

Wandsworth Local Plan

Employment and Industry Document

Adopted version
December 2018



IN CONSTANT USE



Local Plan - Employment and Industry Document

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1 Introduction

1.1 This document sets out the policies and site allocations relating to planning for employment and industry in the borough of Wandsworth. This is the proposed submission version of the document. It is a Development Plan Document, which forms part of Wandsworth's Local Plan alongside the Core Strategy, Development Management Policies Document (DMPD) and Site Specific Allocations Document (SSAD). It will guide development in the borough over the next 15 years (2016-2031) and will be used to inform decisions on planning applications.

1.1 History of employment and industry in Wandsworth

1.2 The borough of Wandsworth has a rich industrial history, with brewing, flour milling and craft industries developing in the late 17th and early 18th centuries along the Wandle valley and Thames riverfront. The industrial revolution and the arrival of the railways left their mark on the borough, with substantial railway infrastructure and heavy industries being developed throughout the 19th and into the 20th centuries. The majority of the borough's industrial buildings were constructed close to the Thames or along the Wandle valley, and this has provided a valuable reservoir of industrial land that continues to support local industry and contribute to London's economy, as well as – in recent decades – providing opportunities to redevelop redundant brownfield land for housing and other economic uses.

1.3 Large-scale offices in Putney and, to a lesser extent, Wandsworth town centres were developed in the 1960s, with many of these sites having been redeveloped in recent years for a mix of uses as the premises have become redundant and office densities have increased. Purpose-built offices for smaller firms were also developed in recent years, replacing some of the heavier industry in sites along the Thames and taking advantage of the borough's road connections on the main arterial routes into central London. In the borough's town centres many older buildings had upper floors converted to office use. Many of these smaller offices remain, providing space for a wide range of small and medium-sized enterprises (SMEs) which make up the vast proportion of businesses in the borough. In recent years with the introduction of permitted development, some offices in town centres and other good locations have been converted to residential use.

1.2 Current picture

Industrial Uses

1.4 Currently 141.9 hectares of land is in industrial use in the borough.⁽¹⁾ This is made up of 78.9 hectares of land used for core industrial uses, which covers use classes B1c, B2 and B8. The remainder is used for wider industrial uses, which includes wholesale markets, waste management, utilities and land for transport. This land houses some 360,800 sq ms of industrial floorspace. Rental values for industrial floorspace have increased significantly

1 Figures in this section are taken from AECOM's Employment Land and Premises Study (ELPS), July 2016

in recent years, from £129/sqm in 2009 to £203/sqm (£19/sq ft) in 2016, a 57% increase. There is also very low vacancy⁽²⁾ and availability⁽³⁾ rates, with just 5,900 sq ms (1.6%) of vacant industrial floorspace and 6,500 sq ms (1.8%) available floorspace.

Office Uses

1.5 The borough has 400,600 sq ms of office floorspace. 10,400 sq ms (2.6%) of this is currently vacant, with a further 71,600 sq ms (17.8%) of available floorspace. Office floorspace has increased from an average of £214/sqm in 2007 to £318/sqm (£30/sqft) in 2016 – the equivalent of a 49% increase.

Size of Businesses

1.6 Wandsworth’s businesses are overwhelmingly SMEs, and significantly a high proportion are micro businesses that employ fewer than 10 people. The small firm economy of the borough has been a key aspect of the local economy for many years, with similar findings about the employment size of businesses in previous employment land studies. The percentage of micro-sized firms is notably above the figure for London as a whole.

Table 1 Size of businesses in Wandsworth (2016)

Employment Size	Number of Businesses	% of total – Wandsworth	% of total – London
1 to 9 (Micro)	14,755	93.2	90.1
10 to 49 (Small)	895	5.7	8
50 to 249 (Medium)	135	0.9	1.5
250 + (Large)	40	0.3	0.4
Total	15,825	100.0	100.0

Broader Economy

1.7 This document focusses primarily on those uses that fall within Part B of [The Town and Country Planning \(Use Classes\) Order 1987](#) (as amended) – in other words offices, research and development premises, light and general industry, and places used for storage and distribution. It also covers some other uses that don’t fall within any of the use classes (referred to as *sui generis*), mainly those that have an industrial character. This document refers to this set of uses as either ‘economic uses’ or ‘employment uses’ (the two terms are used interchangeably).

2 Vacant premises are those that are unoccupied.

3 Available premises are those that are being marketed as available, whether occupied, vacant or available at a future date.

1.8 The borough's economy, however, is much broader than just industrial and office uses. Large institutions and community facilities play a significant role in providing local employment, with schools, universities, major hospitals and Wandsworth Prison all being substantial employers in the borough. There are five existing town centres and nine local centres in the borough, as well as numerous local parades and individual premises, which are home to a broad mix of commercial activity including shops, restaurants, pubs, cultural centres and leisure facilities that all provide employment and make a major contribution to the local economy. Planning for these various uses is not directly affected by this document but is addressed as appropriate in the relevant section of the Core Strategy, DMPD and SSAD.

1.3 Nine Elms office market

1.9 In planning for the provision of offices in the borough, a distinction needs to be made between the office floorspace that will be developed in the Nine Elms area and the rest of the borough. Nine Elms forms part of the Vauxhall, Nine Elms, Battersea (VNEB) Opportunity Area and an extension to the Central Activities Zone (CAZ) in the London Plan covers the Nine Elms area. The VNEB Opportunity Area Planning Framework sets out the spatial strategy for the area, supported by the relevant policies in the adopted Local Plan, and these documents and the London Plan identify a potential capacity for the whole Opportunity Area⁽⁴⁾ to provide some 25,000 new jobs, with 20,000 of these in the Wandsworth part of the area. Major applications for development of offices have been approved at Battersea Power Station, where a new town centre will be created, as well as the Embassy Gardens and Nine Elms Parkside sites. Overall, there is capacity for office development in Nine Elms in the region of 205,000 sq ms. In addition the new US Embassy is nearing completion and will provide over 50,000 sq ms of floorspace⁽⁵⁾ The Northern Line extension will greatly increase the accessibility of the area and provide quick links into central London.

1.10 The office market for Nine Elms is being targeted at large national and multinational occupiers; for example the digital firm Apple has been identified as a key future occupant for a large quantity of office floorspace at Battersea Power Station. The presence of Apple in the borough will act as a catalyst for the digital industry as well as the creative sector which is associated with and supports the digital industry. The majority of office floorspace in Nine Elms will be built out at high quality, with large floorplates and to a specification on a par with central London offices. Rental rates are expected to be in the region of £600-700/sqm, similar to the South Bank office market. This is a significant divergence from the size and cost of offices elsewhere in the borough, where a small firm economy still dominates and where rental rates average £318/sqm.

1.11 Nine Elms is effectively becoming a new part of central London, with a market for office floorspace that diverges significantly to that for the rest of the borough. The planned spatial redevelopment of the area is creating the conditions for a step change in provision of offices in the Nine Elms area, which cannot be captured effectively by forecast demand

4 This includes parts of Vauxhall in the London Borough of Lambeth as well as the industrial areas in the Queenstown Road SIL and New Covent Garden Market.

5 Embassies are technically classified as sui generis, although much of this floorspace will be indistinguishable from an office and the embassy will be a substantial employer.

that looks at past rates of delivery or future economic growth projections on a sector-by-sector basis, as it is for the borough considered as a whole. The pipeline of approved office development in the area is the result of planned assessment of the area, looking in the round at the spatial opportunities for the area and optimal growth scenarios, which informed the VNEB OAPF and the job potential set out in the London Plan and Local Plan. It is therefore appropriate to treat the majority of this pipeline as meeting a specific demand for central London office provision rather than to consider this as part of the wider supply of offices in the borough.

1.12 The demand forecasts in AECOM's ELPS are based on GLA Economics data, which in turn applies office floorspace projections based on existing sectors in the borough. Given the different sectors that the sorts of occupants of Nine Elms office floorspace would attract, and the step-change in capacity that the VNEB opportunity area will enable, it is appropriate to consider the demand and supply for the Nine Elms central London office market separately to that for the rest of the borough.

1.13 In some instances, however, sites in Nine Elms may have capacity to provide small-scale offices alongside larger developments. These sites will be able to contribute to the supply of offices that meet the forecast demand for the borough more widely.

1.4 Future demand and supply

Demand Projections

1.14 AECOM's [Employment Land and Premises Study \(ELPS\)](#) from July 2016 forecasts the following demand between 2016 and 2030:

- A forecast demand for additional office floorspace between 2016 and 2030 of between 31,700 and 65,800 sq ms;
- A forecast demand for an additional 8.2 Ha or a contraction in demand of 9.5 Ha for industrial land in the borough between 2016 and 2030.

1.15 The ranges set out in the forecasts above give different growth scenarios, based either on the economic forecast for the borough itself or for the wider functional economic market area (FEMA) which includes surrounding boroughs. These growth scenarios give a helpful indication of demand, but setting exact targets for the supply of economic uses would not be appropriate, given the uncertainties in the economy and the implications for office supply, in particular the implications of the decision to leave the European Union on the national and London economies. It is therefore more appropriate to seek to plan for a range of demand, with monitoring of the supply that comes forward.

1.16 The demand projections set out above do not take into account the step-change in supply and the quantity and type of offices coming forward at Nine Elms as part of the VNEB Opportunity Area, discussed in detail above.

1.17 The London Plan sets a benchmark figure, set out in the [Land for Industry and Transport SPG \(2012\)](#), for the planned release of industrial land to other uses for each borough. For Wandsworth, The SPG set a benchmark of the loss of 41 ha of industrial land in the borough between 2011 and 2031. The ELPS found that 36.9 ha – 90% of the total benchmark figure – has already been converted to non-industrial uses between 2011 and 2016.

Decision to Leave the European Union

1.18 Following the decision of the referendum of 23 June 2016 to leave the European Union, there remains a greater degree of uncertainty in economic forecasts than might normally be the case. The GLA Economics medium term planning projections from Autumn 2016⁽⁶⁾ analyse the impacts of the referendum result for London's economy for the next three years and conclude that both the Gross Value Added (GVA) growth rate and job growth will remain positive, though the rate of job growth will decline from 2.5% in 2016 to 0.3% in 2018.

Impact of Permitted Development

1.19 The introduction of allowing change of use of offices to residential use through permitted development introduces a level of complexity into forecasting for future supply of office floorspace. There have been a substantial number of applications to convert offices to residential use in the borough, with the current pipeline of unimplemented prior approval applications potentially resulting in a loss of 28,590 sq ms office floorspace. To date, 19,781 sq ms of office floorspace⁽⁷⁾ has been lost in the borough through prior approval; however the extent to which prior approval schemes are implemented is not always apparent, with some schemes apparently undertaken in order to negotiate higher rental values rather than with an intention to implement. Other schemes have been used as a fall-back position for a full application, where the re-provision of employment floorspace has been less than required by adopted policy but has not resulted in the loss of all employment floorspace from the site. The Council intends to implement an Article 4 Direction covering specific parts of the borough, which will help to control future losses.

1.5 Balance of supply and demand

1.20 An assessment of the supply of available economic floorspace has been undertaken,⁽⁸⁾ following the guidelines set out in the Planning Practice Guidance.

6 https://www.london.gov.uk/sites/default/files/leo-autumn-2016_-final.pdf

7 This includes a cumulative total of 4,775 sq ms from AMR data up to April 2016 plus 15,006 sq ms under construction in April 2016.

8 This work has been carried out as part of a borough-wide Housing and Economic Land Availability Assessment (HELAA).

Office Floorspace

1.21 Tables 2 and 3 set out the supply of additional office floorspace that is likely to come forward to 2031. The figures for Nine Elms have been separated from those for the rest of the borough, due to the different specification and rental costs of offices that are likely to come forward in this area, as discussed above.

1.22 For Nine Elms, potential supply of 198,400 sqms of office floorspace has been identified. This falls slightly short of the capacity for the area of 205,000 sqms identified in the ELPS. Given that this demand for Nine Elms is not a forecast but an indication of capacity, and that the new offices to come forward at Nine Elms will in effect be creating a new market for high-specification office floorspace, this shortfall is not significant. There are also indications that some schemes with permission may be reconfigured to provide additional office floorspace in addition to the amounts set out below.

Table 2 Demand and supply of additional office floorspace in Nine Elms (sq ms) 2016-2031

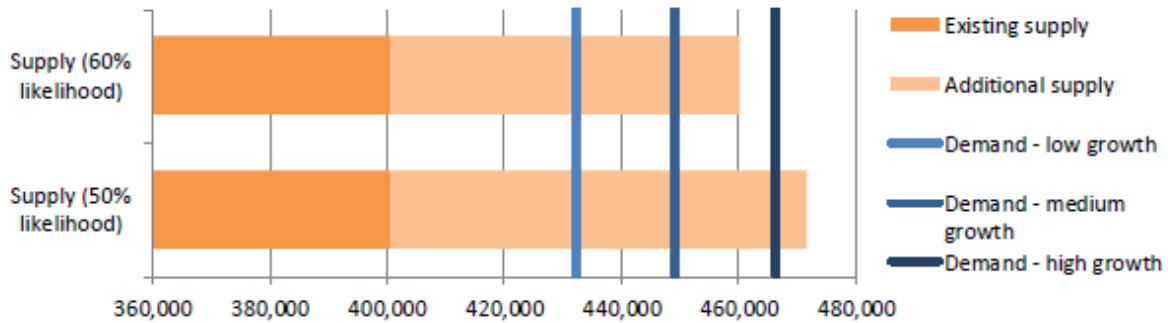
Demand	Supply		
	Planning applications	Potential sites	Total supply
205,000	188,600	9,800	198,400

1.23 For the rest of the borough, the capacity of identified sites is around 59,600 to 71,000 sqms of office floorspace.⁽⁹⁾ The demand projection from the ELPS ranges between 31,700 and 65,800 sqms; the site potential will therefore at least meet the medium growth scenario and may exceed the high growth scenario.

Table 3 Demand and supply of additional office floorspace in Wandsworth (outside Nine Elms) (sq ms) 2016-2031

Existing supply	Additional Demand		Additional Supply	
400,600	Low growth	31,700	Likelihood	
	Medium growth	48,400	60% and over	59,600
	High growth	65,800	50% and over	71,000

9 Sites have been assigned a likelihood to come forward in the HELAA. These two supply figures represent sites with over a 50% and 60% likelihood respectively.



1.24 The potential supply includes sites with planning permission as well as those with the potential to bring forward new office floorspace. It also includes sites where there would be a reduction in office floorspace, including those that have prior approval to change use under permitted development. The sites have also been analysed according to their location, which shows that there are not sufficient sites in town centres to meet the demand on their own – hence the need to find sites elsewhere to meet the demand. The sites identified as having potential will not necessarily obtain planning permission; the HELAA exercise looks to indicate the broad capacity for office floorspace across all potential sites and does not allocate particular sites for particular forms of development.

Table 4 Supply of additional office floorspace in Wandsworth (outside Nine Elms) (sq ms) 2016-2031

	Planning applications	Potential sites	Prior approvals	Total
Focal Point of Activity	2,100	11,400	-5,800	7,700
Local Centre	0	0	0	0
Town Centre	2,200	11,100	-5,900	7,400
Industrial Business Park	0	30,400	0	30,400
Strategic Industrial Location (excl IBP)	0	0	0	0
Economic Use Intensification Area	0	13,400	0	13,400
Locally Significant Industrial Area	1,200	0	-1,700	-500
Elsewhere	9,700	7,600	-4,800	12,500
Total⁽¹⁰⁾	15,300	74,000	-18,300	71,000

10 Totals may not sum due to rounding.

Industrial Land and Premises

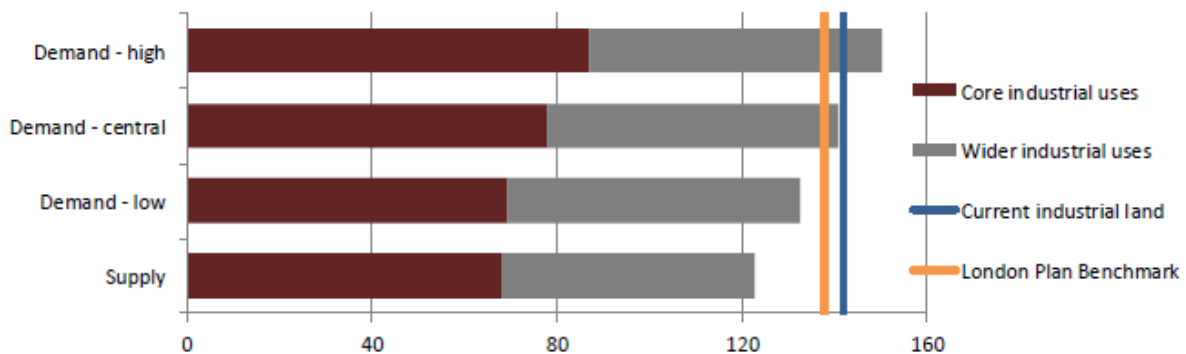
1.25 Given the built-up nature of much of the borough and the protection afforded to the commons and other open spaces that comprise the undeveloped areas, there are no opportunities for significant new parcels of land to come forward for industrial uses. AECOM’s ELPS considered the potential supply of industrial land in the borough, and identified that some premises currently used or protected for industrial uses had potential for intensification, with some smaller industrial sites and premises requiring protection. The ELPS also identified that some remaining industrial land, located in Nine Elms, central Wandsworth, and Focal Points near the Thames, should be released for other uses in order to meet strategic regeneration objectives. The policies in this document, particularly EI2 and EI3, reflect these findings.

1.26 The demand for industrial land set out in the ELPS separates core uses – industry and warehousing – from wider industrial uses, such as waste, utilities, land for transport and wholesale markets.⁽¹¹⁾ The ELPS assumes a static demand for wider industrial uses and applies the growth scenarios to the core industrial uses only. It is important to recognise however that there are opportunities for consolidating and reconfiguring some of the wider industrial land in the borough, notably at New Covent Garden Market, Wandsworth gas holder and the Council’s depot at Frogmore. The policies and site allocations below would therefore result in the following re-designation of industrial land:

Table 5 Demand and Supply of Industrial Land, 2016-2031

		Core Industrial Uses	Wider Industrial Uses	Total
Current industrial land		78.9	63.0	141.9
Demand	High growth	87.1	63.0	150.1
	Central growth	77.8	63.0	140.8
	Low growth	69.4	63.0	132.4
Supply		68.2	54.6	122.8
London Plan Benchmark				138.0

11 This follows the methodology of the London Plan Land for Industry and Transport SPG



1.27 From the figures above, it is clear that there is not sufficient supply of industrial land to meet the total forecast demand for industrial land set out in the ELPS, even in the low growth scenario. However, the reduction in supply of core industrial uses (10.7 ha) only slightly exceeds the reduction in demand for core industrial uses (9.5 ha) in the low growth scenario. There are also opportunities to intensify some industrial sites, and the policies set out in this document, particularly policy EI2 which identifies Economic Use Intensification Areas, will result in increased industrial floorspace that is of a better quality and more suited to modern industrial needs. This is not accounted for in the figures for industrial land set out above. Additional protections for smaller industrial sites are also introduced in this document, as set out in policy EI3.

1.6 National planning policy framework & planning practice guidance

1.28 The National Planning Policy Framework, published March 2012, sets out the Government’s planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development, which means that local planning authorities should positively seek opportunities to meet the development needs of their area and should usually meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. The NPPF sets out 12 core planning principles, including the requirement for planning to be genuinely plan-led, to have up-to-date local plans and for plans to be based on joint working and co-operation. Planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

1.29 Paragraphs 21 and 22 of the NPPF state that:

In drawing up Local Plans, local planning authorities should:

- *set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;*
- *set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;*
- *support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not*

anticipated in the plan and to allow a rapid response to changes in economic circumstances;

- *plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;*
- *identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and*
- *facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.*

Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed.

1.30 The NPPF also addresses how local plans should ensure the vitality of town centres, by pursuing policies to support the viability and vitality of town centres and to allocate a range of suitable sites to meet the development needed in town centres; this is relevant to the review as offices are recognised in the NPPF as one of the main town centre uses.

1.31 The NPPF requires local planning authorities to produce a Local Plan for its area (para 153) and allows for this to be reviewed to respond flexibly to changing circumstances. Local Plans should be aspirational but realistic (para 154) and should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where.

1.32 Strategic priorities for the area should be set out in the Local Plan (para 156) and this should include strategic policies to deliver the jobs needed in the area. The Local Plan should be based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area (para 158).

1.33 Local planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area (para 160). The NPPF sets out the evidence requirements relating to business needs.

1.34 The NPPF states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries. Wandsworth Council have carried out meetings and correspondence with the various public bodies required by the duty to cooperate and these have informed the direction taken in this review and the policies set out below.

1.35 The Planning Practice Guidance (PPG) sets out detailed guidance for the [production and deliverability of local plans](#). The PPG also details the approach for [how Local Planning Authorities should assess their economic development needs](#) and [identifying appropriate land to meet these needs](#). This guidance has been followed throughout this review and has directly informed the preparation of the Employment Land and Premises Study by AECOM and the policies set out in this document.

1.36 The National Planning Policy Framework identifies the advantages of carrying out land assessments for housing and economic development as part of the same exercise, in order that sites may be allocated for the use which is most appropriate. As this is a partial review, the intention is primarily to assess development potential for employment uses. However, it is recognised that some sites may also have potential to provide housing and this will be taken into consideration in the forthcoming full review of the Local Plan as well as being fed into the London Plan review.

1.7 London plan

1.37 The London Plan sets out the Mayor's vision and objectives in relation to the economy of the capital, and seeks to ensure that London is a city that meets the challenges of economic and population growth and is an internationally competitive and successful city with a strong and diverse economy. Policy 4.1 of the London Plan aims to:

promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces in terms of type, size and cost, supporting infrastructure and suitable environments for larger employers and small and medium sized enterprises, including the voluntary and community sectors.

1.38 The London Plan also designates the industrial area at Queenstown Road, Battersea as a Strategic Industrial Location (SIL)⁽¹²⁾. These are London's main reservoirs of industrial and related capacity and the London Plan requires the SILs to be promoted, managed and protected. The London Plan also designates Wandsworth as a restricted transfer⁽¹³⁾ borough for the release of industrial land to other uses; this is the most stringent category.

1.39 The new Mayor of London has announced plans to amend the London Plan and has published A City for All Londoners, which sets out his aspirations for protecting and enhancing London's global economic attributes and competitiveness and spreading economic benefits. The document touches on accommodating more growth through mixed use development, stronger protection for small businesses and start-up workspace and delivering new spaces for small businesses, the creative industries, artists and the fashion industry.

1.8 Relationship to the adopted local plan

1.40 This document will form part of the Local Plan for Wandsworth, setting out relevant planning policies and allocating sites. It will replace the following employment and industrial land policies, area spatial strategies and site allocations in the existing Local Plan documents, which will be deleted from the relevant documents:

- Core Strategy:

12 This is referred to in Annex 3 of the London Plan as Nine Elms (part).

13 The London Plan allows "exceptional planned release" for Wandsworth; this relates to the release of some of the industrial land within Nine Elms as part of the VNEB Opportunity Area.

- PL6 – Meeting the needs of the local economy
- PL7 – Land for industry and waste
- Development Management Policies Document:
 - DMTS14 – Offices
 - DMI1 – Strategic Industrial Locations (SILs) and Locally Significant Industrial Areas (LSIAs)
 - DMI2 – Mixed Use Former Industrial Employment Areas (MUFIEAs)
 - DMI3 – Thames Policy Area
 - DMI4 – Provision of flexible employment floorspace
 - DMI5 – Allocated Sites for waste management facilities
 - DMI6 – Development of waste management facilities on unallocated sites
 - DMI7 – Development criteria for waste sites
- Site Specific Allocations Document, area spatial strategies:
 - Area Spatial Strategy for Land between Armoury Way and the Railway
 - Area Spatial Strategy for Wandle Delta, land north of the Railway
- Site Specific Allocations Document, site allocations:
 - Causeway Island including land to the east, SW18
 - Hunts Trucks and Adjoining Gasholder, Armoury Way, SW18
 - Keltbray Site, Wentworth House and adjacent land at Dormay Street, SW18
 - Wandsworth Riverside Quarter, Point Pleasant, SW18
 - 3-4 Osiers Road, SW18
 - 9, 11 and 19 Osiers Road, SW18
 - Linton Fuels site, Osiers Road, SW18
 - Feather's Wharf, The Causeway, SW18
 - Land at the Causeway, SW18
 - Cory Environmental Materials Recycling Facility, Smugglers Way, SW18
 - Western Riverside Waste Transfer Station, SW18
 - Homebase, Swandon Way, SW18
 - B&Q, Smugglers Way, SW18
 - McDonalds, Swandon Way, SW18
 - Mercedes Benz and Bemco, Bridgend Road, SW18
 - Wandsworth Bridge Roundabout, SW18
 - Wandsworth Bus Garage, Jews Row, SW18
 - Pier Wharf, SW18

1.41 Tracked change versions of the Core Strategy, DMPD and SSAD have been produced showing the proposed deletions and inserted cross-references to this document. These are available on the Council's website at: www.wandsworth.gov.uk/employmentlandreview.

1.9 Wandsworth spatial vision and strategic objectives

1.42 The employment and industry review is only a partial review of the adopted Local Plan. This Employment and Industry Local Plan document will replace the relevant policies and site allocations in the adopted plan, but it also fits with the adopted spatial vision and strategic objectives for the borough that are set out in the Core Strategy (2016) and sits alongside the policies, area spatial strategies and site allocations that will be retained in the Core Strategy, DMPD and SSAD.

1.43 The spatial vision for the Local Plan includes:

- A range of opportunities for local business activity, including start up and small enterprises, in mixed use developments;
- A strategic pool of key industrial sites in the Wandle Valley corridor and parts of Nine Elms and north-east Battersea, continuing to provide opportunities for industry and warehousing which are better located outside residential areas, as well as new waste management facilities.

1.44 The Strategic Objectives for the Local Plan set out the following:

- Seek to maximise the employment potential of land in the borough by safeguarding land and buildings for business and industrial use and promoting development for employment purposes in appropriate locations including as part of mixed use development so as to increase job and business opportunities.
- Promote the provision of flexible business space to meet the needs of the small and medium enterprises which comprise the overwhelming number of businesses in the borough.
- Increase the viability and vitality of the town centres and local centres, including the proposed centres at Battersea Power Station and Vauxhall, as the focus for shopping and for employment and leisure and other community activities.

1.45 The following policies, taken as a whole and in conjunction with the retained policies in the Core Strategy and DMPD, set out how the spatial vision and strategic objectives will be met in relation to employment and industry uses.

1.10 Wandsworth's economic geography

1.46 In planning for economic growth, the existing and future economic geography of the borough and the wider area need to be taken into account. Detailed guidance on planning for development in specific parts of the borough is provided in Core Strategy policies PL8 to PL15.

Town Centres, Nine Elms and the Central Activities Zone (CAZ)

1.47 The borough's five established town centres at Balham, Clapham Junction, Putney, Tooting and Wandsworth all contain substantial amounts of employment-generating uses including offices and – to a lesser extent – industrial premises. The borough's nine local centres have a variety of characters with a number of them including economic floorspace within or just outside the local centre boundary. These economic uses play a crucial role in the local economies of these town and local centres, with businesses providing services to each other and employees supporting local shops, restaurants, pubs and leisure facilities. The town and local centres are sustainable locations, with good public transport links and large hinterlands of established and growing residential populations. The planned redevelopment of Nine Elms will dramatically alter the borough's economic geography, creating a new town centre at Battersea Power Station that includes substantial quantities of office floorspace for major national and international businesses, as well as creating opportunities to stimulate the digital and creative industries. The strategic approach set out below focusses new office development in the established town centres and at Battersea Power Station, to ensure that these town centres can thrive and grow and to support the sustainable economic growth of the borough.

1.48 This approach will be complemented by the planned intensification of economic uses on sites near to town centres, in particular in the Wandle Delta area north of Wandsworth town centre, as well as by the protection of established economic premises in and around the edge of town centres.

1.49 The arrival of the Northern Line to the Nine Elms area will significantly improve links into central London and presents opportunities for a step-change in provision of employment premises in the wider Battersea area, including northern parts of the Queenstown Road SIL. The extension of the Industrial Business Park designation aims to capture these opportunities and enable the creation of a critical mass of business floorspace in the SIL that serves the industrial and business needs of the borough and continues the crucial contribution of the SIL to the strategic industrial needs of London as a whole.

1.50 New Covent Garden Market (NCGM) plays an important role in the economy of the borough and is of strategic importance as one of London's major wholesale markets. NCGM is undergoing consolidation, and once redeveloped will have a more outward-looking, active and public presence that befits its location within the Central Activities Zone.

River Thames and Focal Points of Activity

1.51 Along the Thames riverfront, focal points of activity have been created, with further development planned in these areas. The mix of uses in these locations is designed to make the most of the river Thames and to attract people to the riverside, with restaurants, cafes, bars and small-scale retail uses helping to create an attractive and active setting. The focal points are also good locations for economic uses, in particular SME businesses, which complement the mix of uses in the area and bring daytime activity to the focal points. There remain some sites in focal points that have an industrial or other land-hungry use, which present opportunities for mixed-use redevelopment at higher densities in order to support the vitality and vibrancy of these areas and improve both the public realm and the cultural character of the focal points.

1.52 The Thames is also a working river, and there are five safeguarded wharves along the Wandsworth stretch of the Thames riverfront which provide a mix of uses including transfer of waste and aggregates. These provide a sustainable and efficient method of transporting significant loads, removing goods vehicles from the roads and making the most of the Thames as a transport artery.

Wandle Valley

1.53 The Wandle Valley has long provided a substantial amount of industrial land, as well as being an area of natural interest and providing recreation opportunities in the various parks and open spaces along and near to the Wandle. The part of the Wandle Valley located in the borough provides six significant industrial areas, with most of these providing 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.

1.54 The strategic approach set out below will continue to protect these more successful industrial areas, and will re-designate some sites that are under-utilised for mixed uses. These re-designated sites – the former Gala Bingo Hall in Bendon Valley and the former gas holder and neighbouring sites in the Wandle Delta – have the potential to provide significant investment in modern industrial premises and to consolidate industrial uses into smaller footprints while increasing the overall stock of industrial floorspace in the borough. They also can provide residential uses to meet the borough’s housing needs as well as business floorspace for SMEs to further support the borough’s economy. This approach seeks to balance the planned release of under-utilised industrial land with intensification that supports the sustainable economic growth of the borough as well as providing opportunities to improve the public realm, access to nature and walking and cycling links along the Wandle and to the Thames.

1.55 The areas identified for re-designation have been carefully considered; they are generally larger sites where a mix of uses including industrial floorspace could be provided while ensuring good quality living environments for new and established residents. Frogmore Depot and surrounding sites in the Wandle Delta are used by Wandsworth Council for the storage of vehicles and other operational requirements, and these uses could be consolidated in order to make more efficient use of the land and to facilitate spatial improvements along the Wandle. The re-designation of the gas holder site for a mix of uses will not only make more efficient use of this land but also allow for the full decommissioning of the gas holder and revocation of the HSE safety zones which restrict development in the area. The remaining protected industrial areas in the Wandle Valley will form a strategic reservoir of industrial land, and with the new industrial floorspace on the re-designated sites will secure the continued contribution of the Wandle Valley to the industrial economy of south west London.

Smaller clusters

1.56 Outside of the areas discussed above, smaller clusters of economic uses have historically developed throughout the borough, with industrial and business uses near the Thames, near to town centres and local centres, and along the borough’s main roads. These premises help to support their local economies and contribute to the industrial and business needs of Wandsworth. Due to their location, they can provide a more affordable alternative to premises in more accessible places. The clustering of these economic uses can also provide agglomeration benefits with some businesses supplying or working with each other and economies of scale being utilised for servicing and other operational requirements. The strategic approach set out below therefore seeks to protect these economic uses.

Areas Lacking Local Jobs

1.57 Some parts of the borough, particularly those furthest from the town centres, offer few opportunities for local employment. This is particularly acute in Roehampton, where the problem is exacerbated by fewer public transport options. Regeneration initiatives are being pursued by Wandsworth Council in order to improve the local economy as well as provide

more housing, and as part of this opportunities for small-scale employment uses will be created. These are likely to take the form of incubator space for local start-up businesses or purpose-built floorspace for small enterprises.

2 Policies

2.1 Strategic approach to encouraging sustainable economic growth

2.1 In order to encourage sustainable economic growth in Wandsworth a balanced approach needs to be taken, seeking to protect established and thriving economic areas as well as promoting redevelopment of sites and premises that have the potential to intensify in order to better meet the needs of the local economy, provide housing, improve the quality and enjoyment of public realm, and support a thriving cultural and natural character for the area. The strategic approach set out in policy EI1, supported by policies EI2-EI9, provides a sustainable formula for encouraging economic growth in the borough, taking into account the future needs of the local and London economy, the spatial characteristics of Wandsworth's economic geography, the opportunities presented by intensification of under-utilised sites, and the spatial vision and strategic objectives of the Local Plan and the London Plan.

Policy EI 1

Encouraging sustainable economic growth

Sustainable economic growth in the borough will be encouraged.

1. The borough's five established town centres and the emerging centre at Battersea Power Station will be the main focus for office development, complemented by office development around the edge of these town centres including the part of Nine Elms that is within the Central Activities Zone (CAZ). Economic uses will be intensified in appropriate locations to provide modern industrial floorspace and workspace for SMEs. Policy EI2 sets out how this will be achieved.
2. Employment floorspace will be sought as part of mixed use development on sites in Focal Points, in accordance with Core Strategy policy PL9 and DMPD policy DMO8.
3. A strategic reservoir of land for industry and waste will be retained and protected, made up of the Queenstown Road, Battersea Strategic Industrial Location (SIL) and the Locally Significant Industrial Areas (LSIAs) in the Wandle Valley. New Covent Garden Market, smaller industrial clusters, individual waste management sites and safeguarded wharves will be protected. Policies EI3, EI6, EI7, EI8 and EI9 set out how this will be achieved.
4. Existing employment premises will be protected where they are well located, form a cluster of employment uses, or contribute to the economic vitality and viability of the area. Policies EI3 and EI7 set out how this will be achieved.
5. Employment floorspace will be included in regeneration initiatives, focussing in areas lacking local jobs, as set out in policy EI2.

6. The specific needs of the local economy will be supported through the provision of floorspace that is well designed, flexible and affordable. Employment floorspace that meets the needs of emerging and growing industries, including the creative, digital, food and other industries will be encouraged and the economic and place-making benefits of the cultural sector will be supported. Policies EI4 and EI5 set out how this will be achieved.
7. Opportunities for employment, training and support of local labour and commercial opportunities for existing Wandsworth businesses will be encouraged. This will include training, work experience, apprenticeships and direct employment of local residents during construction of new developments as well as the provision of flexible and affordable workspace and supply chain opportunities for local businesses. These opportunities will be secured through a Local Employment Agreement, with contributions secured as set out in the Planning Obligations SPD.

2.2 Meeting demand for new employment floorspace

2.2 Given the diverse and changing economic geography of the borough, it is important that the right type of new employment floorspace is developed in the right places. The NPPF, the London Plan and the spatial strategy of the Local Plan all recognise the importance of town centres as the primary location for businesses; this policy follows that approach, seeking to focus new office development within town centres and – where there is limited capacity – on edge-of-centre sites. This includes the emerging centre at Battersea Power Station, which will accommodate a substantial amount of employment floorspace. Local centres will also be appropriate for new office development, where this is of a scale compatible with the size and capacity of the local centre.

2.3 The role of Nine Elms as part of the VNEB Opportunity Area will be supported, with this area constituting a new part of the Central Activities Zone. Office development will be focussed around the emerging centre at Battersea Power Station, complemented by employment floorspace in other parts of Nine Elms, with the new American Embassy also being a major employer in the area. Much of this office floorspace will form part of the central London office market, with comparable rental costs to established office markets for new, high specification offices.

2.4 The Economic Land Availability Assessment (ELAA) process undertaken by the council has identified a reasonable supply of land for offices in town centres, however the capacity falls short of the projected demand for new office floorspace, particularly for the local and sub-regional businesses that would not seek to locate in the emerging high specification office market in Nine Elms. For this reason it is appropriate to seek new office floorspace in focal points as part of mixed use development, and this will also add to the vitality and viability of the focal points. These focal points contain some existing industrial and business uses on sites that have the capacity to increase densities; where these are redeveloped for economic uses, it will be appropriate to provide the same capacity of economic floorspace.

Larger increases will need to be justified by a sequential test, in order to ensure that the development does not have a detrimental impact on the borough's town centres. This floorspace should usually provide space for SMEs, as town centres are a more appropriate location for large businesses. In some instances, however, it may be appropriate for new floorspace to be developed for larger businesses, provided that this does not unduly dominate the economy of the focal point and that space for SME businesses is still provided.

2.5 To supplement the potential for new office development in town centres, sites in good locations or on the edge of town centres have been given a site allocation to provide a mix of uses including new economic floorspace. These sites are primarily under-utilised industrial, retail and leisure uses that have the capacity to provide substantial quantities of economic floorspace, both for office use and industrial use. Some of these sites have been allocated as economic use intensification areas. These are sites that currently form part of an industrial area, which through intensification and consolidation of the economic uses have capacity to provide an overall increase in industrial and other business floorspace as well as residential development and improvements to the spatial character of the area. Development in the economic use intensification areas, as with all significant development, will need to consider the impacts on established residents and businesses.

2.6 Sites in the north and west parts of the SIL have been identified as appropriate for Industrial Business Park uses. These areas have the capacity to increase the amount of industrial floorspace as well as providing increased quantities of business floorspace, which should be aimed at SME businesses. The IBP area is a particularly appropriate location for a wide range of cultural industries including workshops, studio and storage space for creative manufacturing and production; it is in close proximity to central London and its many established cultural institutions, which many cultural businesses support. It also will form part of the emerging digital and creative cluster around Battersea Power Station. The SIL is not intended for large-scale office development and is not an appropriate location for any sort of residential use.

Policy EI 2

Locations for new employment floorspace

1. New office development will be supported in the following locations:
 - Town centres;
 - Within the Central Activities Zone, focussing on the emerging town centre at Battersea Power Station and the emerging CAZ local centre at Nine Elms near Vauxhall;
 - Appropriate edge-of-centre sites near town centres, as identified in the SSAD or in the site allocations section of this document;
 - Within the parts of the SIL identified for Industrial Business Park uses;
 - Local centres;
 - On sites allocated for office uses in the SSAD.
2. In the Lombard Road/York Road Riverside, Ransomes Dock, and Wandsworth Riverside Quarter and Wandle Delta Focal Points, offices suitable for SMEs will be supported as part of mixed use developments in order to create vibrant active places, in accordance with DMPD policy DMO8 and Core Strategy policy PL9. To ensure there is no detrimental impact on town centres, applications for developments that would result in a net increase in employment (use class B1a) floorspace will need to be justified by a sequential test. Applications for office floorspace over the 2,500 sq ms threshold will need to be justified by an impact assessment, in accordance with the NPPF.
3. In areas lacking local jobs, such as Roehampton, measures to promote additional employment through regeneration initiatives will be supported. This may include small-scale B class floorspace that is aimed at local start-up and SME businesses. This floorspace should be in appropriate locations, near to Town Centres, Local Centres or Important Local Parades, should be in places with good public transport accessibility, and should be part of a cluster of mutually-supporting uses such as libraries, cultural facilities and community centres.
4. To help meet the need for business and industrial floorspace, and to support emerging and growing industries, the following areas as set out on the Policies Map, are designated as Economic Use Intensification Areas:
 -

Table 6 Economic Use Intensification Areas

Economic Use Intensification Areas	Associated Site Allocations
Bendon Valley	<ul style="list-style-type: none"> Riverside Business Centre and former Bingo Hall (Policies Map ref 99F)
Central Wandsworth	<ul style="list-style-type: none"> Panorama Antennas (Policies Map ref 42B) Causeway Island including land to the east (Policies Map ref 40) Keltbray Site, Wentworth House and adjacent land at Dormay Street (Policies Map ref 42) Ferrier Street (Policies Map ref 42c) Frogmore Depot (Policies Map ref 42A) Hunts Trucks, adjoining sites including the Gasholder (Policies Map ref 41)
Chelsea Cars and Kwikfit	<ul style="list-style-type: none"> Chelsea Cars and Kwikfit (Policies Map ref 35 A)

These areas have capacity to provide intensified industrial uses, increased business floorspace and/or managed workspace for SME businesses. Residential use will also be appropriate in these areas, where this assists in developing more intensive economic uses and is compatible with the spatial objectives set out in the relevant Area Spatial Strategy and/or Site Allocation. The site allocation for each area sets out the required approach to the provision of economic and other uses on the site and must be complied with. Where a site allocation requires 25% increase in floorspace this will be applied to the net internal area.

- Policy EI6 identifies parts of the Queenstown Road, Battersea Strategic Industrial Location as appropriate for Industrial Business Park uses. These areas have capacity to provide intensified economic uses including industrial floorspace as well as workspace for SMEs. In the IBP areas, redevelopment of all sites must provide at least the existing quantity of industrial floorspace on the site. B1a (office) and B1b (research and development) uses may also be appropriate. If the existing use of the site is solely or predominantly offices (B1a), redevelopment must provide industrial uses of the ground floor, unless this would result in harm to a heritage asset or would have a significantly detrimental impact on the amenity of neighbouring residents.
- Outside of the locations described in sections 1 to 5 above, applications for new office development will only be supported subject to justification with a sequential test. The sequentially preferable locations are those set out in part 1 of this policy. Applications for office floorspace over the 2,500 sq ms threshold will need to be justified by an impact assessment, in accordance with the NPPF.

2.3 Protecting employment land and premises

2.7 The borough has a limited supply of land and premises in economic use. 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. Industrial areas provide land that can be used in a way that produces noise, odours, dust and other irritants which would harm amenity if these activities were carried out in residential areas. They also provide land for strategically important functions such as waste management, transport, aggregate transfer, wholesale markets and distribution. The encroachment of residential uses into these industrial areas can harm their operation and limit their capacity and it is therefore crucial to protect them from non-economic uses. As a whole they form a strategic reservoir of land that can be used primarily for industrial purposes.

2.8 Established economic premises can be cheaper for businesses than new developments, and where they form a cluster of businesses they can benefit from agglomeration effects, supplying each other and realising economies of scale for servicing and other operational requirements. The continued demand for industrial premises in the borough, and the limitations on supply of industrial land, require protection of smaller industrial areas and premises, including businesses located within railway arches, alongside the strategic reservoir.

2.9 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. In the CAZ and in town and local centres, railway arches have the potential to provide a broader mix of uses that support the vitality and viability of the area. Railway arches along the north western boundary of the main New Covent Garden Market site should continue to be used to support the wholesale function of the market, including for access requirements and to provide storage, distribution and operational space for wholesale businesses. 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 wholesale market.

2.10 This policy sets out the areas and premises that will be protected for employment uses. The policy takes a flexible approach, allowing mixed use redevelopment including residential uses in appropriate locations. For appropriate areas and premises the policy allows change of use subject to demonstrating that there is no demand for the premises through a robust and meaningful marketing exercise. Policy EI7 sets out the requirements for establishing redundancy of employment premises.

Policy EI 3

Protected employment land and premises

Strategic reservoir of industrial land

1. A strategic reservoir of industrial land will be retained in the borough, made up of the Queenstown Road, Battersea Strategic Industrial Location (SIL) and the following Locally Significant Industrial Areas (LSIAs) in the Wandle Valley as identified on the Policies Map:

- Old Sargeant
- Kimber Road
- Lydden Road
- Thornsett Road
- Summerstown

The SIL and LSIAs will be the main focus of land for industry, logistics, storage, warehousing, and waste management. In addition, the Queenstown Road SIL will provide land for transport functions including rail freight. Appropriate uses for the SIL and LSIAs are set out in policy EI6.

2. The northern and western edges of the Queenstown Road, Battersea SIL will be promoted for Industrial Business Park (IBP) uses, as set out in policy EI6.

Protecting office floorspace

3. Office (B1a) floorspace will be protected in the following locations:

- Town centres
- Local centres
- The Central Activities Zone
- Focal Points
- Employment protection areas

4. Redevelopment proposals in the locations set out in point 3 above will only be permitted if:

- they would result in no net loss of office floorspace, or
- there is no demand to use the premises as offices. Policy EI7 sets out how demand should be established.

Employment protection areas

5. Premises that provide economic floorspace in the areas listed below will be protected.

- a. Premises that are in industrial use should continue to provide B1c, B2, B8 or industrial *sui generis* uses unless it is demonstrated there is no demand for industrial use of the premises, in accordance with policy EI7. If it has been demonstrated that there is no demand for the industrial use, the preferred alternative will be to use or redevelop the premises as office floorspace.
- b. Premises that are in office use will be protected unless it is demonstrated that there is no demand for the office use, in accordance with policy EI7.

Redevelopment proposals in employment protection areas for mixed use including residential will be permitted if the development would result in no net loss of the existing office and industrial floorspace, and if the mix of uses can be successfully achieved on site in accordance with policy EI5.

The following areas will be protected as identified on the Policies Map:

- 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 Anns Hill and 190-194 St Anns 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
6. Employment uses will be protected in Economic Use Intensification Areas, in accordance with policy EI2.

Focal points

7. Mixed use development including residential is appropriate within Focal Points of Activity. In these areas, redevelopment of sites currently or most recently in industrial use must replace all commercial floorspace on the site, in accordance with Core Strategy policy PL9 which encourages a wider mix of uses at focal points of activity

located along the riverside. Replacement floorspace can include town centre uses (with A1 floorspace limited to 300 sq ms cumulatively across the focal point, in accordance with policy DMO8).

Railway arches

8. Railway arches and viaducts provide a range of uses and make a significant contribution to industrial and other economic floorspace within the borough. In appropriate locations, Railway arches also have the potential to contribute to the vitality and viability of town and local centres and the CAZ. In order to ensure that this contribution to the borough's economy continues, railway arches will be protected in the following ways, according to their use and location:
 - a. The use of railway arches within town and local centres and the Central Activities Zone for all B class uses and town centre uses will be supported, subject to part 7 of this policy.
 - b. Within the SIL, only B1c, B2, B8 and appropriate *sui generis* use of railway arches will be supported.
 - c. Elsewhere, the use of railway arches for B class uses will be supported. Those that are in industrial use should continue to provide B1c, B2, B8 or industrial *sui generis* uses unless there is no demand for industrial use of the premises. Non B class uses of railway arches will only be supported if there is no demand for B class use of the premises, in accordance with policy EI7.
 - d. In some instances, the opening up of railway arches and surrounding land to facilitate new public access and improve permeability may be required. Railway arches that already provide public access must maintain this access.

New Covent Garden Market

9. The wholesale function of New Covent Garden Market will be protected, including the railway arches adjacent to the site. The consolidation and reconfiguration of New Covent Garden Market will be supported in principle, subject to demonstrating that the operational requirements of the market as a whole would continue to be met.

2.4 Affordable, flexible and managed workplaces

2.11 Average rental rates for both offices and industrial uses have increased significantly in recent years in Wandsworth, and for many businesses the affordability of employment premises is a significant concern. This is particularly the case for start-up businesses and other SMEs. In addition, recent years have seen significant expansion of managed workspaces, with these premises providing a wide range of leasing arrangements, flexible practices, business support and other features which combine to make premises more affordable and

reduce the risk for entrepreneurs starting or expanding a business. This policy seeks to ensure that businesses are able to afford to operate from the borough and that the premises they use provide the flexibility that businesses need in order to flourish.

Managed and Affordable Workspace

2.12 Managed workspace providers offer opportunities for affordability, flexibility and the clustering of a number and range of businesses in one location; it also offers the opportunity to incorporate business support features. These features vary depending on the business model of the workspace provider and the sector they function within, but tend to include some or all of the following:

- Business support, advice and mentoring;
- Networking spaces and events;
- Direct access to financial institutions and investors;
- Shared secondary spaces, such as meeting rooms;
- Pay-as-you-go rent models;
- Flexible leasing arrangements giving access to both short-term and long-term contracts depending on business needs;
- Flexible spaces with easily removable partition walls or spaces of different sizes that can be modified as businesses grow or consolidate and allow for peak-time operation;
- Cross-subsidy from more established businesses to emerging firms or those operating in low-income sectors such as the cultural industry or third sector;
- Direct support or rent subsidies for businesses that provide services or undertake volunteering for the local community.

2.13 These features combine to give more certainty, diminish risk, provide financial flexibility, encourage entrepreneurialism and reduce overhead and investment costs for emerging and growing businesses.

2.14 Managed workspace providers have different business models and seek developments of different sizes, from small units providing desk space to very large developments providing a broad range of office sizes or large floorplate co-working space. In order to achieve a critical mass of businesses, and secure the local economic benefits set out above, developments that are required to provide a significant element of managed workspace by part 2 of policy EI4 should provide a minimum of 400 sq ms or a minimum of 10% of gross economic floorspace (whichever is the greater). Generally managed workspace providers seek larger areas than 400 sq ms, although some will operate with this amount, particularly if it is part of a wider cluster of workspace that supports similar or complementary sectors. If less than 1,000 sq ms of managed workspace is to be provided applicants should set out clearly how the smaller amount of managed workspace will prove to be viable and contribute to wider policy objectives. The Council will expect that a managed workspace provider should be identified at the application stage in order to ensure that the managed workspace is deliverable. Larger quantities will be strongly encouraged, particularly within the designated Economic Use Intensification Areas, at Focal Points, in Nine Elms and in appropriate parts

of the Queenstown Road, Battersea Strategic Industrial Location, areas which are particularly suitable for SMEs. 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.

2.15 If an applicant wishes to manage the space themselves, they will need to demonstrate how they will meet the requirements of policy EI4 and how they will accommodate the features of managed workspace set out above. If the development would not provide sufficient affordability and business support features, a proportion of floorspace will be secured at an affordable rent in perpetuity, subject to scheme viability.

2.16 This should provide 10% of gross economic floorspace capped at a rate of 20% less than the prevailing market rate for comparable premises in the borough. For sites in Nine Elms, where the average office rental rates are expected to be significantly higher than the borough average, the 20% reduction would not be sufficient to make the premises affordable, and these sites would be expected to provide affordable workspace at a significantly reduced rental rate subject to negotiation, depending on the location, size and type of premises.

2.17 In a number of cases, particularly high value areas, the ability to offer capped affordable rents risks being undermined by the cost of fitting out the space. Applicants should therefore demonstrate that fit out costs (to Category 1) do not pose a barrier to achieving affordable rents or, where they do, to deliver fit out of the space direct or via a financial contribution.

2.18 Some workspace providers, particularly those operating in the cultural industries or other specialist sectors, will prefer to undertake fit-out themselves and may have access to funding to achieve this. This can reduce development costs and ensure that the workspace is fit-for-purpose. In some cases, therefore, applicants may identify a named workspace provider with whom they will work in partnership to deliver the objectives of EI4. Workspace providers should be given the opportunity to take a long lease on new developments, in order to encourage investment.

Specialist Sectors

2.19 The Employment Land and Premises Study (ELPS, 2016) identified that sectors within the creative and digital economies are both growing strongly in Wandsworth. The wholesale and food sectors are also areas where the borough specialises and employ a high share of people working in the borough, which reflects the location of numerous businesses within New Covent Garden Market. There are further food and drink manufacturing and distribution businesses throughout the borough, particularly within industrial areas. Businesses operating within these sectors will often require specialist facilities or premises, from high-speed broadband for the digital sector to temperature-controlled storage for food manufacturing businesses or access to industrial kitchen/food preparation facilities. Specialist sectors will

often benefit significantly from clustering, with a mix of complementary suppliers in a particular location providing agglomeration benefits for those businesses as well as helping to give the area a distinct and recognisable character.

2.20 Businesses in the cultural sector in particular can also struggle to find affordable premises and there have been significant losses of cultural workspaces across London in recent years.⁽¹⁴⁾ Creative businesses also make a particularly valuable contribution to the cultural life of the borough and their local area, and can be instrumental in place-making and regeneration initiatives. The cultural sector also makes a substantial contribution to the local economy. There are numerous cultural businesses in the borough, many of which are located here in order to have good access to the cultural institutions and events that are located in the West End and other parts of central London. The 57% increase in rents for industrial floorspace in the borough since 2009 may also have priced out some cultural businesses, particularly those who require workshop-type spaces. The Lombard Road/York Road Focal Point SPD sets out the spatial vision for the area, including the provision of cultural facilities and creative workspace; a cultural masterplan is under development for the area to provide further guidance. The Area Spatial Strategy for the Wandle Delta area provides a framework for the development of the area, including cultural workspace that contributes to place-making initiatives and responds to the industrial heritage of the area and the strategy for the Wandle Valley Regional Park Trust. The cultural vision for Nine Elms is set out in 'Nine Elms on the South Bank – A Cultural Place'. Further guidance is provided on individual site allocations. In many cases, there is likely to be strong interaction between the provisions of EI4 and cultural strategy requirements. Such opportunities are encouraged, noting that the affordability requirements of cultural operators are likely to be greater than that of other businesses.

2.21 The emerging digital cluster focussed on the Battersea Power Station town centre will be encouraged, with developments that provide floorspace for digital SMEs supported in this area and on surrounding sites, such as the part of the SIL identified as appropriate for Industrial Business Park uses. Such development should ensure that the needs of digital businesses are prioritised, in particular the need for high quality telecommunications infrastructure.

2.22 The food and drink sector 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 businesses within the redeveloped site. The re-designation of the Ferrier Street industrial estate as an Economic Use Intensification Area will also enable the provision of modern, flexible floorspace for food and drink manufacturing and distribution uses, alongside other economic uses.

14 Artists' Workspace Study, GLA, September 2014.

Policy EI 4

Affordable, flexible and managed workplaces

1. All development for economic uses will be expected to be leased at reasonable rents and under flexible leasing arrangements taking account of the Code for Leasing and Business Premises in England and Wales 2007.
2. Development proposals for affordable, flexible and managed workspace will be encouraged in order to meet the specific needs of SMEs in the local economy including those in emerging and specialist sectors where the borough demonstrates – or could develop – local specialisation. All development that provides economic floorspace will be expected to contribute to the provision of affordable, flexible and/or managed workspace, which will be secured via S106 agreement. This will be achieved in the following ways:
 - a. Developments that would provide less than 1,000 sq ms of economic floorspace will be expected to provide a range of unit sizes, unless a specific end user has been identified at the time of submitting the application or unless the proposed development is for a co-working workspace.
 - b. Developments that would provide more than 1,000 sq ms of economic floorspace will be expected to contribute directly to the provision of affordable, flexible and managed workspaces, either through:
 - i. Providing a significant element of managed workspace that includes a wide range of features that minimise overhead and upfront investment costs and provide business support for micro and small businesses; or
 - ii. Providing a proportion of office floorspace at an affordable rent in perpetuity, subject to scheme viability.
3. Developments that provide workspace for specialist sectors will be supported. In particular, workspace that meets the specific needs of the creative, digital, and food and drink industries will be encouraged. Cultural workspace will be required on sites within Nine Elms, the Wandle delta area, the Lombard Road York Road Focal Point, and in the Industrial Business Park areas of the SIL. Cultural workspace will be encouraged elsewhere on town centre, local centre and focal point sites as appropriate. Opportunities for clustering of specialist sectors will be encouraged.

2.5 Requirements for new employment development

2.23 Any proposal that includes new employment floorspace must ensure that the design of the development is suitable for modern business needs and could provide space for a broad range of potential occupants with minimal intervention to the fabric of the building. In mixed use development where residential uses are provided alongside economic uses, it is particularly important to ensure that the design of the development enables these uses to complement one another rather than creating conflicts between the different uses.

2.24 Full fit-out of 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 as quickly as possible. In some instances, where a specific end user has been agreed, the occupying business may prefer to fit out the premises themselves, for example by a cultural workspace or other managed workspace provider. Rent levels that are projected as part of any viability assessment should reflect the intended fit-out of the premises.

2.25 Poorly designed workplaces combine multiple pathways for health risks - from exposure to indoor pollutants and increased risk of asthma to lack of physical activity during work hours leading to obesity and fatigue. People spend significant parts of their lives working in buildings that affect their health. As a consequence new development proposals should consider the impacts on the health and wellbeing of employees. Examples include good access to natural daylight and locating and making staircases more convenient and attractive so employees can use them on a regular basis. By incorporating Active Design into employment environments, employers stand to benefit from employees' increased productivity and improved quality of life.

2.26 Given the significant increase in rent levels for businesses in the borough in recent years, and the affordability implications for many businesses, especially 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 in accordance with the Planning Obligations SPD.

Policy EI 5

Requirements for new employment development

1. New developments for economic uses must provide a good standard of flexible workspace which would allow for a range of unit sizes for use by a wide range of occupiers. All development for economic uses must ensure:
 - Adequate floor-to-ceiling heights, allowing for clear operation of the proposed use as well as servicing requirements such as ventilation, heating, lighting, electricity and cabling;

- Adequate doorway and corridor widths, and clear and flexible floorplates with few supporting columns within the space, to allow for movement and appropriate configurations of furniture and equipment;
 - Level thresholds and access throughout the building;
 - Appropriate kitchen and toilet facilities (usually per floor);
 - Natural light and ventilation, avoiding windowless and basement offices;
 - Good telecommunications connectivity, including super-fast broadband connections where appropriate; and
 - Active Design which encourages wellbeing and greater physical movement as part of everyday routines.
2. In addition to the requirements above, proposals for B1c, B2 and B8 developments must ensure:
- Servicing and loading facilities including access bays and service yards;
 - Floor to ceiling heights of 3.35m or similar where justified;
 - Space on site for servicing/parking of commercial vehicles; and
 - Goods lifts for multi-storey developments (with a minimum loading of 500kg).
3. In mixed use developments, particularly those that include residential use, the layout and design of the development will need to ensure that uses complement one another, that the amenity of residents and the operational requirements of businesses are designed in, and that any conflicts are mitigated to a high standard. The following issues will need to be addressed:
- Location of potentially conflicting uses and sensitive receptors, particularly windows, doors and amenity spaces;
 - Positioning of servicing (such as bin stores, loading bays, vehicle and cycle parking);
 - Noise, vibration, dust, light and other pollutants;
 - Security;
 - Overlooking, privacy and visual disturbance;
 - Access arrangements, including pedestrian, cycle and vehicle routes. Separate street front access for different uses should be designed-in.

Where feasible, economic uses should be stacked vertically rather than spread across an area. This helps to make efficient use of a site, separate uses, simplify management and access arrangements, create agglomeration benefits for businesses, and give the area a distinct character.

In some instances it may be appropriate to secure a management plan, technical assessments, and to specify hours of operation.

4. Redevelopment of existing economic uses should where viable seek to retain existing businesses on site following development, taking into consideration existing space requirements, lease terms and rent levels, and any other reasonable business

requirements, if those businesses wish to remain. If retention is not possible this should be demonstrated through a viability appraisal. Further details will be set out in the Planning Obligation SPD. Where possible, phasing of development should be planned in order to minimise the need for existing businesses to relocate, both during and after construction.

2.6 Managing land for industry and distribution

2.27 As set out in policy EI3, the borough will retain a strategic reservoir of industrial land in the Queenstown Road, Battersea SIL and the LSIAs along the Wandle valley. This entails the protection of this land for industrial uses and those related to this industrial activity. This can constitute a very wide variety of activity, from bus depots and concrete batching plants to car repair, hi-tech manufacturing, breweries, self-storage and builders' yards. The borough's industrial areas also provide premises for cultural workplaces, including workshops, studio 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 help to make London unique. Through protecting this strategic reservoir of industrial land, this policy will enable this rich diversity of industrial businesses to thrive.

2.28 The SIL and LSIAs are not appropriate locations for any sort of residential use, and other non-industrial uses will also be restricted as set out below.

2.29 In order to provide services to people working in the SIL and LSIAs, and to support the industrial businesses in this area, it may be appropriate in some instances to allow small-scale non-industrial uses. Examples include small-scale cafes, crèche facilities, or training centres that relate to industrial or transport businesses.

2.30 The borough's SIL and LSIAs are also appropriate locations for delivery hubs and distribution centres. Any proposals for new delivery or distribution facilities must pay particular regard 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 for 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/or reduce disturbance.

2.31 The northern and western edges of the Queenstown Road, Battersea SIL are designated as an Industrial Business Park (IBP). All development in these areas is required to provide floorspace for industrial uses. Those proposals which additionally include research and development (B1b) or SME office accommodation (B1a) may also be appropriate provided these uses do not erode the industrial function and character of the SIL. Consideration will be given to the impact of new development upon the existing operational use of the SIL to sustain its long term viability as an industrial area.

2.32 The IBP designation will facilitate at this accessible location the development of intensified economic uses, complementing the anticipated digital cluster focussed in the emerging Battersea Power Station town centre, whilst maintaining compatible business uses within the SIL.

Policy EI 6

Managing land for industry and distribution

1. In the SIL and LSIAs, the following uses will be supported:
 - Light industry (B1c)
 - General industry (B2)
 - Storage and distribution (B8)
 - Appropriate *sui generis* uses that relate to the industrial nature of the area
2. Redevelopment of sites within the SIL and LSIAs must provide full replacement of existing B1(c), B2 or B8 floorspace. Intensified use of sites for industrial purposes, through increased floorspace, operating hours or other methods, will be encouraged.
3. Development proposals for other uses will not be supported, except as set out in parts 4, 5 and 6 below.
4. Outside of the part of the Queenstown Road, Battersea SIL that is designated for Industrial Business Park uses, office (B1a) and research and development (B1b) uses within the SIL and LSIAs will only be supported where they are ancillary to the use of a site for one or more of the industrial uses identified in section 1 above.
5. In some instances, non-industrial uses may be appropriate in the SIL and LSIAs if these are small-scale and cater to the local needs of people working in the area.
6. The Silverthorne Road, Ingate Place and Havelock Terrace parts of the Queenstown Road, Battersea SIL are appropriate for Industrial Business Park uses. These areas should retain a significant industrial function, with all development in these areas providing floorspace for the industrial uses identified in section 1 above. Alongside industrial uses, these parts of the SIL will also be appropriate for research and development (B1b) uses as well as SME office accommodation (B1a) provided that the use does not erode the effective operation of the industrial function of the SIL. Consideration will be given to the impact of new development upon the existing operational use of the SIL including; access arrangements, layout and design, ability to operate 24 hours and compatibility with uses within the wider area of the SIL to sustain its long term viability as an industrial area.

2.7 Redundancy of employment premises

2.33 In order to establish that there is no demand for a premises or site, it is important that a genuine and wholehearted marketing campaign is undertaken. Marketing should include traditional and web-based marketing through credible and recognised commercial agents.

2.34 Evidence should include:

- The letter of instruction to the commercial agents;
- Photos of on-site marketing boards, establishing their presence throughout the marketing period;
- Records of web-based marketing;
- Records of advertising with target publications such as Estates Gazette, any relevant local press, industry publications and other appropriate outlets;
- Detailed records of enquiries throughout the period of marketing, including dates, the nature of the enquiry, the use sought, actions taken as a result of the enquiry, and reasons for why the premises were not taken.

2.35 All records must be dated. It is important to demonstrate that the marketing campaign was carried out vigorously throughout the marketing period and to demonstrate the efforts were taken to refresh the marketing campaign if enquiries were limited or decreased.

2.36 The premises/site must be marketed at a price which is commensurate with market values (based on evidence from recent and similar transactions and deals) and it has been demonstrated that the terms and conditions set out in the lease are reasonable and attractive to potential businesses, and taking account of the [Code for Leasing Business Premises in England and Wales 2007](#).

2.37 When marketing a premises that is currently occupied, evidence must be supplied to demonstrate that the current occupant intends to vacate the premises and to show how and when the premises would be made available for potential occupants.

2.38 In some parts of the borough there may be limited demand for large floorplate offices. Given the strong demand for SME workspace, larger office premises would be likely to find demand for occupancy by smaller firms, should this be feasible and viable.

2.39 No marketing will be required where a site in economic use is being redeveloped if the quantity of floorspace in economic use would be replaced or increased as part of the development.

2.40 Once it has been established that there is no demand for a premises to continue in economic use, the premises should be used in a way that makes the greatest contribution to the wider needs of the borough. Community and cultural facilities will be prioritised, given the positive benefits such uses can bring to the local community. Alternatively other

employment-generating uses will be encouraged. It is unlikely that there would be no demand for any employment-generating use in the protected areas and it is not expected that redundant sites in these areas would provide solely residential use.

Policy EI 7

Redundancy of employment premises

1. To establish whether there is demand for a premises to continue in economic use:
 - The premises must be unsuccessfully marketed for a continuous period of at least 18 months while vacant or available for occupation; and
 - Justifiable evidence must be provided to demonstrate that it is not feasible or viable to refurbish, renew or modernise the premises in order to meet the requirements of existing or future occupiers.
2. Premises that are in poor condition or have been partially demolished should also be marketed for redevelopment for economic use.
3. For larger offices that provide over 1,000 sq ms of office floorspace, justifiable evidence must be provided to demonstrate that it is not feasible or viable to adapt the office floorspace as smaller business (B1) units to meet demand from SME businesses.

Alternative uses

4. In Employment Protection Areas, employment premises should be marketed in accordance with EI7.1 for a broad range of employment uses including all B class and appropriate *sui generis* uses. Where it is demonstrated that there is no demand for a premises to continue in any industrial use, there will be a preference for the industrial floorspace to be replaced with B1 office floorspace, in order to maximise opportunities for employment floorspace in good locations and to retain clusters of employment premises.
5. In town centres, local centres, focal points, the Central Activities Zone and employment protection areas, if it has been demonstrated that there is no demand for a premises to continue in B1a office use, a sequential approach to alternative uses will be applied with the preferred alternative uses in the following order:
 - a. Community or cultural facilities;
 - b. An employment-generating use;
 - c. Mixed use, including an employment-generating use and residential use.

Alternative uses should be appropriate for the location and regard must be given to the relevant Local Plan policies, area spatial strategy, and the VNEB OAPF.

2.8 Waste

2.41 The GLA has set a waste apportionment figure within the London Plan 2011 for waste to be managed within the borough at 442,000 tonnes per year. This figure has been revised downwards in the London Plan 2015 to 313,000 tonnes per year. This revised apportionment figure represents the latest estimated share of London's overall waste to be managed within Wandsworth. The apportionment figure was predicted using a model based on predicted waste arisings, the borough's potential waste management land capacity, and a number of sustainability criteria which were specifically weighted including capacity, proximity to transport modes and social factors. The revised apportionment figure is used as the basis of our evidence in estimating the approximate land capacity needed to provide waste management facilities to meet the apportionment figure. This figure translates into the need to allocate approximately 3.9ha of land for waste management purposes based on the GLA's figures of an average waste management facility throughput of 80,000 tonnes per ha per annum. This figure may change due to subsequent technological advances. "Waste management" includes energy recovery such as anaerobic digestion, pyrolysis/gasification, incineration, or waste recycled at materials recycling facilities for reprocessing, but not the transfer of waste. The requirement is therefore over and above the capacity of existing waste transfer stations. The London Plan 2015 suggests this land should normally be found in existing employment locations. In accordance with the National Waste Management Plan, there will be a preference for reducing the impact of waste management by promoting the waste hierarchy. More sustainable waste management moves the management of waste up the waste hierarchy of reduction, reuse, recycling and composting, using waste as a source of energy, with disposal of waste as a last resort. The National Planning Policy for Waste carries forward this approach.

2.42 Sites dealing in waste services currently occupy over 8ha of land in the borough, with the majority of this land located in the industrial locations. Of this area only 0.8ha is currently used for waste management purposes, and this land is assumed to process 64,000 tonnes under the GLA's advisory figure. The Materials Recycling Facility (MRF) at Western Riverside Waste Transfer Station occupies a further 0.65ha of land and processes over 84,000 tonnes of recyclable material. On the basis of this figure it is likely that the amount of land required to meet the apportionment figure will reduce as further efficiencies in the processing of waste are introduced. Nevertheless, using the estimated waste apportionment figure from the London Plan 2015, land to process a further 165,000 tonnes is currently required which at the GLA's ratio of 80,000 tonnes per ha equates to 2.05ha. Safeguarding existing sites dealing with waste services but which could be re-oriented and consolidated to provide waste management capacity within the SIL gives a total of 1.69 ha, sufficient to process 218,000 tonnes which would meet the overall apportionment figure. The Site Specific Allocations Document identifies the sites needed to meet the apportionment figure.

2.43 The Council is the waste planning authority for the borough and supports the Municipal Waste Management Strategy developed in partnership with the Western Riverside Waste Authority and its constituent boroughs. The Core Strategy, the Site Specific Allocations Document and the Development Management Policies Document provide the spatial delivery tools to implement the Municipal Waste Management Strategy; a key element of which is the safeguarding of existing wharves for the transfer of waste as identified in Policy PL9.

2.44 Waste is a strategic planning issue with cross-border implications and is therefore subject to the duty to cooperate. Wandsworth is one of four boroughs within the Western Riverside Waste Authority (WRWA), along with the London boroughs of Lambeth, Hammersmith & Fulham and Kensington & Chelsea. All domestic waste collected in the four boroughs under the WRWA's thirty year waste services management agreement travels into Wandsworth for processing or transfer. Up to 84,000 tonnes per annum of it is managed at the Materials Recycling Facility (MRF) at Western Riverside Waste Transfer Station on the Wandsworth riverside. The WRWA's residual waste is transferred from Wandsworth to the Belvedere energy from waste (EfW) facility in the London Borough of Bexley.

2.45 The four WRWA boroughs are working collaboratively on waste planning and are preparing a shared evidence base on existing waste management capacity which identifies a collective shortfall against the London Plan 2015 waste apportionment for the four boroughs. Whilst Wandsworth has a minor waste planning capacity surplus, each other member of the WRWA (Hammersmith and Fulham, Kensington and Chelsea and Lambeth) has a waste planning capacity shortfall which results in an overall shortfall in the WRWA area. In accordance with London Plan policy, the shortfall could be met in part or in full by agreeing with another Waste Planning Authority to share any surplus capacity that they may have through the statutory 'Duty to Cooperate' and through working with the other WRWA constituent boroughs. Wandsworth acknowledges that any minor surplus waste management capacity within its borders should be shared with the other WRWA boroughs alongside a joint WRWA approach to contact other waste planning authorities in London to explore potential for sharing surplus waste management capacity in their areas, under the duty to cooperate.

2.46 Parts 4 and 5 of this policy will be applied to safeguard sites identified for waste management facilities, to assess proposals for waste management facilities on unallocated sites and to ensure that waste sites will not significantly affect people or the environment.

2.47 In accordance with the National Waste Management Plan, there will be a preference for reducing the impact of waste management by promoting the waste hierarchy. More sustainable waste management moves the management of waste up the waste hierarchy of reduction, reuse, recycling and composting, using waste as a source of energy, with disposal of waste as a last resort. The National Planning Policy for Waste carried forward this approach.

2.48 The Site Specific Allocations Document (SSAD) identifies land to be safeguarded for waste management purposes. These have been allocated on the basis of the Council's evidence base document 'Waste Site Selection'.

2.49 Proposals for waste management facilities may come forward on sites which are not allocated in the SSAD for the development of waste management facilities (known as unallocated sites). Parts 6 and 7 of this policy seek to ensure that where this occurs, development is appropriate to the site in question. Parts 8 and 9 of this policy apply to the consideration of all waste sites, whether on allocated or unallocated sites.

Policy EI 8

Waste

Land for waste management

1. Appropriately located sites for waste management are identified in the SSAD to provide the capacity to meet, over the plan period, the borough's waste apportionment figure as set out in the London Plan 2015.
2. Development on sites adjacent to existing waste sites and those identified in the SSAD that may prejudice use for waste management purposes will not be permitted unless satisfactory mitigation measures can be provided. Appropriate developments for manufacturing related to recycled waste will be supported.
3. Where waste cannot be dealt with locally, waste facilities that have good access to water or rail transport will be considered.

Allocated sites for waste management facilities

4. Planning permission will be granted for waste management facilities on the sites identified for waste management in the SSAD subject to assessment against parts 8 and 9 of this policy.
5. To ensure no loss in existing capacity, re-development of any existing waste sites must ensure that the quantity of waste to be managed following re-development is equal to, or greater than, the quantity of waste which the site is currently permitted for. If, for any reason, a site identified for waste management is lost to non-waste use, additional compensatory site provision should be provided.

Development of waste management facilities on unallocated sites

6. Proposals for waste management facilities on unallocated sites will be considered and planning permission granted provided the proposed development:
 - i. Can demonstrate that it is not feasible to develop the proposed facility on one of the preferred sites identified in the SSAD;
 - ii. Can demonstrate a need for the development, in accordance with parts 1-3 of this policy;
 - iii. Can demonstrate that there are no significant adverse impacts to people, the environment or natural resources by meeting parts 8 and 9 of this policy;
 - iv. Is proposed on a site meeting the following locational criteria:
 - the site is not within, or partly within, nature conservation areas protected by current international and national policy; and
 - the site does not contain or adversely affect the setting of Heritage Assets.

7. In assessing the suitability of sites, priority will be given to:
 - i. previously developed land;
 - ii. Strategic Industrial Locations and Locally Significant Industrial Areas;
 - iii. sites identified by the SFRA as having a low risk of flooding;
 - iv. sites which do not impact on the setting of strategic open land (e.g. Metropolitan Open Land);
 - v. sites falling outside the perimeters of land designated as open space or used for recreation purposes or similar;
 - vi. sites which have good access to the strategic road network and where traffic impacts can be minimised;
 - vii. sites which contain no known archaeological features and do not adversely affect heritage assets or their settings;
 - viii. sites where materials entering and leaving the site can be transported by means of sustainable transport including water and/or rail;
 - ix. sites which offer opportunities to accommodate various related facilities on a single site;
 - x. sites which are close to identified users of heat that would be produced by any thermal treatment facilities;
 - xi. sites which have good access to rail transport or the Thames, over other means of transport.

Development criteria for waste sites

8. Planning permission for waste related development will be granted where it can be demonstrated that any impacts of the development can be controlled to achieve levels that will not significantly adversely affect people and the environment.
9. The information supporting the planning application must include an assessment of the following matters for the entire operation of the facility and, where necessary, appropriate mitigation measures should be employed in order to avoid, remedy or mitigate any significant adverse impact:
 - i. the impact of development on amenity including visual intrusion, transport, noise, fumes, vibration, glare, litter, odour and vermin and birds;
 - ii. the impact of development on Metropolitan Open Land, recreation land or similar land;
 - iii. the impact of the release of substances to the atmosphere (including dust) or land arising from facilities and transport;
 - iv. the impact of greenhouse gases produced;
 - v. the impact of development on the biological diversity of flora and fauna and their respective habitats at the site or on adjoining land including linear or other features which facilitate the dispersal of species;
 - vi. the impact of development on Heritage Assets or their settings;
 - vii. the impact of development on ground water (including stores) and surface water;

- viii. the impact of development on the transport network including traffic generation, access, the impact on the local and strategic highway networks and the potential to maximise use of sustainable transport;
- ix. traffic generation, access and the suitability of the highway network in the vicinity, including access to and from the strategic road network;
- x. how the design of the facility has considered and conforms to the best design standards available at the time of the application;
- xi. a Health Impact Assessment shall be required to provide assurance that health will not be impacted negatively.

2.9 Protected wharves

2.50 Core Strategy Policy PL9 sets out policy in relation to safeguarded wharves. Core Strategy Policy PL11 sets out the vision for Nine Elms and further detail is provided in the Area Spatial Strategy for Nine Elms in the Site Specific Allocations Document and other policies in the town centre chapter of the DMPD (Policies DMTS1 and DMTS11-13). Within Nine Elms, the strategic objectives for the area will be a key consideration, and flexibility in the application of this policy will be applied. Maximising the development potential for Cringle Dock and Kirtling Wharf (Site Allocations 2.1.6 and 2.1.7) will require further discussions with relevant parties, in particular the PLA and the GLA.

Policy EI 9

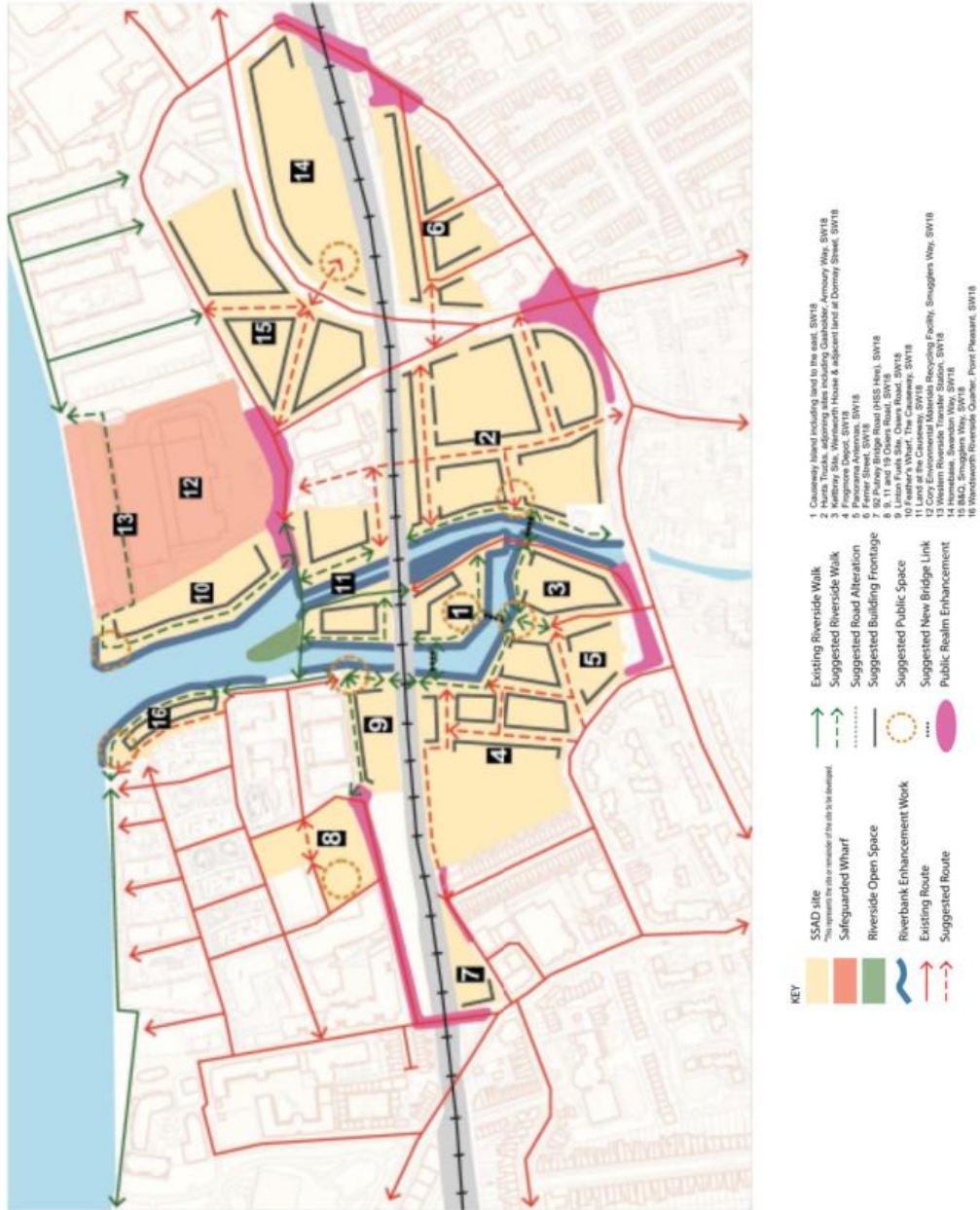
Protected wharves

1. The loss of safeguarded wharves will not be permitted unless it is demonstrated that the wharf is no longer viable or capable of being made viable for cargo handling in accordance with Policy PL9 of the Core Strategy. The viability test is set out in paragraph 7.77 of the London Plan. At Cringle Dock and Kirtling Wharf (Site Allocations 2.1.6 & 2.1.7), any proposal for mixed use development must ensure that it does not have a negative impact on the operation of the safeguarded wharf in accordance with Policy PL9 of the Core Strategy. This includes impacts on access arrangements to the wharf and the retention of the operational capacity of the wharf.

3 Area spatial strategy for Wandle delta

3.1 The area spatial strategy diagram sets out the existing and potential routes, spaces and building frontages for the Wandle Delta area. It also identifies opportunities to improve biodiversity and places where the public realm should be improved. All development in the area should contribute to realising the proposed development of the area as set out in the area spatial strategy diagram and should follow the requirements set out in the following sections as well as for the relevant site allocation.

Figure 1 Area Spatial Strategy for Wandle Delta



Context and heritage

3.2 The land use and character of the Wandle Delta has changed significantly over time, with the land straddling the Wandle transforming from marshland to Wharfs, mills and industry which depended on the river for power or transportation of goods. During the 1800's a canal was in use connecting the River Thames and terminated at Wandsworth Town and the brewery site. The canal was to the east and ran parallel with the River Wandle. By the 1930's the canal was no longer in use and was eventually filled in and built over.

3.3 The dominance of land uses in the area for utilities such as oil, gas and electricity has receded. Other industrial uses in the area included fireworks, dyeworks, waterworks and foodworks with an eventual shift towards less heavy industrial uses. Over the last 20 years the land use has significantly changed and includes the creation of diverse neighbourhoods using mixed use building typologies.

3.4 Wentworth House on Dormay Street (Grade II listed) and the Crane PH, Armoury Way (locally listed) are of historic interest and these buildings as well as the terrace of small houses (nos. 16-20) and Eagle House make a significant contribution to the historic character of the area around Dormay Street. They should be retained and the setting of the listed and locally listed buildings should be enhanced. Listed buildings in the wider area include a number of historic buildings within the Ram Brewery site; a terrace of locally listed houses along Fairfield Street, the side of which flanks on to Armoury Way opposite the Gas Holder and Hunts Trucks sites; and a number of pubs including The Grapes on Fairfield Street (Grade II listed), The Alma on Old York Road, the Queen Adelaide and The Hop Poles on Putney Bridge Road – all of which are locally listed. All of the buildings mentioned above are within the boundaries of the Wandsworth Town conservation area which has a wide variety of character and townscape.

3.5 The area is within an archaeological priority area (refer to DMPD Policy DMS2).

3.6 The Sites

3.7 There are 16 sites that are all interlinked in terms of the contribution that future development proposals can make to the achievement of the objectives for the area.

3.8 These sites are;

1. Causeway Island including land to the east
2. Hunts Trucks, adjoining sites including Gasholder, Armoury Way
3. Keltbray Site, Wentworth Housing & adjacent land at Dormay Street
4. Frogmore Depot
5. Panorama Antennas
6. Ferrier Street
7. 92 Putney Bridge Road (HSS Hire)
8. 9, 11 and 19 Osiers Road
9. Linton Fuels Site, Osiers Road

10. Feather's Wharf, The Causeway
11. Land at the Causeway
12. Cory Environmental Materials Recycling Facility, Smugglers Way
13. Western Riverside Transfer Station
14. Homebase, Swandon Way
15. B and Q, Smugglers Way
16. Wandsworth Riverside Quarter, Point Pleasant.

Strategic opportunities

3.9 The Wandle Delta area is unique in the borough, with the confluence of the Wandle and the Thames, and the riverfront of the Wandle and Bell Lane Creek, having the potential to create a highly attractive environment. The wider area, stretching from Wandsworth Bridge in the east to Wandsworth Park in the west, and from Armoury Way to the Thames, already provides biodiversity and ecology benefits, enjoyable and quiet routes, and distinct neighbourhoods. It also has a valuable industrial heritage which has left a legacy of employment-generating activity and land for businesses, and more recently land with the potential for housing development. The area contains listed and locally listed buildings that add its unique character.

3.10 The area also presents a number of challenges. The river Wandle and the railway, as well as the large industrial and retail sites, create barriers to pedestrians and cyclists and make much of the area impermeable. Hard banks and the accumulation of silt and detritus limit the biodiversity of the Wandle, and there are limited opportunities for people to experience and enjoy the natural characteristics of the area, particularly the setting immediately around the Wandle and where it meets the Thames. Significant parts of the area suffer from deficiencies in access to open space, and there are particular parts of existing public realm where there are potential conflicts between different transport modes or an unwelcoming environment.

3.11 There remains significant potential for the area to build upon its established benefits and to contribute to the strategic objectives of the Local Plan and policy PL12 of the Core Strategy which sets out the vision for Central Wandsworth and the Wandle Delta. Investment in the area will also assist in meeting the [Strategy for the Wandle Valley Regional Park Trust](#) (November 2016), contribute to the aims of the [All London Green Grid SPG](#), and enable the vision for the Wandle Valley and the associated projects set out in the [Wandle Valley Area Framework](#).

3.12 Planned consolidation, intensification or redevelopment of industrial land and other sites will create floorspace for a mix of economic uses including increased capacity for industrial uses, as well as opportunities to bring more residential uses into the area to help meet the borough's housing needs. Investment in the area will present opportunities to improve permeability across the Delta and improve walking and cycling routes along the Thames Path and Wandle Trail. New development will unlock access to and enjoyment of the Wandle and the Thames and enable improvements to biodiversity and ecology, particularly around the banks of the Wandle. It will also enable works to reconfigure the Wandsworth

gyratory system and create a more welcoming public realm and better road links around the area and Wandsworth town centre, and will create more direct and attractive pedestrian routes to Wandsworth Town railway station.

Design principles

3.13 The area immediately around the river Wandle and Bell Lane Creek, from Armoury Way to the mouth of the Wandle, should create a significant and attractive stretch of public realm that reflects and enhances the river environment and improves the biodiversity and ecology of the river and its immediate setting. This should provide a quieter and less hectic environment than the main roads and the busy commercial bustle of Wandsworth town centre, maximising the opportunities to experience an attractive river environment and to appreciate the ecology and heritage of the area. Buildings should be set well back from the river banks by at least 6m to create a generous and welcoming public realm that acts as a route for pedestrians and cyclists, allows spill-out spaces for leisure and commercial activity, and provides space for biodiversity improvements, sustainable drainage systems (SuDS) and ecological improvements. The route should conform to the palette of materials and identification strategy being developed for the Wandle trail. Provision should also be made for pocket parks along the route that have individual and specialist characteristics, as well as larger public spaces in key locations. These public spaces should have a distinct character enlivened by public activity; uses around these public spaces should be public-facing, providing opportunities for cultural and community facilities as well as cafes and restaurants. Employment uses or housing would be appropriate for upper floors on the river frontages. The design and use of the public realm in the area and the buildings that define these spaces should seek to contribute to the strategy, projects and programmes that support the Wandle Valley Regional Park.

3.14 The wider area should provide a close grained network of routes and spaces that integrate well into the existing surrounding street network. The connections proposed should provide a range of attractive and safe routes for pedestrians and cyclists to use and conform to their desire lines wherever feasible. All routes should be defined by buildings with active frontages, to ensure high levels of passive surveillance. Areas identified for public realm enhancement and wayfinding on the area spatial strategy map currently present a poor quality of public realm; this includes areas with junctions that are difficult to navigate for pedestrians and cyclists, poor quality streetscapes, narrow paths, and conflicts between different transport options. To improve this, these areas should be enhanced in order to provide better an improved public realm. Wayfinding information may also be appropriate in these areas, in order to help pedestrians and cyclists quickly and easily establish good routes and the location of popular destinations.

3.15 Each site has been considered in the context of the Core Strategy tall buildings policy (IS3) and the Stage 2 Urban Design study – Tall buildings. These set out each sites' appropriateness for tall buildings and identifies when buildings will be subject to the criteria of the tall buildings policy contained in the Local Plan DMPD policy DMS4. Overshadowing of the Wandle and the larger public spaces should be avoided.

Proposed new routes and access

3.16 The proposed improvements to permeability through this area are:

- A new connection under the railway viaduct to allow a new riverside walk on the west side of Bell Lane Creek to the Wandle Mouth that will provide the primary link southwards to the town centre.
Sites affected – Linton Fuels and Frogmore Depot
- One new route running east-west from Osiers Road west to connect with Knightley Walk to connect up with the existing network.
Sites affected – 9, 11 and 19 Osiers Road
- One new north-south route that will extend the proposed new north-south route from the Hunt Trucks/Gas Holder and adjoining land site, under the railway viaduct, to connect with Smugglers Way
Site affected – Land at the Causeway (EDF Energy Switch House and Head House)
- One new east-west pedestrian/cycle link connecting Ferrier Street over Swandon Way to the Delta Park/Gas Holder site.
Sites affected – Ferrier Street and Delta Park/Gas Holder site
- One new connection over Bell Lane Creek to connect the Island site with Dormay Street
Sites affected – Causeway Island and Dormay Street
- One new connection over the river Wandle to connect Dormay Street/the Causeway with Hunts Trucks site.
Sites affected – Dormay Street and Hunts Trucks sites
- Two new connections through the B&Q site connecting Swandon Way to Smugglers Way and The Causeway
Sites affected – B&Q, Smugglers Way

Biodiversity

3.17 The removal of the half-tide weir from the Wandle will improve the biodiversity and ecology of the river. There are opportunities for further improvements to the Wandle (including Bell Lane Creek) and its banks; where possible the removal of solid banks should be explored to give the river a more natural character. In other areas river terracing or sympathetic softening of the banks should be undertaken. Habitat-enhancing buffer-zones – including SuDS schemes where feasible – should be introduced in appropriate locations, with consideration given to:

- The precise design and specification of the tidal terraces to maximise their biodiversity contributions and minimise maintenance;
- Whether access to the terrace area for pedestrians should be encouraged (considered unlikely in this area given safety concerns and the character of the area);

- Access arrangements and maintenance plans for the terraces;
- The type of vegetated habitat that is created in the different layers of the river terrace and buffer zone in order to produce a series of ecological layers and provide appropriate habitats, for example for invertebrates and nesting birds;
- The layout and form of buildings, vegetation, trees and other physical features in order to prevent overshadowing of the river and to create views and gaps;
- The planting of appropriate trees, eg multi-stemmed medium-sized willows and alder, in order to minimise overshadowing and allow for straightforward maintenance;
- The positioning of street furniture in order to minimise the impact on the river (eg from litter dropped next to the foreshore);
- The position and design of lighting, in order to retain the river as a dark corridor free from direct light, for example through the use of barriers and baffles and low-level inward-facing lights.

3.18 Consideration should be given to the possibility of removing the weir that separates Bell Lane Creek from the main stream of the Wandle. This would enhance the biodiversity of the Creek and would remove a barrier to fish movement, which is a requirement of the water framework directive. Should this prove unfeasible, a fish passage should be introduced.

3.19 Away from the river, consideration should be given to the location and species of trees for public and private spaces. On building roofs the use of brown roofs for biodiversity should build on the success of the emerging ecosystem on rooftops around Wandsworth Riverside Quarter, with designs prioritising a high parapet and a good mix of substrates depths and species. Bird- and bat-boxes should be built into the design of buildings.

Decentralised energy

3.20 All development located within the area of Central Wandsworth and the Wandle Delta will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map unless it can be demonstrated that it would not be technically feasible or economically viable to do so. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant energy masterplan.

Placemaking, culture and specialist industries

3.21 The Wandle Delta area should contribute to the cultural offer of the borough, and in particular is a suitable location for cultural workspace. There are a number of established cultural businesses that operate in the area, particularly within the music industry. The Ferrier Street industrial area provides floorspace for a number of SMEs that serve the cultural and other functions of the Central Activities Zone as well as a concentration of food and drink-related businesses. A number of architecture firms operate from the Wandsworth Riverside Quarter and Wandle Delta focal point. Cultural workspace can also add to the place-making and character of the area. Cultural organisations and businesses help to enliven

the public realm both passively, through providing a stimulating and characterful backdrop, and actively, through hosting events or organising activities. This existing cluster of cultural and creative businesses should be complemented, enhanced and sustained by the development of workspace for further cultural organisations and businesses in the area. Cultural workspace should be designed and located in a way that provides a showcase for the occupants and allows spill-out into the public realm for activities and events. Opportunities to provide workspace for the growing digital industries should also be explored.

3.22 The Council is working in partnership with Transport for London on proposals to remove the existing Wandsworth one-way system and the impact it currently has on the town centre and Wandsworth High Street in particular. The current plans require the through traffic currently passing through the one-way system to be directed two-way along Armoury Way and Swandon Way. This requires some land take from sites along Armoury Way including the former Hunts Trucks site, Apollo and Mr Clutch. Other land has already been secured from the Ram Brewery development site. Works are expected to commence in 2018 and take two years to complete.

Thames Tunnel

3.23 The Thames Tideway Tunnel Project was consented in 2014. It will reduce sewer discharges to the Thames to improve its water quality. The Dormay Street Thames Tideway Tunnel site comprises land on both the Frogmore Depot side and Causeway Island side of Bell Lane Creek. This site is one of six Thames Tideway Tunnel Sites is located in Wandsworth. The tunnel site has commenced work and is due to finish construction in 2020. The site will be used to connect the existing local combined sewer overflow to the main tunnel. It is also used to drive a long connection tunnel southwards to King Georges Park and northwards to Carnworth Road Riverside, to connect the combined sewer overflows at Dormay Street and King George's Park to the main tunnel. The long connection is known as the Frogmore connection tunnel. Following completion the site will form a future development site located in the Economic Use Intensification Area.

Flood Risk

3.24 In accordance with the Planning Practice Guidance, the Sequential Test and the Exception Test have been applied to each of the site allocations. The flood risk vulnerability of each of the land uses set out in the site allocation has been assessed as sequentially acceptable for its flood zone classification and both parts of the exception test have been applied for site allocation purposes. A site specific Flood Risk Assessment is required to demonstrate to the Council as part of a planning application that development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and where possible will reduce flood risk overall. The Council's Strategic Flood Risk Assessment has been used to inform the site allocations for both the sequential and exception test purposes and provides the framework for the application of the exception test for a site specific Flood Risk Assessment.

Hazard zones

3.25 The gasholder and surrounding land contains two hazard sites designated by the Health and Safety Executive (HSE):

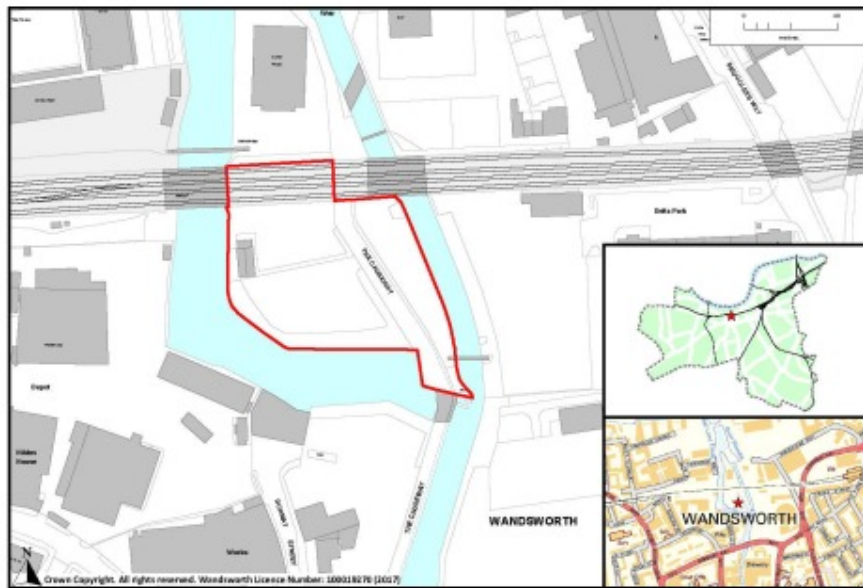
- H3056 – Calor Gas Ltd, U10, Delta Business Park, Smugglers Way, Wandsworth, SW18 1EG
- H1733 – Southern Gas Networks, Wandsworth Holder Station, Fairfield Street, Wandsworth, SQ18 1EG

3.26 These hazard sites give rise to consultation zones, in which certain forms of development are deemed inappropriate by the HSE. These zones effect many of the sites in this Area Spatial Strategy and other surrounding sites. In order for some of the sites to be developed for mixed uses including residential, the hazardous substances consents on these sites will need to be relinquished or revoked.

4 Site allocations

Site Allocation

Causeway Island including land to the east, SW18



Policies Map reference number: 40

Site Area: 0.62 Ha

Site description: The majority of Causeway Island is used for open storage of motor vehicles and materials, and the land to the east is an open area that provides a riverside habitat that forms an important part of local ecology. Railway arches are used for storage. The southern part of the site is in temporary use for the construction of the Thames Tideway Tunnel, completion of which is expected by 2020.

Site Allocation: Mixed use development including residential and economic uses as well as significant public realm improvements. The land to the east of the Causeway should be preserved and enhanced as a riverside habitat.

Justification: As part of the consolidation of the Council depot use, the open storage of vehicles should be removed from the site and consolidated onto the Frogmore site. Redevelopment of the site should replace the existing quantity of industrial floorspace, which currently comprises the railway arches to the north. The replacement floorspace could include light industrial workspace for cultural SMEs. It should also provide additional managed workplaces for SME businesses.

The site is located within an open space deficiency area and partially within an area of deficiency in access to nature. The position of the site and its accessibility constraints and biodiversity mean that there is significant potential for spatial and biodiversity improvements. The site forms a key part of the Wandle Trail and has the potential to significantly contribute to the aims of the Wandle Valley Regional Park.

Historic Environment: The site is located within an archaeological priority area (refer to DMPD Policy DMS2).

Design Principles: This site is the central focus of the Wandle Delta area spatial strategy. It is unique in having river frontage around three sides and has significant potential to create an area of open space from which the character of the area can be appreciated. This open space should be positioned in the south of the site to maximise daylight. The surrounding buildings should contribute to the public realm by having a mix of uses including A3/A4 uses and community and cultural facilities on the ground floor, and this area would be appropriate for light industrial and office workspace for SMEs. The open space should be designed in a way that makes a significant contribution to the ecology of the area, creating an environment that prioritises biodiversity as well as giving opportunities for access to and enjoyment of the natural character of the area; large expanses of paving should be avoided and opportunities for SuDS features should be explored.

Pedestrian and cycling routes around the southern and western edges of the site should be created, to complement the Causeway. Two pedestrian and cycle bridges should be installed linking the site to Dormay Street to the south and to the Frogmore depot site to the west. Open spaces and routes through and around the site should be designed to contribute to the strategy, projects and programmes that support the Wandle Valley Regional Park.

There is potential for new buildings at the north of the site adjacent to the railway viaduct. These should be set back from Bell Lane creek to allow for a 6m riverside path. Use of the railway arches should be carefully considered; policy EI3 requires these to continue in industrial use although there may be potential on this site for this industrial floorspace to be replaced elsewhere on the site, given the unique constraints of the site and subject to a detailed assessment of design options for the site.

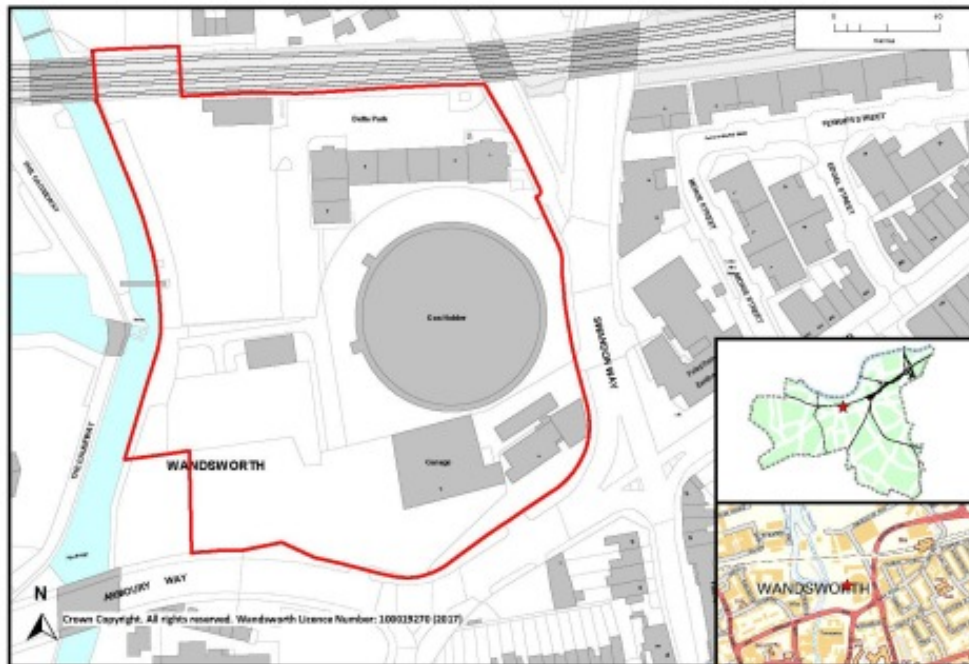
Tall Buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD policy DMTS3. New connections for the

Wandle riverside walk, in particular bridge crossing to the gas holder site, Dormay Street and the Frogmore depot site, will also be sought. Walking/cycling route links to Wandsworth Town Centre will be required and Car Club provision for any commercial use and the surrounding area should be considered. Works to the banks of the River Wandle would be expected to contribute to the biodiversity of the area.

Site Allocation

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



Policies Map reference number: 41

Site Area: 2.81 Ha

Site description: The site is bounded by the River Wandle to the west, Armoury Way to the south, Swandon Way to the east and the railway line to the north. The majority of the site is occupied by a gasholder and associated plant. The former Hunts Trucks building and surrounding land in the southern part of the site is used in conjunction with the construction of a National Grid headhouse and pipeline. The buildings in the south east corner are used for vehicle repair. The northern part of the site contains an industrial estate as well as giving access to land in the north east corner which is used for storage and distribution.

Site Allocation: Mixed use development including residential and economic uses. Redevelopment of the site should provide at least a 25% increase in the existing amount of industrial (use classes B1c/B2/B8/SG) and office (use class B1a) floorspace. The replacement floorspace should include light industrial workspace for cultural SMEs. Part of the site will be required for the realignment of Armoury Way to enable the removal of the Wandsworth gyratory.

Justification: The gas holder is redundant as part of the gas supply network. The use of the former Hunts Trucks and the surrounding land as a works area in relation to the erection of a two storey headhouse for the construction of a National Grid cable pipeline is temporary.

Substantial parts of the site are therefore not making a significant contribution to local industry or employment. Redevelopment of the site has capacity to increase the amount of industrial and office floorspace on the site as well as provide a substantial quantity of housing and help realise the spatial aims for the wider area.

The site is immediately outside the Wandsworth Town Centre boundary and is close to Wandsworth Town station and the retail and restaurant units along Old York Road. It is therefore suitable for economic uses as well as residential. Policy EI2 identifies the need for replacement industrial floorspace, and this should include makers' spaces and/or workshops that provide space for cultural SMEs. In calculating the floorspace to be replaced, the gas holder itself and the supporting infrastructure should be excluded. The site is unsuitable for large-scale retail (A1 use class) but some smaller A3 and D class uses may be appropriate.

Historic Environment: The site is located within an archaeological priority area (refer to DMPD Policy DMS2). The site immediately adjoins the Wandsworth Town Conservation Area to the south.

Design Principles: The site should be broken down into a number of urban blocks to create a distinctive neighbourhood that promotes legible connections to the wider area. 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 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.

There should be provision for a Wandle riverside walk of at least 6m. New development should be designed to facilitate a safe and secure connection to the wider 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. The proposed riverside walks and frontage to Armoury Way, Smugglers Way and Swandon Way must be defined by active building frontages. There should be an area of open space provided by the Wandle 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.

The layout of buildings must allow for new connections providing public access through the site as follows:

1. Public access from Swandon Way west through to the riverside walk;
2. Public access from Armoury Way north through the site and a connection to Smugglers Way by a new access passing under the rail track;
3. A new bridge over the Wandle to the Dormay Street area.

Part of the south east edge of the site will be required for improvements to the Wandsworth gyratory improvements. The site should be designed in a way that complements the planned public realm improvements at the junction of Old York Road, Fairfield Street, Swandon Way and Armoury Way.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4. Any tall building proposed should not overshadow the Wandle or Bell Lane creek.

Views: The site is prominent from Armoury Way and visible from parts of the Wandsworth Town Conservation Area as well as neighbouring listed and locally listed buildings, which should be considered when preparing a masterplan and subsequent planning applications for the site. The area is not subject to any local views identified in the SPD.

Hazard Zones: The site contains two hazard sites designated by the Health and Safety Executive (HSE):

- H3056 – Calor Gas Ltd, U10, Delta Business Park Smugglers Way, Wandsworth. SW18 1EG
- H1733 – Southern Gas Networks, Wandsworth Holder Station, Fairfield Street, Wandsworth. SQ18 1EG

In order for the site and surrounding sites to be developed for mixed uses including residential, the hazardous substances consents on these sites will need to be relinquished or revoked.

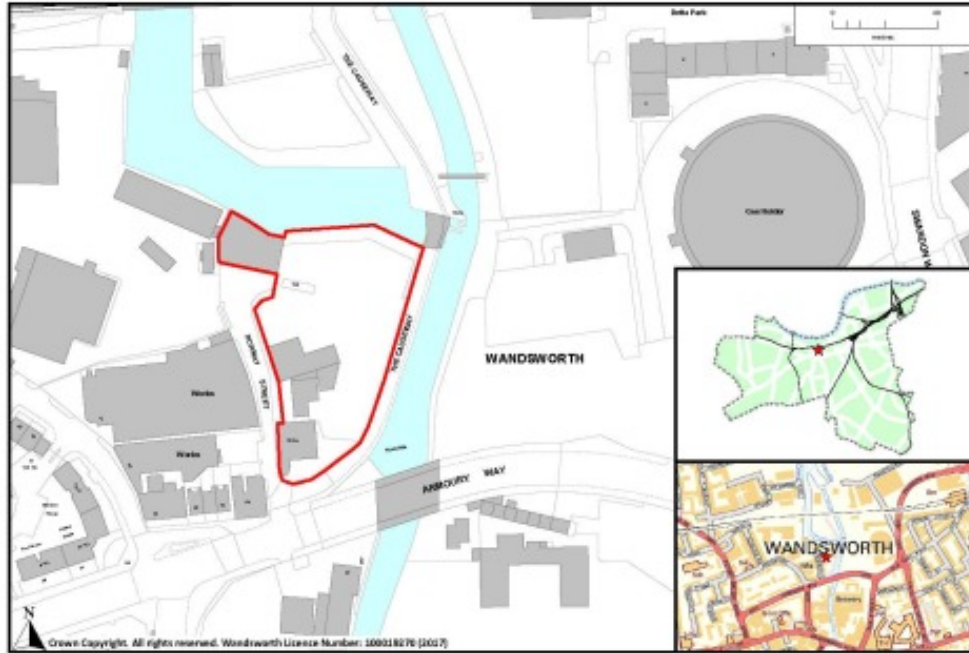
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements, improved access to Wandsworth Town station and cycle route provision. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD policy DMTS3. New connections for the Wandle riverside walk, in particular bridge crossing to the Causeway, will also be sought. Walking/cycling route links to Wandsworth Town Centre will be required and Car Club provision for any commercial use and the surrounding area should be considered.

Suitable vehicular access onto Armoury Way allowing for connection to the site will be required. The feasibility of providing a pedestrian and cycle bridge link across Smugglers Way to Morie Street/Ferrier Street should be considered. Contributions to public realm improvements on Armoury Way, in conjunction with the reconfiguration of the Wandsworth gyratory system, will be required.

Works to the banks of the River Wandle would be expected to contribute to the biodiversity of the area.

Site Allocation

Keltbray Site, Wentworth House & adjacent land at Dormay Street, SW18



Policies Map reference number: 42

Site Area: 0.39 Ha

Site description: Wentworth House is grade II listed and fronts onto Dormay Street, with adjacent buildings to the north and south. Wentworth House and the adjoining buildings to the north are currently disused and were most recently used as offices. The premises to the southern end of the site is in industrial use. The northern part of the site is in temporary use for the construction of the Thames Tideway Tunnel, completion of which is expected by 2020.

Site Allocation: Mixed use development including residential and economic uses. Redevelopment of the site should provide at least a 25% increase in the existing amount of industrial (use classes B1c/B2/B8/SG) and office (use class B1a) floorspace, subject to assessing impacts on the setting and character of Wentworth House. The site is located within an open space deficiency area and an area of deficiency in access to nature, and should therefore contribute to open space and biodiversity improvements.

Design Principles: Wentworth House (Grade II listed), should be retained and its setting enhanced. It is desirable to retain the existing industrial buildings immediately north and adjacent to Wentworth House. These are considered to make a positive contribution to the character and

appearance of this part of the Wandsworth Town Conservation Area. Any alterations to these buildings should include improvements to enhance active frontages and the contribution that can be made to the safety and attractiveness of Dormay Street.

An area of open space should be created at the northern end of Dormay Street adjoining Bell Lane Creek, with a new bridge linking this to the proposed open space on Causeway Island. These two areas of open space should be designed to complement each other, and the design of buildings on the site should take into account potential overshadowing of both areas and the creation of attractive vistas overlooking the Wandle and Bell Lane Creek. Business floorspace should be focussed around this open space 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 be arranged around the northern and eastern perimeters of the site taking into account the Thames Tunnel structures and easements and the setting of Wentworth House. This should provide active frontages to the adjoining proposed public space. Buildings adjoining Bell Lane Creek should be set back to allow for a riverside walk of 6m. Contributions to the biodiversity of the Wandle would be expected as part of any proposals.

Provision should be made at the northwest corner of the site to allow for the installation of a bridge to cross Bell Lane Creek from the northern end of Dormay Street to the Causeway Island site, and to allow for a bridge linking the Causeway to the eastern side of the Wandle.

Development of the southern tip of the site should take into account the setting of the locally listed Crane public house and should create welcoming entrances to both Dormay Street and the Causeway. There is the potential for urban realm and wayfinding improvements to the southern end of the site in order to enhance legibility and provide better level access to the pavements along Armoury Way.

Historic Environment: The site is located within an archaeological priority area (refer to DMPD Policy DMS2). The site includes the grade II listed Wentworth and is located within the Wandsworth Town Conservation Area. The locally listed Crane public house is adjacent to the site.

Tall Buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Frogmore Depot, SW18



Policies Map reference number: 42A

Site Area: 1.79 Ha

Site description: The site is currently used for the storage and maintenance of vehicles by Wandsworth Council, as well as providing office floorspace for council use and a small amount other business floorspace. The site also contains a building used for education. Buildings on the site are largely industrial in appearance and range from one to four storeys in height. The site is fully gated and provides no public access.

Site Allocation: Consolidation of depot uses as well as residential and economic uses. Provision for riverside public realm. Redevelopment of the site should replace the existing quantity of business floorspace as well as provide land and operational facilities for the consolidated depot operations of the council.

Justification: Frogmore has the potential for consolidation of the depot uses that are currently on this and surrounding sites. This should be concentrated on the western part of the site, allowing for the eastern part to be developed for residential and economic uses and the creation of riverside public realm along the Wandle. The site is located within an open space deficiency area and an area of deficiency in access to nature, and should therefore contribute to open space and biodiversity improvements.

Historic Environment: The site is located within an archaeological priority area (refer to DMPD Policy DMS2). The Grade II listed Wentworth house as well as the Wandsworth Town Conservation Area fronts onto the eastern boundary of this site and needs to be considered when masterplanning and redeveloping this area.

Design Principles: The consolidation of the depot uses should be focussed on the western part of the site. Any buildings required as part of this 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. The eastern part of the site has the potential to provide a substantial quantity of business floorspace as well as residential uses, and this should be arranged and designed to create attractive routes along Bell Lane Creek and connections running through the site, as well as contributing to the creation of an area of open space at the northern end of Dormay Street. Business floorspace should be focussed around the south eastern corner of the site, in order to contribute to a critical mass of economic floorspace around the Dormay Street area.

New buildings adjoining Bell Lane Creek should be set back to allow for a riverside walk of minimum 6m. This route should include the provision of pocket parks, as set out in the Area Spatial Strategy. Provision should be made at the north-eastern corner of the site for the creation of a new route passing under the rail tracks connecting the Linton Fuels site, Wandsworth Riverside Quarter and the Wandle estuary with the site. Provision should also be made in the north-eastern corner of the site for the installation of a bridge to cross Bell Lane Creek from the site over to Causeway Island. River frontage buildings should provide active frontages. Consideration should be given to the Thames Tunnel works and any built form and public realm strategy need to take these structures and easements into account.

Vehicular connections along the North Passage route has narrow bottlenecks. Widening key areas would be beneficial to the site layout along with providing vehicular access routes off Frogmore to serve the area. Attention should be given to how the site knits in with the existing fabric, particularly to the conservation area, the setting of listed Wentworth House and the terraces of Sudlow Road.

The site is large enough to provide a series of urban blocks and streets based on desire lines and connections. Buildings should line the new routes and connections created and provide active frontages to strengthen natural surveillance of streets. Any public spaces created should be bound by buildings which strengthen and enhance the character of the area.

Tall Buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel

plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD policy DMTS3. New connections to the Wandle riverside walk, in particular access under the railway bridge and bridge crossing to Causeway Island will also be sought. Walking/cycling route links to Wandsworth Town Centre will be required and Car Club provision for any commercial use and the surrounding area should be considered. Suitable vehicular access onto Frogmore and North Passage allowing for connection to the site will be required.

Site Allocation

Panorama Antennas, SW18



Policies Map reference number: 42B

Site Area: 0.29 Ha

Site description: The site is currently occupied by a group of single and two storey industrial buildings with ancillary offices to the Frogmore frontage.

Site Allocation: Mixed use development including residential and economic uses. Redevelopment of the site should provide at least a 25% increase in the amount of industrial (use classes B1c/B2/B8/SG) floorspace and should provide additional SME workspace.

Historic Environment: The site is located within an archaeological priority area (refer to DMPD Policy DMS2). The Grade II listed Wentworth House as well as the Wandsworth Town Conservation Area fronts onto the eastern boundary of this site; the setting of these heritage assets needs to be considered in any redevelopment.

Design Principles: Redevelopment of the site should provide improvements and active frontages to the streetscape to both Frogmore and Dormay Street and should, along with the redevelopment of the Frogmore depot site, allow for the provision of a route linking Frogmore with Dormay Street to the north of the site. Attention should be given to how the site knits in with the existing fabric, particularly to the conservation area, the setting of Grade II listed Wentworth House and

the locally listed Crane public house on Armoury Way and the adjoining buildings. The scale of development should consider the immediate context, particularly the scale of the housing on the west side of Frogmore and Wentworth House, as well as potential impacts to the amenity of nearby dwellings. There is the potential for urban realm and wayfinding improvements to the south west corner of the site at Frogmore. Loading and servicing requirements for the premises should be carefully considered to ensure that the premises can be serviced on site, as both Frogmore and Dormay Street are narrow and have access constraints.

Tall Buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements. Walking/cycling route links will be required as set out in the area spatial strategy and Car Club provision for any commercial use and the surrounding area should be considered. Suitable vehicular access onto Frogmore allowing for connection to the site will be required.

Ferrier Street, SW18



Policies Map reference number: 42C

Site Area: 1.03 Ha

Site description: The majority of the site provides a series of purpose-built industrial units. Between Morie Street and Swandon Way two buildings provide SME business floorspace.

Site Allocation: Mixed use development including residential and economic uses. Redevelopment of the site should provide at least a 25% increase in the existing amount of industrial (use classes B1c/B2/B8/SG) and office (use class B1a) floorspace.

Justification: The site has the potential for consolidation and increases in industrial floorspace, with additional floorspace for SME businesses as well as contributing to public realm uses around Wandsworth Town railway station. There is also potential for some residential use toward the eastern end of the site. The area currently provides floorspace for some food and drink businesses, and adjoins Old York Road where there are a number of specialist and independent food and drink retailers; the development of specialist floorspace for the food and drink sector will be encouraged.

Historic Environment: The site is located within an archaeological priority area (refer to DMPD Policy DMS2). The Alma pub opposite the site to the east is locally listed.

Design Principles: Redevelopment of the site should prioritise the re-provision of purpose-built industrial floorspace, with direct loading access to industrial units and the site arranged to ensure that the use of these industrial units does not conflict with residential units on this or neighbouring sites. The frontages along Ferrier Street, Morie Street and Edgel Street should have a modern industrial and business character, with provision for more attractive streetscapes and active frontages. Loading and yard space should be provided for the industrial premises.

Redevelopment of the site should provide an improved public realm and building interface with Old York Road and the frontage of Wandsworth Town railway station. The scale of development should take into account the historic character of the buildings fronting Old York Road and should consider the residential amenity of these properties, with any taller development located towards the northern parts of the site.

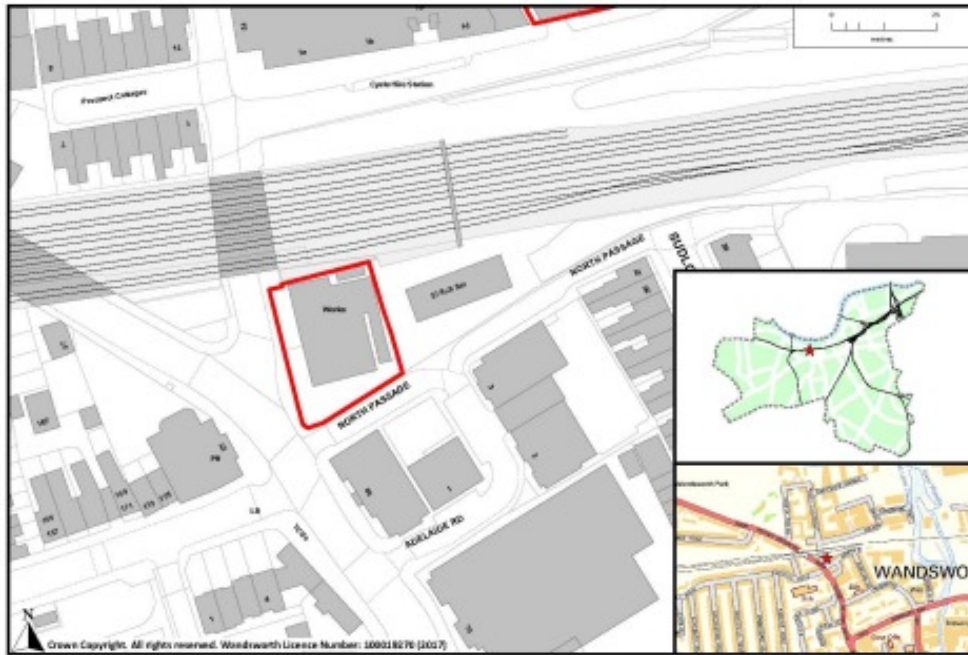
Future provision should be made at the western edge of the site to allow for a future installation of a new pedestrian/cycle bridge connecting over Swandon Way to the Hunts Trucks/Gas Holder site. This route would provide a direct and safe connection to Old York Road and Wandsworth Town rail station.

Tall Buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements and improved access to Wandsworth Town station. The feasibility of providing a pedestrian and cycle bridge link across Smugglers Way to the gas holder site should be considered. Public realm improvements to the area around the southern entrance to Wandsworth Town station will be required.

Site Allocation

92 Putney Bridge Road (HSS Hire), SW18



Policies Map reference number: 42D

Site Area: 0.07 Ha

Site description: The site is occupied by a single storey building, used for tool hire.

Site Allocation: The site is located within an Employment Protection Area. Redevelopment of the site should re-provide the existing employment generating floorspace with the same quantity of employment floorspace. Redevelopment could include residential uses as well as employment use, subject to the requirements of policies EI3 and EI5.

Historic Environment: The site is located within an archaeological priority area (refer to DMPD Policy DMS2). The pub opposite the site to the west is locally listed and a Grade II listed small terrace of buildings lies further to the west. The site is bounded to the west by the Wandsworth Town Conservation Area.

Design Principles: The site is bounded to the north by the elevated rail track and south by North Passage which connects to the north-west corner of the Frogmore site. North Passage has a number of bottlenecks along its route but is a key connection into the Frogmore site and

road widening/public realm enhancement should be included as part of the redevelopment of this site. Public realm improvements should also be included along the Point Pleasant frontage. Buildings on this site should have active frontages facing both North Passage and Point Pleasant.

Tall Buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements. Public realm improvements to North Passage and Point Pleasant will be required.

Site Allocation

Wandsworth Riverside Quarter, Point Pleasant, SW18



Policies Map reference number: 43

Site Area: 2.15 ha

Description: The site is located on the Thames Riverside and the Wandle Delta. The Wandsworth Riverside Quarter first phase development is located to the north west of the site and various general industrial B use classes are located to the south.

Current use: Part of a phased development for residential mixed use. Partly implemented.

Site Allocation: Mixed use development of residential and commercial uses, ecological area and riverside walk.

Justification: This is a large riverside site partly redeveloped providing over 200 flats and 3,000 sq ms of business space so far. New proposals for those parts of the site not yet developed are expected to make a significant contribution to the housing target and provision of modern business space, in line with core strategy and sustainability objectives. The site is partially located within an Open Space Deficiency Area and is partially located within an area of deficiency in access to nature.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. The SFRA indicates that the ground levels on the site are above peak flood levels. Proposed mitigation measures are likely to include the provision of a safe access and egress route onto Point Pleasant/Putney Bridge Road. A flood warning and evacuation plan will be required. Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

Historic Environment: Prospect House, a Grade II listed building is close by in Point Pleasant and Wandsworth Park, listed on the register of Historic Parks and Gardens, lies further to the west. Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: There should be provision for a riverside walk adjoining the river Thames and Wandle. Buildings should be set back from the river banks to allow for a riverside walk of at least 6m on both the Thames and Wandle river frontages, in accordance with the area spatial strategy for the Wandle Delta, and as the Wandle stretch will form part of the Thames Path. At the Wandle mouth consideration should be given to the special ecological and wildlife habitats at this point and allowance for the sensitivity of these should be made in the design of the buildings and riverside walks. The layout of buildings must allow for new connections providing public access through the site as follows: 1) public access from Eastfields Avenue east to the riverside walk at the Wandle mouth; 2) public access from the northern end of Osiers Road east to the Wandle riverside; 3) public access from Enterprise Way Industrial Estate (starting within an adjoining site to the south) to the Wandle mouth and; 4) public access from Osiers Road to Eastfields Avenue. These routes, including the proposed riverside walk should be defined by new active building frontages, i.e. frontages containing both windows and frequent entrance doors at ground floor level. The area at the Wandle mouth where the new routes converge should be designed as a place with distinctive character and identity for the public to enjoy. The layout of buildings should allow for the provision of a riverside public space at the mouth of the Wandle, which is also an important habitat for wildlife – see Area Spatial Strategy.

Views: The site lies on a concave bend of the River Thames and there are sensitive views of it from Wandsworth Park, the wider Thames and Wandle Riverside including Wandsworth Bridge and the Deodar Road footbridge and from the opposite bank of the Thames, particularly Hurlingham Park.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

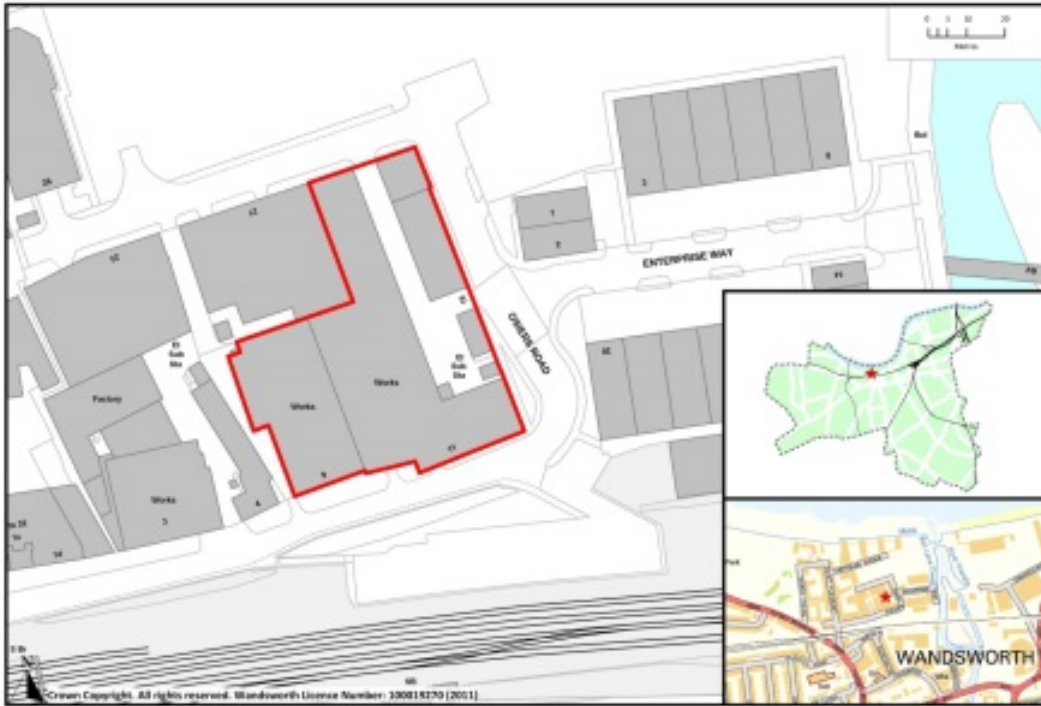
Impact on the Thames Path: The Thames Path (riverside walk) should be extended eastwards, to the Wandle Mouth and return south along the west bank of the Wandle to Bell Lane Creek at the site boundary.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway

legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. Funding for the removal of the weir across the River Wandle and other improvements to enhance the biodiversity and wildlife habitats on the Thames and Wandle which do not have a detrimental impact on navigation or river regime is sought. Funding for bus service improvements as well as improvements to the Causeway and the provision of a Pier for river bus services will also be sought. The bus facilities required include stands, drivers' facilities and appropriate design of roads. These will be needed to enable the provision of bus services into the Point Pleasant area. The importance of the safeguarded wharf at Western Riverside Transfer Station 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.

Site Allocation

9, 11 and 19 Osiers Road, SW18



Policies Map reference number: 45

Site Area: 0.39 ha

Description: The site contains warehouse buildings with offices and a gym. The site is bounded by Osiers Road to the north and south and east.

Site Allocation: Mixed use development including replacement employment floorspace, residential use and improvements to public realm.

Justification: The site lies within a focal point of activity, identified for mixed use development incorporating replacement employment floorspace. The site is partially located within an Open Space Deficiency Area; the new connections through the site will be a contribution to public space and public realm. The site is located within an area of deficiency in access to nature.

Design principles: The development of the adjoining site (3-4 Osiers Road) has created an area of public open space adjoining this site, and the development of this site should add to that to create a larger courtyard area, surrounded by active frontages. Development of the site should also complete the link running east-west through the site to the eastern arm of Osiers Road, aligned with Enterprise Way. It should also contribute to widening the north-south link that runs along the boundary of the site from the southern arm of Osiers Road. These links must be defined by new active building frontages.

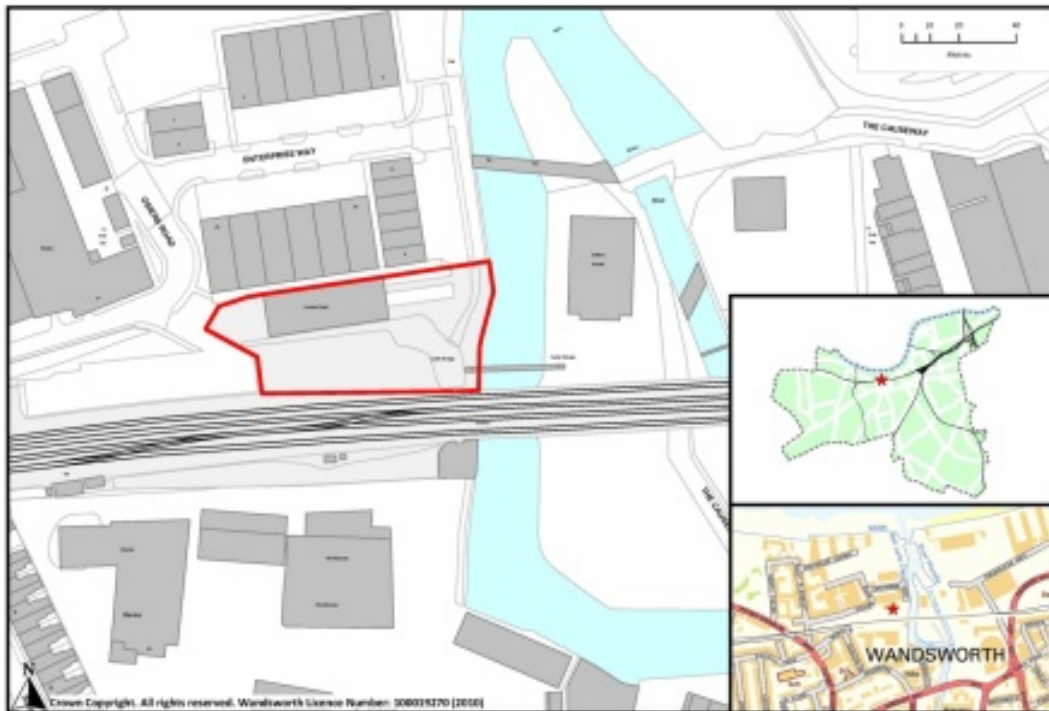
Views: High building proposals could have an impact on sensitive views of the site from Wandsworth Park, the Thames and Wandle Riversides and from the opposite bank of the Thames, particularly Hurlingham Park. More local views from the Spit and The Causeway, including Causeway Island, are important and should be considered.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site provision of new public realm (new public rights of way); funding for bus service and river taxi improvements; funding contribution to the removal of the weir at the mouth of the Wandle or other environmental improvements to the River Wandle which do not have a detrimental impact on navigation or river regime is sought.

Site Allocation

Linton Fuels site, Osiers Road, SW18



Policies Map reference number: 47

Site Area: 0.34 ha

Description: The site is in use as a fuel depot, and lies immediately north of the railway tracks.

Site Allocation: Mixed use development including replacement employment floorspace and residential use. Any development should incorporate public open space and a link between the Thames riverside and Wandsworth town centre. The site is located within an Open Space Deficiency Area and within an area of deficiency in access to nature.

Design principles: There should be provision for a riverside walk adjoining the bank of the river Wandle (Bell Lane Creek) and a new connection under the railway viaduct on the west bank with allowance for a new bridge crossing to the opposite bank at Causeway Island. Buildings should be set back from the river edge by at least 6m to allow for the riverside walk. Improvements to the biodiversity and wildlife potential of the river will be sought as part of any development. In addition to the riverside walk, the layout of buildings must allow for the provision of public access through the site, as follows: 1) a new route along the northern boundary of the site to extend the southern arm of Osiers Road to the riverside walk. This link, including the proposed riverside walks and the frontage to Osiers Road, must be defined by new active building frontages. The area between the building and the river should be designed in such a way as to create an area of public open space with distinctive character and identity.

Views: High building proposals could have an impact on sensitive views of the site from Wandsworth Park, the Thames and Wandle Riverside and from the opposite bank of the Thames, particularly Hurlingham Park. More local views from the Spit and The Causeway, including Causeway Island, are important and should be considered.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3 including footway/cycle path improvements. Provision of new connections to the Wandle Riverside Walk, in particular access under the railway bridge and bridge crossing to the Causeway Island will also be sought. Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed as well as improvements to pavement width/quality in Osiers Road including the improved geometry of the road to allow smooth bus transit. Funding for removal of the weir across River Wandle and other improvements to enhance the biodiversity and wildlife habitats on the Thames and Wandle are sought as well as funding for bus service improvements.

Site Allocation

Feather's Wharf, The Causeway, SW18



Policies Map reference number: 48

Site Area: 0.79 ha

Description: The site lies adjacent to the Wandle and Thames Riverside and is bounded to the east by the Western Riverside Waste Transfer Station safeguarded wharf.

Current use: Temporary vehicle storage

Site Allocation: Longer term – mixed use development of residential and commercial uses, as well as riverside walk and public open space at the mouth of the River Wandle. Short to medium term – appropriate temporary uses including potential use of southern part of the site for waste management purposes which do not compromise the long term development of the site.

Historic Environment: Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames.

Design principles: There should be provision for a riverside walk adjoining the river Thames and Wandle. Buildings should be set back from the river banks to allow for a riverside walk of at least 6m on both the Thames and Wandle river frontages, in accordance with the area spatial strategy for the Wandle Delta, and as the Wandle stretch will form part of the Thames Path.

New development 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 east. On the Thames and Wandle frontages, 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 dimensions of the riverside walks. The proposed riverside walks and the frontage to The Causeway must be defined by new active building frontages. The area at the northern end of the site by the Wandle mouth should be specifically designed to provide a generous open space and should be a place with distinctive character and identity for the public to enjoy. Any temporary use of the site, including temporary buildings, will need to be appropriate to the location and ensure that the environmental/amenity impacts on the locality, including on the residential development on the opposite bank of the Wandle, are minimised. Temporary use of the site should also include the safeguarding of the riverside walk adjoining the Thames and the Wandle as described above. Both the Wandle and Thames riverbanks and river channels are particularly sensitive wildlife habitats. Buildings and temporary uses must be carefully designed and sited in order not to cause unreasonable harm to these habitats by their proximity or overshadowing.

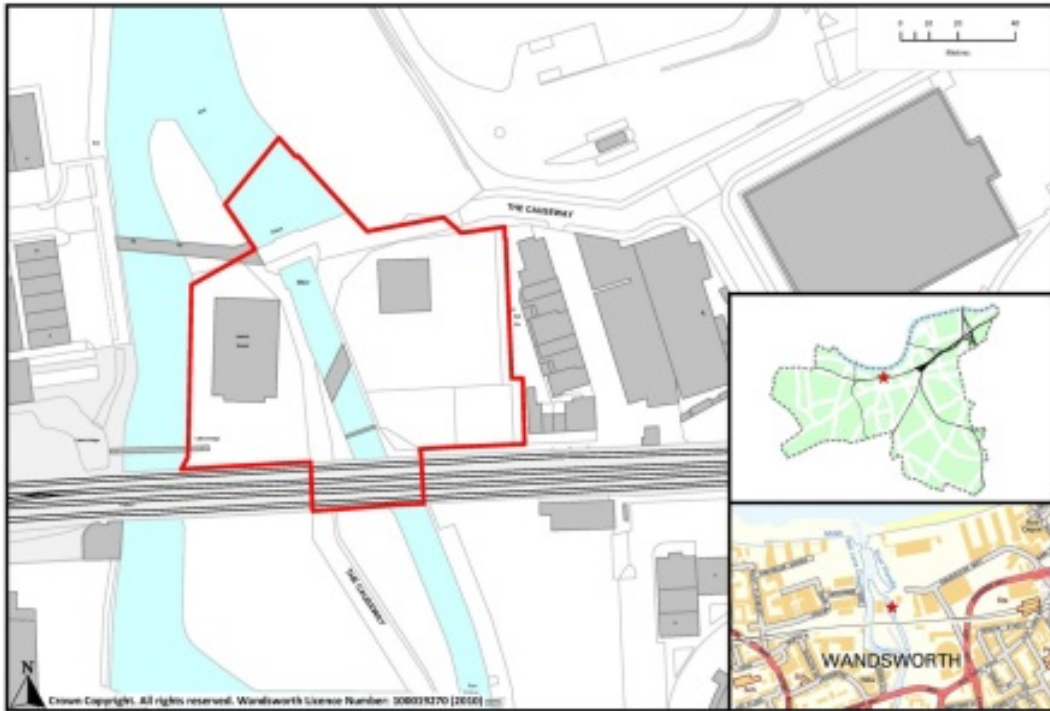
Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Views: The site lies on a concave bend of the Thames and there are sensitive views of it 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.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. A contribution towards the cost of providing improved security to pedestrian and cycle link through waste transfer station to link to Riverside walk. Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed. A contribution towards removal of the Weir at the mouth of the River Wandle and the improvement of riverbanks to enhance wildlife habitats and biodiversity which do not have a detrimental impact on navigation or river regime is sought. Provision of a Car club should be considered as well as improvements to public transport. Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed. The importance of the safeguarded wharf at Western Riverside Transfer Station for the sustainable movement of freight, waste and aggregates will require its retention and continued operation for cargo handling uses and this must not be prejudiced by any development.

Site Allocation

Land at the Causeway, SW18



Policies Map reference number: 49

Site Area: 1.02 ha

Description: The site is bounded by the river Wandle to the east, Bell Lane Creek to the west and railway line to the south. Enterprise Way industrial Estate is located to the west of the site.

Current use: EDF Energy Switch House and Head House.

Site Allocation: Mixed use development including replacement employment floorspace, residential and improved links with the town centre.

Design principles: Provision should be made for a new route along the eastern boundary of the head house transformer station site that would extend the new route under the railway viaduct from the Hunt Trucks site through to Smugglers Way. It is accepted that for special 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 security issues can be overcome, it would be desirable to secure public access along these two banks of the Wandle in the form of riverside walks. The Switch House site 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 Head House site could also be developed for a mixture of uses including residential. New buildings should provide an active frontage to Smugglers Way and to the proposed new extension to the north-south link along the eastern boundary of the site. Any development on both sites must take full account of the environmental sensitivity of the River Wandle and Bell Lane Creek and should avoid overshadowing or harm to the wildlife or other amenities of the waterways. Development must include measures that contribute towards enhancement of the riverbanks. These will include projects to improve biodiversity; the restoration of historic riverbank features where appropriate and the removal of redundant pipe/cable bridges that currently cross the Wandle from these sites.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the Switch House (Causeway) site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. The Head House site is identified as sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4. Any tall building proposed should not overshadow the Wandle or Bell Lane creek and should not harm sensitive views to or from the Thames riverside.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. New connections through the area and funding for environmental improvements to the River Wandle will be sought. Improvements to the width and quality of the footway on The Causeway and Smugglers Way will be sought.

Site Allocation

Cory Environmental Materials Recycling Facility, Smugglers Way, SW18



Policies Map reference number: 50

Site Area: 0.6 ha

Description: The site is located on the north side of Smugglers Way. To the east is the Civic Amenities site. To the immediate north of the site is the WRWA waste transfer station.

Current use: B2 use Materials Recycling Facility.

Site Allocation: Waste management use within safeguarded wharf (see policies map reference 51 for the safeguarded wharf boundary).

Justification: This site has an established waste use and contributes to the existing waste management capacity. Loss of this site would decrease the existing level of waste management capacity within the borough resulting in the need for more sites.

Tall buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A left turn facility from the Western arm of Smugglers Way into Swandon Way for left turning vehicles may be required.

Site Allocation

Western Riverside Waste Transfer Station, SW18



Policies Map reference number: 51

Site Area: 2.49 ha

Description: The site is located on the north side of Smugglers Way and the Causeway and forms a wharf on the south bank of the Thames.

Current use: Waste Transfer Station.

Site Allocation: Safeguarded wharf.

Justification: Allocation of safeguarded wharf in accordance with London Plan policy 7.26.

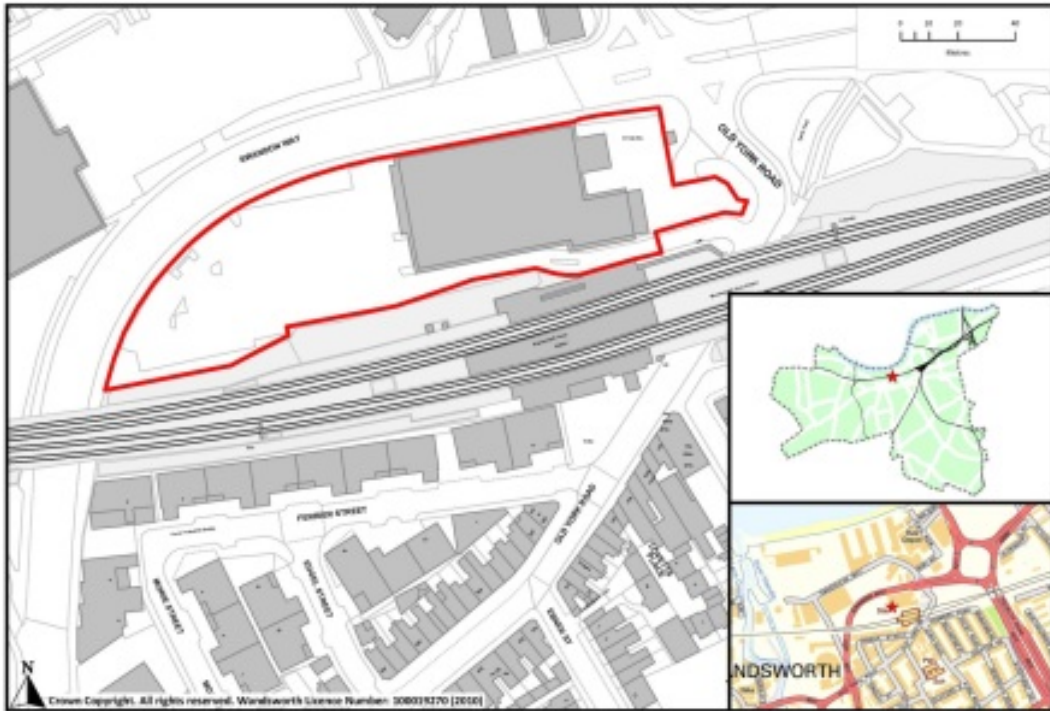
Tall buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway

legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Should provide left turn facility from the Western arm of Smugglers Way into Swandon Way for left turning vehicles. Use river transport for recycling materials.

Site Allocation

Homebase, Swandon Way, SW18



Policies Map reference number: 52

Site Area: 0.96 ha

Description: Large, low density DIY warehouse with large surface car park, adjoining Wandsworth Town station. The site is located within the Wandle Delta Area on the corner of Old York Rd and Swandon Way, with the mainline railway bounding the site to the south.

Current use: A1 retail use.

Site Allocation: Residential and economic uses and improved access to the northern part of Wandsworth Town station.

Justification: The site has capacity for higher density development. The location adjacent to Wandsworth Town station and close to the town centre boundary for Wandsworth makes it suitable for employment floorspace as well as residential use. Securing access to the northern part of the station from the site will increase accessibility and reduce walking times to the surrounding area.

Design principles: The design objectives are:

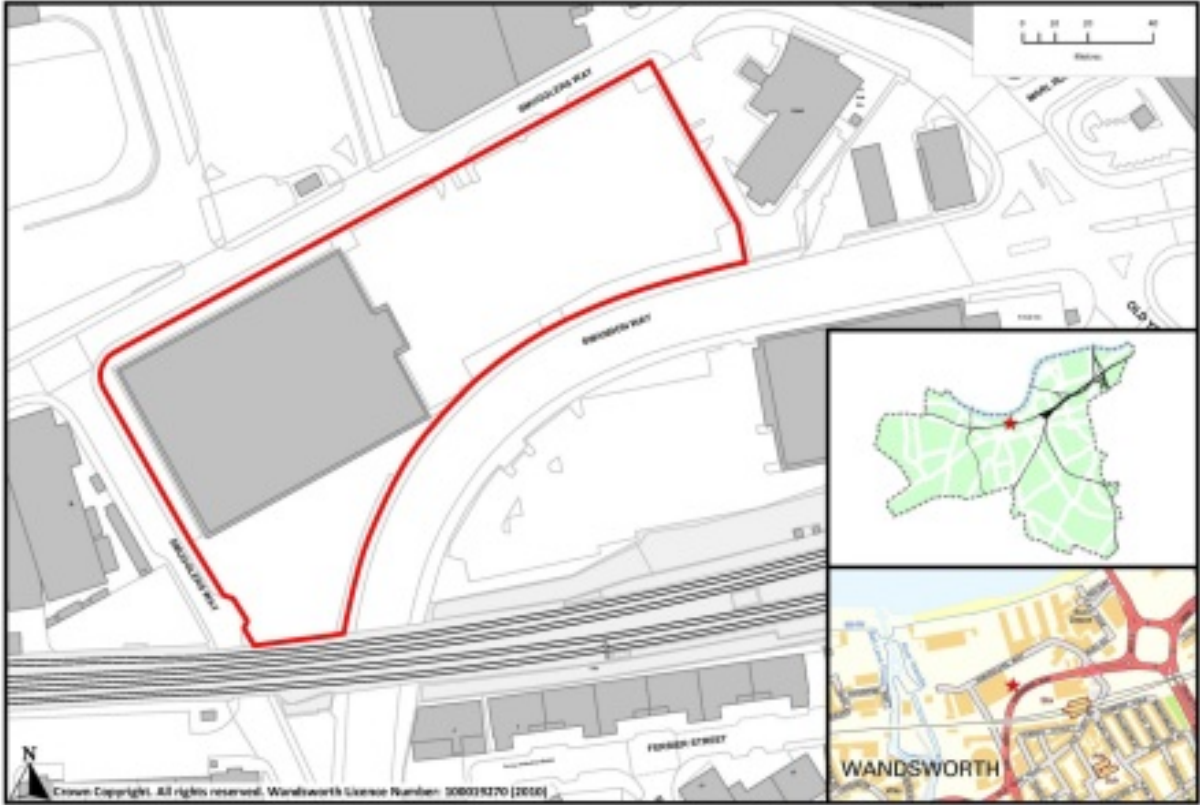
- Development on the frontages to Swandon Way and Old York Road to be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level on the Swandon Way frontage would be acceptable subject to a satisfactory level of amenity;
- Layout and arrangement of buildings to support access improvements to Wandsworth Town Station from the north and as part of this work, a significant up-grade in the public realm of the Old York Road frontage would be expected;
- Tree planting on Swandon Way frontage;
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic and railway noise.

Tall buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improved access to Wandsworth Town Station from the north side of the railway will be required along with contributions towards improved public transport and provision for a car club. The feasibility of providing an elevated footway linking the station to this development and to future developments on the north side of Swandon Way should be considered.

Site Allocation

B&Q, Smugglers Way, SW18



Policies Map reference number: 53

Site Area: 1.42 ha

Description: The site contains a large low density DIY retail warehouse/depot with large surface car park within Wandsworth Thames Policy Area. Site is bounded by Swandon Way to the south, Smugglers Way to the west and north, and seven-storey hotel and petrol filling station to the east.

Current use: A1 retail use.

Site Allocation: Residential and economic uses.

Justification: The site has capacity for higher density development. The location near to Wandsworth Town station and close to the town centre boundary for Wandsworth makes it suitable for employment floorspace as well as residential use.

Design principles: The design objectives are:

- Development on the frontages to Swandon Way and both frontages to Smugglers Way to be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level on the Swandon Way frontage would not be acceptable and above ground floor level a convincing case would need to be made that any residential accommodation would enjoy a satisfactory level of amenity;
- Care will be necessary to ensure that any residential accommodation overlooking or in close proximity to the 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;
- Layout and arrangement of buildings to define two safe and attractive new public routes through the site: (1) from Swandon Way to Smugglers Way to link to the existing riverside walk via Waterside Path; (2) from Swandon Way to the junction of Smugglers Way and The Causeway, reflecting a desire line from the proposed northern entrance to Wandsworth Town station. All buildings should be designed to address these links with active frontages;
- Tree planting on Swandon Way frontage;
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic and railway noise.

Tall buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Relocation of access to car park should be considered to allow possible closure of Smugglers Way as a through route with the majority of commercial traffic using the western section to the west of Waterside Path and the remaining traffic using the eastern section of Smugglers Way. A pedestrian route through the site between Smugglers Way and Swandon Way should be provided. Improvements to public transport are required and a car club should be considered. Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed. Proposals to reroute traffic may affect the operation of the Transport for London Road Network and proposals to improve Wandsworth gyratory would require modelling to demonstrate acceptability. The detailed mechanisms for requiring contributions will be set out in a forthcoming Planning Obligations SPD/CIL charging schedule.

Site Allocation

McDonalds, Swandon Way, SW18



Policies Map reference number: 54

Site Area: 0.34 ha

Description: The site includes a McDonald's restaurant and car park. It is bounded by Swandon Way to the south and east, Marl Road to the north and Smugglers Way to the west.

Current use: McDonald's hot food takeaway.

Site Allocation: Scope for intensification, including development above the car park for a mix of uses including residential.

Historic Environment: The site is adjacent to the Wandsworth Garage Bus Depot (London Transport Executive), which is a listed building (Grade II) - a former 1906-8 tramway depot. The site is partially located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The design objectives are:

- Development on the frontages to Swandon Way, the Wandsworth Bridge Roundabout, Marl Road and Normans Passage all to be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level would not be acceptable and above ground floor level a convincing case would need to be made to demonstrate that any residential accommodation would enjoy a satisfactory level of amenity;
- Development should not harm the setting of the adjacent listed Bus Garage;
- Tree planting required on the Swandon Way frontage;
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic noise.

Tall buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Contributions will be sought for improvements to public realm including tree planting, improvements to public transport and provision for a Car Club.

Site Allocation

Mercedes Benz and Bemco, Bridgend Road, SW18



Policies Map reference number: 55

Site Area: 0.58 ha

Description: The site includes a building which houses a Mercedes Benz garage and Bemco Electrical wholesale. It is bounded by Bridgend Road to the east, Jews Road to the north and west, and Normans Passage to the south.

Current use: Sui Generis, B8 storage and distribution, A1 retail.

Site Allocation: Mixed use development including residential, incorporating replacement B1, B8 or related SG use.

Historic Environment: The site is adjacent to the Wandsworth Garage Bus Depot (London Transport Executive), which is a listed building (Grade II) - a former 1906-8 tramway depot. The site is partially located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The design objectives are:

- Development on the frontages to Wandsworth Bridge Roundabout, Bridgend Road, Jew's Row, Marl Road, Pier Terrace and Normans Passage all to be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level

would not be acceptable and above ground floor level a convincing case would need to be made to demonstrate that any residential accommodation would enjoy a satisfactory level of amenity;

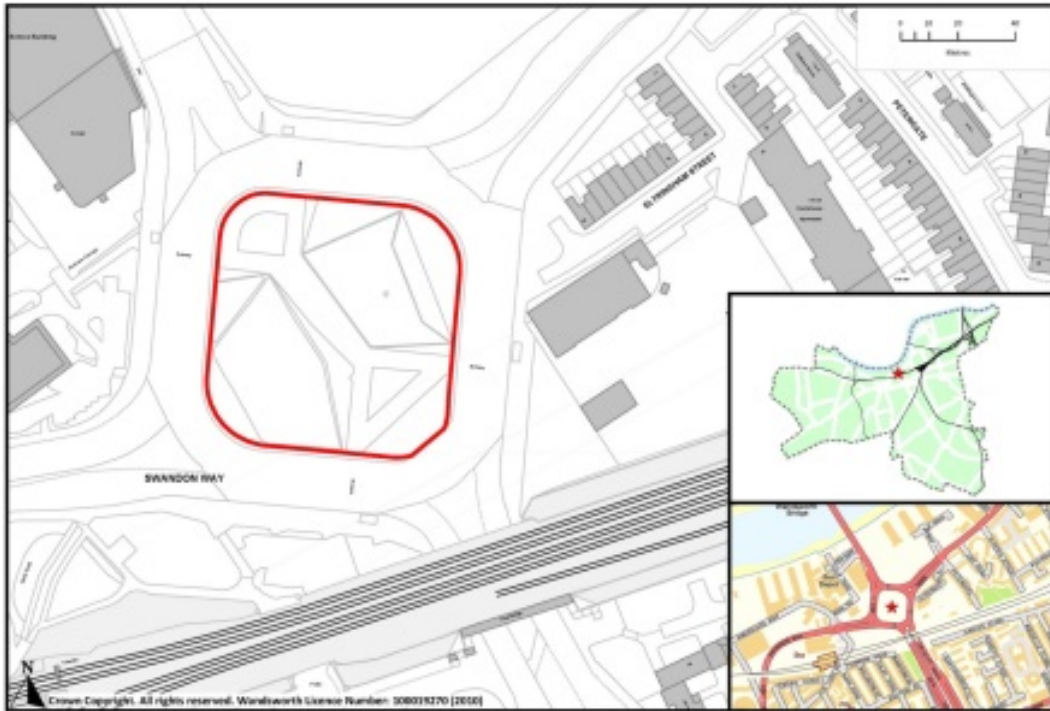
- Development should address the change in levels between Jews Row and Wandsworth Bridge Road and should contribute to public realm improvements for pedestrians and cyclists around the site;
- Development should not harm the setting of the adjacent listed Bus Garage;
- Tree planting required on the Bridgend Road frontage;
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic noise.

Tall buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A pedestrian/cycle link through arches beneath Bridgend Road to Battersea Reach site linking into Jews Row will be required. Improvements to public transport and a car club should be sought.

Site Allocation

Wandsworth Bridge Roundabout, SW18



Policies Map reference number: 56

Site Area: 0.7 ha

Description: Roundabout leading to Wandsworth Bridge. Bounded by Swandon Way, York Road, Bridgend Road, Trinity Road. The centre of the roundabout contains an advertising structure, landscaping and retaining walls. The roundabout contains pedestrian subways.

Current use: Pedestrian underpass which forms the roundabout.

Site Allocation: Mixed use development including residential and economic uses.

Historic Environment: The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). Wandsworth Bus Garage (Grade II listed) to north west.

Design principles: 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,

- A new system of connections at grade, or
- A new system of bridge links over the surrounding roads.

A convincing case will need to be made to show how the design will ensure a high level of public safety and security and that the site can be successfully serviced, given that it is an island site. A satisfactory level of amenity for all residential accommodation would be required 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.

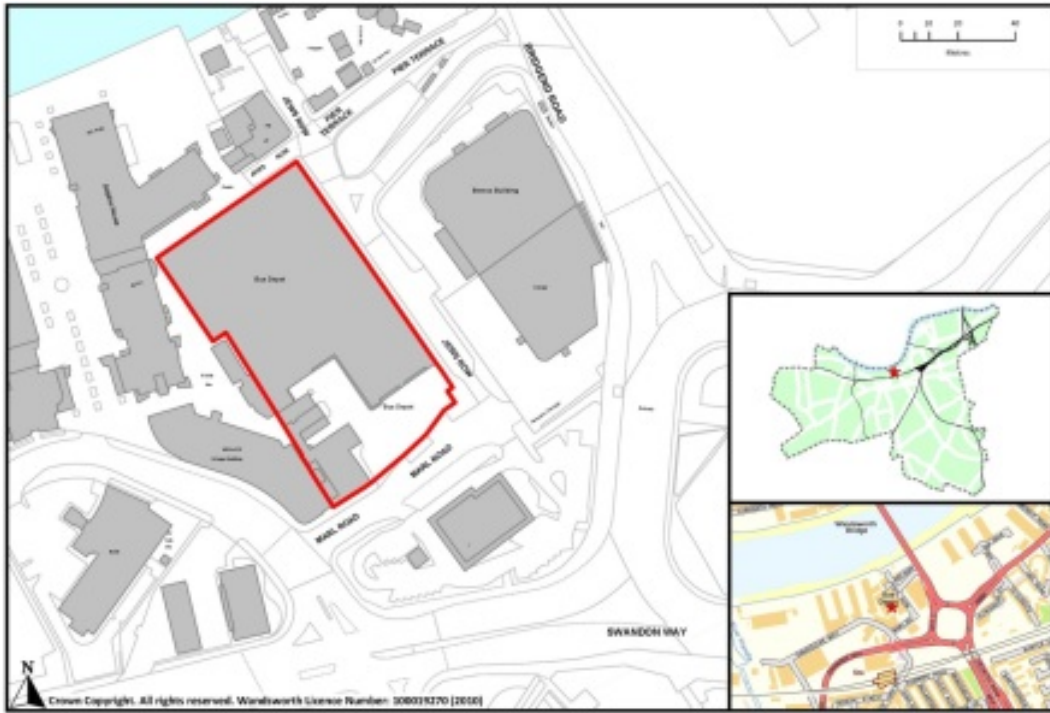
Tall buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Views: This is a very prominent site and features in both long distance vistas and more local viewpoints. A full assessment of the impact that any development proposal will have on these views will be required.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Any proposals would need to be considered in the context of emerging proposals for Wandsworth gyratory, which is now being actively pursued by TfL and the Council. Elevated pedestrian/cycle route should be considered linking across the roundabout to neighbouring developments around roundabout across Swandon way to Wandsworth Town Station. Part of the site may need to be safeguarded for transport/highways improvements and improvements to public transport will be required. A careful assessment of any proposal for the removal of the northern arm of the roundabout will be required to ensure that this does not make access to the area difficult. Safe and workable vehicular, pedestrian and cycle access to the site may be difficult to achieve and should be carefully considered.

Site Allocation

Wandsworth Bus Garage, Jews Row, SW18



Policies Map reference number: 57

Site Area: 0.6 ha

Description: The site lies adjacent to residential flats and a public house to the north. The Mercedes/Bemco building lies to the east and McDonalds restaurant lies to the south.

Current use: Bus garage.

Site Allocation: 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.

Justification: In accordance with Core Strategy Policy PL3 this site is appropriate to safeguard for future transport use.

Historic Environment: The Wandsworth Garage Bus Depot (London Transport Executive), is a Grade II listed building. The 1906-8 tramway depot of yellow stock brick with sparing stone dressings. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: This site is currently completely occupied by the listed bus garage, apart from a small forecourt on the south side. Although the entire building is of architectural and historic interest, it has been unsympathetically altered on the south elevation. Examination of historic maps shows that the original building front (i.e. the south face) was re-modelled to a line some 8 metres back from the original, presumably in order to create a larger vehicle manoeuvring area off Marl Road (then Marl Street). This was done at some time in the 1970's when it changed from being a Tramway Depot and became a London Transport Bus Depot. It would be beneficial to restore the architectural integrity of the building by reinstating this principal elevation to match the quality of the surviving north and east elevations. In order to finance such a restoration, some limited additional floorspace, limited to perhaps 2 storeys of accommodation, could be added above the western range of the building, which is largely workshop space. This could be a clearly modern, simple rectilinear form, superimposed over the existing structure and broadly mirroring an element of the north-south multiple roof array over the bus garage proper. The entrance to residential units would probably be from Jews Row, and some element of additional height marking the new entrance might be achievable.

Tall buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Views: The main visual impact to be considered is views of the listed bus garage itself. Any added element should preserve the visual pre-eminence of the original listed building.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to public transport and a car club will be sought. The importance of the safeguarded wharf at Pier Wharf 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.

Site Allocation

Pier Wharf, SW18



Policies Map reference number: 58

Site Area: 0.28 ha

Description: The site is located on the Thames riverside adjacent to Wandsworth Bridge.

Current use: Aggregates wharf.

Site Allocation: Safeguarded wharf.

Justification: Allocation of safeguarded wharf in accordance with London Plan policy 7.26 and the Core Strategy.

Historic Environment: The site is adjacent to the Wandsworth Garage Bus Depot (London Transport Executive), which is a listed building (Grade II) - a former 1906-8 tramway depot. The site lies within an archaeological priority area (refer DMPD Policy DMS2).

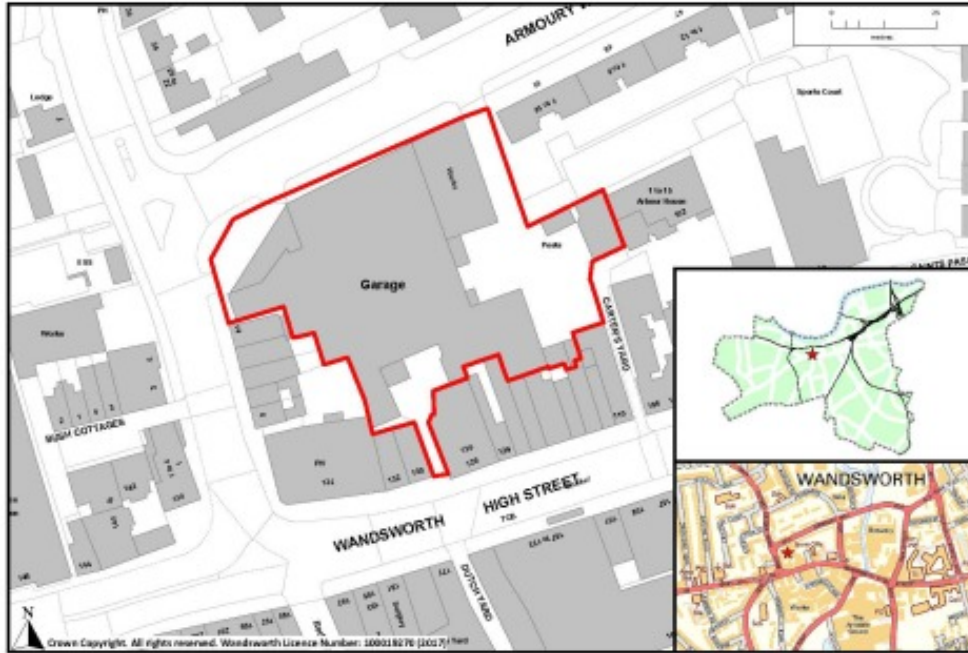
Design principles: High quality design is required for any new development to minimise environmental/amenity impacts on the locality. Development should contribute to public realm improvements to Pier Terrace, particularly for pedestrians and cyclists.

Tall buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A riverside walk incorporating provision for cyclists will be required unless an alternative route of an equivalent width and equal amenity value around or through the site is necessary for safety or operational reasons, in accordance with DMPD Policy DMT3. There is also a need to provide access that would segregate the 7,600 annual lorry movements from residential traffic.

Site Allocation

Chelsea Cars and KwikFit, Armoury Way, SW18



Policies Map reference number: 35A

Site Area: 0.39 Ha

Site description: The site contains a car sales showroom and a car repair garage, with single storey buildings throughout.

Site Allocation: Mixed use development including residential and economic uses. Redevelopment of the site should provide at least a 25% increase in the amount of economic floorspace (including all B class and *sui generis* floorspace on site). This should include cultural workspace. The North West part of the site will be required for widening of Armoury Way and Putney Bridge Road to enable the reconfiguration of the Wandsworth gyratory.

This is one of a few sites in Wandsworth town centre with capacity to provide a significant increase in B1 business floorspace, which should include workspace for SME businesses in the cultural sector.

A retail-led development of the site would not be supported as this would compete with the protected frontages along Wandsworth High Street and elsewhere in the town centre. Some small-scale retail uses may be appropriate.

Design Principles: The site is within the Wandsworth Town conservation area and is close to the listed buildings at 140-142 Wandsworth High Street and 24 Putney Bridge Road. Development of the site should contribute to the aims of the area spatial strategy for Central Wandsworth, as set out in the SSAD. This should include the provision of a new route through the site from Armoury Way in the north to Wandsworth High Street, including an area of public open space. The site is within the town centre boundary and outside the protected shopping frontages; it is appropriate therefore for B1 business uses as well as residential development. The business uses should include cultural workspaces, which should be designed to enliven and bring activity to the public realm within the centre of the site. The potential for a public-facing commercial aspect for the cultural workspace (such as communal gallery space or individual micro-sized retail units) should be explored, in order to attract pedestrians into the central public realm of the site and contribute to the creation of active frontages. Around the edges of the site, B1 office floorspace and community uses would be appropriate for lower floors. Routes into the site should be carefully considered to ensure that there are attractive and welcoming entrances with appropriate signage and lighting to bring people into the site.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development on the site will be considered to be tall is 6 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements. Contributions to public realm improvements, in conjunction with the reconfiguration of the Wandsworth gyratory system, will be required.

Site Allocation

Riverside Business Centre and former Bingo Hall, Bendon Valley, SW18



Policies Map reference number: 99F

Site Area: 2.19 Ha

Site description: The site forms two distinct areas; the Riverside Business Centre, a group of industrial and business premises to the west of the site, and the former Mecca Bingo Hall building and its associated car park to the east of the site. The former bingo hall is currently in use as a trampolining centre. Trees in the car park are subject to preservation orders.

Site Allocation: Mixed use development including residential and economic uses. Redevelopment of the site should provide at least a 25% increase in the existing amount of industrial and office floorspace.

Design Principles: 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. The frontage to the south side of Bendon Valley should have an industrial character, reflecting the industrial uses to the north. Loading and yard space should be provided for these industrial premises.

The Henry Prince Estate lies to the south of the site, separated by Haldane Place. Residential and business uses should be focussed on this part of the site. A street frontage should be provided to Garratt Lane. The rear of the site should improve the setting of the Wandle, with provision for pedestrian route along the river bank at least 3m wide. If feasible, this should link up with a pedestrian route continuing to the south; to provide opportunities to improve access across the Wandle.

The site should include pedestrian and vehicular routes linking Haldane Place with Bendon Valley.

Tall Buildings: In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys. Policy DMS4 sets out the areas where tall buildings may be appropriate or are likely to be inappropriate. Development proposals will trigger assessment against the detailed criteria in Policy DMS4b in order to demonstrate compliance with the Core Strategy.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements. Contributions to public realm improvements, including to the Wandle riverside walk and a footbridge across the Wandle, will be required.

5 Glossary

Business floorspace – usually B1a (office) but can also include B1b (research and development). Also referred to as office floorspace.

Business sizes – Businesses are categorised according to the number of employees as follows:

- 1 – 9 employees: micro
- 10 to 49 employees: small
- 50 to 249 employees: medium
- 250+ employees: large

Central Activities Zone – Central Activities Zone. The CAZ covers London’s geographic, economic and administrative core. Part of the Nine Elms area lies within the CAZ. The extent of this is shown on the policies map.

Commercial Floorspace – any employment-generating activity including A1-A5, B1, B2, B8, D1 and D2 uses

Creative industries – [DCMS categorise](#) the creative industries as including the following sectors:

- Advertising and marketing
- Architecture
- Crafts
- Design: Product, Graphic and Fashion Design
- Film, TV, video radio and photography
- IT, software and computer services
- Publishing
- Museums, Galleries and Libraries
- Music, performing and visual arts

Cultural industries – Creative industries that have a cultural focus.

Economic/employment uses – B1a (office), B1b (research and development), B1c (light industry), B2 (general industry), B8 (storage and distribution), appropriate *sui generis* uses including transport depots, waste processing sites, vehicle sales showrooms, builders’ yards and merchants, and other *sui generis* uses that have an industrial character.

ELPS – Employment Land and Premises Study. The latest study was undertaken by AECOM in 2016.

Employment-generating uses – Any use which involves an element of employment.

Industrial uses – B1c, B2 and B8 uses as well as *sui generis* uses that are industrial in nature, such as builders' yards, car sales showrooms, waste transfer stations or bus depots.

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

Managed workspace – workspace within one or more of the B use classes, 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, as described in the supporting text for policy EI4.

Office floorspace – usually B1a (office) but can also include B1b (research and development). Also referred to as business floorspace.

Town Centre uses – A1 (shops), A2 (financial and professional services), A3 (food and drink), A4 (drinking establishments), A5 (hot food takeaways), B1a (offices), C1 (hotels), D1 (non-residential institutions), D2 (assembly and leisure, including intensive indoor sport and recreation), appropriate *sui generis* uses (launderettes, theatres, casinos, nightclubs, amusement arcades, taxi businesses)

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

SME – Small and Medium-sized Enterprises. This includes all micro, small and medium sized businesses (see Business Sizes definition)

Workspace – a generic term that refers to any space used for an economic/employment use. It is sometimes used in other documents to refer to SME workspace or managed workspace specifically; that is not how it is used in this document.

For more information write to:

Planning Policy and Design
Environment and Community Services
Town Hall
Wandsworth High Street
London SW18 2PU

Telephone: (020) 8871 7620
Email: planningpolicy@wandsworth.gov.uk
www.wandsworth.gov.uk/planning

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