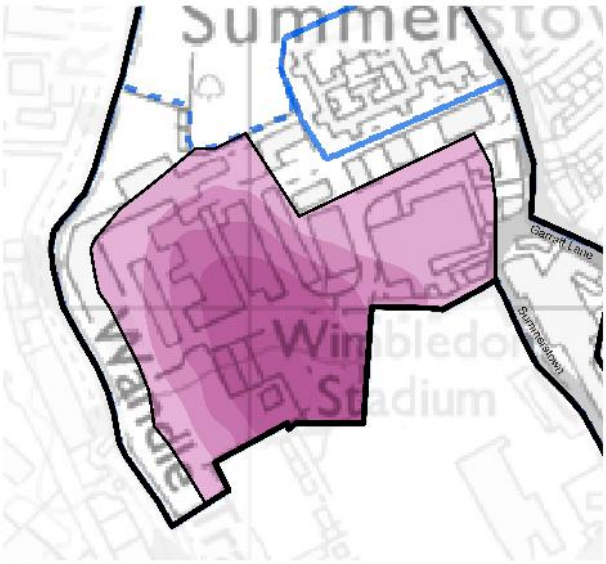
Map 23.15 Tall Building Zone TB-B5-01, TB-B5a-01 and TB-B5b-01



Map 23.16 Earlsfield and Southfields Tall Building Zone

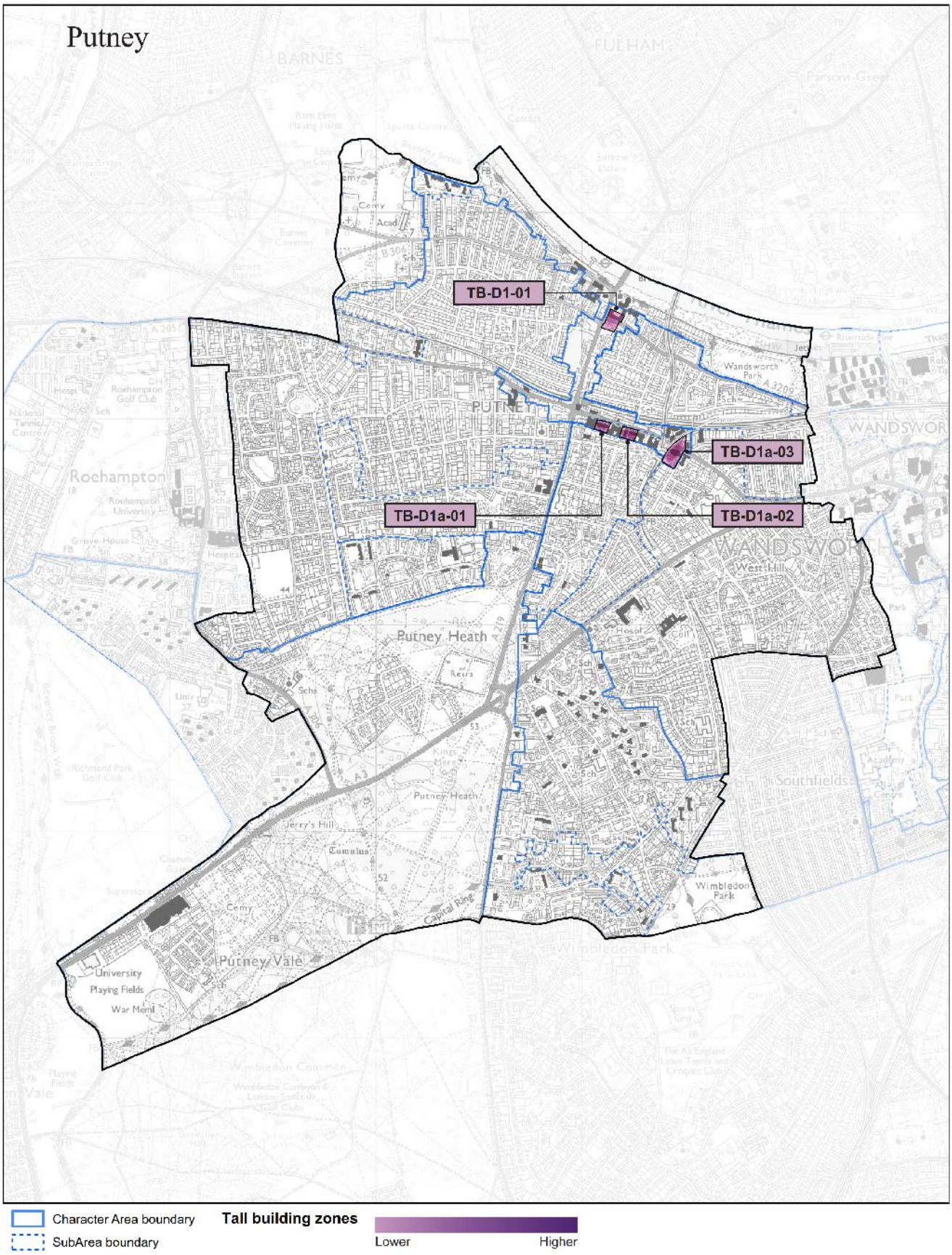
TB-C3-01

Map 23.17 Tall Building Zone TB-C3-01



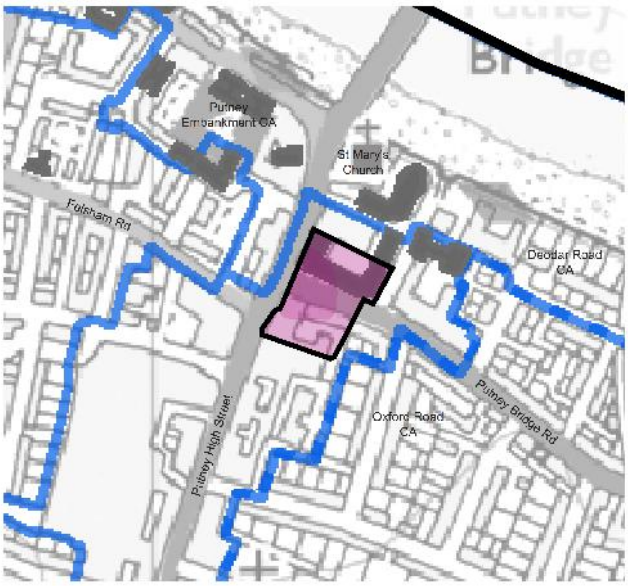
Existing prevailing height: 2-3 storeys

Appropriate height: 7-10 storeys (21-30m)



Map 23.18 Putney Tall Building Zone

TB-D1-01



Existing prevailing height: 3-9 storeys

Appropriate height: 7-8 storeys (21-24m)

Map 23.19 Tall Building Zone TB-D1-01

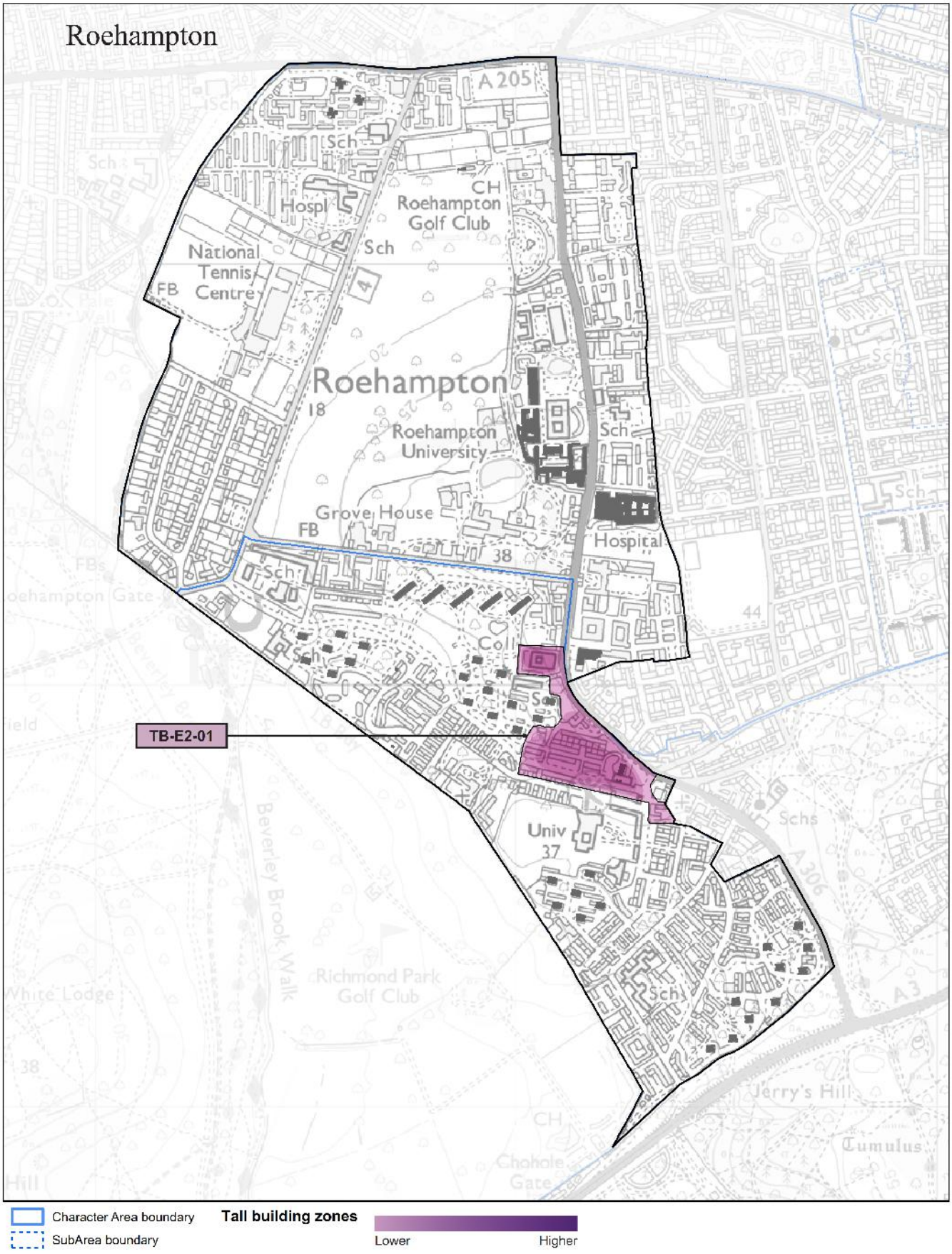
TB-D1a-01, TB-D1a-02 and TB-D1a-03



Existing prevailing height: 6-11 storeys

Appropriate height: 7-10 storeys (21-30m)

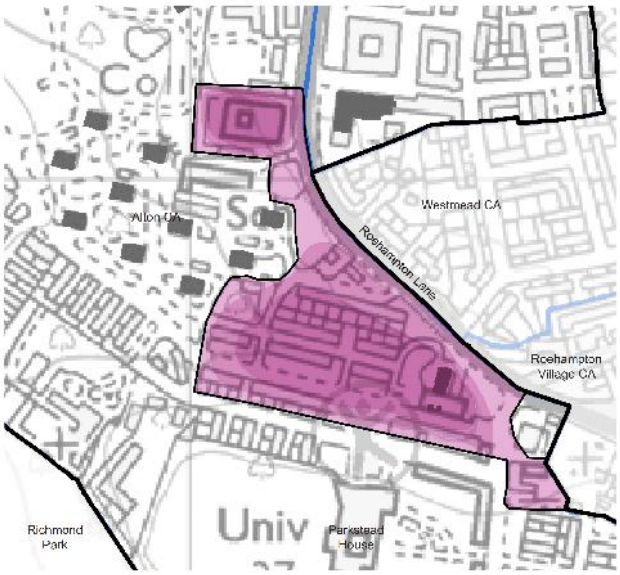
Map 23.20 Tall Building Zone TB-D1a-01, TB-D1a-02 and TB-D1a-03



Map 23.21 Roehampton Tall Building Zone

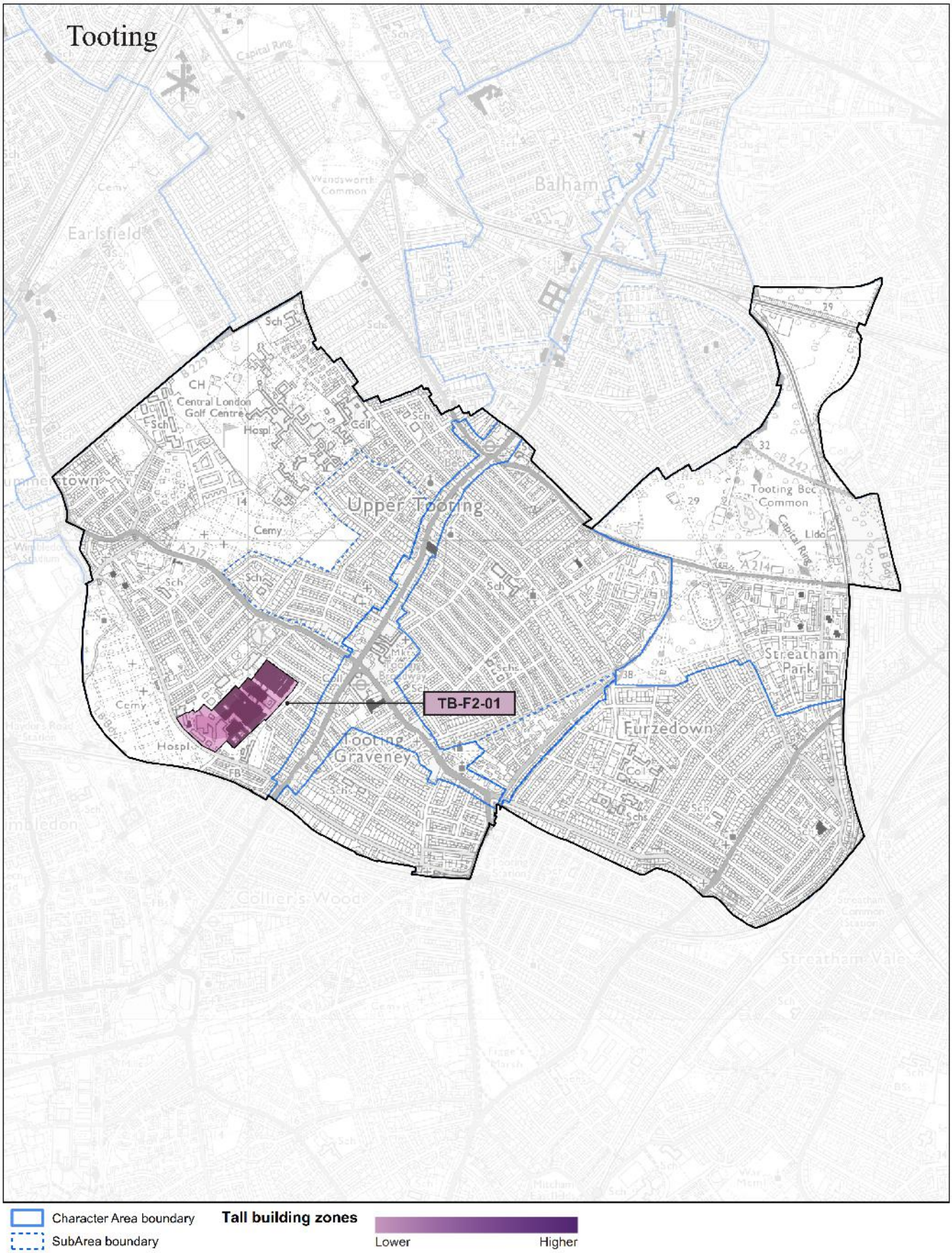
Map 23.22 Tall Building Zone TB-E2-01

TB-E2-01



Existing prevailing height: 2-10 storeys

Appropriate height: 7-9 storeys (21-27m)



Map 23.23 Tooting Tall Building Zone

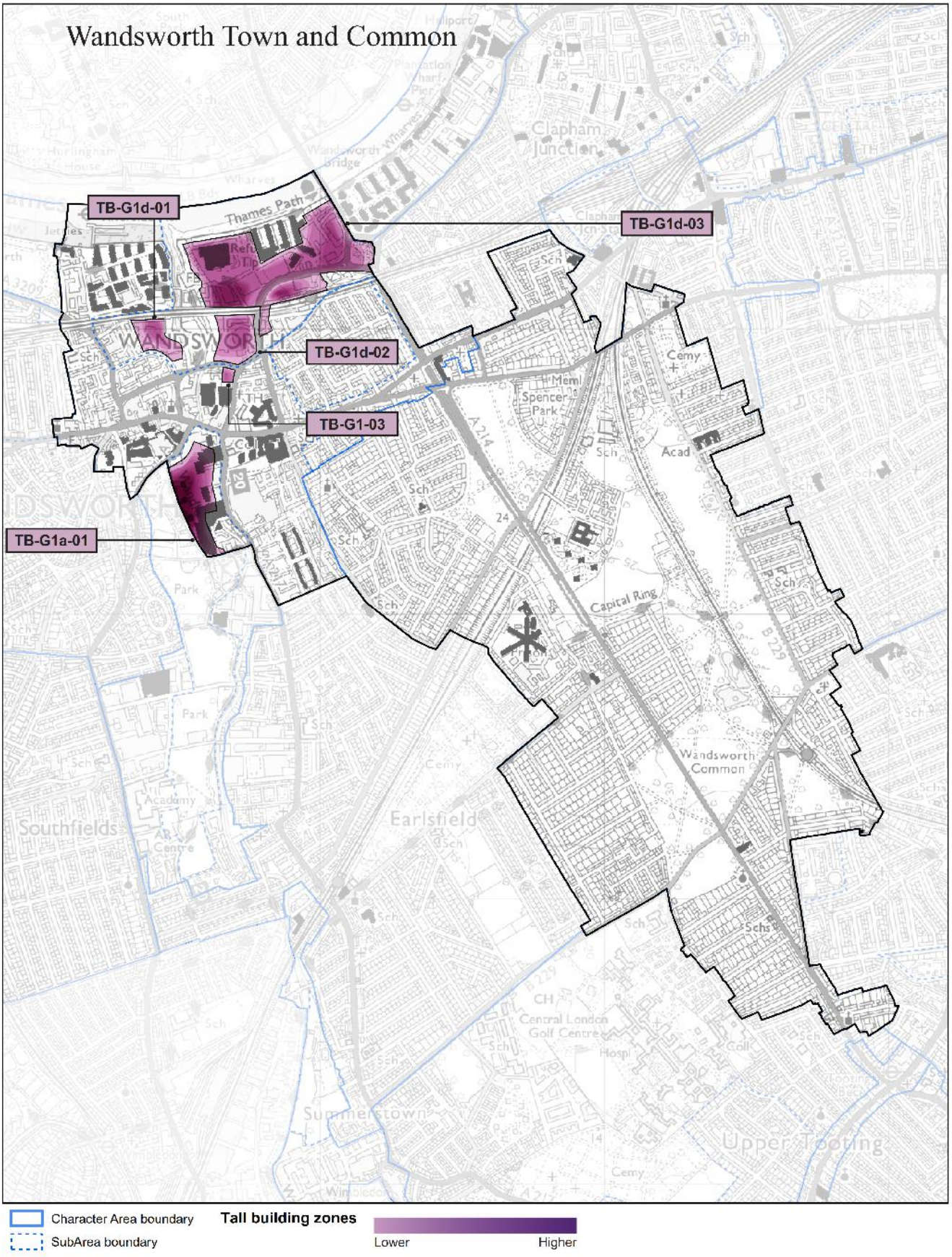
Picture 23.1 Tall Building Zone TB-F2-01

TB-F2-01



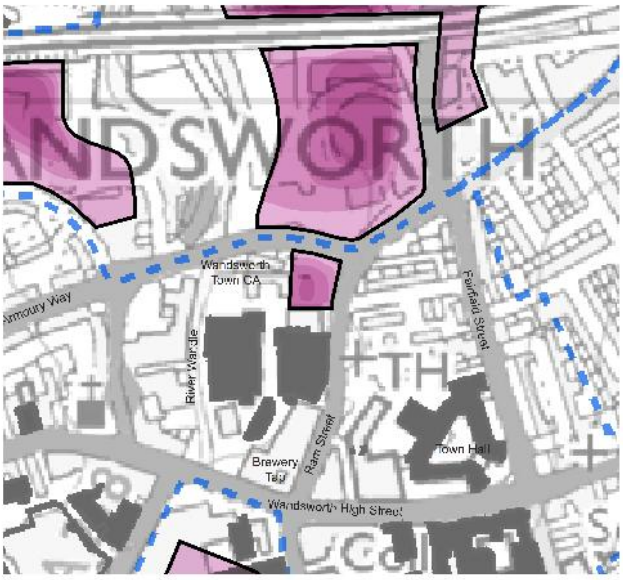
Existing prevailing height: 2-13 storeys

Appropriate height: 7-8 storeys (21-24m)



Map 23.24 Wandsworth Town and Common Tall Building Zone

TB-G1-03



Existing prevailing height: 1-2 storeys

Appropriate height: 7-10 storeys (21-30m)

Map 23.25 Tall Building Zone TB-G1-03

TB-G1d-01

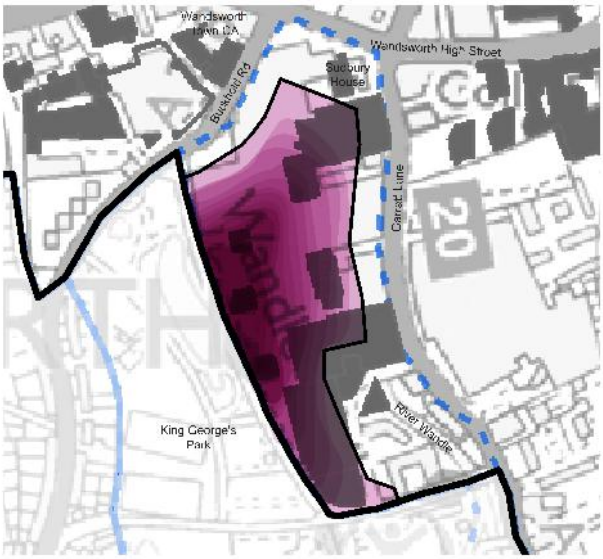


Existing prevailing height: 2-3 storeys

Appropriate height: 7-10 storeys (21-30m)

Picture 23.2 Tall Building Zone TB-G1d-01

TB-G1a-01

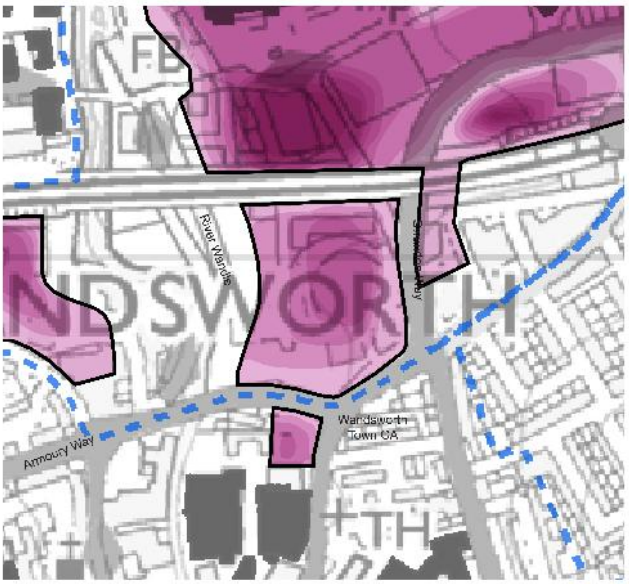


Existing prevailing height: 3-20+ storeys

Appropriate height: 7-20 storeys (21-60m)

Map 23.26 Tall Building Zone TB-G1a-01

TB-G1d-02

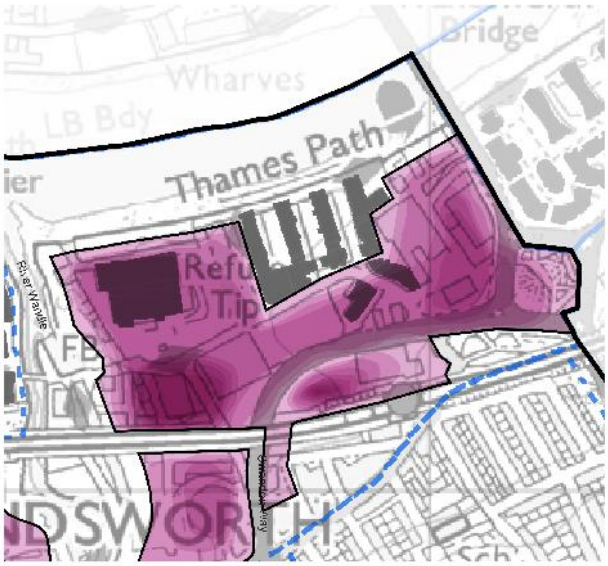


Existing prevailing height: 2-3 storeys

Appropriate height: 7-10 storeys (21-30m)

Map 23.27 Tall Building Zone TB-G1d-02

TB-G1d-03

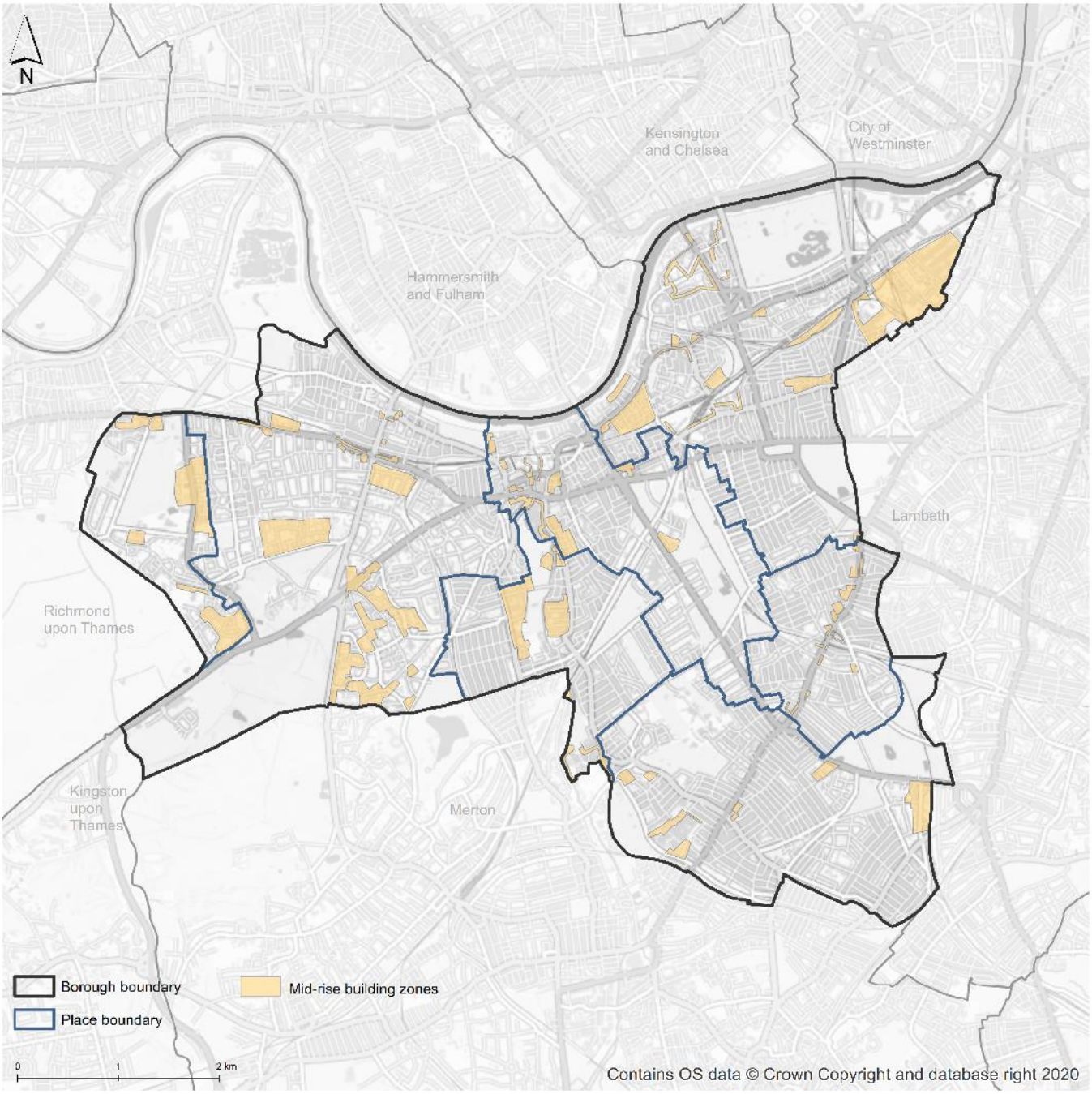


Existing prevailing height: 4-8 storeys

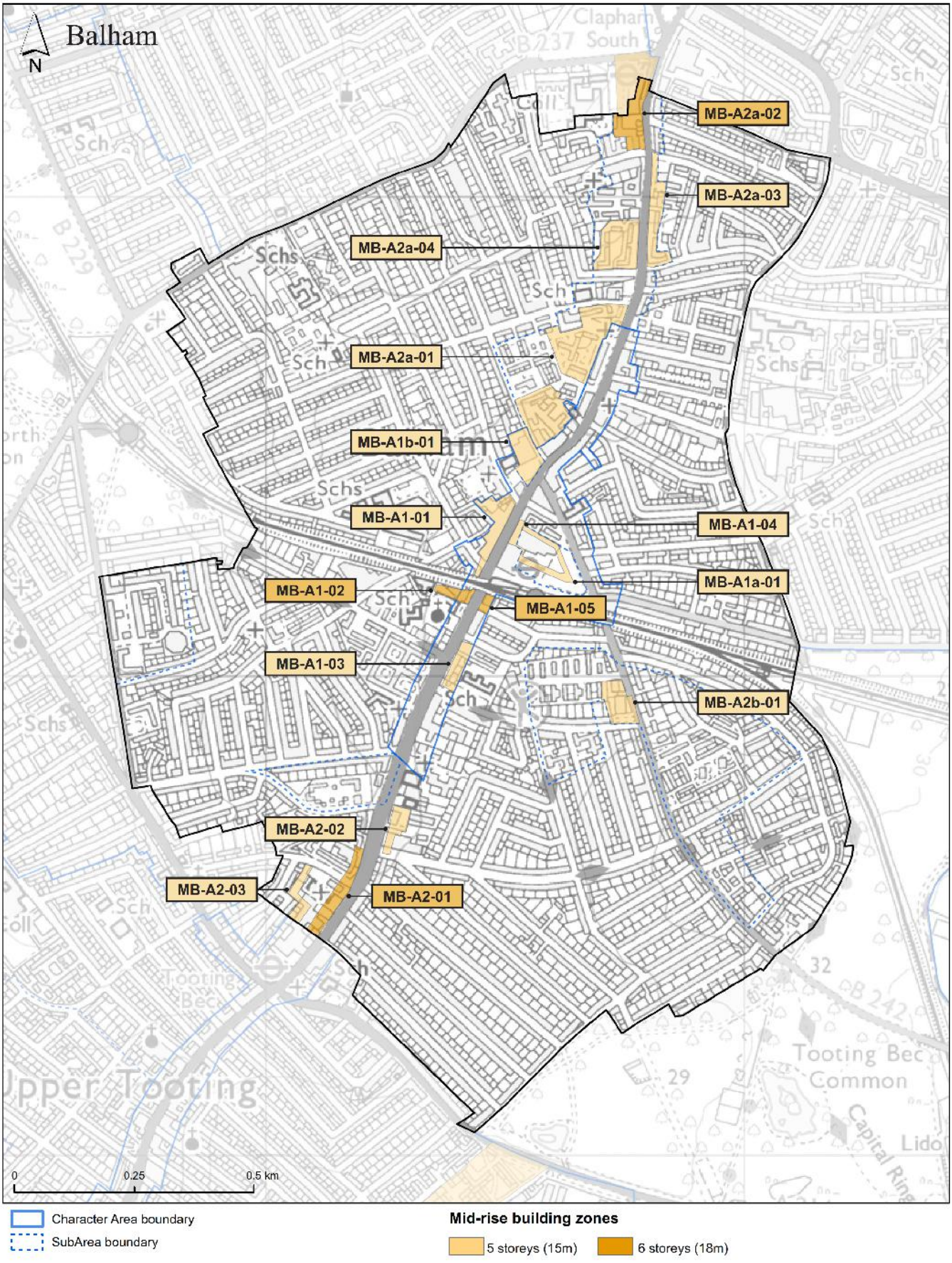
Appropriate height: 7-15 storeys (21-45m)

Map 23.28 Tall Building Zone TB-G1d-03

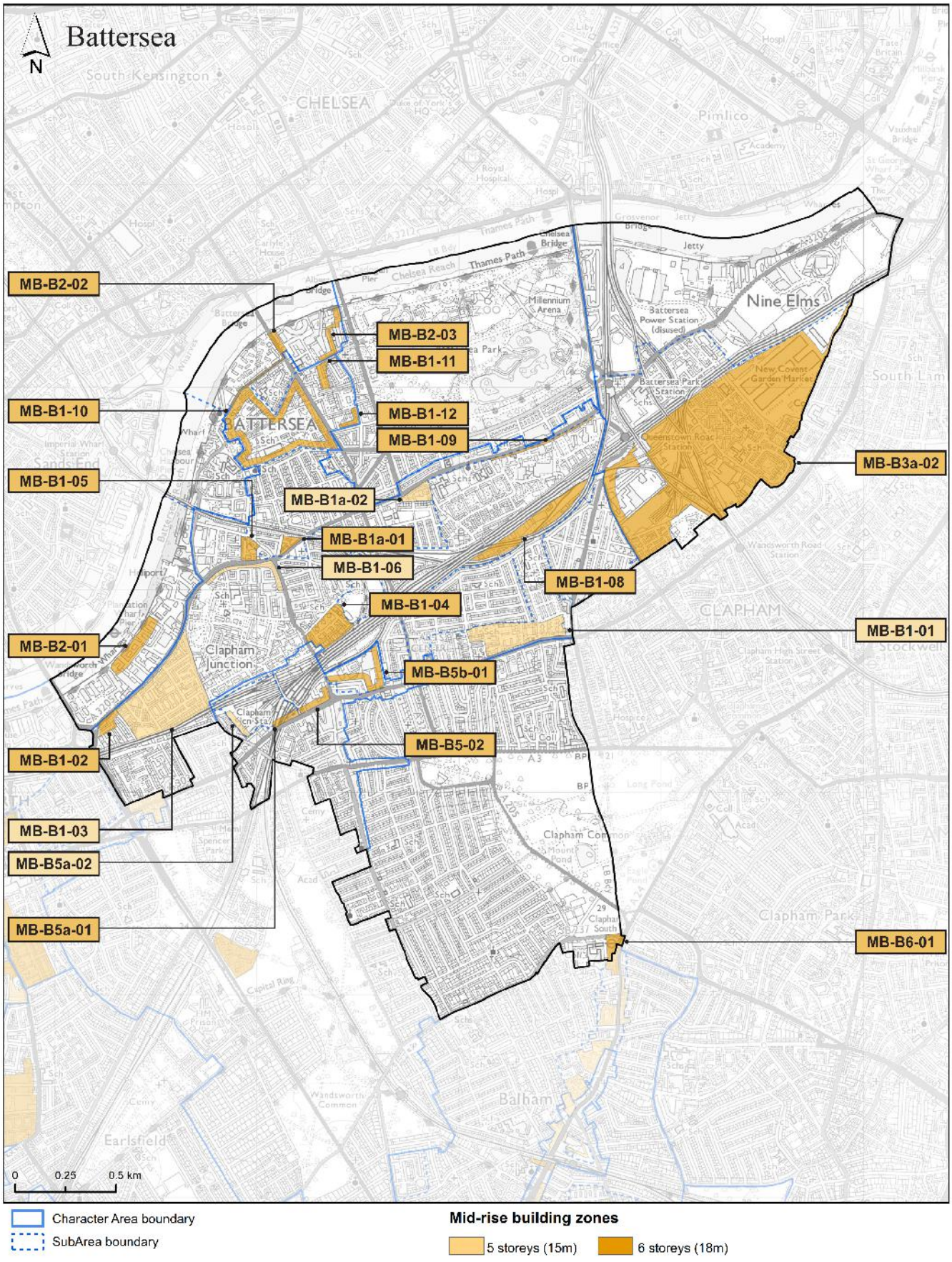
Mid-rise Building maps



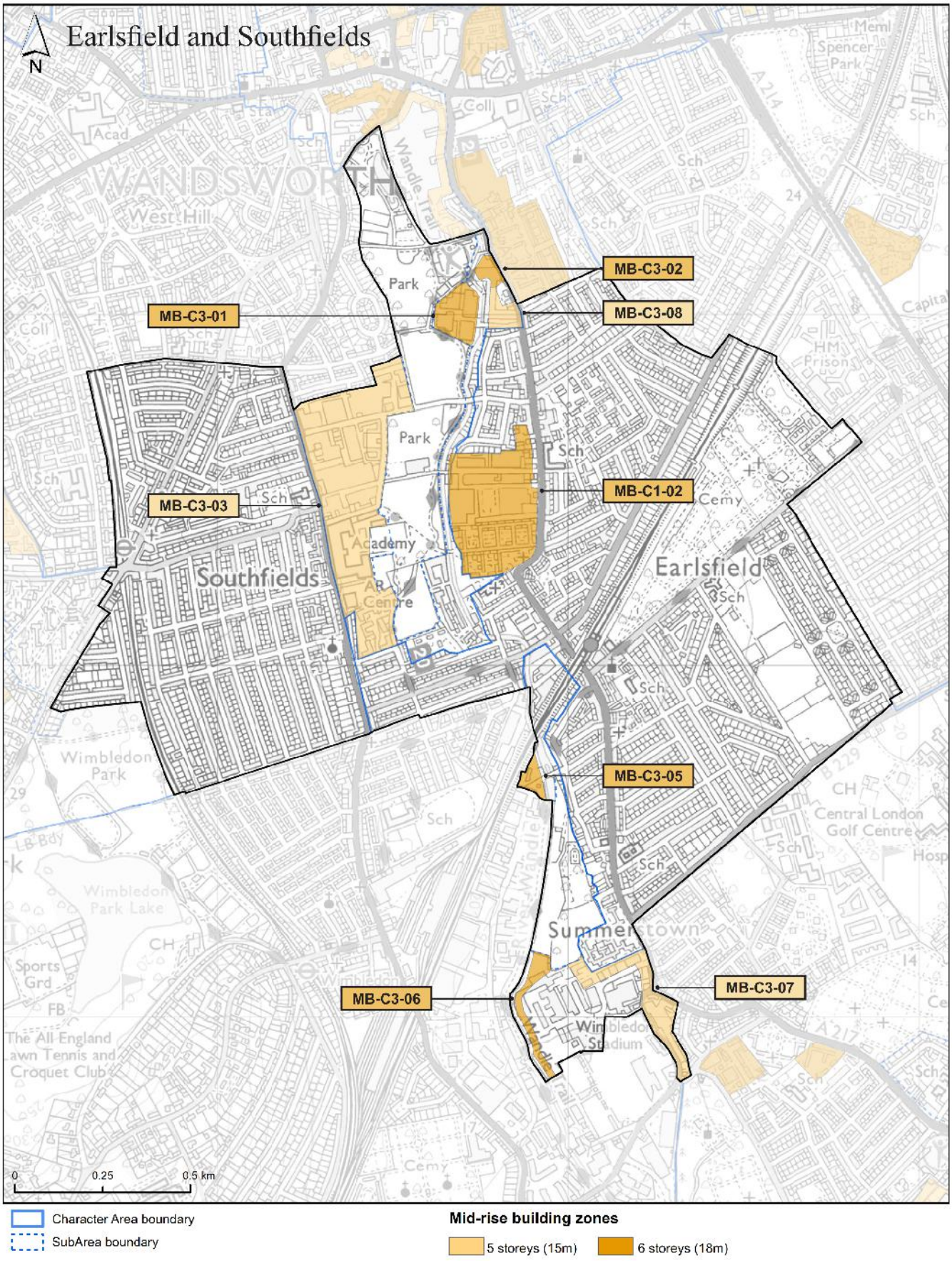
Map 23.29 Borough wide mid-rise buildings



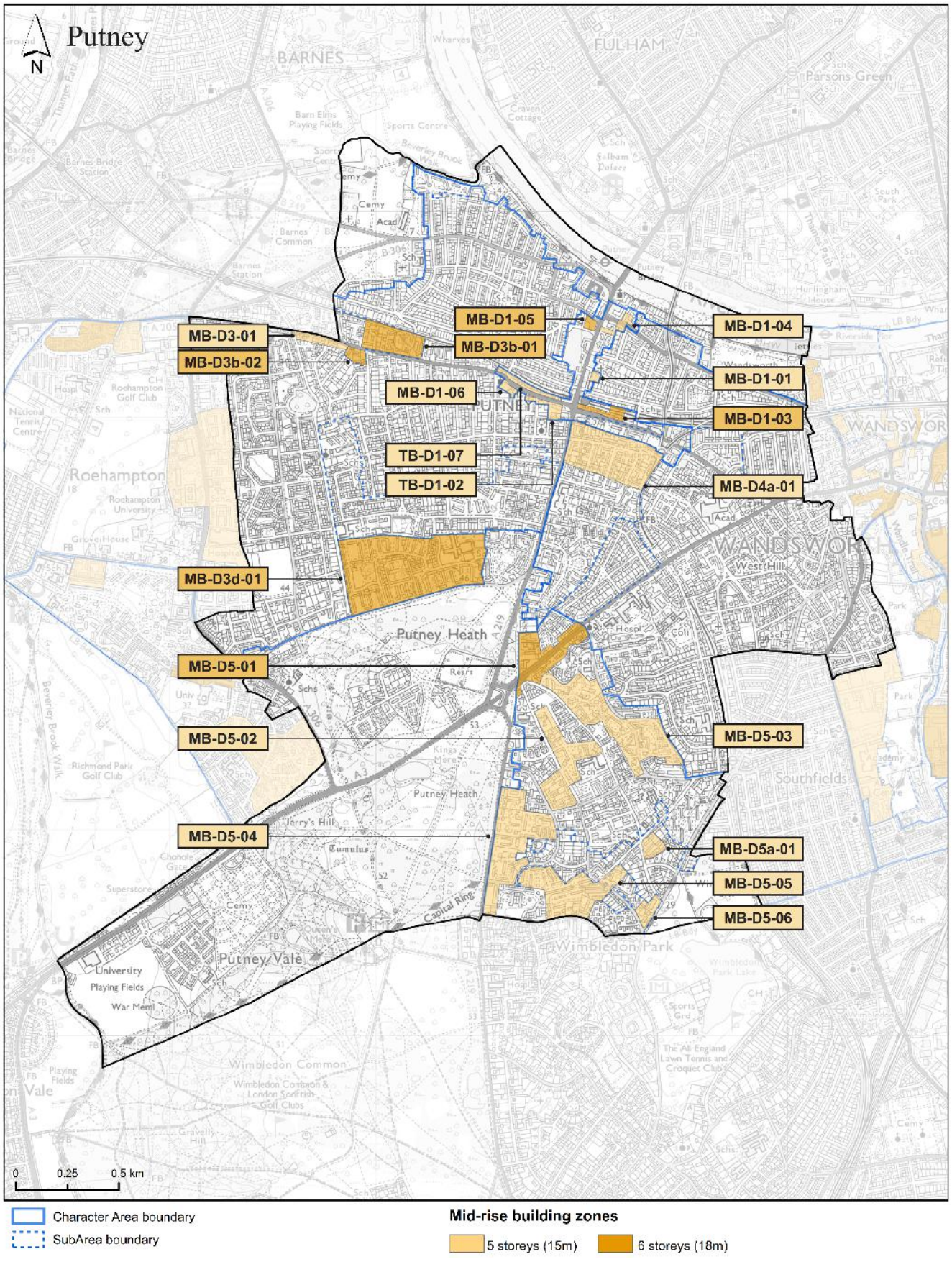
Map 23.30 Balham Mid-rise Building Zone



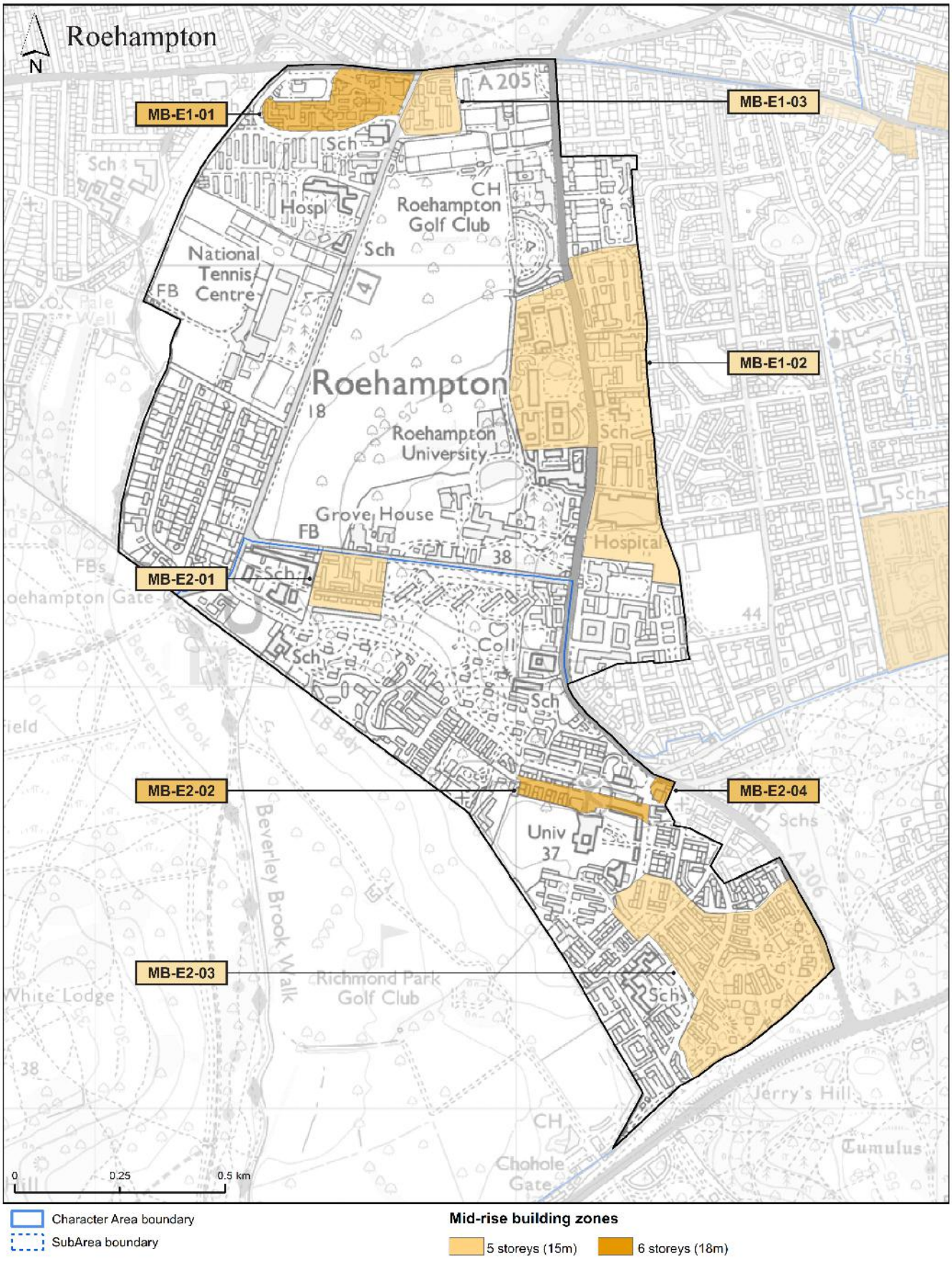
Map 23.31 Battersea Mid-rise Building Zone



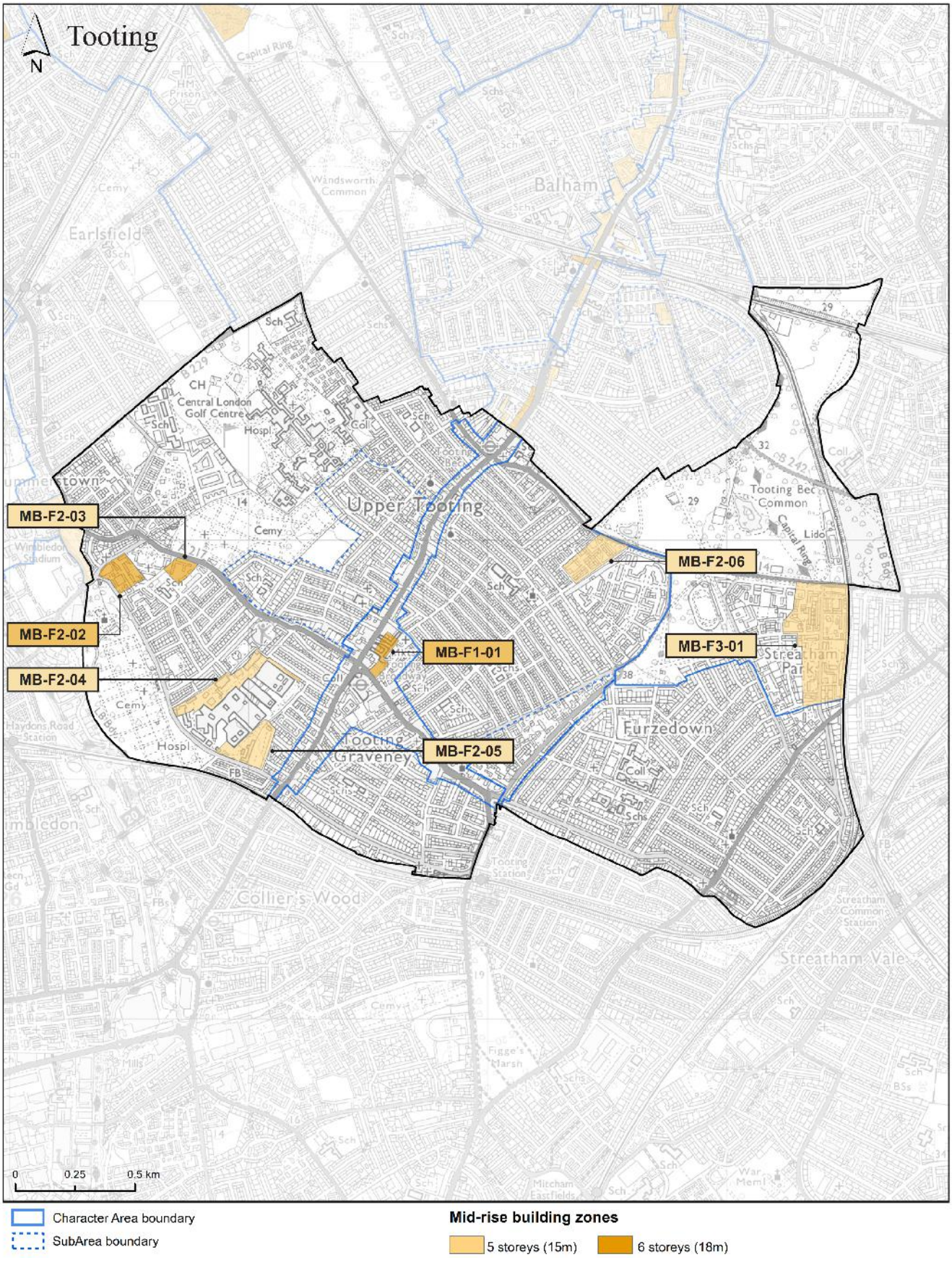
Map 23.32 Earlsfield and Southfields Mid-rise Building Zone



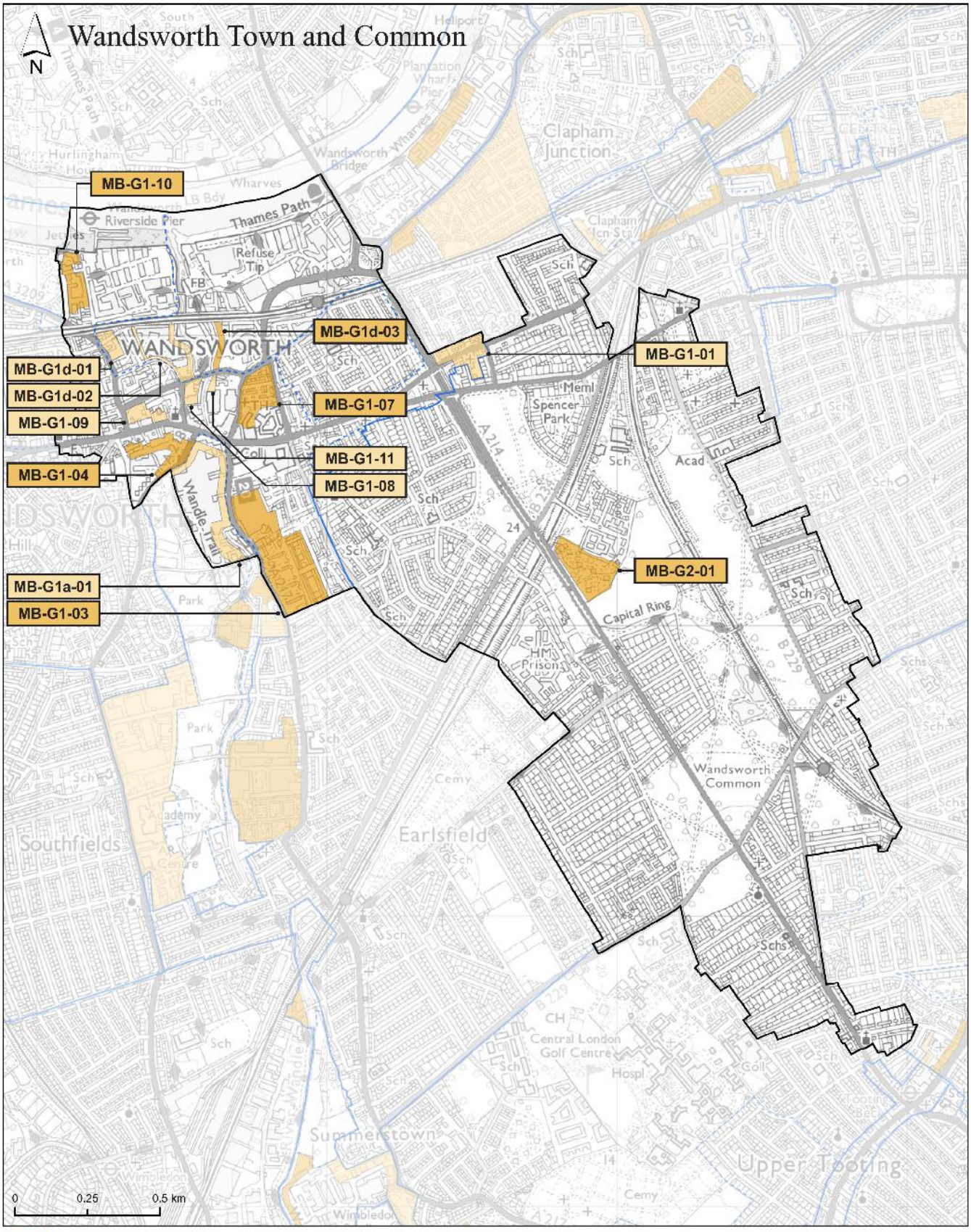
Map 23.33 Putney Mid-rise Building Zone



Map 23.34 Roehampton Mid-rise Building Zone



Map 23.35 Tooting Mid-rise Building Zone



Map 23.36 Wandsworth Town and Common Mid-rise Building Zone

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

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
- 230-240 Lavender Hill
- 242-288 Lavender Hill
- 281-297 Lavender Hill
- 299-313 Lavender Hill
- 4-18 St John's Hill
- 1-19 St John's Hill
- Asda, 204 Lavender Hill
- Boots, 10 Falcon Lane
- Lidl, Falcon Lane

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
- 2 St John's Hill and 164 Falcon Road
- 155-157 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 Garratt Lane
- 61-75 Wandsworth High Street
- 79-83, 87-89 Wandsworth High St and 114 Southside Shopping Centre
- 107-209 Wandsworth High Street
- 52-66 Wandsworth High Street and 17 Ram Street
- 82-96 Wandsworth High Street
- 98-134 Wandsworth High Street
- First Floor, Southside Shopping Centre

Protected Core, Secondary and Other Shopping Frontages within Local Centres

Battersea Park Road Local Centre

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

- 15-19 Lavender Hill
- 21-45 Lavender Hill
- 44-54 and 47-71 Lavender Hill

Other Frontages

- 32-42 Lavender Hill
- 56-66 Lavender Hill
- 1-13 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.

Active Travel - All modes of transport that involve physical exertion and can benefit individual health, primarily through walking and cycling.

Affordable housing – See London Plan.

Affordable workspace – Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose. It can be provided directly by a dedicated workspace provider, a public, private, charitable or other supporting body; through grant and management arrangements (for example through land trusts); and/or secured in perpetuity or for a period of at least 15 years by planning or other agreements.

As originally constructed - This refers to the floor area of the property prior to any extensions being carried out. Extensions carried out pre-1948 can be included in the original floor area. Parts of the dwelling that were not originally habitable rooms (for example lofts and cellars) would not be included for the purposes of calculating original floor area. A more detailed definition of original floor area is provided in the Glossary.

Business uses / floorspace – Usually office but can also include B1b. Also referred to as office floorspace.

Business sizes – Businesses are categorised according to the number of employees as follows:

- 1 to 9 employees: micro
- 10 to 49 employees: small
- 50 to 249 employees: medium
- 250+ employees: large

Canyon like effect – Created when a narrow street is flanked by continuous tall buildings on both sides.

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.

Collaborative / co-design – Groups and interests come together to develop a process that responds to individual or collective needs and aspirations.

Commercial uses / Floorspace – Uses / 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

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

Conventional housing – All forms of self-contained housing.

Copenhagen Crossings - Designed to slow down vehicles when entering or exiting side roads and encourage vehicles to give way to pedestrians crossing the road. They work by blending the pavement into the road, signalling to drivers they are entering a pedestrian area where they must allow pedestrians to move.

Creative Industries –Industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and application of intellectual property. This covers advertising, architecture, art, crafts, design, fashion, film, music, performing arts, photography, museums, galleries, libraries, visual arts, publishing, research and development, software, toys and games, TV and radio, and video games.

Creative Clusters – Areas where non-profit creative enterprises, cultural institutions and individual artists/creatives have elected to work in close proximity to each other in a non-formal setting.

Creative Quarters –Areas where there is a formal framework in place to attract non-profit creative enterprises, cultural institutions and individual artists/creatives to locate in that area.

Cultural anchor spaces / tenancies – Spaces secured through the planning framework, where the developer creates a subsidised space for cultural organisations to move into the area and deliver creative opportunities for residents.

Cultural industries / activities – A subsection of creative industries which have a cultural focus. These include museums, galleries and libraries, music, performing and visual arts.

Decentralised energy – 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.

Design-led engagement – A process that uses design as a tool to connect and empower people with confidence, skills and agency. Typically this process would be developed with a collaborative design team, architect or specialist, and would provide training and support to enable stakeholders to fully contribute.

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.

DRP / Design Review Panel – 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/ floorspace –Office, research and development, light industry, general industry, storage and logistics/distribution, and appropriate sui generis uses / floorspace 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.

Engagement – The collective term for a collaborative process that involves stakeholders (for example local communities) and goes beyond informing or notifying. An engagement strategy would typically outline the level of decision making offered by the process, the target audience/s, steps required to connect and collaborate and clear outcomes.

Family-sized dwelling – 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 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.

Ground level - the surface of the ground immediately adjacent to the building in question and does not include any additions laid on top of the ground (such as decking). Where the site is not flat, the ground level will be considered as the most elevated part of the surface of the ground adjoining the building.

Gypsies and Travellers – See 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, 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.

Joint Cultural Needs Assessment – A means for cultural organisations and cultural partnerships to make use of the best available evidence to strategically position themselves and their work within a local area.

Joint Strategic Needs Assessment - A means for the NHS, Council and emerging health and wellbeing boards to work together to understand and agree the needs of all local people, setting out the resources and evidence base for local decision-making.

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 2021.

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 sqms or more of non-residential floorspace.

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.

Neighbourhood level – Areas within an 800-metre radius from the site.

Net Zero Carbon / Carbon neutral – Cutting greenhouse gas emissions especially carbon dioxide, to as close to zero as possible.

Night Time Economy –The activities and operation of Wandsworth's businesses, workers, and visitors between 6pm and 6am.

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 – 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. These should combine to give more certainty, diminish risk, provide financial flexibility, encourage entrepreneurialism, and reduce overhead and investment costs for emerging and growing businesses. They will also support the clustering of businesses and professionals within a location where they can share space, facilities, and/or specialist equipment in order to reduce costs. Examples include co-working spaces, incubators, artists' studios and maker-spaces.

Original floor area (for house conversions and certain types of small sites development) - This is calculated so as to exclude any extensions, garages (including converted garages) or lost conversions to the original (i.e. pre 1948 unextended) property. The calculation excludes the area of outside walls but includes inside walls, partitions, cupboards and chimney breasts. Only the floor space of rooms with an existing headroom exceeding 2 metres in height is counted.

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.

PassivHaus – A building in which thermal comfort can be achieved solely by post-heating or post-cooling the fresh air flow required for a good indoor air quality, without the need for additional recirculation of air.

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).

Planning Obligation - under Section 106 of the Town and Country Planning Act 1990 (as amended), - planning obligations, secured through 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.

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.

Single-person accommodation – Includes all types of non-self-contained dwellings (such as student accommodation and HMOs) and self-contained studios.

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 sqms.

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.

Whole Building Approach - To take a holistic approach based on the context of the building taking account uncertainty, the complexity of interactions and conflicting values.

Workspace – A generic term that refers to any space used for an economic use. It is sometimes used in other documents to refer to SME workspace, managed or open 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.

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Designed and produced by Wandsworth Design & Print. wdp@wandsworth.gov.uk
EC.523 Main doc (1.22)