

Planning Policy
Environment and Community Services
Town Hall, Wandsworth High Street, London, SW18 2PU
17/03/23

RE: LB Wandsworth's Main Modification of the Local Plan

To the planning team,

We were extremely disappointed to learn of the revised footprint of the Battersea Design and Technology Quarter (BDTQ). Our comments to the Main Modification document are focused on the revised footprint of the BDTQ and all related issues to MM2, MM59, MM60 etc.

BDTQ Advisory Board

As a member of the BDTQ advisory board the removal of the Silverthorne Road site from the BDTQ was presented by Wandsworth Council as a requirement from the GLA and due to the site's critical function within the SIL.

No one is questioning the importance of the Silverthorne Road site and its role within the SIL, it is exactly this reason that the site should remain within the BDTQ. Improvements to Silverthorne Road, in terms of vehicle movements, community connectivity, and public realm are all the more reason to retain focus of the Silverthorne Road site.

SIL Use

The Silverthorne Road site offers a huge potential in providing intensified industrial space via the existing rail head. Current uses within the site should be maintained and densified under a well-conceived sustainable approach. The reconfiguration of the current use to more efficient use of this valuable industrial location and indeed densification are opportunities missed.

Shortfalls of the BDTQ

The removal of the site is a form of admission that the BDTQ did not thoroughly consider the site and is perceived by local residents of a sense of abandonment by the Council and a "giving up" that the site is too complicated to improve.

CIL and Section 106 funds from the BDTQ will not be used on the Silverthorne Road site as a result of its removal from the BDTQ.

103 Silverthorne Road
London SW8 3HH
+44 (0) 20 76 27 20 93
info@daabdesign.co.uk
daabdesign.co.uk
@daabdesign



Insufficient Stakeholder engagement at the Silverthorne Road Site

The BDTQ has not properly engaged with stakeholders at this site. As a local Architectural practice (and resident) to the Silverthorne Road site we have studied site (see <https://www.daabdesign.co.uk/projects/btl>), and have engaged with Network Rail on how to:

- Retain, reconfigure, and make the two aggregate facilities more efficient in space take.
- Create opportunities for rail expansion for freight uses. This would adhere to the GLA's policies of reducing HGV's and providing goods distribution by electric vehicle.
- Retain, reconfigure, and make publicly accessible the heritage rail function of the VSOE which is located on site.
- Identify new development plots for densified industrial use.
- Connect communities currently severed by the knot of rail infrastructure.

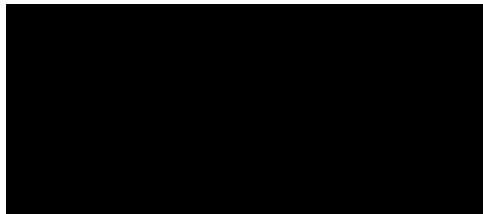
We have had no evidence that the owners of the Bidfood site within Silverthorne Road were significantly engaged during the BDTQ study, nor has there been any community engagement with local residents.

What Does a Successful Silverthorne Road SIL Look Like?

The Silverthorne Road SIL has enormous potential to assist in London's post Covid economic recovery. There are few railhead facilities of this nature in central London, and we are keen to see the site as the focus of a separate study which properly engages with all stakeholders:

- Network Rail
- Shroders (Battersea Studios)
- Bidfood Battersea
- TFL/GLA
- Battersea Untangled who represent residents of: Park town Estate, Doddington Estate, Patmore Estate, Westbury Estate, Robertson Road Estate, etc

Kind regards,



Dennis Austin
Director **daab** Design