

# WANDLE DELTA MASTERPLAN

SUPPLEMENTARY PLANNING DOCUMENT

JANUARY 2021

**DRAFT FOR PUBLIC CONSULTATION**







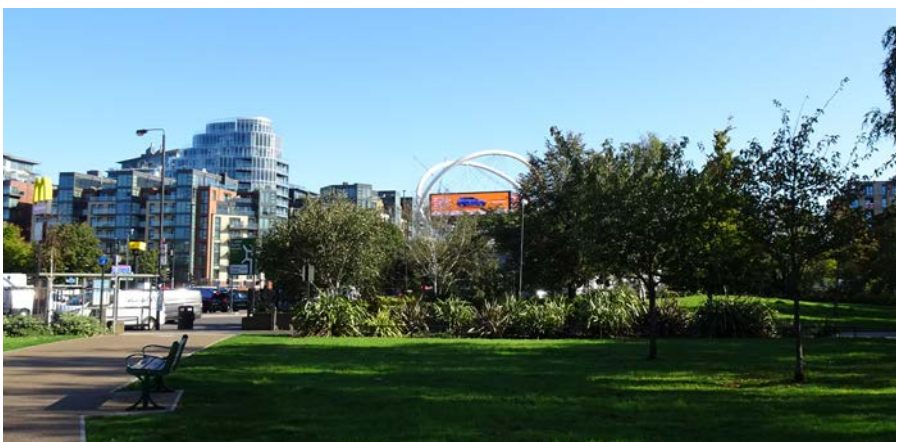
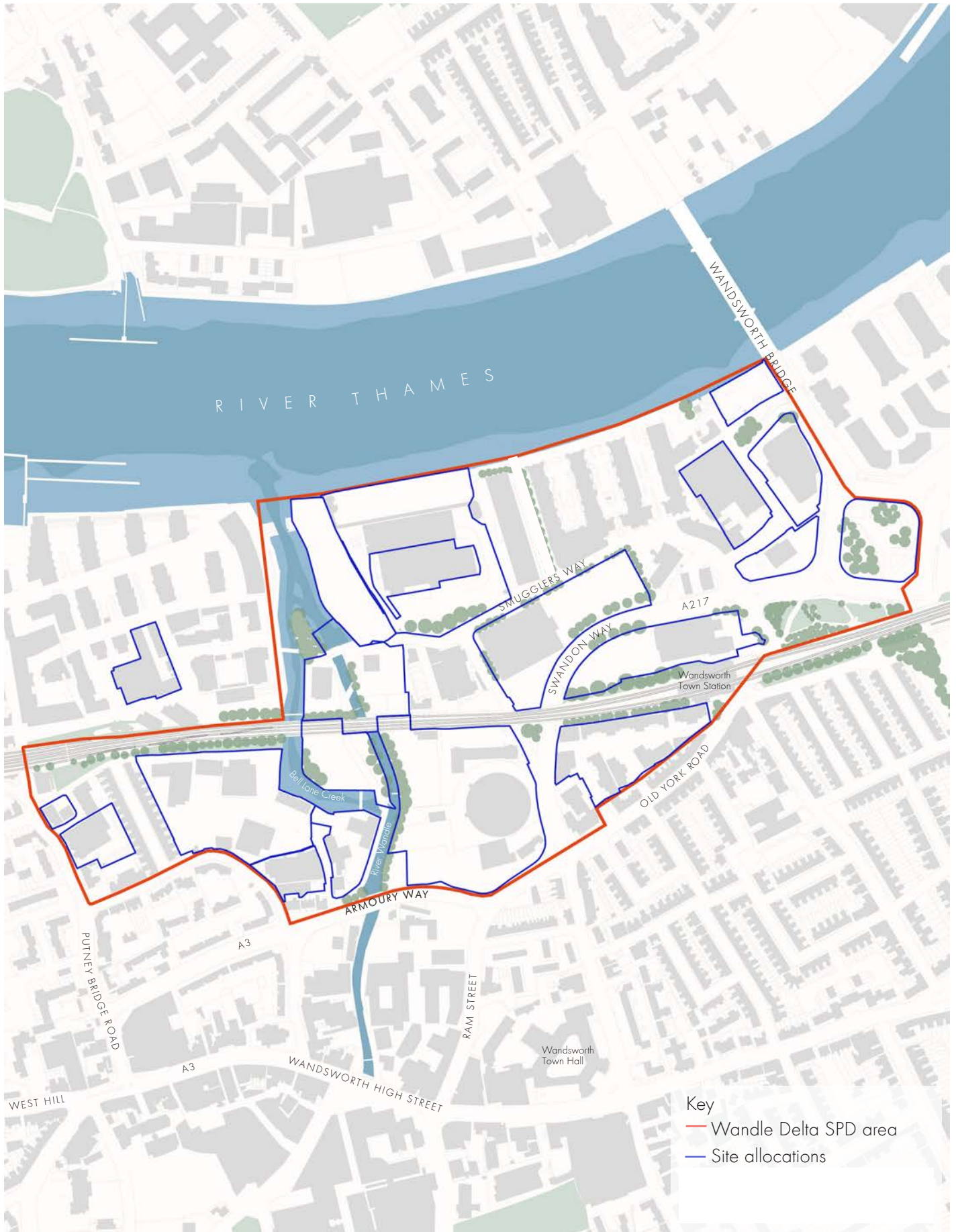


Figure 1 Photographs of the Wandle Delta area

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**Figure 2** Wandle Delta area

# 1 INTRODUCTION

## 1.1 PURPOSE OF THE SPD

- 1.1.1 This Supplementary Planning Document (SPD) is a planning guidance document which will support the delivery of sites allocated in the Council's adopted Local Plan. The Council is currently updating its Local Plan, and is proposing to continue to allocate these sites. Therefore this SPD will continue to be relevant in informing the delivery of those sites. SPDs can provide guidance for a specific site or area - in this case the Wandle Delta area, bound by the River Thames in the north, Wandsworth Bridge Road in the east, Old York Road and Armoury Way in the South, and Putney Bridge Road and the River Wandle in the west.
- 1.1.2 The primary aim of this SPD is to guide the physical aspect of future changes in the area and bring about a series of high quality developments that will contribute to a wider, cohesive vision for Central Wandsworth (as defined in Figure 22) and the Wandle Delta
- 1.1.3 The SPD has been prepared in the form of a Masterplan to provide planning and design guidance to developers, and to help guide the preparation and assessment of future planning applications in the Wandle Delta area. As such, this document will form a material consideration, which will be taken into account by Wandsworth Borough Council when determining any future planning application within the Masterplan area. In addition, all proposals will have to comply with the policies in the adopted Wandsworth Local Plan.

## 1.2 STRUCTURE

- 1.2.1 The SPD is structured as follows:
- Chapter 2: background context to the Wandle Delta area including the constraints and opportunities.
  - Chapter 3: wider planning policy context.
  - Chapter 4: vision statement and objectives for the transformation of the area.
  - Chapter 5: strategic planning and design principles informed by the site analysis and consultation with the local community. This section also sets out the parameters for future development of the Wandle Delta area and gives site-based delivery considerations.

## 1.3 VISION AND DELIVERY FRAMEWORK

- 1.3.1 The SPD will form part of a broader Vision and Delivery Framework for Central Wandsworth. The other components include:
- Emerging proposals for the regeneration of the Town Hall campus;
  - Emerging Local Plan and its place-based approach, particularly the Area;
  - Strategy for Wandsworth Town Centre;
  - Changes to the one-way system which will transform how the town centre is used and which will significantly benefit the areas immediately to the south of the Town Hall;
  - Regeneration and development proposals which are already progressing including the Ram Brewery and sites at Swandon Way and Ferrier Street and
  - Changes to the way Old York Road is used when the one-way system is removed.



## 1.4 PROCESS

- 1.4.1 Avison Young, Allies and Morrison and Hydrock were commissioned by Wandsworth Borough Council in autumn 2019 following a tender process to produce a Masterplan SPD for the Wandle Delta area. A group of Council officers representing the planning policy, development management, economic development, estates and transport teams have steered the process through regular client meetings.
- 1.4.2 The SPD has been developed using an iterative process, allowing key stakeholders to shape the proposals at significant junctures in the programme.
- 1.4.3 The project commenced with a period of baseline research in Autumn 2019 to understand the area's demographic dynamics, property market conditions, physical and environmental attributes, movement patterns and to assess the development sites. This site analysis was supplemented with local community and key stakeholders' views of issues and opportunities through an engagement period in February 2020.
- 1.4.4 In spring 2020, the site analysis and consultation with the local community were used to shape a vision and set of objectives for the transformation of the area. A spatial framework and illustrative masterplan were developed and tested in their effectiveness at meeting the objectives.
- 1.4.5 In summer 2020, the draft proposals were tested and reviewed by Council officers, Councillors and a wider group of stakeholders through virtual workshops. This feedback was used to enhance the proposals before the production of the draft document. The SPD also incorporated findings and recommendations from key evidence base documents including the Urban Design Study which inform the planning policy position in the emerging Local Plan.
- 1.4.6 The draft SPD will be subject to a statutory consultation before it is finalised and adopted in Spring/Summer 2021.



**Figure 3** Process of preparation



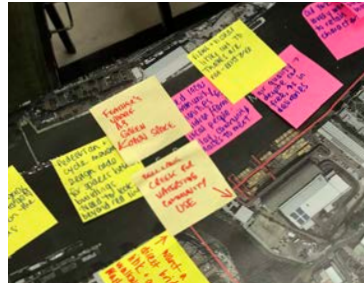


Figure 5 Photos from the pop-up events

## 1.5 ENGAGEMENT AND CONSULTATION

### Initial engagement

1.5.1 The first phase of engagement sought to understand the area's issues and opportunities as well as to forge a shared vision for the area. It included two pop up events to engage the local community and 1-2-1 meetings with key stakeholders.

#### 1-2-1 meetings

1.5.2 Landowners, developers and representatives from relevant statutory organisations were invited to have a meeting with the design team in order to communicate any key considerations for the SPD as well as aspirations for the development sites and wider area. 15 meetings were held, including with Transport for London, Network Rail, Port of London Authority and a number of landowners and developers. Feedback was recorded and informed the proposals for the area.

#### Pop up events

1.5.3 The events took place on:

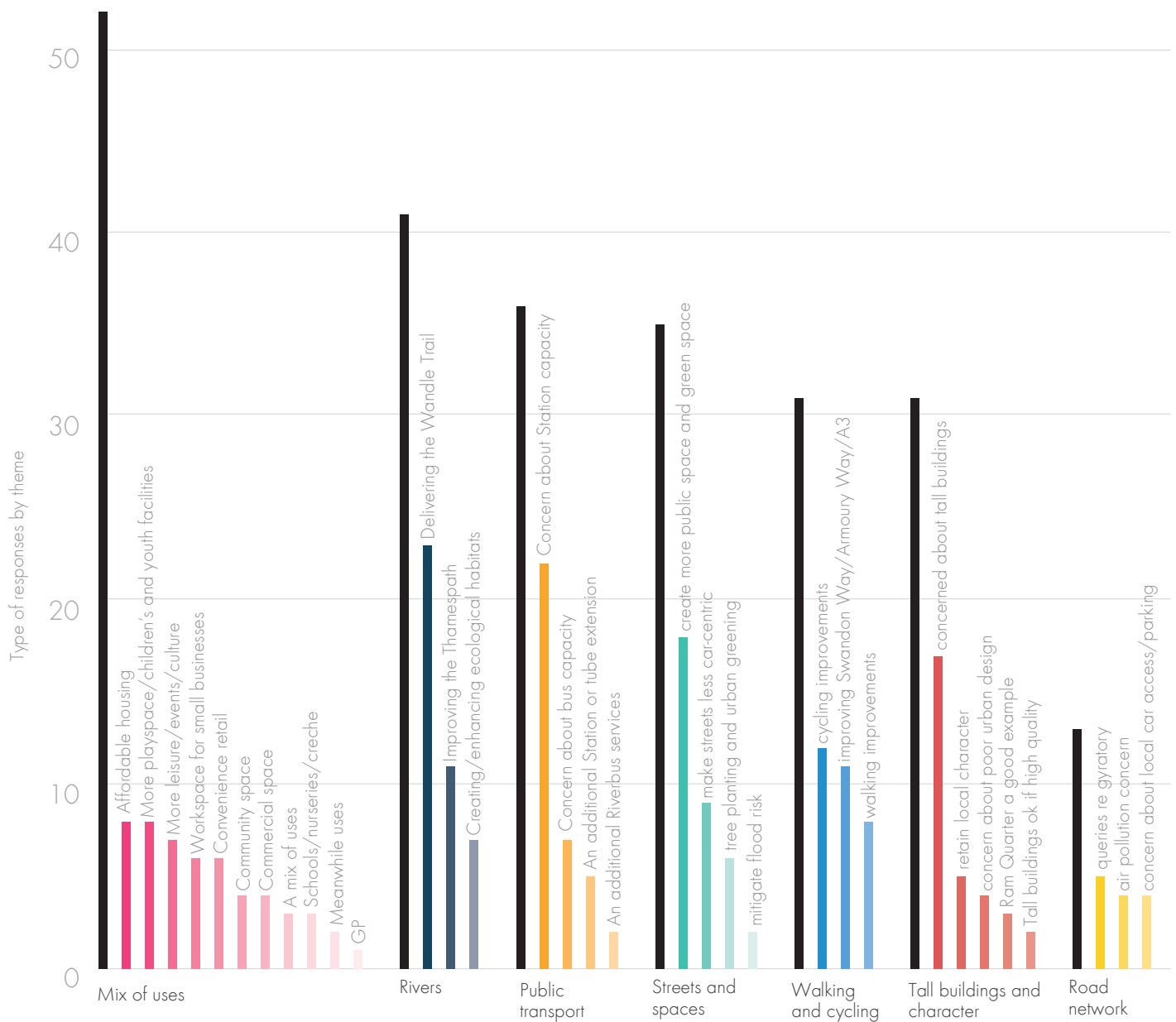
- 20 February 2020, 5.30pm-8.30pm, Mayor's Robing Room, Wandsworth Civic Suite, Wandsworth High Street
- 22 February 2020, 10.00am to 2.00pm Southside Shopping Centre, adjacent to the Waitrose entrance

1.5.4 These were located to allow for footfall and were advertised through the Council's email newsletter, website and social media channels. Over 100 people attended the event and generated over 240 comments. The feedback was transcribed and analysed and is summarised in figures 3 and 4.

1.5.5 The most frequently discussed theme was the future mix of uses in the area. The most frequently made comment was to deliver the Wandle Trail, closely followed by concern about the Station's capacity, and the need to create more public and green space.



Figure 4 Key messages: Many of the comments made can be grouped into a few 'key messages'. The size of the boxes on the right are related to how many times the comment was made.



**Figure 6** Themes: Looking in more detail, this bar chart shows all of the comments grouped by theme. The black bars show the total number of comments within a given theme, whereas the coloured bars give a breakdown of what the comments were about.

## Test and Review

1.5.6 In summer 2020, the draft proposals were tested and reviewed by stakeholders. The workshop was attended by 56 people representing local amenity groups, landowners and developers. The session was structured in two halves:

- Part 1: spatial framework (uses and typologies, block structure, movement, public realm)
- Part 2: illustrative masterplan (heights and massing, site by site principles, long term opportunities)

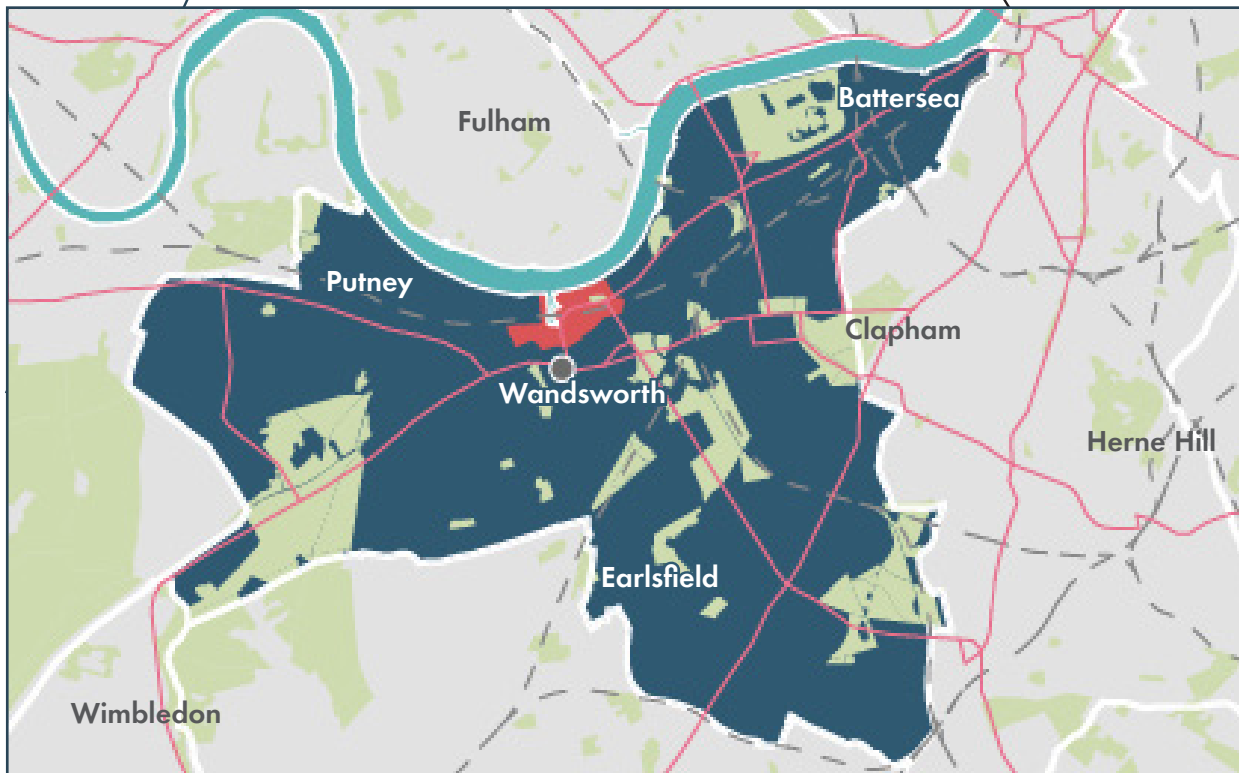
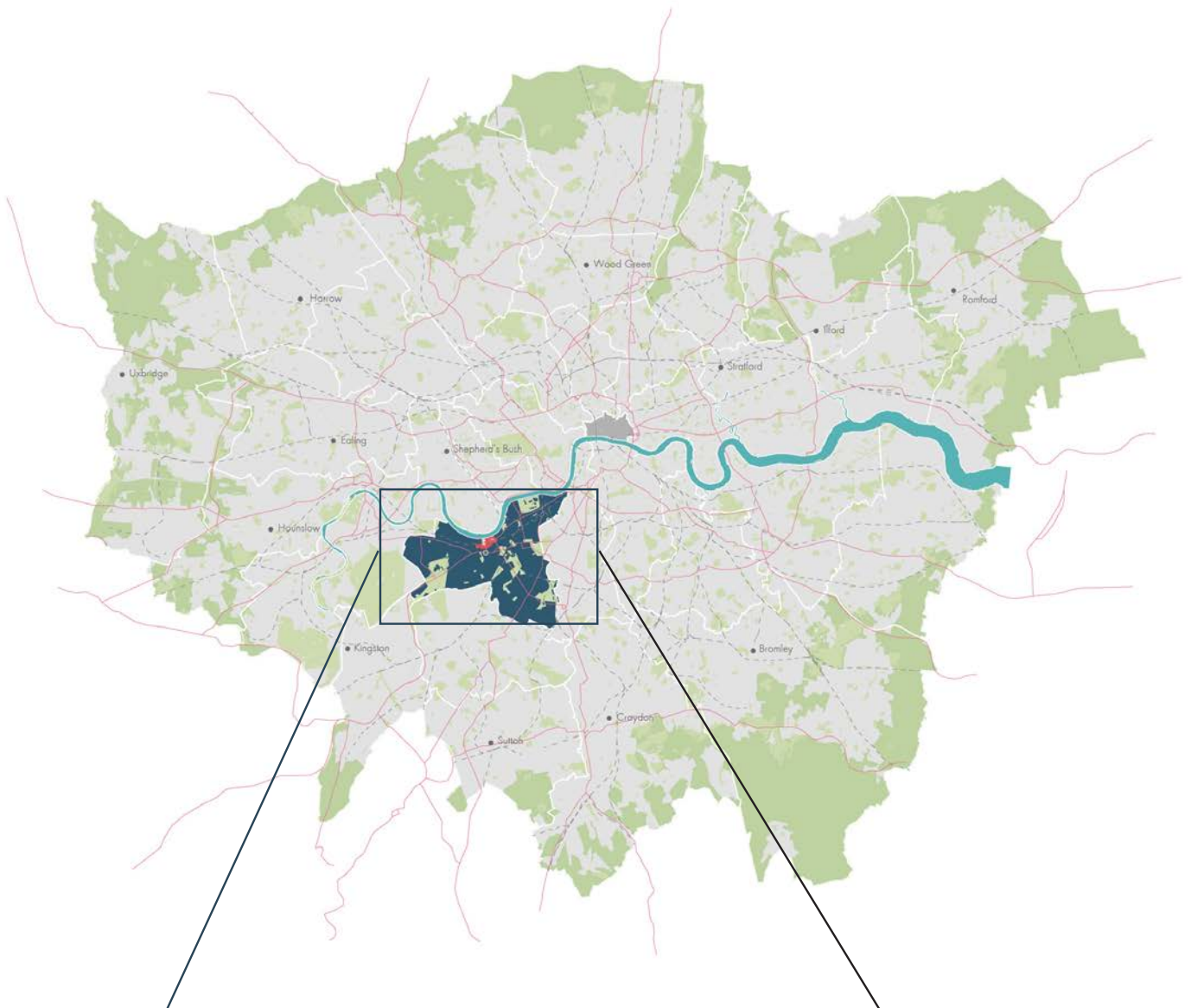
1.5.7 Each half consisted of a 15 minute presentation followed by 30 minutes of roundtable discussion in break out rooms.

1.5.8 The feedback was transcribed and used to progress proposals before the development of the draft document. Comments included:

- **The Wandle:** Strong support for a continuous Wandle Trail and the creation of a linear park and two pocket parks. The creation of a cultural quarter along the Wandle was well received, with leisure, open space, food & beverage and culture to attract people.
- **Biodiversity:** Concern that some of the proposals and suggestions from other attendees would have negative consequences in terms biodiversity and ecology. In particular: development near to

the river (and light generated), recreational use of the river (boating), additional crossings and mixing amenity space with natural habitats. Support for graded edges and tidal terracing.

- **Movement:** Support for the creation of a permeable street network and the focus on walking and cycling. Attendees emphasised the importance of considering how servicing and deliveries would work to make sure pedestrian-focused areas are not affected. Attendees reiterated the importance of crossings to overcome severance caused by Swandon Way/Armoury Way.
- **Uses:** Positivity around the creation of a highly mixed use neighbourhood which relates well to its surroundings. Attendees emphasised the importance of making sure homes are liveable by considering relationship to other uses and the public realm. Stakeholders highlighted the need for flexibility around uses (particularly at ground floor) given changing market dynamics.
- **Heights and massing:** The approach to building heights, density and massing was where feedback most diverged. Some attendees felt building heights should be taller, others felt they should be lower. There were also differing views about how explicit the guidance should be.
- **Sites:** There was also site specific feedback which has been considered in the development of site-based guidance.



**Figure 7** The Wandle Delta study area location (shown in red), within London Borough of Wandsworth (blue).

# 2 THE EXISTING CONTEXT

## 2.1 LOCATION

- 2.1.1 The SPD area is in London Borough of Wandsworth, an inner-London borough in the south west of London.
- 2.1.2 The Wandle Delta area is situated between the River Thames, Wandsworth Bridge Road to the east, the Old York Road/ Armoury Way to the south and Putney Bridge Road to the west.
- 2.1.3 The study area is adjacent to Wandsworth town centre, which is a major centre with a borough-wide catchment containing retail, leisure and service floorspace, as well as Old York Road, which contains restaurants, bars and shops. It is also within reach of Putney, Clapham Junction and Battersea, as well as Central London which is a frequented route for commuters.

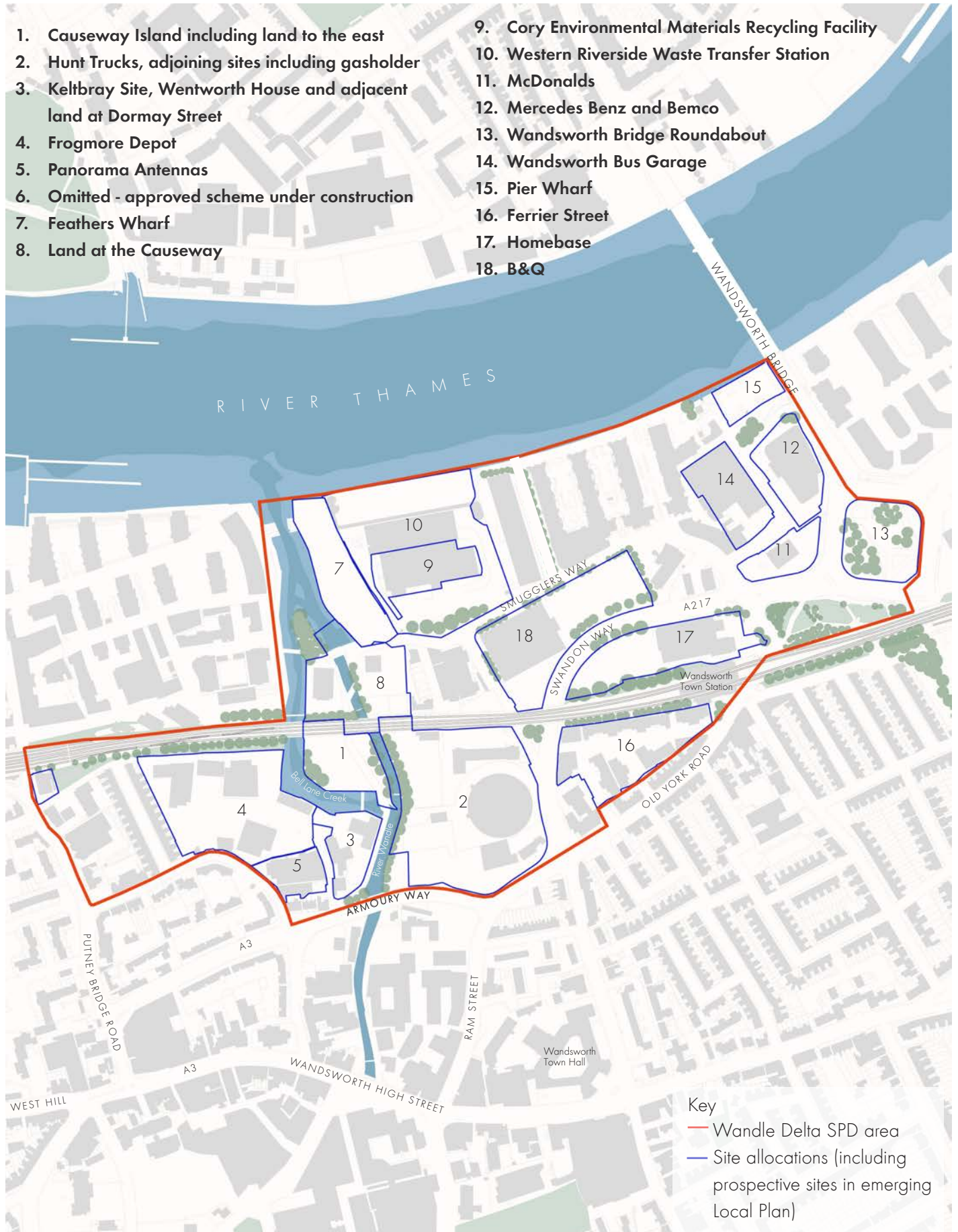
## 2.2 DESCRIPTION, OPPORTUNITIES AND CONSTRAINTS

### Sites

- 2.2.1 There are a number of sites which have been considered as part of the development of the SPD. These sites are allocated for development in the Council's adopted Local Plan and are at varying stages in the planning process. These are shown in Figure 7.
- 2.2.2 The SPD sets an overarching vision for how the area should evolve, and clarifying the priorities and principles for each development site's future use and design.
- 2.2.3 It is important to note that:
- Sites 17 and 18 had the benefit of planning permissions and site 16 had received a resolution to grant at the time of producing the SPD. Guidance for these sites reflects the proposals which received permission.
  - Sites within the study area are within multiple public and private ownerships. The London Borough of Wandsworth own several sites, most notably Frogmore Depot, Causeway Island and Feathers Wharf sites. Engagement with landowners has sought to factor their ambitions into the vision for the area. The SPD must set a flexible framework to accommodate development at varied timescales and through varied delivery models.
- 2.1.4 Further information on the sites can be found in 5.9.

1. Causeway Island including land to the east
2. Hunt Trucks, adjoining sites including gasholder
3. Keltbray Site, Wentworth House and adjacent land at Dormay Street
4. Frogmore Depot
5. Panorama Antennas
6. Omitted - approved scheme under construction
7. Feathers Wharf
8. Land at the Causeway

9. Cory Environmental Materials Recycling Facility
10. Western Riverside Waste Transfer Station
11. McDonalds
12. Mercedes Benz and Bemco
13. Wandsworth Bridge Roundabout
14. Wandsworth Bus Garage
15. Pier Wharf
16. Ferrier Street
17. Homebase
18. B&Q



**Figure 8** Wandle Delta sites - this plan highlights key sites but it should be noted that Site Allocations / designations will be established formally in the Adopted Local Plan





Figure 9 Historic photographs of the area



## Historic evolution

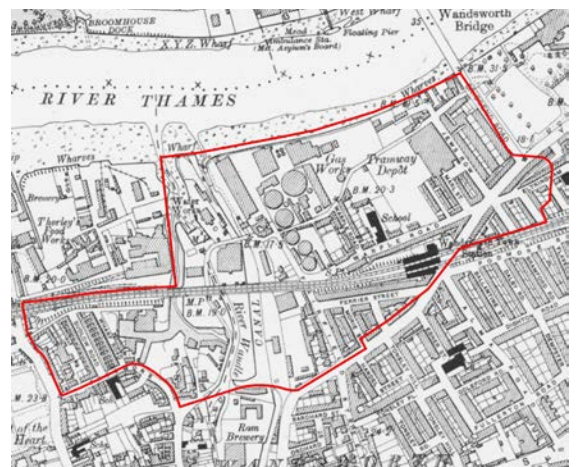
- 2.2.4 The adjacent sequence of historic plans illustrate the gradual evolution of Wandsworth Delta.
- 2.2.5 Wandsworth Town originally developed as a crossing point for horse-drawn coaches over the River Wandle. During the 17th and 18th centuries the Huguenots settled in Wandsworth which had become a location for a number of cloth mills. This led to the growth of Wandsworth's reputation or the manufacture of hats.
- 2.2.6 The availability of water led to the development of Youngs Brewery after 1831. The first phase of the redevelopment of the Ram Brewery site has been completed and makes reference to the historic complex of buildings which formed the operation of the brewery.
- 2.2.7 The alignment and grain of industrial buildings has evolved over time, with the site of the current waste transfer station becoming an increasingly dominant feature on the River Thames. The primary road structure has remained relatively consistent cross the sequence of historic plans. In that context, the arrival of Wandsworth Bridge roundabout and Swandon Way is a striking difference between the 1933 plan and the current day.



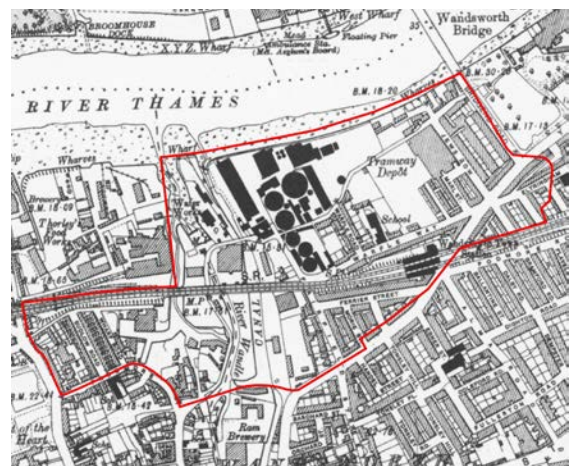
1865



1893



1911



1933



Figure 10 Heritage designations and assets

## Heritage

2.2.8 The SPD area abuts two Conservation Areas, Old York Road and Wandsworth Town. It is important that proposals for the SPD area consider the setting of these areas and their particular heritage assets. Opportunities exist to enhance the quality of connections and establish a better sense of integration between the study area and its historic surrounds.

2.2.9 As set out in the draft Conservation Area Appraisal and Management Plan for Wandsworth Town, the special character of Wandsworth Town Conservation Area is derived from it being one of the oldest and most important settlements in the borough. Evidence of its historic development and street pattern remains and this, together with an attractive townscape and its wealth of listed buildings means that it is an area which is of both historic and architectural importance.

### Wandsworth Town Conservation Area



### Old York Road Conservation Area



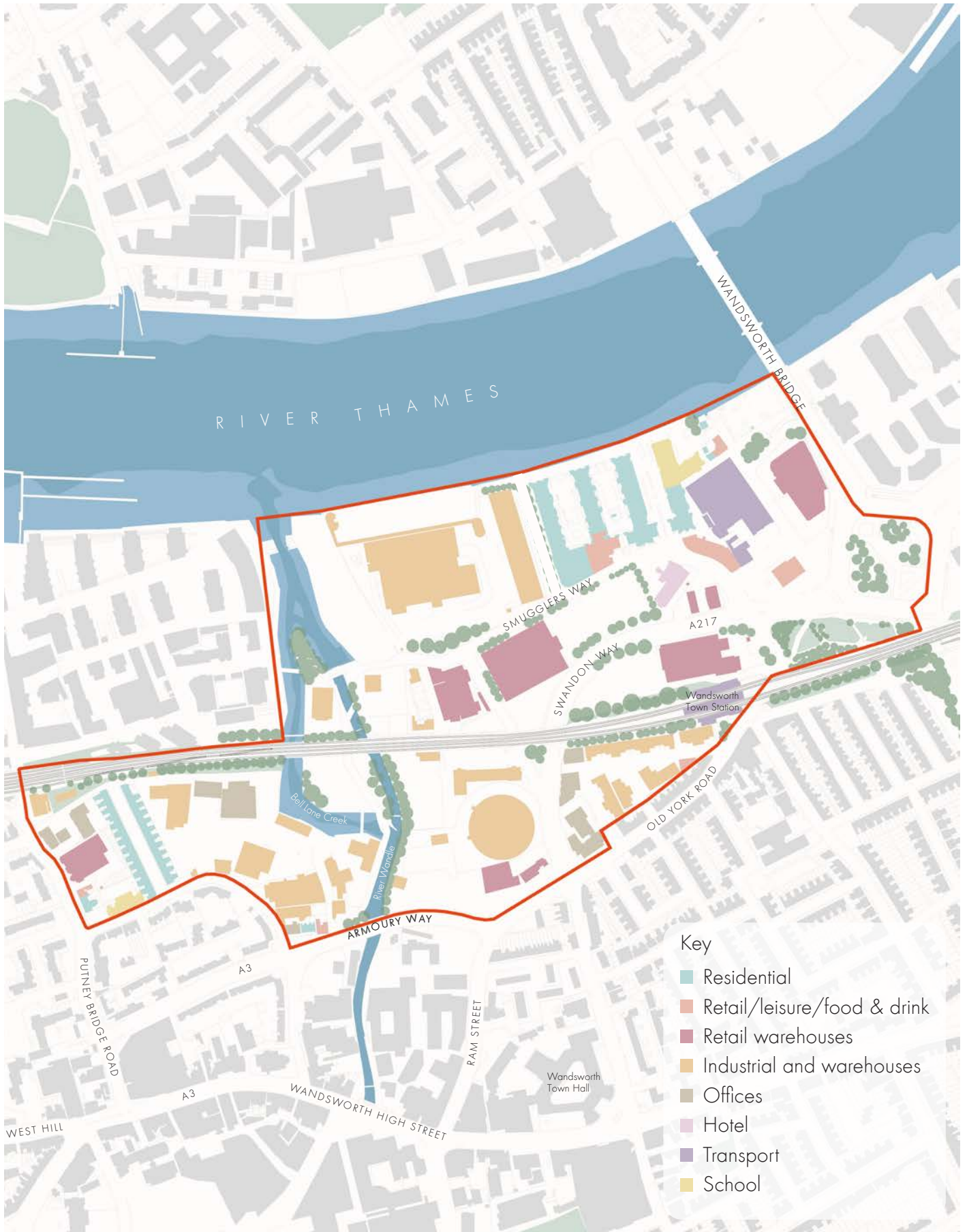


Figure 11 Ground floor land uses

## **Land use**

- 2.2.10 The study area includes of a number of different uses. The historically industrial area remains home to a significant amount of industrial floorspace, as well as some office space.
- 2.2.11 The SPD area is also dominated by a number of significant "utilities" functions. These include buildings associated with electricity, the former gas holders, waste and recycling facilities and ongoing access to Thames Tideway infrastructure.
- 2.2.12 Large format retail has been significant art of the area's character since the 1980's. However, the character of the central part of the study area will shift significantly in response to the planning permissions for the B&Q and Homebase which will see the redevelopment of these retail activities.
- 2.2.13 There are two pockets of residential - Riverside West and Sudlow Road. The isolation of these means that local amenities for residents are limited.
- 2.2.14 The masterplan will consider how a future mix of uses and associated typologies can create a more coherent place.



Figure 12 Existing open space designations

## Environment and landscape

- 2.2.14 The SPD area lies on the banks of the River Thames and includes the confluence of the River Wandle and its tributary Bell Lane Creek. The Wandle Delta area is on low ground with hills rising to the south east and south west. The views across the SPD area from higher ground require careful consideration in relation to height, scale and massing of future development.
- 2.2.15 Much of the area is at high risk of flooding, though this context has potentially been improved by recent alleviation works. Nonetheless, integrated water management and sustainable urban drainage should be part of any new developments to improve resilience. Uses at ground floor should be allocated with this risk in mind.
- 2.2.16 The River Thames and the River Wandle are both ecologically significant, with designations as sites of metropolitan and borough importance respectively. Strong guidance is needed to maximise the opportunities that exist to protect and enhance the rivers' ecology.
- 2.2.17 Compared with the surrounding context the study area has relatively little green space, planting and trees. Some planting and green corridors exist alongside the railway tracks and the River Wandle, but this space is not usable and can cause issues of visibility and safety. Future changes to the SPD area should build on and enhance the green network to encourage greater biodiversity.

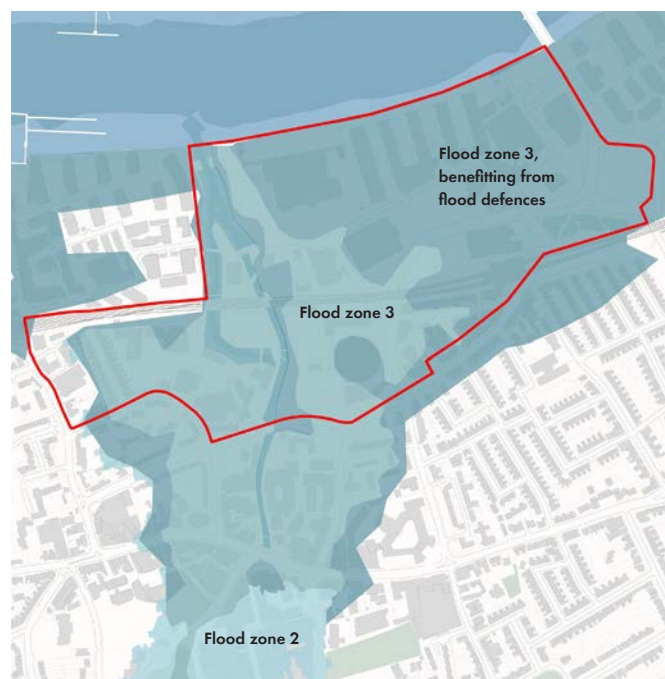
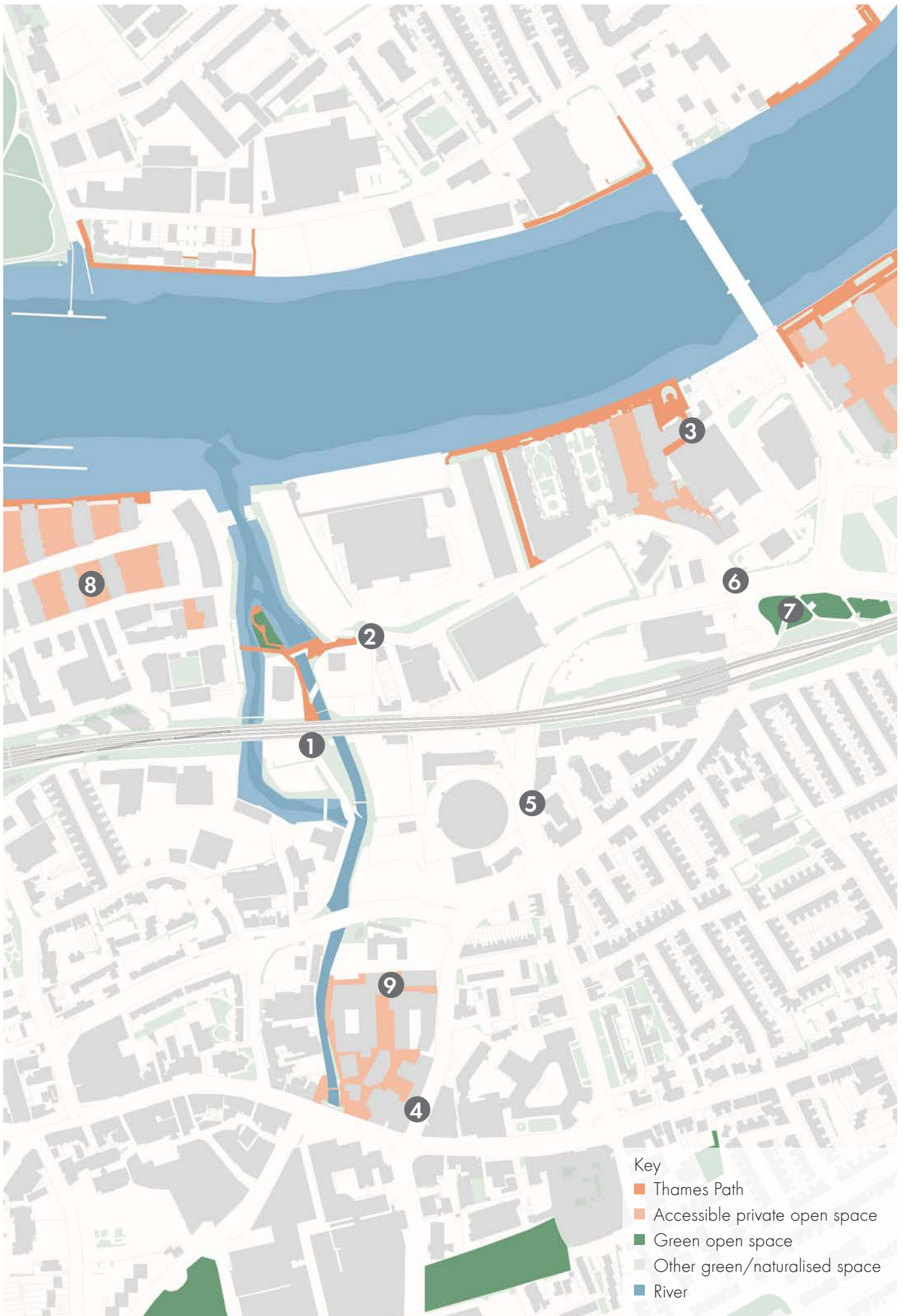


Figure 13 Flood risk



Figure 14 Topography



- Key
- Thames Path
  - Accessible private open space
  - Green open space
  - Other green/naturalised space
  - River

18  
**Figure 15** Public realm



## Public realm

2.2.18 Within the SPD area, pedestrian routes are often indirect and illegible. Large private industrial areas, major roads, and barriers such as the River Wandle and the railway make navigation through the site difficult and confusing. Similarly, the Thames Path is disjointed, regularly deviating from the Thames itself and lacks clear signage.

2.2.19 Vehicles dominate the public realm and can sometimes limit space for pedestrians and cyclists. Junctions in particular often

prioritise vehicles with convoluted means of crossing for pedestrians.

2.2.20 The public realm also lacks high-quality open space. Bramford Gardens (7) is the only usable green space within the area. Similarly, many new residential developments provide open space but these are typically unwelcoming for non-residents and lacking amenities.

## Pedestrian connectivity



## Vehicle dominance and pedestrian accessibility



## Public open space





Figure 18 Cycling routes



Figure 17 Walking routes

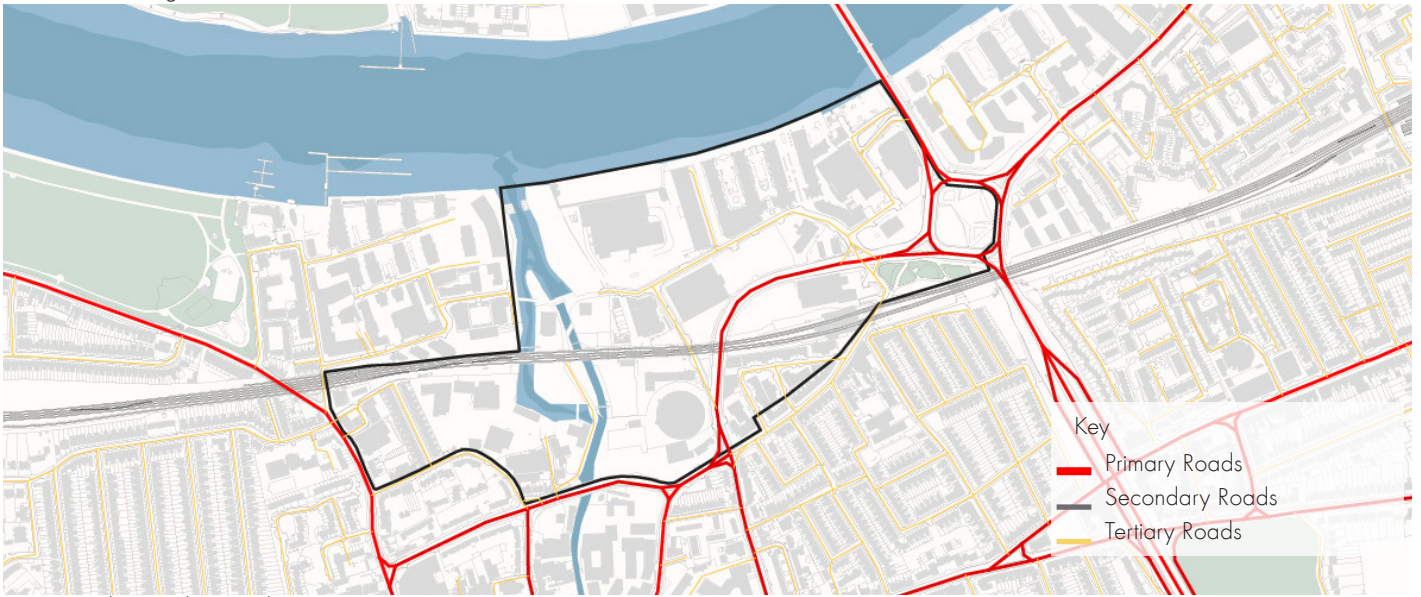


Figure 16 The road network

## **Movement and access**

- 2.2.21 **Walking** is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The Wandle Delta study area is in a very accessible location where the creation and improvement of number of pedestrian links would enable good connections to the town centre, local amenities and businesses. In particular, routes for improvement include: The Wandle Trail, the Thames Path, north-south connections to the town centre under the railway line, across Armoury Way/ Swandon Way and east-west connections between the station and the area around Wandsworth Park.
- 2.2.22 The creation of a continuous 'Wandle Trail' has been a long held aspiration of local stakeholders and policy.
- 2.2.23 It is widely recognised that **cycling** can act as a substitute for short car journeys, particularly those up to 5km in length. The study area is served by National Cycle Routes 4 and 20. Superhighway Route 8 (CS8) is proposed to be extended along Old York Road. In addition to these strategic routes, there are a number of local routes (in particular Smugglers Way) which play an important role for cyclists and whose environments could be improved to reduce conflict with other modes.
- 2.2.24 In terms of **public transport** the study area is served by Wandsworth Town Railway Station which offers regular services directly to a number of destinations including Clapham Junction, London Waterloo, and Richmond, from where one can interchange to further destinations. Clapham Junction railway station (which as well as national rail services provides access to the London Overground network) and East Putney underground station are within 2km of the Wandle Delta Area. The 28 and 44 bus services, follow arterial routes bordering the SPD area. The nearest bus stops are located on A217 Swandon Way, close to the junction with Smugglers Way, on Wandsworth Bridge Road, along Old York Road and on the A3 Armoury Way. The nearest London Thames Clipper station is the Wandsworth Riverside Quarter Thames Clipper Terminal, located approximately 800m to the north west of the SPD area. Public transport accessibility is varied across the area (PTAL ranging between 6A and 2), and there is local concern about the capacity of services, particularly at peak times.
- 2.2.25 Looking at the **Strategic Road Network**, the study area includes a number of primary vehicular routes: Putney Bridge Road, A3 Armoury Way, Swandon Way and Wandsworth Bridge Road including the roundabout. In the treatment of these strategic routes, a balance will need to be struck between maintaining the required capacity for the strategic road network and improving the environment for people on foot and on bike.
- 2.2.26 TfL and the Council have developed proposals to decrease traffic dominance in Wandsworth town centre, by changing the flow of traffic. This removes through traffic from much of Wandsworth High Street, making the A3 Armoury Way two-way. This requires significant traffic diversion within the town centre, and will directly impact on the Masterplan area.

# 3. PLANNING POLICY CONTEXT

## 3.1 POLICY CONTEXT

3.1.1 The set of key local, regional and national planning policy documents which will guide the SPD include:

### **National Planning Policy Context**

- National Planning Policy Framework (NPPF) (2019)
- National Planning Practice Guidance
- National Design Guide (2019)

### **Regional Planning Policy Context**

- Draft New London Plan

### **Local Planning Policy Context**

3.1.2 The Wandsworth adopted Local Plan comprises:

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

3.1.3 Emerging plans and guidance:

- Emerging Wandsworth Local Plan
- Emerging Urban Design Study (2020)

## 3.2 NATIONAL PLANNING POLICY

### **National Planning Policy Framework (NPPF)**

3.2.1 The NPPF sets out the government's overarching planning policies for England and how they are to be applied. The NPPF identifies the need for positive strategies for a place within the principle of the 'presumption in favour of sustainable development' across the three strands of sustainability - social, economic and environmental. The NPPF stipulates that succinct and up-to-date plans should provide a positive vision for the future of each area. The development plan for an area must comprise a combination of strategic and non-strategic policies, with strategic policy looking ahead over a minimum 15 year period from adoption to anticipate and respond to long-term requirements and opportunities. All policies should be underpinned by relevant and up-to-date evidence.

3.2.2 Paragraph 182 sets out the 'Agent of Change' principle. It requires planning policies and decisions to ensure that new development can be integrated effectively with existing businesses and community facilities.

3.2.3 Policies are also required to enable the delivery of healthy, inclusive and safe places (Paragraph 91); ensure that policies support development that makes efficient use of land and optimal use of the potential of each site (Paragraphs 122-123); and achieve well-designed places through SPDs (Paragraphs 124-127).

### **National Planning Practice Guidance**

- 3.2.4 The NPPG provides further guidance with regard to the plan making process. The guidance sets out that masterplans may be adopted as SPDs to give them weight in decisions on applications and may be subject to regular review and be flexible to adapt to changing circumstances. Care should be taken to ensure that masterplans are viable and well understood by all involved and that graphic representations of what the development will look like do not mislead the public by showing inaccurate details or significant elements not yet decided upon.

### **National Design Guide**

- 3.2.5 The Design Guide outlines Government's priorities for well-designed places in the form of ten characteristics: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources, and life span. These characteristics are considered to create the character of a well-designed place, to foster and sustain a sense of community and to work positively to address environmental issues affecting climate change.

## **3.3 REGIONAL PLANNING POLICY**

### **The London Plan**

- 3.3.1 The SPD is being prepared on the basis of the Intend to Publish draft of the New London Plan. The SPD is also in accordance with the adopted London Plan (Further Alterations to the London Plan).
- 3.3.2 The London Plan sets out that masterplans should be used when planning large-scale development to create welcoming and inclusive neighbourhoods, promote active travel, enable the successful integration of the built form within its surrounding area, and deliver wider benefits to residents, such as access to shared amenity space and high-quality public realm.
- 3.3.3 Part A of Policy D1 sets out the requirements for assessing an area's characteristics based upon current characteristics of a place and how its past social, cultural, physical and environmental influences have shaped it. Part B sets out the steps for using this information to establish the capacity for growth of different areas to ensure that sites are developed to an optimum capacity that is responsive to the site's context and supporting infrastructure. The optimum capacity of a site should be achieved by following the 'design-led approach' as detailed in Policy D3.

## 3.4 LOCAL PLANNING POLICY

3.3.4 Policy D4 sets out that masterplans and design codes should be used to help bring forward development and ensure it delivers high quality design and place-making based on the requirements set out in Part B of Policy D3 as detailed above. This SPD is based upon these requirements.

3.3.4 Policy D13 of the Draft New London Plan relates to the 'Agent of Change' principle. The responsibility for mitigating impacts from existing noise and other nuisance-generating activities is placed on the proposed new noise-sensitive development which is required to put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

3.3.5 In respect to employment uses, the London Plan supports the identification of a sufficient supply of employment land and premises to support London's current and future economic function. In addition, the retention, enhancement and provision of additional industrial capacity should be prioritised in locations that - among other factors - are accessible to the strategic road network and/or have potential for the transport of goods water transport. As a 'provide capacity borough', Wandsworth should seek to deliver capacity through the intensification of industrial floorspace. The London Plan also supports the proactive encouragement of the intensification of business uses.

### Emerging Local Plan

3.4.1 A full update to the Local Plan is underway with consultation on the Regulation 18 draft Local Plan held between 4th January to the 1st March 2021. Once adopted, the new Local Plan will supersede all of the Borough's existing adopted Local Plan documents. Adoption of the new Local Plan is currently targeted for spring/summer 2023. This SPD will be used to inform decision making when applying the emerging new design and tall buildings policies of both the adopted and the emerging draft Local Plan.

3.4.2 The Urban Design Study which has been published alongside the Local Plan aligns with the London Plan Design Policies, and the outputs from this report have been used to inform the SPD and reflected in the emerging site allocations and area strategies to be contained within the Local Plan Review.

### Wandsworth Local Plan

3.4.3 The Local Plan is made up of four development plan documents (DPDs):

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

3.4.4 A partial update of the adopted Local Plan took place in 2018 and some policies and site allocations in the adopted documents were superseded by a new Local Plan Employment and Industry Document (LPEID) adopted in 2018. The LPEID modified the designation of much of the SPD area from a Locally Significant Industrial Area (LSIA) to become an Employment Use Intensification Area (EUIA). The scope of each document is set out below.

- Core Strategy:** Wandsworth's Core Strategy sets out the key elements of the planning framework for the borough. It contains a spatial vision and strategic objectives for the area together with a spatial strategy, strategic planning policies and a monitoring and implementation framework.
- Development Management Policies Document (DMPD)** sets out the Council's detailed policies for managing development in the borough. The role of the DMPD is to help deliver the Core Strategy. Policies contained within the DMPD reflect the spatial objectives of the Core Strategy and provide further detail on issues specific to Wandsworth.
- The Site Specific Allocations Document** sets out the main sites where development or other change is anticipated in the borough, where the Council has particular

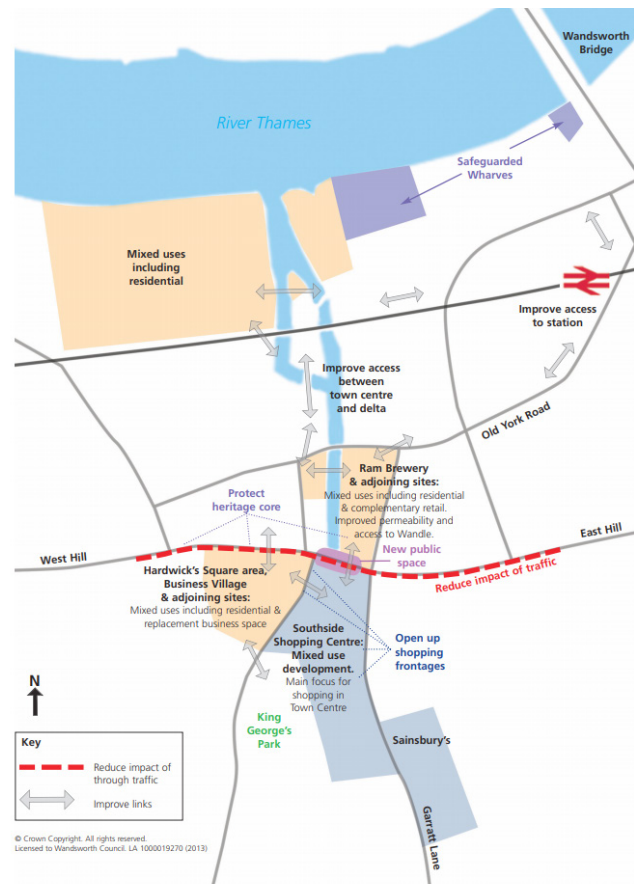


Figure 19 Wandle Delta Strategy from the Wandsworth Core Strategy (2016)

objectives or is supporting or promoting specific proposals. Site allocations in relation to the Wandle Delta have been superseded by site allocations contained within the Employment and Industry Document (2018).

- The Employment and Industry Document sets out policies relating to employment, industry and waste issues and includes relevant site allocations and an Area Spatial Strategy for the Wandle Delta. Industry and waste issues and includes relevant site allocations and an Area Spatial Strategy for the Wandle Delta.

## 3.5 KEY PLANNING DESIGNATIONS

### Heritage

3.5.1 The study area is partially located within both Wandsworth Town Conservation Area to the south and Old York Road Conservation Area to the south-east. The study area is within an Archaeological Priority Area. Additionally, within the boundary of the study area, there are two Locally Listed Buildings and two Statutorily Listed Buildings as detailed below.

3.5.2 Statutory Listed Buildings:

- Wentworth House (Grade II Listed); and
- Wandsworth Garage Bus Depot (Grade II Listed)

3.5.3 Locally Listed Buildings:

- 14 Armoury Way – The Crane PH (Locally Listed); and
- 41 Jews Row, The Ship Inn PH (Locally Listed)

3.5.4 Statutorily and Locally Listed Buildings within close proximity to the study area comprise:

- Cluster of Grade II Listed Buildings within and in close proximity to the Ram Brewery site to the south of the study area;
- 20-22 and 24 Putney Bridge Road (Grade II Listed);
- Spencer Court (Grade II Listed) 140-142 Wandsworth High Street;

- 155-171 Oakhill Road (Grade II Listed);
- The Grapes Public House (Grade II Listed);
- Nos 43-49 (odd) and 26-30 Fairfield Street (Locally Listed);
- The Hop Pole Public House (Locally Listed);
- The Alma Public House (Locally Listed);
- The Royal Standard Public House (Locally Listed);
- Queen Adelaide Public House (Locally Listed); and
- 1-10 Oakhill Place (Locally Listed).

### Safeguarded infrastructure

3.5.5 The SPD area includes two safeguarded wharves. The Local Plan states that the loss of safeguarded wharves will not be permitted unless it is demonstrated that the wharf is no longer viable or capable of being viable for cargo handling. This approach is consistent with the London Plan, which lists the factors to be considered in assessing the viability of a safeguarded wharf and requires that where development proposals which include the provision of a water freight use below or alongside another land use, must ensure that the water freight use is secured in the long term, and that capacity of the wharf is not reduced.

3.5.6 The eastern boundary of the site also forms part of the Thames Tideway Tunnel Safeguarded Planning Zone. This is one of six Thames Tideway Tunnel Sites located in Wandsworth. Access to the Thames Tideway Zone is required via Dormay Street.





Figure 20 Planning designations

## Other designations

- 3.5.7 The western segment of the site forms part of a wider **'Focal Point' designation**. The Local Plan sets out that focal points of activity along the Thames will be created to be a focus for new homes, jobs and leisure facilities located around public spaces. Employment floorspace and offices will be sought as part of mixed use development on sites in the Wandle Delta Focal Point subject to being supported by a sequential test. Policy EI3 sets out that mixed use development including residential is appropriate within Focal Points. In these areas, redevelopment of sites currently or most recently in industrial use must replace all commercial floorspace on the site (office floorspace is also protected). Core Strategy Policy IS3 also sets out that tall buildings may be appropriate in focal points.
- 3.5.8 The land to the north of the railway line is within the **Thames Policy Area (TPA)**. Buildings within the TPA should protect and enhance the open quality of the river and riverside public realm and that development plans are required to ensure the maintenance of the TPA. Core Strategy Policy PL9 sets out that along the riverside in the TPA, mixed use redevelopment will be promoted in order to create safe attractive environments, provide new homes, jobs, leisure and social infrastructure facilities with public spaces at focal points, a riverside walk and cycle way and increased public access to the river.
- 3.5.9 The SPD area does not fall within a Strategic Industrial Location (SIL) or Locally Significant Industrial Area (LSIS) designation. The land to the south of the railway line is designated as an **Economic Use Intensification Area (EUIA)** within which employment uses will be protected. These areas have capacity to provide intensified industrial uses, increased business floorspace and/or managed workspace for SME businesses, contributing to the borough's overall provision of employment space. 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.
- 3.5.10 The north of the study area is within an **Employment Protection Area**. Premises that provide economic floorspace within Employment Protection Areas will be protected. Redevelopment proposals 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 the mix of uses can be successfully achieved on-site.
- 3.5.11 Parts of the study area fall within **Flood Zone 3**. In accordance with the National

Planning Practice Guidance, the Sequential Test and the Exceptions Test must be applied to each site allocation as necessary. The flood risk vulnerability of each of the land uses set out in the site allocation must be assessed as sequentially acceptable for its flood zone classification and both parts of the exception test must be applied for site allocation purposes. This work was carried out to support the site allocations set out within the Employment and Industry document.

3.5.12 The Employment and Industry document sets out that the Masterplan Area comprises **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.

3.5.13 These hazard sites give rise to consultation zones, in which certain forms of development are deemed inappropriate by the HSE.

3.5.14 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** (subsequent to the publication of

the Employment and Industry document, planning permission (2018/4813) was granted on 08/04/2019 in relation to the revocation of hazardous substances consents at Wandsworth Gasholder Gasworks).

3.5.15 Although part of the southern boundary of the study area abuts Wandsworth town centre along Armoury Way, the study area is not within a town centre location. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. The NPPF requires local planning authorities to apply a sequential test for main town centre uses which are proposed outside of an existing centre or which are not in accordance with an up-to-date plan. Main town centre uses include retail development, leisure, entertainment, offices and arts culture and tourism development.

## 3.6 POTENTIAL IMPACT OF THE PANDEMIC

- 3.6.1 The fundamental changes to everyday life, caused by COVID-19, have changed the way people use urban areas in the short term and it has potential for much longer-term effects. The impacts of COVID-19 are still emerging and there is limited data available, however there has been an acceleration of some of the pre-existing trends from before the pandemic.
- 3.6.2 It is important to consider that the landscape is changing and the Government's long-term position is still emerging. The draft SPD has considered the emerging trends associated with COVID-19.

### Green and open space

- 3.6.3 COVID-19 and the associated lockdown has shaped people's behaviour around how they use their neighbourhood and what they want from their local environment. There is a renewed appreciation for what is within a 5-10 minute walk of one's home. The pandemic has put greater value onto access to local open, green and amenity space, of which there is a deficit in the Wandle Delta area. Any development should prioritise provision of high quality private and public outdoor space of different types.

### Retail

- 3.6.4 Prior to the outbreak of COVID-19 and the subsequent lockdown the retail sector was facing significant challenges which are fundamentally changing urban areas. The requirement for smaller shop footprints with more focused and nimble stock storage emerged as a result of the full integration of online and physical stores. There was much greater importance being placed

on the retail 'experience', encompassing activities that go beyond traditional buying and selling. Furthermore, as of 24th July 2020 the UK government has mandated face masks to be worn in retail and leisure places which will influence how shops and customers interact with each other.

### Leisure

- 3.6.5 As with retail, the leisure industry has also faced significant challenges with the closure of pubs, bars and restaurants having had a detrimental impact on urban areas. As restrictions are lifted, leisure and particularly food and beverage uses will have an important role to play in driving footfall back into urban areas. However, it is possible this may take some time to be realised, with customers reluctant to return due to the risk of infection. Government intervention has aimed to counter this with the introduction of the 'Eat Out to Help Out Scheme' which offers a discount of up to £10 per diner in selected restaurants from 3rd to 31st August 2020. Notwithstanding Government assistance, there is a risk that restaurants, pubs, bars and food outlets will close as a result of the pandemic and this could exacerbate the lack of food uses within the study area.

### Distribution

- 3.6.6 The distribution sector has seen increased demand for online deliveries as a result of Government advice to stay at home, which has caused short-term pressure on the distribution of certain goods. It is too early to speculate whether this trend will continue in the longer term, however, online retailing was on the rise before the pandemic and the SPD seeks to respond to this trend.

## 3.7 PLANNING REFORMS

### Office and workspace

3.6.7 Prior to the outbreak of COVID-19 the office market experienced ongoing changes to the nature of occupier demand, with the flexible workspace sector continuing to grow significantly. This trend reflects changes in the way occupiers are seeking to use space, with an increasingly significant shift towards more agile, flexible working practices. Growth in co-working and working from home, which is increasingly encouraged by large corporates to reduce floorspace costs, is driving changes to office supply. The pandemic has led to a significant proportion of people being forced to work from home. With some organisations allowing this to be a permanent occurrence, however generally it is seen as temporary. The SPD will need to consider workspace and office demand as schemes come forward.

### Residential

3.6.8 The SPD seeks consider the changing trends within the residential sector. Currently, there is limited data available to highlight what these are. However, it is likely that demand from consumers will move towards improved amenities and private outside space.

### Transport

3.6.9 COVID-19 has also influenced a dramatic change in the way people move about, not just by journeying less, but for different purposes and by non-car active modes. The obligation to stay local and the desire for physical exercise was coupled with widespread and increasingly normalised, remote working. Public transport has seen a significant fall in ridership and it is not expected to get back to pre pandemic levels for some time, especially in peak periods as more people work from home.

3.7.1 The Government on 21st July 2020 published The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, which will come into force on 1st September 2020. There will be a transitional period that lasts until 31st July 2021.

3.7.2 It is anticipated that the extension of permitted development rights will have an impact in a number of areas, but none more so than in town centres and urban areas. In particular, the introduction of Use Class E, may affect retail development in out-of-town areas. This could have implications for urban areas such as the Wandle Delta, and sufficient consideration will need to be given to respond to any immediate changes to local market demand.

3.7.3 It is also important to note that the Government published proposed changes to the planning system in August 2020. These include amendments to provisions in the existing framework, and a vision for more comprehensive revisions in Planning for the Future (the White Paper).

3.7.4 The White Paper includes proposals for radical reforms. Notwithstanding the potential impacts on the Local Plan process and content, key messages include an emphasis on delivery, high quality design, greater simplicity and speed.

3.7.5 The SPD places an emphasis on design quality and also gives greater clarity around delivery expectations across key sites. The Council will consider any broader implications of the reforms as they progress in coming months.

# 4. VISION AND OBJECTIVES

## 4.1 VISION

4.1.1 The vision for the Wandle Delta area is set out as follows:

4.1.2 "The Wandle Delta will be a place that puts people first - strengthened as a mixed urban neighbourhood, a focus for living and working, and a local destination for visitors.

4.1.3 The area will be transformed by creating an accessible and permeable network of streets and spaces, making it easy and enjoyable to get around on foot and by bike and supporting the intensification of uses. Enhancements to the existing station access, and the creation of a new northern entrance will also improve the experience of travelling to and from Wandsworth Town.

4.1.4 The area will be a greener area with a range of new open spaces, complemented by a range of leisure and community activities.

4.1.5 The Thames and the Wandle will be a key focus for placemaking in the area, with continuous riverside paths and spaces along the way for nature, play and leisure, connecting to Old York Road, the wider Wandle corridor, King George's Park and beyond. The riverside spaces will be contrasted with streets and spaces of urban and industrial character, making a feature of the existing railway line, arches, infrastructure and listed buildings.

4.1.6 A diverse mix of workspace, homes and local amenities will serve this growing community. The Wandle Delta Area will also benefit from the continued presence of safeguarded wharves which play a vital role in maintaining river access, particularly for waste management and recycling. Opportunities to combine cultural and leisure activities with new forms of workspace, set against the backdrop of distinctive waterside spaces and connections, and enhanced links to Old York Road, the Ram Quarter and the town centre, will announce the Wandle Delta as an important destination for the Borough."

## 4.2 OBJECTIVES

4.2.1 The SPD seeks to manage change and enhance the Wandle Delta against three key objectives.

### 1. Placemaking

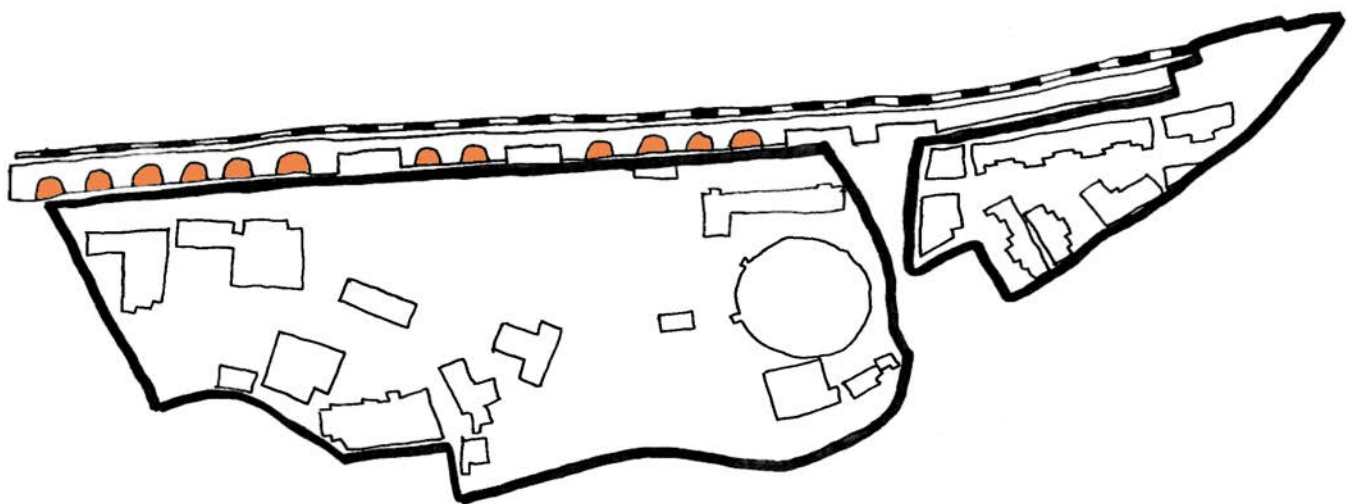
4.2.2 Create a sustainable neighbourhood and enhance the character and identity of the Wandle Delta as part of the wider Central Wandsworth area through high quality design of buildings and spaces through:

- Celebration of the special character and potential of the River Wandle at the heart of the placemaking strategy.
- Integrated approach to the design of streets, spaces and buildings to achieve holistic, successful environments and the activation of key routes.
- Contextual approach which considers the setting of townscape assets and existing character.
- High quality design with a balance of sensitive and bolder architecture and materials as appropriate across the SPD area.
- Balanced approach to density and massing which responds to character, context and sensitivity of individual sites in the SPD and the setting of adjacent Conservation Areas.
- Liaison with public transport providers to enhance access to public transport and public transport capacity where possible.
- Biodiversity and habitat improvements to the River Wandle and River Thames.
- Buildings and spaces which make a positive contribution to local character and context.
- Activation of the area through a sequence of varied public spaces and green spaces which bring the River Wandle to life and enhance the coherence of the Thames Path.
- Set the context for a range of Green Infrastructure functions including sustainable urban drainage systems and habitat enhancements.
- Connect to the town centre and knit into its surrounding neighbourhoods.

## 2. Smart Growth

4.2.3 Promote the transformation of the Wandle Delta as part of the wider Central Wandsworth and set the context for the delivery of a balanced and a diverse mix of uses through:

- Affordable and diverse workspace and homes. Promote a mix of workspace and homes including affordable with a range of sizes and types of floorspace that meet the demand and nature of contemporary economic uses.
- Achieving an uplift in employment floorspace in the Economic Use Intensification Area and other designated sites. Ensuring typologies that foster the appropriate mix of uses, particularly in this area.
- Continuing to safeguard the existing wharf sites, considering opportunities for intensification and buffering to enhance the setting of the area without constraining future operations or capacity.
- Setting a flexible context for a range of land use and development scenarios, considering clustering of activities where appropriate to create an economically viable and productive location.



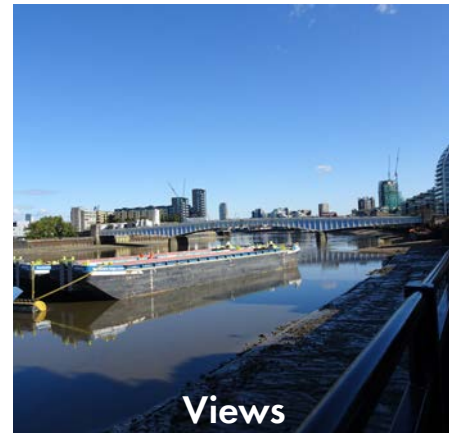
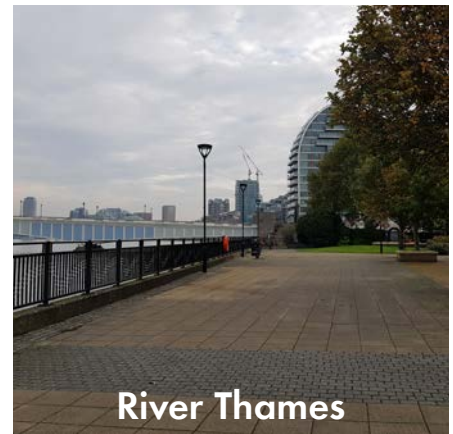
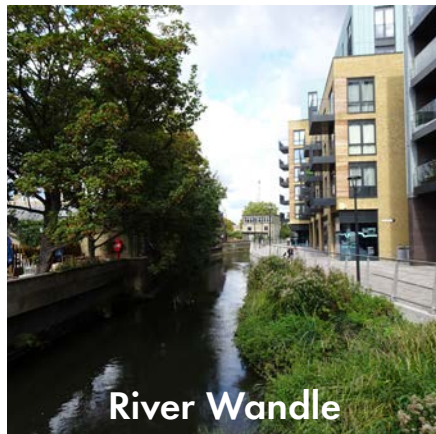
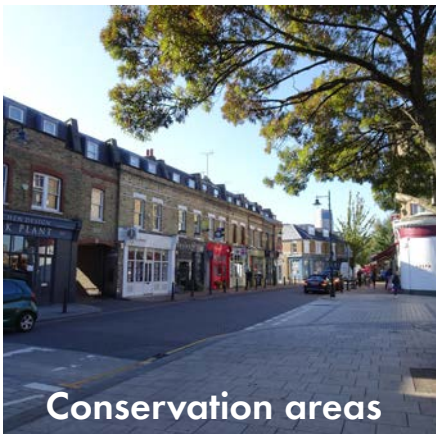


### 3. People First

4.2.4 Secure a more people-centric Wandle Delta as part of a wider Central Wandsworth through:

- Sustainable patterns of movement .
- Creation of green streets and new connections with emphasis on cycling and walking rather than vehicle-dominated roads
- Promotion of active travel as a safe and enjoyable mode of choice on local and strategic routes.
- Incorporate new local links and pedestrian crossings alongside the managed transformation of Swandon Way and Armoury Way.
- Create legible connections to the town centre, the station, Old York Road, Wandsworth Park, Wandle valley and beyond.
- Promoting the creation of space for arts and culture, community and leisure uses, alongside characterful public spaces, to create a place people want to visit during the day and into the evening.
- Supporting and complementing the broader constellation of activities in the town centre, reinforcing the vitality of these locations where possible.
- Improving health and wellbeing for people living, working and visiting the area.





**Figure 21** Key characteristics of the local area

# 5. PLANNING, DESIGN AND DELIVERY GUIDANCE

## 5.1 OVERVIEW

5.1.1 The purpose of this Chapter is to provide planning and design guidance for the Wandle Delta area.

5.1.2 The guidance supplements the adopted planning policy framework which is summarised in Chapter 3 of the SPD. The status of the document as an SPD means that new or amended sites and policies cannot be introduced in the SPD. However, it is important to note that the SPD will inform the new Wandsworth Local Plan which is currently being developed and support its delivery.

5.1.3 Given the parallel preparation of the SPD alongside other evidence base documents, Local Plan policies and the Wandsworth Town Delivery Framework.

5.1.4 Following engagement on the draft alongside a review of representations, the Council will consider the representations made through the consultation on this document and, where appropriate, amend the SPD prior to adoption.

5.1.5 The SPD guidance is structured as follows:

- Routes and movement (section 5.2)
- Open spaces and public realm (section 5.3)
- Block structure, typologies and frontage (section 5.4)
- Land use and activity (section 5.5)
- Heights, scale and massing (section 5.6)
- Environment and sustainability (section 5.7)
- Illustrative masterplan (section 5.8)
- Key sites (section 5.9)
- Future opportunities (section 5.10)

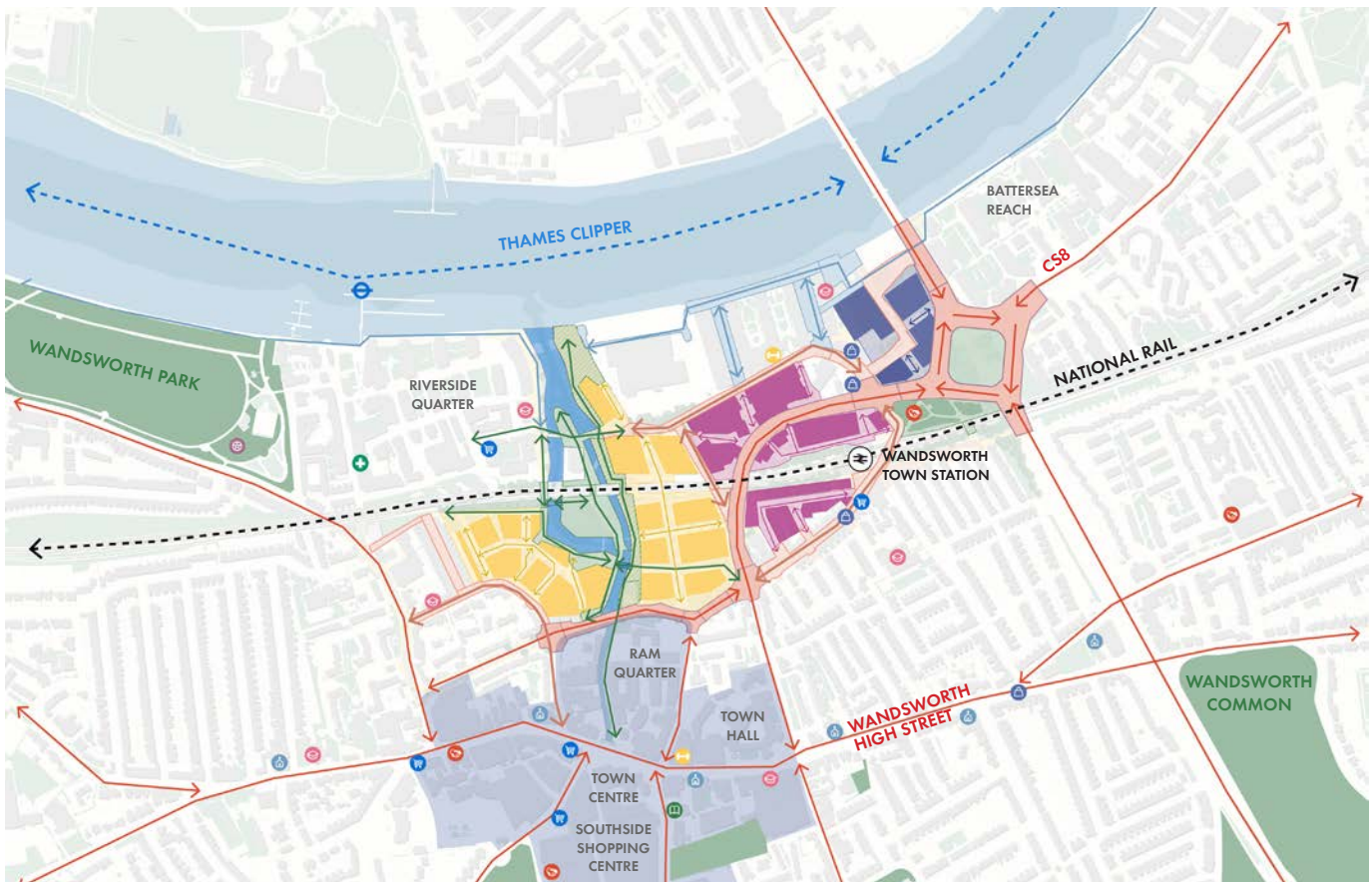


Figure 22 Connections to wider area

Key

- |                           |                    |                                   |                             |
|---------------------------|--------------------|-----------------------------------|-----------------------------|
| ↔ Key connections         | 🎓 School           | 🏠 Major streetscape projects      | 🌳 Existing green/open space |
| ↔ Thames path connections | 📖 Library          | 🏠 Other streetscape projects      | 🏙 Wandsworth Town Centre    |
| ↔ Green connections       | 🏊 Sports / Leisure | 🌳 Open space/park projects        |                             |
| ↔ Other key connections   | 🏠 Community        | 🌳 Thames Path projects            |                             |
| ↔ National Rail           | 🏥 Health           | 🏠 Frogmore cluster / Hunts Trucks |                             |
| ↔ Thames Clipper          | 🏠 Religious        | 🏠 Swandon Way / Ferrier Street    |                             |
| ↔ Other connections       | 🛒 Supermarket      | 🏠 Wandsworth Bridge               |                             |
|                           | 🏠 Retail / F&B     |                                   |                             |

## 5.2 MOVEMENT

### Connectivity with wider area

5.2.1 The plan on the preceding page (figure 22) highlights the strategic position of the Wandle Delta area in relation to the wider Central Wandsworth area.

5.2.2 In this context, it is vital that the SPD adopts a positive and proactive approach to connectivity, looking beyond the formal boundary of the SPD to promote integration and cohesion. As set out in subsequent sections of the planning and design guidance, this is partly about achieving a coordinated approach to land uses, townscape and landscape. However, the physical framework of walking, cycling and vehicular connections also requires careful planning.

5.2.3 The connections drawing (Figure 22) highlights the strategic movement linkages which the SPD is tying into. The Council will prioritise the following elements:

- The Wandle Trail: North-south connections along the River towards the Ram Quarter and town centre, making this a focus for the whole area, with a network of east-west linkages into the Trail.
- The Thames Path: Enhancement of the Thames Path and improved local connections.

- A new local network of streets and paths which create a safe and legible way of moving across the area towards Wandsworth Town rail station, Wandsworth Riverside Quarter Pier, Old York Road, Ram Quarter, the town centre and other local destinations including workspace and neighbourhoods.
- An integrated approach to public transport as part of the broader TfL proposals for the High Street and Gyratory system.

5.2.4 A more detailed plan of the movement proposals is set out in Figure 23 on the following page.



Figure 23 Movement framework

Key

- Green connection
- Key pedestrian priority connection
- Other pedestrian priority connection
- Key vehicle routes
- Other vehicle route
- Key cycle route
- Other cycle route
- Proposed/improved pedestrian crossing
- Proposed bridge connection

## **Green connections**

- 5.2.5 Proposals should embrace opportunities to achieve a greener character as part of existing and future movement routes adjacent to the River Thames, River Wandle and Bell Lane Creek as illustrated on the movement framework plan. Further guidance on the character of these routes is provided in sections 5.3 and 5.12.

## **Walking**

- 5.2.6 Proposals must place significant emphasis on establishing a more legible network of walking connections through the SPD area. Proposals should demonstrate how they integrate with the broader strategy, in particular how they knit into stronger, safer routes to the railway station, town centre, River Wandle, River Thames and adjacent neighbourhoods.
- 5.2.7 The movement framework plan highlights routes which are key pedestrian priority connections. Walking should be promoted as a strategic priority with a view to establishing a more sustainable pattern of movement across the area.
- 5.2.8 Existing walking routes should be improved through public realm and streetscape enhancements including lighting and signage/wayfinding.
- 5.2.9 New east-west and north-south walking connections should be created as sites

come forward for development, responding positively to the indicative block structure established in the masterplan framework. New routes should join up with existing and proposed crossings of Armoury Way and Swandon Way. In addition to delivering key routes across the area, proposals should seek to realise a finer grain of more local connections which will play an important role for a range of functions including movement, surface water drainage and amenity space.

- 5.2.10 The Council will encourage the re-opening of the high level walking connection across the recycling facility to enhance the Thames Path connection and enable a connection with the Wandle Trail.

## **Cycling**

- 5.2.11 Key cycle connections are illustrated on the framework plan. The Council will work closely with Transport for London to ensure that proposals for the enhancement of the town centre gyratory system integrate with aspirations to create safer and more popular cycling links through the SPD area.
- 5.2.12 A number of other cycling routes are proposed which will assist in creating local linkages to individual development sites and new neighbourhoods / work destinations. To the north of the rail line, east-west cycle movement will follow Smugglers Way crossing over the Wandle using the

existing bridge at the Spit. To the south of the railway line, east-west cycle movements will traverse the south of the Hunt's Truck/gasholder site along a new green route. A new bridge will connect across to the Frogmore site and beyond to connect to the north passage. This route will join with the Cycle Super Highway on Old York Road, providing an alternative low-traffic route to Armoury Way/Swandon Way.

### **New bridge connection**

- 5.2.13 The Wandle is a barrier to east-west connections and the current cycle/pedestrian bridge could become a bottleneck if alternative routes are not provided. A new pedestrian and cycle bridge is proposed which will create a key east-west connection between the Frogmore and Hunts Trucks sites. There is also potential for a further bridge connection between Frogmore and Causeway Island which would further enhance east-west movement and improve access to the proposed park on Causeway Island.

### **Public transport**

- 5.2.14 A key message from the public consultation was that there is concern about the capacity of public transport to serve the existing and growing population. In particular many people mentioned over-crowding of Wandsworth Town Station at peak hours. People also felt the area could be better served by buses.

- 5.2.15 Since the public consultation, the Covid-19 pandemic has led to major changes in patterns of movement. Given the increase in people working from home and employers expressing a preference for long term changes to working patterns, it is unlikely the same peak demands will be reached post-pandemic for a number of years. Any interventions to public transport should therefore be subject to demand patterns in the period following the current pandemic.

- 5.2.16 The Council will continue to encourage the creation of a new entrance to Wandsworth Town Station from the north, as well as interventions to make the station step-free and fully accessible. The Council will also continue to promote enhanced rail service capacity through Wandsworth Town railway station, subject to rail demand patterns in the period following the current COVID-19 pandemic. However given the constraints, any improvements to capacity are unlikely to happen in the short to medium term.

- 5.2.17 Bus services could provide a more immediate solution to any shortage of public transport capacity. Large numbers of services currently run through the town centre and provide links to Putney and Clapham Junction stations. There will need to be a review service provision in the coming months (post-Pandemic) to see if there is further capacity required. Bus services have recently been improved



to the Thames Riverside area with the 485 bus being rerouted into the Riverside Quarter development. There is potential to further improve bus services both through re-routing services and by increasing the frequency of those services.

- 5.2.18 Within the SPD area, proposals must demonstrate how they enhance local walking and cycling connections towards public transport hubs including Wandsworth Town Station, and the Wandsworth Riverside Quarter Pier to the west.
- 5.2.19 At this stage, there are no current plans for the promotion of an additional river bus stop in this area. In the long-term, the SPD supports the future consideration of additional services and stops as part of a coordinated public transport strategy for the Wandle Delta and broader Central Wandsworth area.
- 5.2.20 The Council will continue to work closely with TfL to progress proposals for the enhancement of Wandsworth High Street as a key public transport route and destination.

### **Private vehicles and servicing**

- 5.2.21 Proposals will be carefully assessed to test their impact on the road network. The Council will pursue a minimum approach to car parking with a view to supporting sustainable movement patterns in line with adopted policy guidance.
- 5.2.22 Proposals for residential and commercial uses must avoid direct access off main roads. Proposals should adopt an integrated approach to internal streets and routes within development blocks to achieve safe and managed access (including commercial deliveries), potentially within podiums or underground. As set out in section 5.3, key spaces and playstreets / quiet streets should be provided on key sites which must be motor vehicle free. Where a degree of shared access is required, proposals should incorporate a clear management strategy. Development proposals should also incorporate drop-off points, delivery hubs and collection points for new homes.



Figure 24 Public realm framework

- Key
- Public realm
  - Pedestrianised space
  - Pedestrian-priority street
  - Major street
  - Proposed green/open space
  - Existing green/open space
  - River Thames/Wandle
  - Tree
  - Proposed development blocks
  - Consented development blocks
  - Existing buildings

## 5.3 PUBLIC REALM AND LANDSCAPE

### Public realm framework

- 5.3.1 Figure 24 highlights the scale of the opportunity for the transformation of the public realm and landscape in the SPD area. The Council will promote an integrated approach to public realm proposals building towards a long-term vision of high-quality streets and spaces as the basis of an overarching place making strategy.
- 5.3.2 Individual sites and developers will be expected to play an active and proactive role in achieving this vision. This will comprise four principal elements:
- Prioritising proposals for local streets and spaces which sit within the boundary of the site in broad accordance with the illustrative public realm framework.
  - Working towards the incremental delivery of more strategic place-making initiatives including the transformation of the River Wandle corridor, improvements to the Thames Path and enhancements of walking and cycling routes across the SPD area.
  - Provision of a range of green spaces on key sites including playspace and leisure provision (see Figure 30).
  - Subject to the mechanisms in place, a commitment to contributing to key local planning priorities through CIL or S106 contributions.
- 5.3.3 Development proposals must demonstrate how they respond to the public realm framework in the SPD and provide a clear explanation of how they deliver or facilitate incremental transformation

over time. Where transformation of a particular sequence of spaces is likely to require a phased approach, the proposals must demonstrate how they will create a successful public realm in the short, medium and long-term. Given the overall scale of development opportunities in the area, this should include the construction phase with a view to protecting the amenity of existing residents as far as possible. The Council will consider the approach to a coordinated public art strategy.

### Streets

- 5.3.4 Much of the SPD area is currently dominated by vehicle movements. As set out in the movement section, there is a clear aspiration to place greater priority on sustainable modes of transport, led by walking and cycling. The public realm framework defines a structure for these improvements to the movement network to take place.
- 5.3.5 Armoury Way and Swandon Way will continue to perform an important role as a vehicular route. The Council will work closely with TfL and other partners on the emerging proposals for the Gyrotory and High Street. However, in progressing the transformation of a number of major sites adjacent to Swandon Way, the Council will encourage a comprehensive approach to the enhancement of this route to create an improved identity as a street. This should be achieved through the following measures:



**Figure 25** Green and open spaces - additional green spaces should also be incorporated within development sites as illustrated on Figure 30

- Key
- Proposed major green space
  - Existing green space
  - Proposed pedestrian space
  - Existing pedestrian space

- Introduction of pedestrian crossings as illustrated indicatively in Figure 25.
- Planting of street trees and as far as possible retention of existing trees.
- Generous widths for walking and cycling.
- Integrated approach to the creation of active frontages adjacent to Swandon Way.
- Pulling the building line back from Armoury Way to create a generous space for pedestrians and greening.

5.3.6 A series of pedestrian priority streets have been identified in the illustrative plan. The precise structure of new streets will be determined through detailed masterplanning exercises, but proposals will be required to incorporate a people-first approach to the design of streets. As noted in the movement section, this will include an integrated approach to site servicing and access.

### Street trees

- 5.3.7 As noted above, tree planting is a key priority for the SPD area. The detailed approach to the location of new trees will require careful assessment in relation to existing and proposed underground utilities. In addition selecting the right tree species will be important to ensure that their future growth does not impact on residential amenity in relation to sunlight/daylight or on pavements as a result of root growth.
- 5.3.8 Key streets with a primary movement function should seek to incorporate "statement" trees which assist in defining

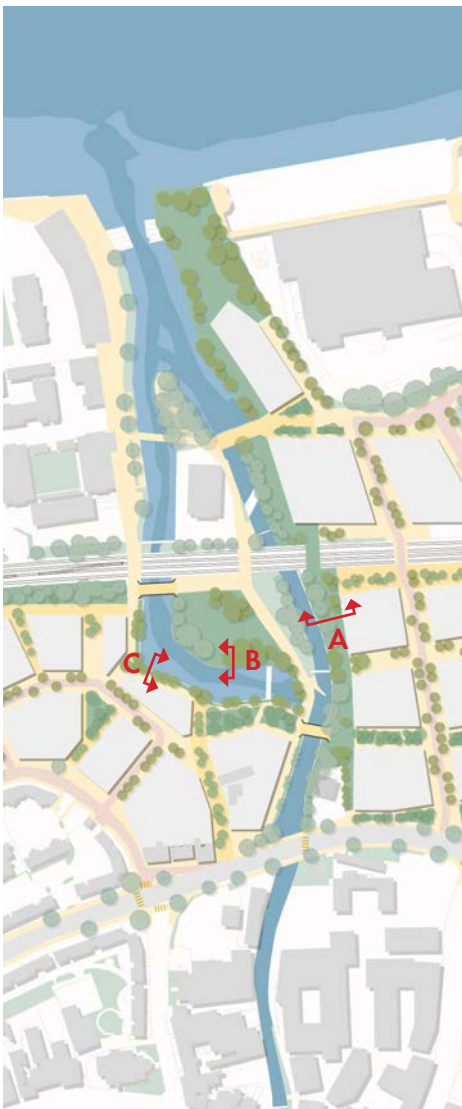
the character of the street, softening urban environments, enhancing microclimate, mitigating air pollution and stimulating biodiversity. These trees require genuine integration in the streetscape, avoiding the use of planters and other temporary solutions which can limit the success of planting strategies. Proposals will be expected to demonstrate a proactive approach, actively considering planting from the outset of the design process.

### The Wandle Trail

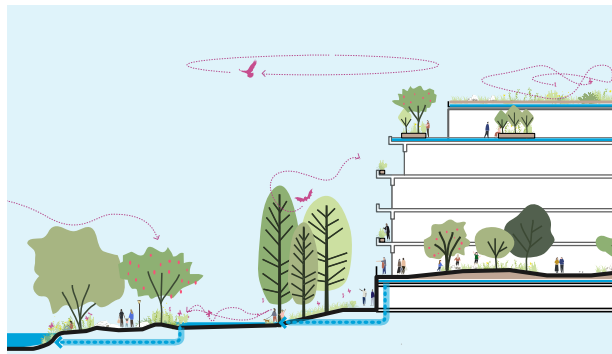
5.3.9 Proposals for sites adjacent to the River Wandle will be required to realise a long-standing ambition to enhance the Wandle Trail which runs through the western portion of the SPD area, and beyond towards the south of the Borough. The Trail will play a critical role in realising the importance of the River Wandle as a major environmental and place-making asset for the SPD area, and for the wider Borough.

5.3.10 The Council will work closely with developers and key partners including the River Wandle Catchment Partnership to realise the following priorities for The Wandle Trail:

- **Biodiversity benefits:** enhancement of the river edge through naturalisation techniques to enhance biodiversity value of the Wandle including the creation of new habitats (see sections 5.10 and 5.12) which limit human access.
- **A riverside park:** creation of a continuous green usable public park with new planting along the length of



**CONDITION A:**



**Linear park edge**



**Linear waterside parks**

**Figure 26** Indicative treatment of the River Wandle

**CONDITION B:**

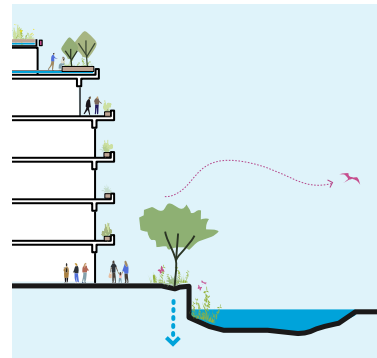


**Naturalised / graded edge**



**Naturalised rivers edges**

**CONDITION C:**



**Animated / Industrial edge**



© Matt Brown



**Animated/industrial edges**



Play streets and green corridors

Figure 27 Play streets



the Wandle as a place to relax and enjoy. The detailed design of this space would require careful consideration to define specific zones and areas for different functions (e.g. biodiversity, transition areas, amenity space, playspace and paths) to maximise the successful management and operation of the park. The park will play a vital functional role for the SPD area and developers will be expected to acknowledge this as a principal strategic priority.

- **Pathway:** The Wandle Trail would incorporate a generous pathway as a key walking route connecting between the town centre / Ram Quarter and the Thames. East-west connections from Smugglers Way, Swandon Way and adjacent sites (Hunt Trucks and Frogmore depot site) will also link into the Trail.

Level changes and the potential need to retain the existing National Grid head house, adjacent to the Hunt Trucks/gasholder site, make connecting to the south challenging. Feasibility of mitigating level changes, narrowing the Wandle path (and provision of alternative green space with the Hunt Truck site if the headhouse is retained), and removing/under-grounding infrastructure should be reviewed as part of design evolution for this site. The strategic priority would be to create a good north-south connection.

- **Wayfinding:** A coordinated approach to wayfinding and signage will be required in liaison with the Council. Opportunities for historic interpretation could be incorporated as part of this. This should be coordinated with the broader wayfinding strategy associated with the removal of the Gyrotory.

- **Showcasing local character and diversity of uses:** Adjacent to Bell Lane Creek, it is anticipated that buildings would present a harder edge to the water. This would present an opportunity for animation of this part of the Wandle Trail, which would work with a wide range of commercial and cultural uses.
- **New footbridges:** As noted in section 5.2, opportunities exist for new pedestrian bridge crossings which will create a key east-west connection between the Frogmore and Hunts Trucks sites and tie into the Wandle Trail. There is also potential for a further bridge connection between Frogmore and Causeway Island.

5.3.11 The illustrative sketches and precedent examples on the previous page (Figure 26) illustrate how the character of the public realm and landscape adjacent to the Wandle Trail might vary through the SPD area. This treatment greatly exceeds the minimum policy requirement of a setback of 6m from the river's edge, in order to deliver on the SPD vision for the area.

### Play streets and green corridors

5.3.12 Playstreets and green corridors present a valuable opportunity to deliver safe, accessible amenity spaces for new residents.

5.3.13 The green and open space plan (Figure 25) highlights the indicative locations of a number of potential "pedestrian spaces" which could meet the needs of adjacent residents. Detailed proposals should identify these opportunities early in the design process alongside a clear access and delivery strategy to avoid movement conflicts.

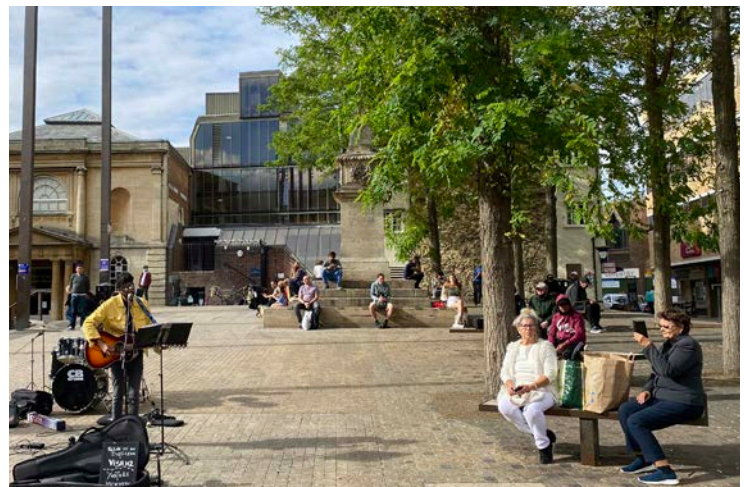
5.3.14 A green corridor is proposed through the Hunts Truck/gasholder site running east-west through the south of the site. This



**Figure 28** Indicative proposals for new parks in the SPD area



**Railway arches and public space**



**Urban square with seating**

**Figure 29** New urban spaces

would provide a car-free connection for people on foot and on bike between Old York Way and the proposed Wandle Riverside Park. The route would provide an alternative to Armoury Way which will continue to be a strategic vehicular route, as well as an amenity space in itself.

- 5.3.15 The character and function of these car free spaces could vary across the area depending on the exact mix of uses and dwellings across the area.
- 5.3.16 As illustrated in the adjacent examples (figure 27), these could include a range of formal and informal play elements, as well as planting and seating to benefit the whole community.

### **New parks**

- 5.3.17 The Council recognises the need to provide significant new open spaces as part of a comprehensive approach to the SPD area. This should include two new parks at the heart of the area which will be well-located adjacent to the River Wandle and the Wandle Trail.
- 5.3.18 Causeway Island Park has potential to be a popular "island" space, surrounded by the Creek on two sides and accessible from The Wandle Trail. The park will have a green character and perform a key function as a local amenity space with a range of play functions and opportunities to relax. The illustrative scheme envisages that this whole space forms a new park. The Council will consider the incorporation of modest development overlooking the park, potentially in the form of a low scale mixed use building or community pavilion.

- 5.3.19 Feathers Wharf park will be a new green community park situated at the northern end of the Wandle Trail, and within easy reach of the Thames Path. The park would be will play a key role in meeting the amenity needs of existing and future residents in the area. The park could be situated adjacent to the Thames or further south closer to The Spit.

- 5.3.20 As described in previous pages, the Wandle Trail itself will have the character of a linear park, with a varied profile and character along the route in response to adjacent buildings and urban context.

### **Existing open spaces**

- 5.3.21 The Spit and Bramford Gardens are valued, yet under-used, local assets and will play an increasingly important role for the community. Public realm and movement proposals will establish enhanced walking and cycling connections to these locations.

### **Public spaces**

- 5.3.22 Proposals should seek to integrate new urban spaces as part of a coherent development schemes. These should relate positively to adjacent uses.
- 5.3.23 The Council will encourage the flexible use of spaces adjacent to the railway arches as highlighted on the adjacent plan. These shared spaces should be carefully managed allowing service access to businesses in the arches, and presenting innovative possibilities for the temporary use of spaces for events and activities. This could include occasional

Key

- Doorstep play space
- Local play space
- Neighbourhood play space

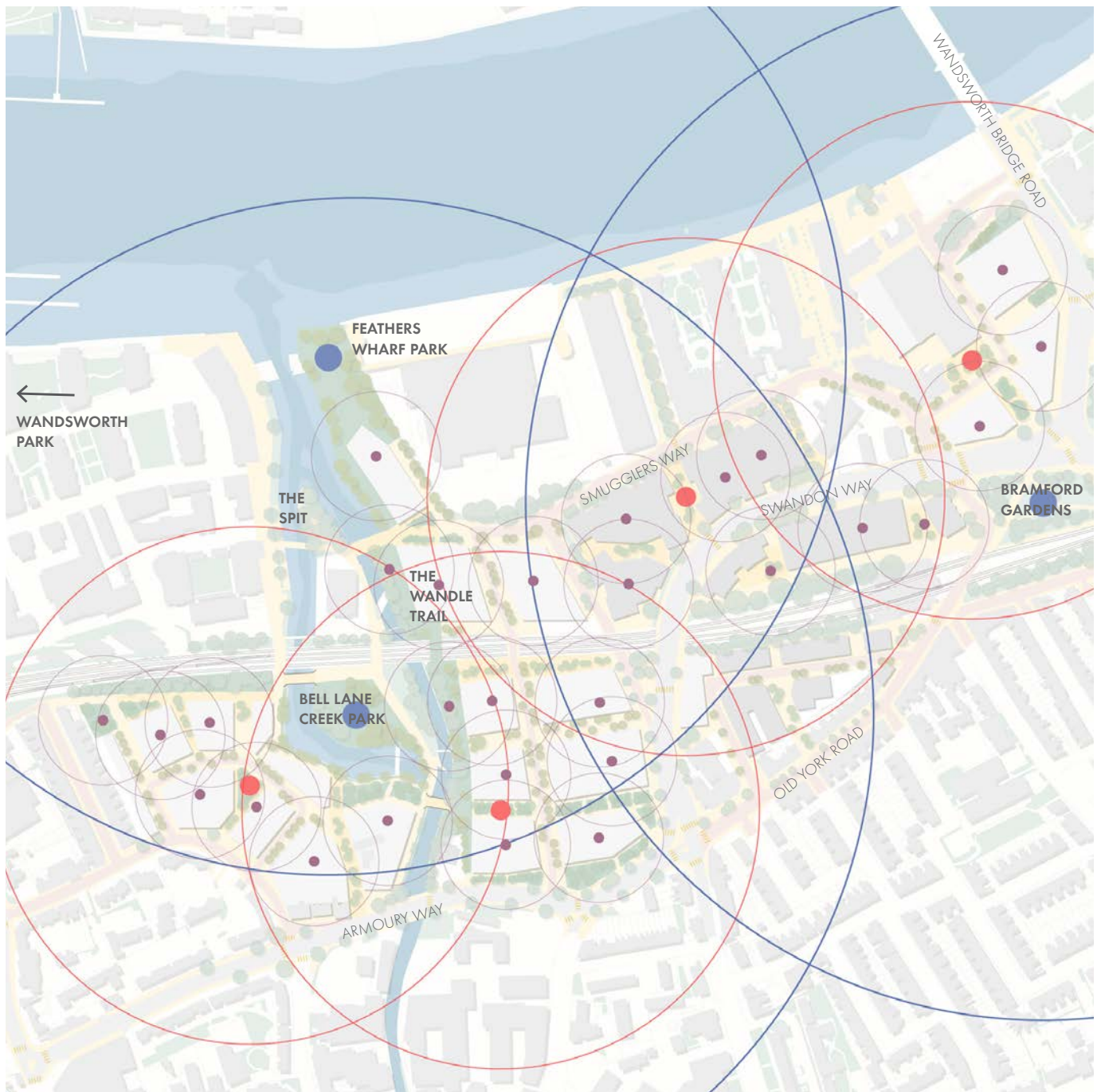


Figure 30 Indicative play strategy illustrating approximate catchment of spaces



**Doorstep Play (Ages 0-5)**  
100m from residential units



**Local Play (Ages 5-11)**  
400m from residential units



**Neighbourhood Play (Ages 12 & over)**  
800m from residential units

colonisation of the space by businesses to enhance their role within the Wandle community.

- 5.3.24 Where railway arches allow a direct connection under the railway line, the Council will encourage provision of direct permeability between adjacent sites to the north and south as part of their comprehensive regeneration.
- 5.3.25 Opportunities also exist for public squares, for example in front of the bus garage, which would be suitable for rest and relaxation, or tables and seating where an appropriate food, drink or leisure use is located in an adjacent building.
- 5.3.26 The Council will consider opportunities to achieve a temporary programme of animation of the roundabout site in the short and medium term. This could include new signage to support legibility of cycling and walking, alongside a coordinated programme of public art and lighting improvements. Longer-term opportunities for the roundabout are identified in section 5.10.

### **Open space and play strategy**

- 5.3.27 The illustrative masterplan proposes a significant quantum of new residential dwellings, the majority of which are likely to come forward as apartments. An initial assessment of open space requirements has been undertaken using the GLA Population Yield calculator set out in the Wandsworth Planning Obligations SPD (2015) and London Plan supplementary guidance. Based on the indicative approach in the illustrative framework, the area of public squares, green

space, pocket parks and pedestrian space exceeds the total required level of open space and playspace.

- 5.3.28 Development proposals should undertake an early assessment of open space and playspace provision with reference to their own site and the wider area strategy as set out across the SPD area as a whole, and in relation to the relevant development clusters identified in section 5.9.
- 5.3.29 Figure 30 illustrates the indicative approach to playspace provision in the Wandle Delta area. It highlights the indicative distribution of three scales of playspace and the notional catchment distance for each.
- Doorstep play space for ages 0-5 located, up to 100m from residential dwellings;
  - Local playspace for ages 5-11, located up to 400m from residential dwellings; and
  - Neighbourhood play space for ages 12 and over, located up to 800m from residential dwellings.
- 5.3.30 In addition to public open space provision and playspace, proposals will also be required to provide appropriate private amenity space in line with adopted policies.

### **Management and maintenance**

- 5.3.31 Ownership, management and maintenance responsibilities for new parks, streets and public realm will require early discussion as proposals emerge. Where development takes place adjacent to the river, clear responsibility and management guidelines should be defined from the outset.

Key

- Buildings
- Rail infrastructure
- Green open space
- Waterway



Figure 31 Proposed block structure

## 5.4 BLOCK STRUCTURE, TYPOLOGIES AND FRONTAGE

### Block structure

- 5.4.1 The adjacent drawing (Figure 31) illustrates an indicative proposed block structure for the SPD. The blocks seek to establish a legible and permeable grain which responds to the geographic character of the site, and the character of adjacent streets and neighbourhoods.
- 5.4.2 The block structure would allow for a flexible range of building types and land uses. For illustrative purposes, a predominant range of building types have been proposed in the illustrative masterplan framework which are summarised in Figure 32 below.
- 5.4.3 The larger sites with more regular proportions tend to be well-suited to perimeter blocks. These blocks allow for a diversity of uses and present opportunities for different assemblages of building massing and heights which will assist from a daylighting perspective. These building types also allow for the creation of internal routes and courtyards, providing options for managed access, amenity space and local connections.
- 5.4.4 Proposals must achieve an attractive ground floor with a positive and coherent relationship between buildings and adjacent public / private space and streets. Active frontages should be prioritised (see paragraph 5.4.8), balanced with the need for an open visual appearance between development blocks. Podia should be avoided where possible. In exceptional circumstances, podium development might be appropriate subject to the demonstration of a high standard of design and placemaking, where this enables sites to achieve an uplift in employment space on sites within the designated EUIA area alongside the introduction of residential floorspace.
- 5.4.5 A number of sites present narrower, tighter plots which are more suitable for linear blocks or courtyard blocks.
- 5.4.6 Lower rise types such as terraced housing is likely to be appropriate adjacent to the existing context at Sudlow Road.

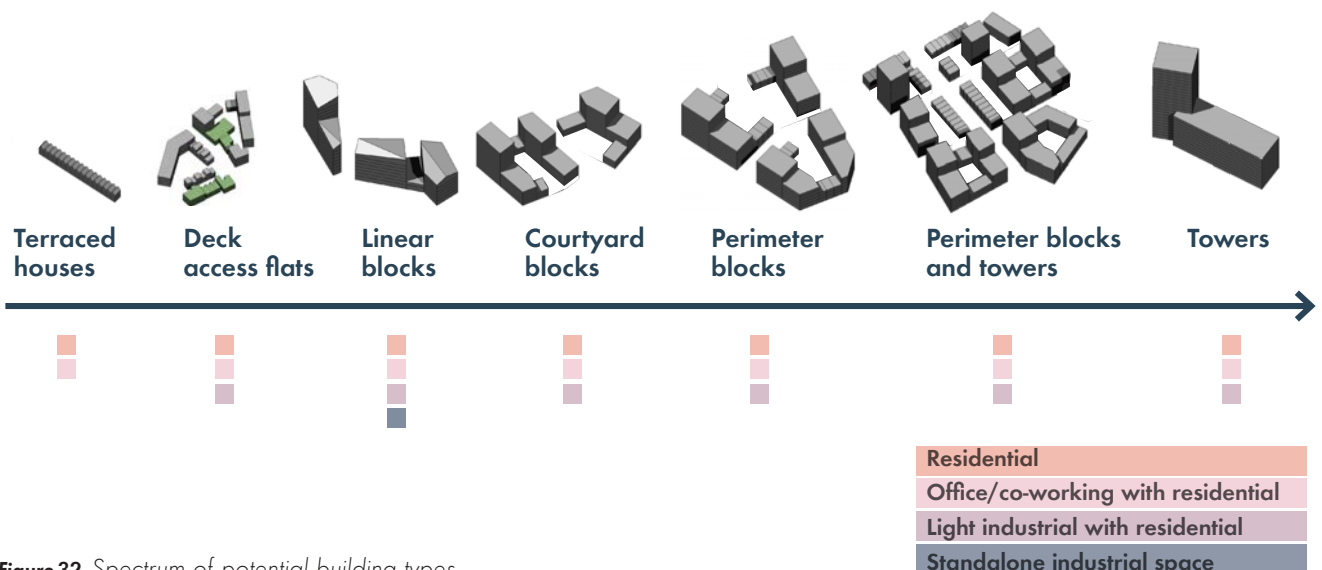


Figure 32 Spectrum of potential building types



**Figure 33** *Indicative ground floor active frontages*

Key  
— Ground floor active frontage



5.4.7 Guidance on height, scale and massing is provided in section 5.7.

### **Frontages**

5.4.8 Figure 33 provides an overlay of the proposed approach to active frontages on ground floors. It is important to emphasise that this relates to the indicative block structure and illustrative masterplan framework. The precise position and location of frontages will evolve through the subsequent masterplanning of individual sites.

5.4.9 Notwithstanding the move towards more flexible definition of ground floor uses in the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, proposals will be required to provide predominantly active frontages in the following locations:

- Adjacent to Swandon Way, Armoury Way, Smugglers Way, Wandsworth Bridge Road, Marl Road, Bridgend Road, Jew's Row, Pier Terrace and Normans Passage
- Adjacent to the River Wandle and Bell Lane Creek
- New internal streets on larger sites including Frogmore, Dormay Street, Hunts Truck and adjacent to Wandsworth Bridge roundabout.



Figure 34 Indicative land use character

## 5.5 LAND USE AND ACTIVITIES

### Land use context

- 5.5.1 A number of fundamental changes in the office, workspace, retail and leisure sectors continue to transform the approach to regeneration mixes within urban areas. Urban areas can no longer be reliant on the traditional anchors to underpin activity, so there is a requirement for more creative and innovative strategies to support development and growth which aligns with Wandsworth's policy aspiration of having a mix of "offices suitable for SMEs will be supported as part of mixed use developments in order to create vibrant active places" as stated in the Wandsworth Local Plan Employment and Industry Document (2018).
- 5.5.2 Likewise, employment practices are continually evolving, which is shaping significant changes in occupier requirements for more flexible space in well-connected urban locations, steering away from more traditional floorplates and lease terms.
- 5.5.3 More recently, as set out in chapter 3, the fundamental changes associated with COVID-19, have changed the way people use urban areas in the short term and it has potential for much longer-term effects. The impacts of the pandemic are still emerging and there is limited data available, however there has been an acceleration of some of the pre-existing trends from before the pandemic.
- 5.5.4 These strategic trends will influence a dynamic approach to land uses in the SPD. The consultant team has undertaken a review of key sectors which, alongside the adopted site allocations has informed the proposed mix of uses identified in the Wandle Delta area
- 5.5.5 The geography of Central Wandsworth and its close proximity to major retail and office centres such as Clapham Junction, Battersea, Hammersmith and the West End influencing the attractiveness of the SPD area. This can be capitalised by providing high quality, flexible business space, supported by a desirable range of leisure uses as well as a mixture of retail provision to cater to Central Wandsworth's demographics. However, its lower provision of public transport, in comparison to competing centres, could constrict it as a business centre.
- 5.5.6 Whilst competitor locations are identified for Central Wandsworth in office, retail and leisure terms, there are gaps and opportunities for the Wandle Delta to position itself as an area which uses its existing market strength, heritage, natural geography and connectivity to guide a vision towards a vibrant and diverse location that attracts people from Greater London.

5.5.7 The approach to non-residential uses has been informed by a number of factors:

- An assessment of successful typologies and examples elsewhere in London (see section 5.4);
- A baseline assessment of current trends and appraisal of market sectors (summarised in this section);
- Consideration of the emerging Employment Land Study which indicates that the SPD broadly correlates with the findings in this key evidence base report;
- Policy position in the adopted Local Plan including the adopted site allocations which establishes a framework of land uses (see chapter 3);
- Consideration of servicing requirements in terms of general guidance and the indicative illustrative masterplan (see section 5.2 and Figure 23); and
- An assessment of appropriate capacity based on the masterplanning exercise.

5.5.8 Section 5.9 includes commentary on the approach to delivery and phasing. The Council will expect proposals to bring employment floorspace forward in tandem with new residential development, with a view to achieving new or replaced floorspace early in the sequencing of development on individual sites.

## **Flexible land use**

5.5.9 Against the backdrop identified above, the SPD establishes a vision for a rich and vibrant mix of uses which is integrated with the broader approach to land uses in the wider Wandsworth Town area so that the area complements rather than competes with the town centre.

5.5.10 Specifically, as illustrated on Figure 34, the Wandle Delta will seek to complement key clusters of town centre uses to the south of the SPD area. These include:

- The town centre and High Street which includes the Southside Centre as a main focus for shopping and leisure activities;
- Old York Road, an attractive local high street offer and point of arrival for the main entrance to Wandsworth Town railway station; and
- The Ram Quarter, a zone of transition between the Wandle Delta and the main town centre including active ground floor uses, cultural facilities and activity.

5.5.11 As noted in para 5.4.8, changes to the Use Class Order (UCO 2020) have simplified the approach to land uses. This change will result in far greater flexibility for ground floor uses.

5.5.12 The new Local Plan will provide clarity in relation to policy positions which designate particular sites or zones for business or retail

floorspace where these activities have been combined into a new single class in the UCO.

- 5.5.13 However, for the purposes of the SPD, there is a strong place-making and economic rationale to promote a specific balance of varied business and commercial activities as part of a comprehensive development approach across the area as a whole and on key sites.

### **Safeguarded wharves**

- 5.5.14 The SPD area includes two safeguarded wharves. The Local Plan states that the loss of safeguarded wharves will not be permitted unless it is demonstrated that the wharf is no longer viable or capable of being viable for cargo handling. This approach is also consistent with the emerging London Plan, which lists the factors to be considered in assessing the viability of a safeguarded wharf. These include the surrounding land use context, its geographical location in terms of proximity to market areas, the contribution it can make toward reducing road-based freight movements, relationships between the wharf and other freight-handling sites and the location and availability at comparable wharves. The emerging London Plan also requires that where development proposals which include the provision of a water freight use below or alongside another land use, must ensure that the water freight use is secured in the long term, and that capacity of the wharf is not reduced.

### **Employment and workspace**

- 5.5.15 Central Wandsworth's office provision is both of poor quality and has low demand illustrated through a relatively high vacancy rate, and low number of offices in absolute terms.
- 5.5.16 The SPD presents an opportunity to encourage new build flexible office space which will be attractive to a wider audience of co-workers, small and medium sized businesses who are less reliant on about access to Central London and can benefit from reduced prices.
- 5.5.17 The provision of new office space is generally provided elsewhere in the borough, in areas such as Vauxhall, Battersea and Nine Elms, as opposed to in Central Wandsworth. There is the potential for Central Wandsworth to benefit from the new tech sector presence at Battersea Power Station, anchored by Apple. The analysis shows offices in locations along radial transport routes, such as Wimbledon and Putney, Central Wandsworth benefits from a fast and direct rail connection to Battersea Power Station. Old York Road and Wandsworth town centre providing attractive ancillary commercial uses, such as food and beverage.
- 5.5.18 Wandsworth has a significant number of residents that commute to Central London to work in 'Office' employment. As working

practices continue to change in the future, Central Wandsworth could become an attractive office location for those employers. Furthermore the demand for space from businesses is changing and businesses are increasingly looking outside traditional office locations, in search of affordable property. The SPD seeks to address these trends by providing modern flexible office space which will be attractive to a wider audience of businesses. This could present an opportunity to capture some of Wandsworth's residents that commute into Central London for office work.

- 5.5.19 The focus for office space should be on growth industries such as financial and insurance activities; Professional, scientific and technical activities. With a large and growing proportion (35%) of local residents working in those sectors, the delivery of office space for those industries would create local employment for local people. This will ensure that Central Wandsworth proactively responds to the changing nature of workspace provision as businesses seek collaborative workspace away from traditional office locations.
- 5.5.20 The Wandle Delta has a large light industrial presence, with a high demand for space and low vacancy rate. The SPD seeks to increase and intensify industrial workspace can help to diversify the local economy and improve employment opportunities for local residents.

- 5.5.21 The emerging Employment Land Study provides evidence for the overall approach to employment growth and land supply for Local Plan purposes across the Borough as a whole. The Wandle Delta area will provide a key location for the provision of employment space to meet the borough's needs.
- 5.5.22 Policy EI2 of the Wandsworth Local Plan Employment and Industry Document (2018) identifies part of the Wandle Delta area as an Economic Use Intensification Area (EUIA). This area includes Panorama Antennas, Causeway Island including land to the east, Keltbray Site, Wentworth House and adjacent land at Dormay Street, Ferrier Street, Frogmore Depot, Hunts Trucks and adjoining sites including the Gasholder. It is anticipated that this designation will remain in future versions of the Local Plan, acting as a focus for workspace provision.
- 5.5.23 Sites within the EUIA (see figure 20) 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.

- 5.5.24 Where a site within the EUIA is currently in an employment use but has nil floorspace, employment uses should still be a significant part of any proposal.
- 5.5.25 The Council will encourage developers to incorporate affordable incubation space for new businesses. Where possible, sites should provide opportunities to enable new businesses to grow and expand without the need for relocation out of the area through the provision of a range of unit sizes and spaces.
- 5.5.26 The Council will encourage developers to be proactive in keeping existing employment uses on-site where possible and supporting existing successful economic clusters such as in the creative, light manufacturing and food sectors.
- 5.5.27 The Council will encourage the reinvigoration of railway arches as part of the comprehensive regeneration of adjoining sites. These have potential for a range of activities including workspace alongside other commercial activities and a broader strategy of public realm and connectivity improvements.

### **Mixed use typologies**

- 5.5.28 The SPD proposes three different typologies appropriate across the study area. Those being:
- Office and/or co-working with residential above;
  - Light industrial with residential above; and
  - Standalone industrial.
- 5.5.29 Those sites closer to Wandsworth Town Station are more suitable for the office and/or co-working with residential above, with the sites moving away from the station (predominantly to the west, towards Frogmore Complex and north along the railway line) moving to light industrial with residential above and standalone industrial space where appropriate and space requirements allow. Below we have set out definitions and potential locations for each of the broad uses below.

### **Office and/or co-working with residential above**

- 5.5.30 The office market is experiencing ongoing changes to the nature of occupier demand, with the flexible workspace sector growing significantly. This trend reflects changes in the way occupiers are seeking to use space, with an increasingly significant shift towards more agile, flexible working practices. Growth in co-working and working from home, which is increasingly encouraged by large corporates to reduce floorspace costs, is driving changes to office supply. The pandemic has led to a significant proportion of people working from home, with some companies stating this will become permanent. COVID-19 has accelerated this trend for many occupiers with large corporates and SME's reconsidering their floorspace requirements.
- 5.5.31 The office and workspace identified on the sites within the study area relate to this type of space and, reflects the fact there is limited demand for Grade A 'corporate' offices. This typology will benefit from close proximity to Wandsworth Town Station, as it provides the office/workspace occupiers with quick access to the Central Activity Zone and future occupiers at Battersea Power Station including Apple.
- 5.5.32 The Wandsworth Bridge Road area has potential to incorporate a significant

component of new office space. However, in the context of the current uncertainty around commercial office demand, the Council will adopt a flexible attitude to land uses in the area. New development identified in the illustrative scheme will be treated as "swing blocks". Although ground activity and frontage will be important (see section 5.4), there will be flexibility in the mix of uses on upper floors in response to market conditions and trends over time.

### **Light industrial with residential above**

- 5.5.33 Light industrial with residential above has emerged as a viable typology across London. Traditionally there has been a conflict between industrial and residential uses, given the nature of occupiers that take up space and the requirement for servicing from Heavy Good Vehicles (HGV's). However light industrial use presents an opportunity to reduce this conflict, providing spaces that attract businesses with a lower reliance on HGV's and other servicing that could conflict with residential uses.
- 5.5.34 Evidence for this approach is identified in the Employment Land Study and is reflected in a general view of demand in inner London locations as assessed through the SPD process. Heavier forms of industry have largely disappeared from the area and examples of successful light industry exist (e.g. high value engineering at Panorama



Antennas, food at Ferrier Street and creative workspace). Furthermore there are number of sites and locations within the SPD area are located adjacent to major roads or railway lines. Light industrial uses at ground floor with residential above would be better suited to sites in these locations so that the conflict is mitigated and recognising that there is often good access for servicing requirements subject to demonstration of need and design compatibility.

### **Standalone industrial**

- 5.5.35 Within the SPD area there is a relatively small cluster of industrial properties (19 units) that are well occupied (vacancy of 0.82%), achieving rents of c.£15 per square foot and upwards. There are limited sites within the area that can accommodate standalone industrial uses. However, the Gas Works (site 2, alternatively known as the Hunt Trucks) site, Frogmore Depot (site 4) and Panorama Antennas (site 5) have the potential to accommodate this typology where appropriate, and space requirements allow. It is anticipated that standalone workspace would be arrange on multiple levels in a more intensive stacked format.
- 5.5.36 Furthermore, given the constrained nature of the space within the SPD area there is potential to 'stack' industrial units across multiple floors. Standalone provision would be most appropriate where the nature of

workspace would not easily accommodate residential in close proximity (e.g. food or logistics). It might also be an appropriate typology as part of an integrated strategy of site configuration (e.g. providing barrier to railway or main road), or where viability gives potential higher rents than existing uses.

### **Other commercial uses**

- 5.5.37 The Wandle Delta area currently benefits from a relatively low level of retail vacancy. However, the incorporation of new retail should be complimentary in function to retail areas adjacent to the study area from a sequential perspective (see Figure 34). The area currently has limited supermarket and convenience retail offers to support the day-to-day needs of residents and the local workforce.
- 5.5.38 The Council will support proposals for modest provision of small, local convenience retail facilities which serve the existing and future residential community in the Wandle Delta area. Proposals should not have a negative impact on the vitality and viability of retail floorspace in the town centre or Old York Road area. The Council will require a clear statement relating to retail impact for any more significant proposals for larger footprint retail activity which could impact on adjacent town centre destinations.

## **Cultural uses**

- 5.5.39 Cultural and creative uses – for both production and consumption - should form an instrumental component in the placemaking and economic strategy for the Wandle Delta. The Council will work with key partners and respective developers to secure a vibrant cluster of cultural activities and creative workspace in the SPD area, focused around the EUIA sites south of the railway line and along the River Wandle.
- 5.5.40 A wide range of activities and types of space will be encouraged. This should include flexible internal and external spaces for rehearsal, performance and exhibits. Proposals should seek to appeal to a wide spectrum of institutions, individuals and collectives. The Council will encourage the re-use of existing buildings (on a temporary or more permanent basis) for incubator space, arts-based education and learning, or businesses which are part of the supply chain for the creative industries sector. The Council will expect proposals for affordable cultural space to be included within developers' Cultural or Workspace Strategies.
- 5.5.41 Cultural and creative workspace has been shown to support positive place-making in other parts of inner London. Proposals for small-scale food, drink and beverage establishments or leisure facilities will also

be considered where they support this mix of uses and contribute to the Wandle Delta's identity as a local cultural destination and creative cluster, to support the liveliness of the area and community cohesion.

- 5.5.42 Improvements to the public realm and open spaces should be coordinated with adjacent proposals for cultural and creative uses. Flexible spaces should present opportunities for external events and public-facing activities to promote the Wandle Delta as a destination for residents of the wider area and complementing the neighbouring town centre. Informal spaces associated with leisure, a food and beverage offer, or general recreation will also assist in creating the right blend of activities to support growth in this sector.
- 5.5.43 The Council will encourage innovative use of development sites for meanwhile uses including arts or community spaces which assist in supporting the transformation of the area.

## **Residential uses**

- 5.5.44 Evidence suggests strong market demand for residential development across a wide range of different markets including the build to rent market catering to a young, affluent population, and a 1&2 bed housing suitable for an aging population.

5.5.45 Experience during COVID-19 is expected to result in demand for improved amenities and outside space as set out in section 5.3.

5.5.46 The Wandle Delta area has potential to incorporate a significant capacity of residential dwellings. Indicative capacities for each cluster of key sites is set out in section 5.9.

5.5.47 Development proposals will incorporate a policy-compliant level of affordable housing in accordance with the adopted planning policy framework. Proposals must also adhere to adopted residential design standards and policies.

### **Infrastructure**

5.5.48 Proposals must incorporate a comprehensive assessment of infrastructure requirements as set out in the Local Plan. The Council will require early discussions about social infrastructure and utilities provision through the pre-application process, and detailed in subsequent application material.

5.5.49 While some health provision might be made on site, it is expected that any education needs would be provided off-site in the form of additional capacity at existing schools, funded through CIL allocation. The Council will require applicants to adopt a proactive

approach to the assessment of need and provision through early discussion as stated in paragraph 5.5.48. The Council will encourage community and health facilities to be provided as part of a flexible approach to ground floor uses.

5.5.50 Section 5.7 provides further guidance in relation to decentralised energy provision. Section 5.11 identifies guiding principles in relation to planning obligations.



**Figure 35** Existing building heights in storeys

## 5.6 HEIGHT, SCALE AND MASSING

### Overview

- 5.6.1 The SPD provides a planning and design framework to support the assessment of development proposals coming forward in the SPD area. This approach comprises the following elements:
- Summary of key factors relating to suitability for, and sensitivity to tall buildings;
  - Definition of physical assets and constraints;
  - General area-wide guidance on height, scale and massing; and
  - Provision of site-by-site guidance to stimulate high design quality (see section 5.9).
- 5.6.2 The SPD does not identify prescriptive locations on a plan to identify where tall buildings should go. In addition, the SPD is not prescriptive in setting maximum heights or limits.
- 5.6.3 As part of the emerging Local Plan evidence base, the Council is producing an Urban Design Study to guide character and height across the Borough. The SPD follows the approach of the Urban Design Study which should be cross-referenced along with this guidance.
- 5.6.4 The Urban Design Study provides a definition of 'tall buildings' and recommends that within the masterplan study area, clusters of tall buildings be focused north of the rail line. The guidance also recommends that *"tall buildings must respect the small scale of the River Wandle. This includes ensuring an appropriate set back from the river to respect its setting, avoid overshadowing and providing high quality public realm along the riverside."*
- 5.6.5 **Existing and consented heights**
- 5.6.6 As illustrated in Figure 35, the area's historic built fabric sets a low-rise context of primarily 2-storey Victorian terraced housing. The historic town centre was slightly taller in nature (3 to 5 storey) giving a grander, civic character. In recent years, a number of taller elements have been added to the town centre, including the Ram Brewery Development and Mapleton Crescent.
- 5.6.7 Developments along the River Thames - Wandsworth Riverside Quarter, Riverside West and Battersea Reach - have seen a shift from low-density industrial uses to medium and high-rise housing. This change reflects the changing character along the River Thames, notably Nine Elms and Battersea.



**Figure 36** Planning consents (blue - under construction, yellow - permitted), source VuCity

5.6.8 Figure 36 illustrates the notable sites under construction or consented in the SPD, or immediately adjacent, notably the Homebase and B&Q schemes on Swandon Way. To the south, the Ram Quarter consent includes a new tower element. The town centre including the Southside Shopping Centre also includes a number of taller towers which signify the town centre as a key destination.

5.6.9 Many of the buildings within the SPD area are of a low rise scale reflecting the industrial workspace typologies which typify these areas. The exception are the waste and recycling facilities which are inherently bulky buildings. It is noted that the former gasholder structure was a significant landmark in the area.

### **Sensitivity to tall buildings**

5.6.10 All development proposals must provide an assessment of their impact on any sensitive assets or features. This should include review and assessment of any impact on the following elements:

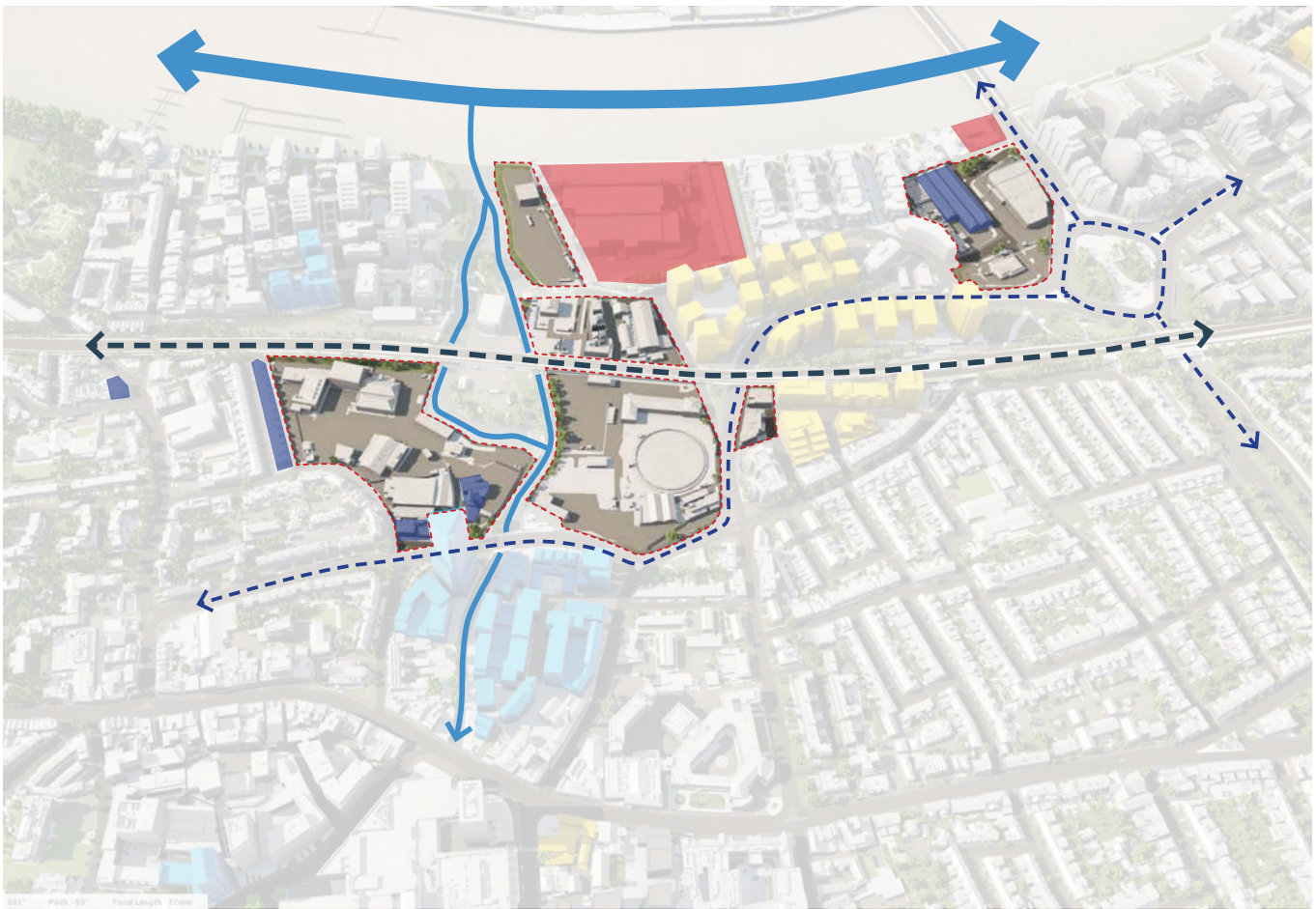
- Local views or vistas;
- Views or vistas in the London View Management Framework;
- Listed or locally listed heritage assets;
- Conservation areas;
- Ecological habitat such as a waterbody;

- Setting of a heritage asset or conservation area beyond the immediate boundary of the site;
- Relationship with immediately adjacent lower-rise townscape setting;
- Designations for specific employment activities that would be significantly constrained (in relation to quantum, or operational effectiveness) by a tall building typology.

### **Suitability for tall buildings**

5.6.11 All development proposals must provide an assessment of the suitability of the site for any taller elements. This should include evidence to demonstrate how the scheme achieves the following criteria for tall buildings:

- It occupies a significant location (e.g. gateway);
- The site possesses a high existing PTAL, or is projected to have a high future PTAL value due to transport infrastructure investment / improvements;
- The site is adjacent to an existing cluster of tall buildings
- It is situated within an comprehensive development opportunity.



**Figure 37** Summary of townscape elements which inform the tall buildings strategy

Key

- Existing heritage asset
- - - Railway
- - - A-road
- Riverfront
- Wharf



## Building height strategy

5.6.12 There are a number of key areas which are considered to be sensitive which will necessitate the careful moderation of proposals as appropriate. These are listed as follows:

- Wandsworth Town Conservation Area;
- Old York Road Conservation Area
- Safeguarded wharves - recycling facility and Pier Wharf;
- Bell Lane Creek and River Wandle;
- Bus depot (Grade II listed);
- Wentworth House (Grade II listed);
- The Crane public house and adjacent historic buildings on Armoury Way; and
- Low scale terraced housing on Sudlow Road.

5.6.13 Figure 37 illustrates these considerations graphically. Applications for tall buildings (as per the Urban Design Study definition) will be required to demonstrate that sensitivities have been considered and adequately addressed within proposals.

5.6.14 The massing of proposals within sites containing or adjacent to local assets including those identified above should be varied so as to mediate between the existing and proposed building heights.

5.6.15 The massing of buildings along the Wandle should be stepped back and varied in height to reflect its smaller scale and more varied character. Careful consideration should be given to avoid overshadowing and to avoid adverse impact on habitats.

5.6.16 Taller building should be focused to the north of the rail line, reflecting the height of the context buildings.

## Height, scale and massing

5.6.17 Proposals must adhere to the following key principles in relation to height, scale and massing:

- The massing of proposed buildings must relate to the scale and character of the streets which they address.
- The distribution of heights within an urban block should be arranged in a way that exploits the sun's path
- Designs should maximise daylight light or shade to private and public open spaces according to their need at different times of the day or year.
- The massing of urban blocks should be varied to offer visual intrigue and delight.
- Taller buildings should be located at prominent locations or at the end of long, street-level viewing corridors.
- Lower elements within perimeter blocks should be located along the southern edge so as to allow more daylight into private courtyards.
- Spaces should be usable all year round. Proposals should assess microclimate conditions of streets and spaces.

5.6.18 Proposals will be encouraged to consider varied building typologies which respond to the Council's target mix of land uses (see sections 5.4 and 5.5). Proposals will be encouraged to consider how density aspirations can be achieved through a mix of typologies and scales rather than over-reliance on tall buildings.

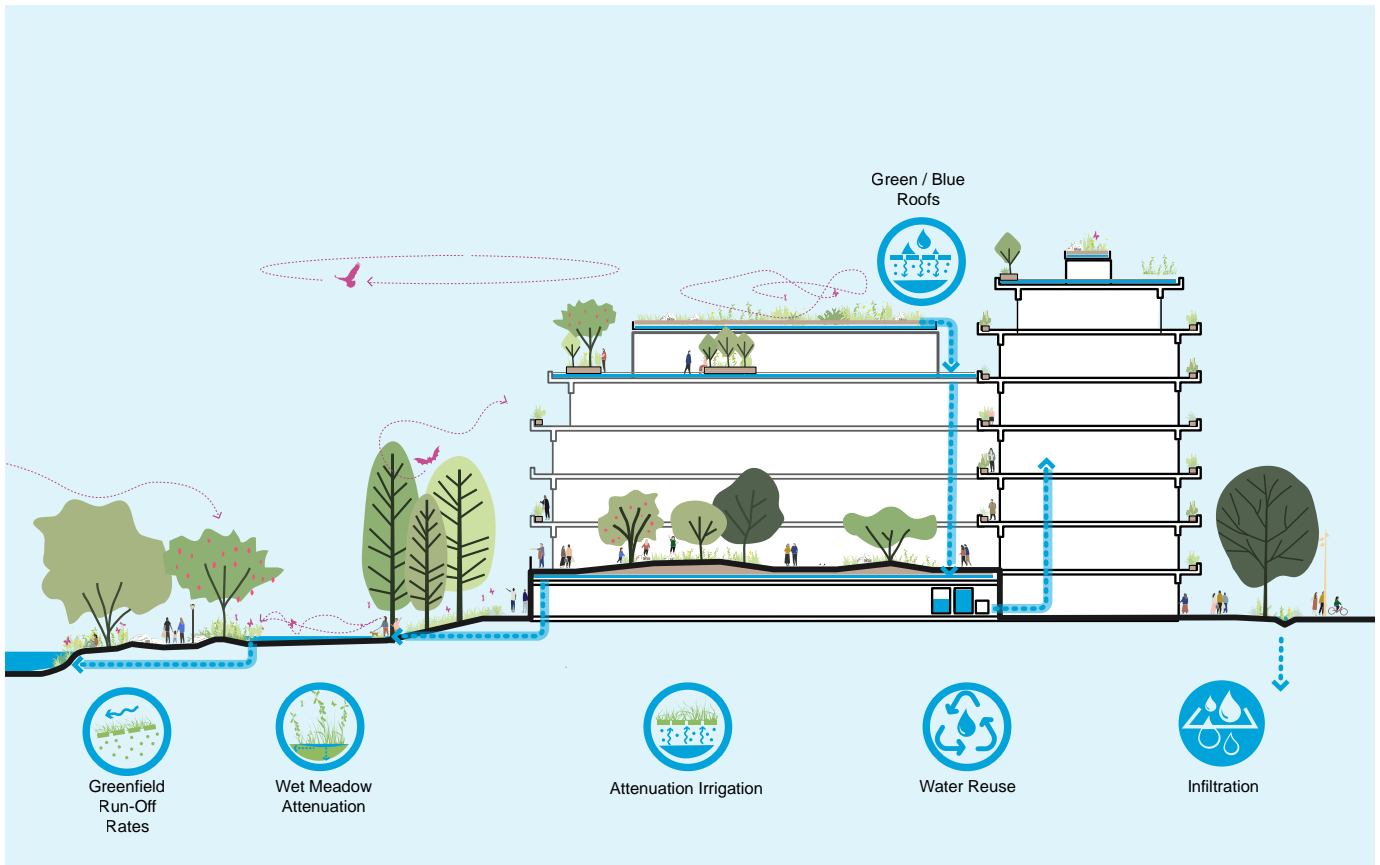


Figure 38 Indicative proposals for green and blue infrastructure

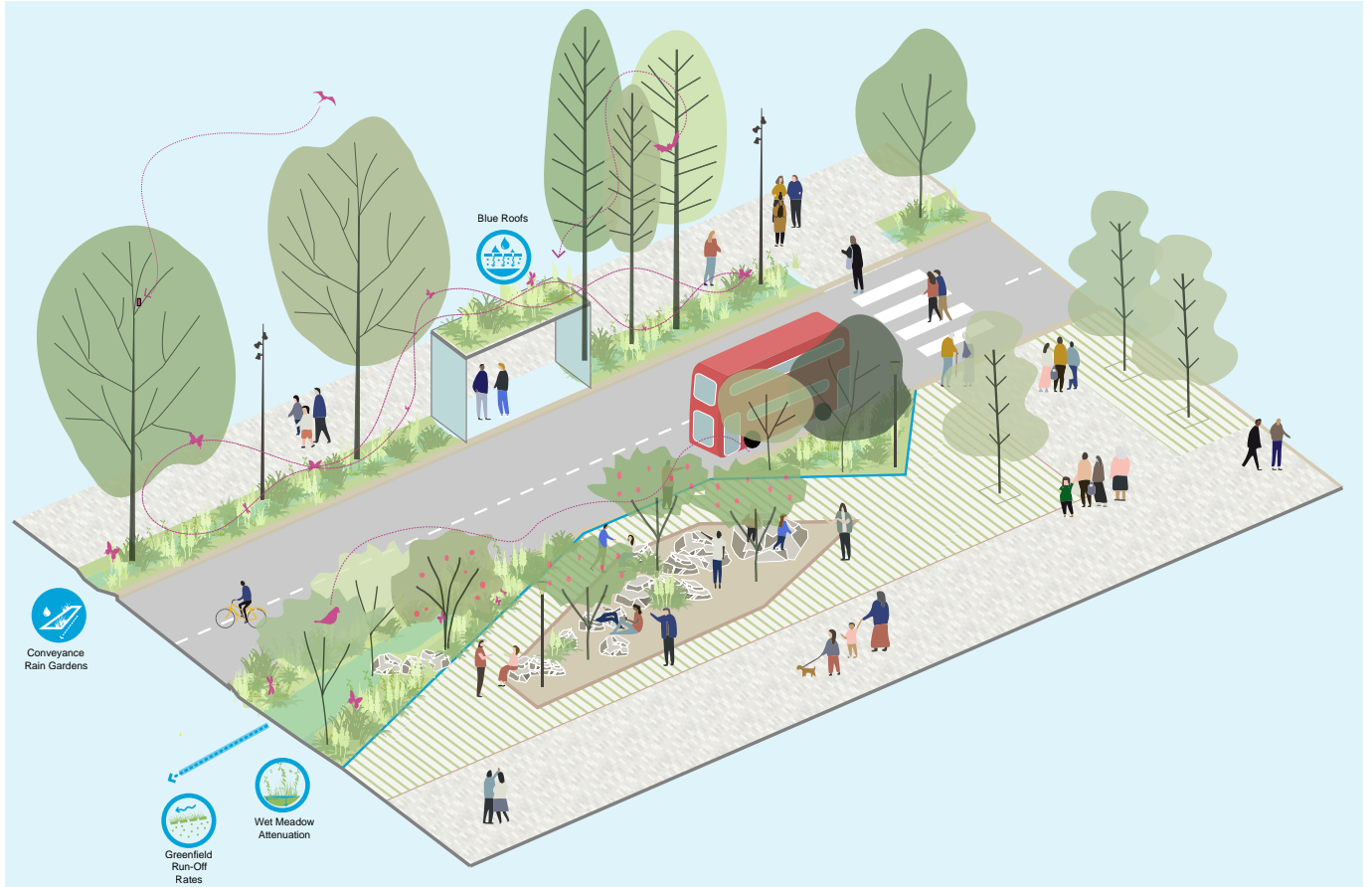


Figure 39 Indicative opportunities to improve existing streetscape

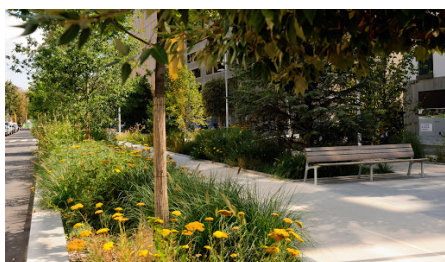
## 5.7 ENVIRONMENT AND SUSTAINABILITY

### Green and blue infrastructure

- 5.7.1 All development must meet Urban Greening Factor Requirements as set out in the London Plan. A mix of urban greening types should be used, with development along the Wandle seeking to maintain and enhance the ecological corridor. Greening that is resilient, cost effective and easily maintained is preferable.
- 5.7.2 Sites adjacent to the Wandle should use urban greening measures that enable good groundwater attenuation, to mitigate risks of flooding.
- 5.7.3 Figures 38 and 39 illustrate potential measures which might be incorporated as part of development proposals across the Wandle Delta area.

### Ecology and biodiversity

- 5.7.4 The SPD seeks to establish a framework which will balance the various planning priorities in relation to the River Wandle. The river, a chalk stream, is a special asset, and the SPD will require proposals to respond positively to the adopted Wandle Catchment Plan (2014) which sets out a number of key priorities for the Wandle. The river also has a vital part to play in the regeneration of the adjacent sites in the SPD –from a placemaking perspective, but also in relation to historic character, connectivity and biodiversity.
- 5.7.5 The Wandle is overseen by the River Wandle Catchment Partnership which is administered by the Wandle Trust. The Catchment Plan (2014) identifies a series of aims relating to the characteristics of the water in the river, habitats and wildlife supported by the river, access to the water and engagement with the river. These aims are expanded across a series of objectives which relate to water quantity, water quality, dynamics of flow, fish populations, the wider



Connected tree pits / rain gardens



Green/blue roofs



Wet meadows

river habitat and invertebrate populations. Support for ecology and biodiverse habitats is a key cross-cutting theme in the Catchment Plan.

- 5.7.6 A number of key issues should be considered in developing and assessing proposals in relation to the River Wandle and Bell Lane Creek, as well as other more general biodiversity considerations:
- 5.7.7 **Species and habitats:** Proposals must demonstrate awareness of key common and / or protected species supported in the Thames, Wandle and Bell Lane Creek. These include the European Smelt and European Eel. Reference should be made to relevant policy and specific documents including the Tidal Thames Fish Guidance Document (2017) alongside early dialogue with specialist organisations. This document identifies the need for baseline surveys, avoidance of ecological events in development scheduling, sensitive design of structures to support habitats, creation of more natural foreshore habitats and careful design of Sustainable Drainage Systems to avoid impact on intertidal systems. The document also provides guidance on suitable approaches to habitat creation and management of development impact.
- 5.7.8 **Ecological appraisal:** Proposals should follow best practice guidance from The

Chartered Institute of Ecology and Environmental Management (CIEEM) in undertaking preliminary ecological surveys and appraisals.

- 5.7.9 **Structures and bridges:** The SPD identifies an opportunity to provide new bridge connections as part of the movement strategy as set out in section 5.3. It is recognised that any proposed structure has potential to impact on the biodiversity of Bell Lane Creek or the River Wandle. In this context, site specific proposals for new bridges will require early feasibility and impact studies to understand potential options for their detailed siting, alongside assessment of potential impacts and mitigation required. The Council will undertake early engagement with the River Wandle Catchment Partnership in this regard. The safe passage of key species should be prioritised in relation to any potential new structures in the river, or the removal / modification of existing structures.
- 5.7.10 **Lighting:** Proposals for public realm and buildings should maintain a dark environment along the middle of the river corridor with appropriate specification of lighting during construction and operational stages. This is vital for biodiversity and proposals should consider any potential impact on ecology including bats.

5.7.11 **Biosecurity:** Proposals will be required to identify clear strategies to manage invasive non-native species through the preparation of a Construction Environment Management Plan. Proposals for planting should be reviewed with the Council with a view to agreeing appropriate native species.

5.7.12 **Living roofs:** 'Green' or 'Brown' biodiverse roofs should be considered as a means of replacing or enhancing the biodiversity value of a site as set out in the GRO Code (2014). This could include pre-grown mats, often with an emphasis on wildflower meadows, or a more gradual inhabitation of indigenous plants over time.

5.7.13 **Contamination:** It is acknowledged that contaminated land can, in some cases, be used successfully for green spaces or biodiversity habitats (e.g. southern end of King George's Park). There might be opportunities for this approach to be taken on sites where decontamination of large tracts of land might be costly. Developers could consider the identification of areas of contamination to be enhanced as habitat or greenspace subject to the nature of contamination. In other cases, comprehensive development proposals are likely to necessitate decontamination of sites to enable new homes or workspace to come forward.

## **Decentralised Heat Network**

5.7.14 Proposals should engage with SSE early in the design process with a view to future-proofing connections into an emerging Decentralised Heat Network project in Wandsworth Town. It is envisaged that a number of the key development clusters identified in section 5.9 would offer an appropriate critical mass to tie into the network.

## **Other sustainability and environmental priorities**

5.7.15 Proposals will be expected to adhere to the adopted planning framework in relation to wider more general sustainability policies and priorities.



Figure 40 Indicative masterplan framework

- Key**
- Metropolitan Open Land
  - Proposed new public open space
  - Existing route
  - Suggested/proposed new route
  - Active travel enhancement
  - Cycle superhighway
  - Suggested public realm improvement
  - Proposed urban block
  - Listed Assets
  - Wandsworth Town Station
  - Potential access improvements
  - Proposed servicing loop

## 5.8 ILLUSTRATIVE MASTERPLAN

### Overview

5.8.1 Figure 40 articulates the illustrative masterplan framework which has been progressed as an indicative example of how the SPD principles could be realised. This drawing has been used as a diagrammatic basis for some of the illustrated guidance in this chapter.

### Viability and delivery

5.8.2 Given the industrial nature of the area a number of sites are likely to be contaminated and/or have services running through them. Further consideration will need to be given to each individual site/cluster to fully understand specific contamination and/or servicing issues, however these have been signposted in the site specific considerations section.

5.8.3 Sites within the study area are within multiple public and private ownerships. The London Borough of Wandsworth own several sites, most notably Frogmore Depot, Causeway Island and Feathers Wharf. There are a range of options for bringing these sites forward, from complete self-delivery through to a more market led approach where the private sector is driving delivery, with each option carrying implications around control, risk, reward, cost and resource.

5.8.4 Several of the proposed sites are within multiple ownership and as such will be complex to bring forward. Therefore these sites are likely to take longer to come forward.

5.8.5 In terms of phasing the SPD envisages four broad phases that development will come forward within:

- Immediate term – those sites that having planning consent and/or are already on-site
- Short term – those sites that have a realistic prospect of coming forward over the next 0-5 years
- Medium term – those sites that have a realistic prospect of coming forward within 6-10 years
- Longer term – those sites that could come forward from Year 11 onwards.

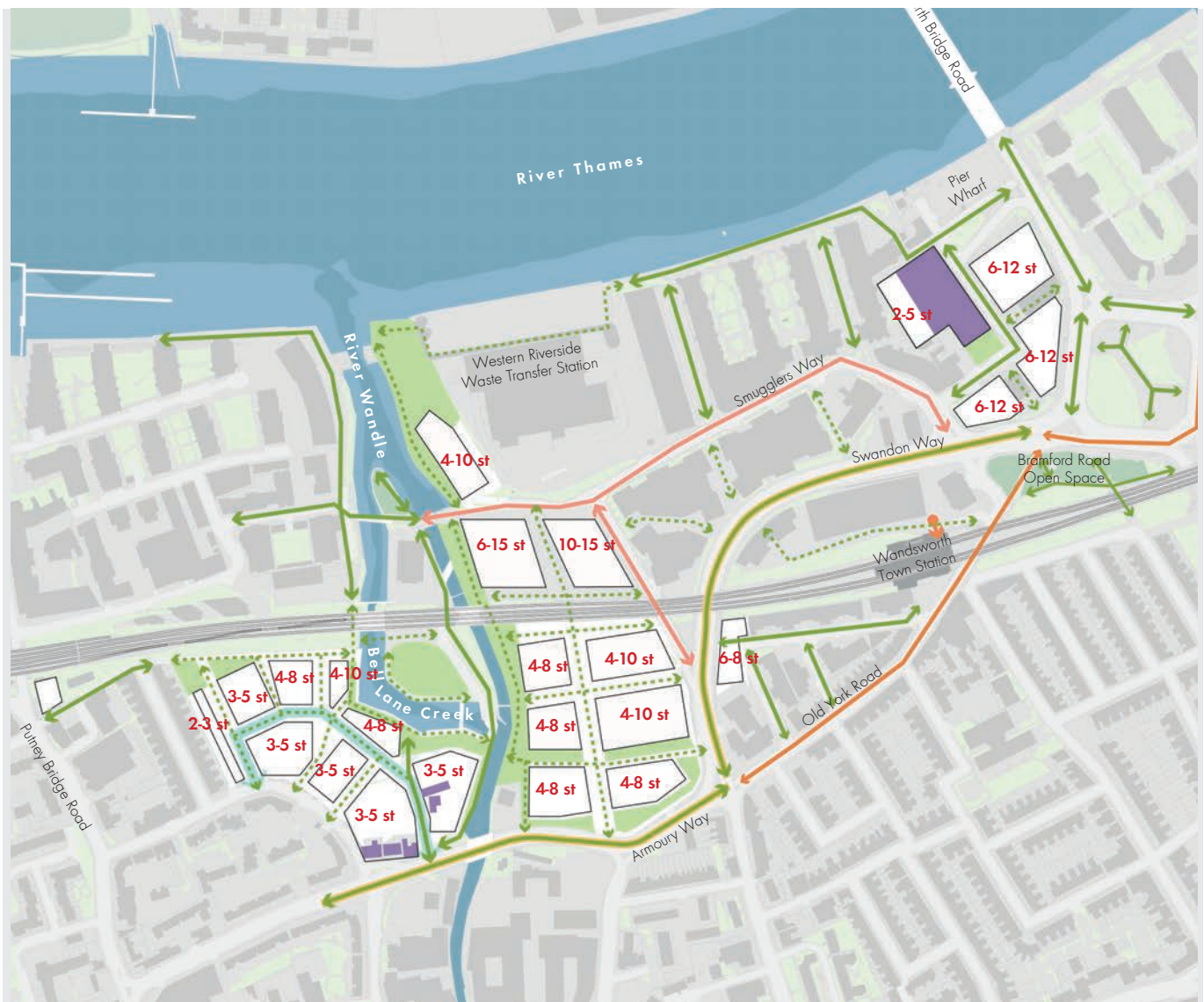


Figure 41 Indicative masterplan framework showing height ranges

**Key**

- Metropolitan Open Land
- Proposed new public open space
- Existing route
- Suggested/proposed new route
- Active travel enhancement
- Cycle superhighway
- Suggested public realm improvement
- Proposed urban block
- Listed Assets
- Wandsworth Town Station
- Potential access improvements
- Proposed servicing loop



### **Gross capacity estimates**

- 5.8.6 Based on the indicative approach to massing which is summarised overleaf, the SPD identifies an indicative development capacity for a range of land uses as follows.
- 1,650 new homes;
  - 11,600 sqm (GEA) light industrial workspace; and
  - 21,000 sqm office space.
- 5.8.7 A further 966 new homes, 11,885 sqm office space and 5,826 sqm light industrial workspace are also proposed on the consented schemes at Swandon Way, and Ferrier Street which benefits from a Resolution to Grant.
- 5.8.8 A significant quantum of ground floor space could be provided in a range of active uses including community, health, education and, subject to compliance with planning policies, leisure, retail, food and drink uses. This is estimated to be up to 6,800 sqm of space across the SPD area.
- 5.8.9 The rationale and associated guidance for these uses and activities is articulated in section 5.5 and in section 5.9. In addition to these indicative strategic capacities, a range of amenity facilities and community spaces should also be provided. As set out in section 5.3, the proposed development will also be required to deliver public realm and landscape enhancements as set out in section 5.3.
- 5.8.10 These capacity figures are intended to be indicative estimates, and should not be treated as minimum targets or maximum quanta. It is recognised that the capacities for individual sites will evolve through a detailed design approach on a site-by-site basis with reference to the viability and delivery considerations identified above.



**Figure 42** Site clusters

## 5.9 GUIDANCE FOR KEY CLUSTERS

### Overview

- 5.9.1 Six key clusters of sites have been identified across the Wandle Delta SPD area, listed as follows and illustrated in Figure 42:
- Frogmore depot;
  - Hunts Trucks / Gasholder site;
  - Feather's Wharf and Smugglers Way;
  - Wandsworth Bridge;
  - Ferrier Street; and
  - Swandon Way.
- 5.9.2 Each cluster brings together a logical geographical grouping of sites. Where possible, proposals should be progressed comprehensively with a view to realising the principles and aspirations set out in the SPD in a coordinated manner. Proposals should demonstrate how they realise the various area-wide and site specific priorities and principles in this chapter of the SPD. This is particularly important in relation to public realm, connectivity and environmental elements of the proposals which must be balanced with new homes and workspace.
- 5.9.3 It should be noted that the clusters do not have a status or weight in planning terms. The clusters do not supersede the designation of site allocations in the Local Plan.
- 5.9.4 Due to ownership constraints, some clusters will come forward as individual sites. The Council will expect developers to be proactive in ensuring that site-specific proposals future-proof wider place-making and regeneration aspirations for the cluster and masterplan area as a whole. This should be clearly demonstrated as part of planning applications, with discussions initiated with the Council early in the design process. In this context, development proposals must demonstrate how adjacent sites could be progressed as subsequent phases, without compromising the overall aspirations for the cluster or masterplan area.
- 5.9.5 The summary principles in section 5.10 should be read in conjunction with the guidance in sections 5.1 to 5.8.

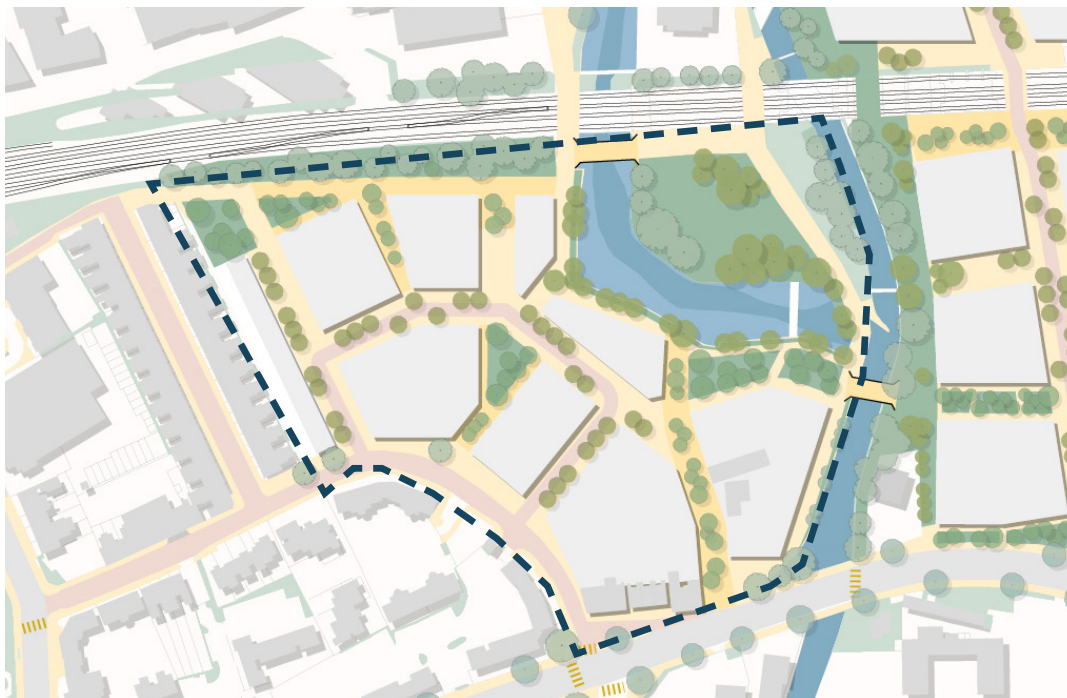
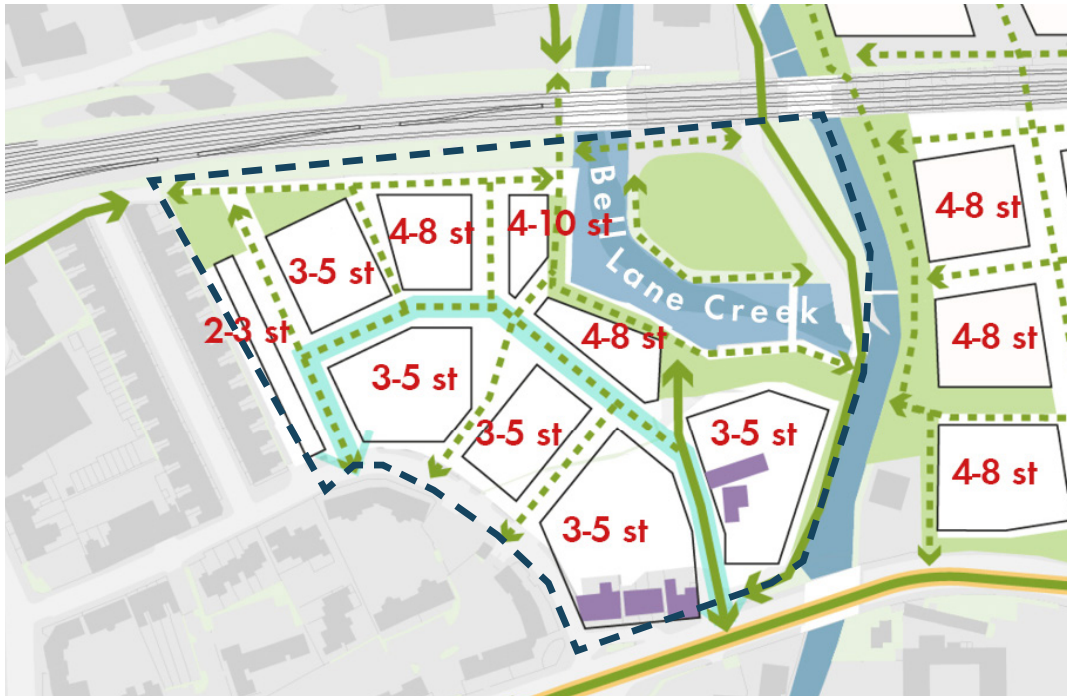


Figure 43 Indicative proposals for Frogmore depot

### Illustrative example - gross capacity estimates

- 2-10 storeys
- 221 homes (87 DPH)
- 7,500 sqm light industrial workspace
- 500 sqm office
- 800 sqm in flexible ground floor uses including community space.

## FROGMORE CLUSTER

### Principles

5.9.6 The Frogmore site includes Causeway Island, Wentworth House, the Frogmore Complex and Panorama Antennas. Proposals must incorporate the following principles:

- A mix of uses and typologies including workspace, with cultural and creative provision, and residential meeting the requirements of the EUIA designation.
- Sensitive design response to existing fabric including Sudlow Road, Crane public house, Wentworth House and making a positive contribution to the setting and character of Wandsworth Town Conservation Area.
- Incorporate focal point for visitors here, drawing on the heritage context and being on crossing point to the Ram Quarter site to the south.
- Retention of Wentworth House and enhancement of setting.
- Provision of a riverside walk and enhancements to biodiversity as part of any works to river walls or structures.
- Delivery of a new park at Causeway Island. Open space should enable people to enjoy the natural character of the area, utilising SUDs and avoiding large expanses of paving. It should prioritise biodiversity, utilise river frontage and daylight from a southerly aspect.
- Provision of an east-west pedestrian priority route to link to a crossing of the River Wandle to continue onto the Hunts Trucks/ Gasholder cluster.
- Provision of a new pedestrian crossing over the Wandle to create a key strategic east-west connection via the Hunts Truck cluster.
- Potential incorporation of a district heat network.
- Restoration and re-population of railway arches.
- Provision of open space to the south of Bell Lane Creek allowing maintenance access in relation to Thames Tideway maintenance requirements via Dormay Street.

- Integrated movement and management strategy to separate pedestrian spaces from servicing and access routes.

### Delivery

- 5.9.7 These sites are largely within Council ownership, however there are also a number of private landowners. The largest land parcel is the Frogmore depot which is currently used as Council offices and depot services. In the medium term it is anticipated that these functions will move elsewhere. This will provide the opportunity to maximise the development potential of this highly sustainable location, including intensified economic uses (new forms of workspace will be preferable to the existing activities), the delivery of public space and environmental benefits. As the largest landowner the Council will likely lead the delivery of these sites, through an appropriate delivery structure and it may need to consider its statutory powers to assemble the site in its totality as set out in the SPD.
- 5.9.8 These sites have a number of constraints that have the potential to affect capacity and viability, these include; land contamination and existing services, given the sites current use as depot and industrial uses; adjacency of the railway line to the north; adjacency of River Wandle and Bell Lane Creek, which could cause engineering challenges; a central area where Tideway will require future maintenance access to their Tideway Tunnel shaft; adjacency of low rise (2/3) story residential; and Wentworth House which is a Grade II listed building
- 5.9.9 Given these constraints it is likely that these sites could be delivered in the medium term (6-10 years).

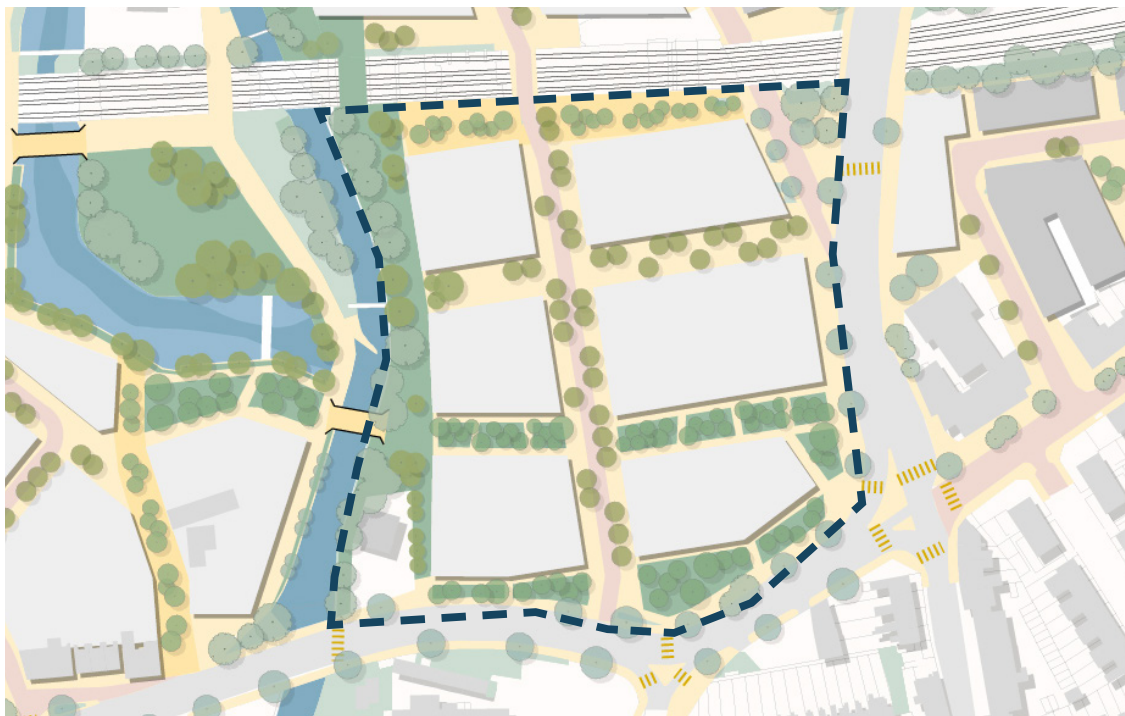


Figure 44 Indicative proposals for Hunts Trucks / Gasholder cluster

**Illustrative example - gross capacity estimates**

- 4-10 storeys
- 481 homes (177 DPH)
- 3,750m<sup>2</sup> light industrial
- 1,260m<sup>2</sup> in flexible ground floor uses including community space.

# HUNTS TRUCKS / GASHOLDER CLUSTER

## Principles

5.9.10 Proposals must incorporate the following principles:

- Creation of a more legible series of safe and secure streets and blocks.
- Seek to bring forward proposals comprehensively where possible. Where ownership necessitates a phased approach, a coordinated approach which future proofs the overall placemaking and regeneration benefits of the overall site should be progressed.
- Mix of uses and typologies including clusters of economic uses and cultural workspace meeting the requirements of the EUIA designation. Innovative use of yard spaces and incorporation of public-facing elements.
- New linear park adjacent to Wandle including riverside walk (see para 5.3.10 which identifies key aspirations and key issues for the detailed design process).
- Provision of an east-west pedestrian priority route to link to a crossing of the River Wandle to continue onto the Frogmore cluster.
- New pedestrian crossing across the Wandle facilitating key east-west connection to Frogmore cluster and towards station.
- 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. Frontages onto Armoury Way and Swandon Way should be set back to provide improved public realm and planting along these roads.
- The layout of buildings must allow for new connections providing public access through the site from Swandon Way west through to the riverside walk; and from Armoury Way north through the site and a connection to Smugglers Way by a new access passing under the rail track. Proposals should

support a high quality link with the town centre and gateway connecting to Smugglers Way and the Thames.

- Varied height, scale and massing of buildings with a focus on courtyard typologies.
- Incorporation of lower elements allowing daylight and sunlight into perimeter block courtyards.
- Low-rise buildings to make inner spine route to provide a more human scale.
- Varied massing along Wandle riverfront.
- Low-rise buildings facing railway arches to provide a more human scale.
- Improved crossings and streetscape on Armoury Way and Swandon Way.
- Potential to incorporate decentralised energy network.
- Proposals should respond to constraints associated with existing utilities restrictions, easements or HSE guidance as appropriate.

## Delivery

- 5.9.11 This site has six private owners and several long leaseholds. It is understood that there are a number of interested parties in bringing forward proposals. Delivery of these sites is likely to be led by those landowners with an active interest in the land. However the Council may need to consider the use of its statutory powers in bringing forward comprehensive redevelopment. In addition to the landownership challenges the site contains a former gas holder and significant infrastructure that supported its former use, including a gas mains and gas 'governor'. A combination of these factors may have an impact on deliverability, capacity and viability.
- 5.9.12 Although there are significant landowner and viability challenges, the number of interested parties in this site suggest development could come forward in the medium term (6-10 years). Further consideration should be given to the sites phasing given the fragmented ownership.

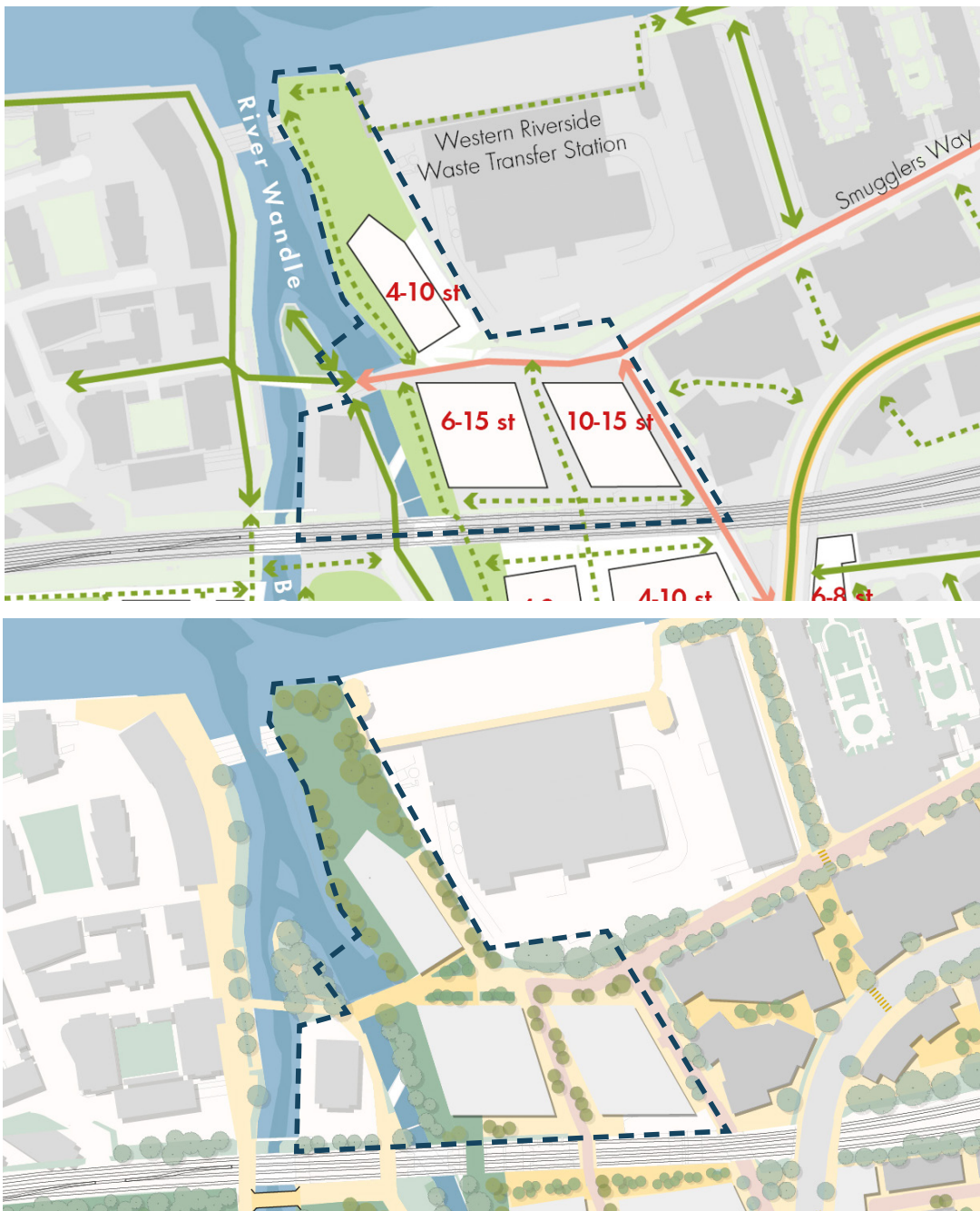


Figure 45 Indicative proposals for Feathers Wharf / Smugglers Way cluster

**Illustrative example - gross capacity estimates:**

**Feathers Wharf**

- 141 homes (178 DPH)
- 4-10 storeys
- 1,600m<sup>2</sup> in flexible ground floor uses including community space.

**Smugglers Way**

- 452 homes (238 DPH)
- 6-15 storeys
- 1,500m<sup>2</sup> light industrial



## FEATHERS WHARF / SMUGGLERS WAY CLUSTER

### Principles

5.9.13 The following principles should apply:

- Longer term residential-led use
- Short to medium term – appropriate temporary uses which do not compromise the long term development of the site.
- New pocket park – creating a new space where the Wandle meets the Thames for recreation.
- Riverside walk adjoining the river Thames and Wandle
- Re-instate and facilitate a safe and secure connection to the high level bridge taking the riverside walk across the refuse transfer station site to the east
- Consideration to biodiversity value of Wandle and Thames in relation to siting and massing of buildings, recognising the value of the banks, and the need for assessment / mitigation of impact. Opportunities for enhancement should be pursued.
- Seek opportunities for active ground floor frontage.
- The site offers potential for taller elements, although diversity in height should be encouraged adjacent to the Wandle.
- 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.
- Consider impact on safeguarded wharf, in terms of the ongoing operational requirements including movement of freight, waste and aggregates.
- Demonstrate that proposals achieve an acceptable level of amenity for future residents.
- Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed.
- Potential to integrate with decentralised heat network.
- Open up railway arches for use, including new connection to Hunts Truck / gasholder site to the south.

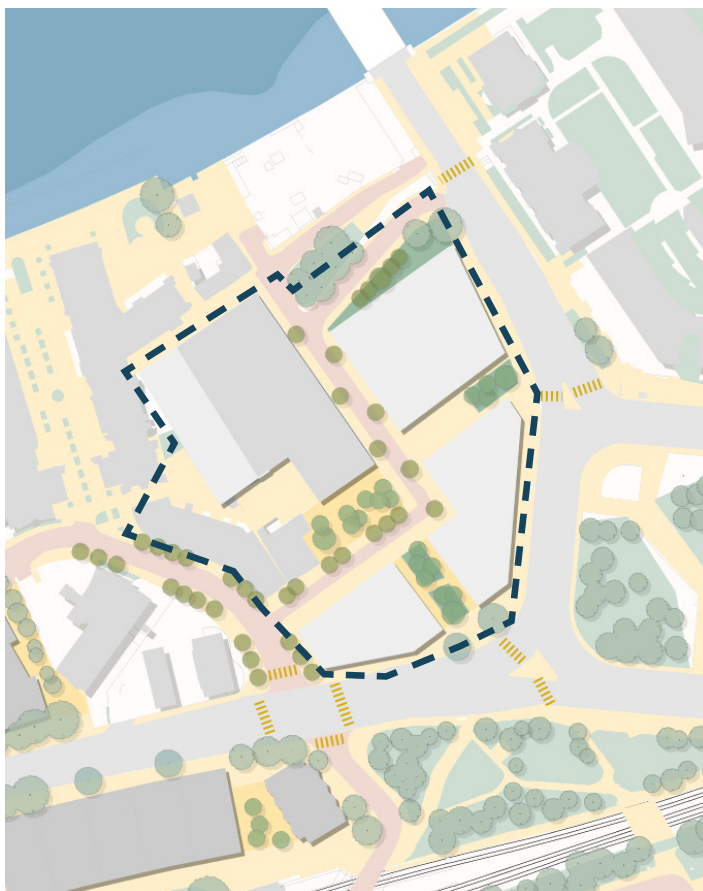
### Delivery

- 5.9.14 At Feathers Wharf, detailed design work will need to be undertaken to ensure that there is appropriate buffering and orientation of the residential units away from the waste transfer and recycling facility. The ground food and beverage uses should face away from the waste transfer and recycling facility with servicing arrangements to the rear.
- 5.9.15 Although site surveys are not available, these sites are likely to have contamination and services running through them, due to their current use and adjacency to the recycling facility. These sites are adjacent to the River Thames and Wandle which could cause engineering challenges that could negatively impact the viability.
- 5.9.16 Feathers Wharf is owned by the Council and consideration should be given to an appropriate delivery structure to bring these sites forward, either independently or jointly. Development proposals are likely to come forward in the longer term (11 years +) but opportunities might exist to bring the riverside walk forward more quickly.
- 5.9.17 The Smugglers Way area contains a Head House and Switch House and a number of businesses (an extension of the current site allocation). The substation is needed for the foreseeable future and will make feasibility and viability challenging.
- 5.9.18 The Smugglers Way sites could therefore be a potential longer-term opportunity if the infrastructure becomes surplus to requirements or a developer can find a viable solution to relocating or re-provision. Proposals would require further discussions with the landowner EDF Energy and UK Power Networks. Subject to these further discussions, the site could come forward in the longer term (11+ years).



**Illustrative example - gross capacity estimates**

- 2-12 storeys
- 356 homes (234 DPH)
- 14,100m<sup>2</sup> offices (potential for increase residential space depending on demand for office space)



**Figure 46** Indicative proposals for the Wandsworth Bridge roundabout cluster

# WANDSWORTH BRIDGE CLUSTER

## Principles

5.9.19 Proposals must incorporate the following principles:

- Mix of uses and typologies led by residential. Potential for office floorspace as part of the upper floor mix.
- Creation of a new public square adjacent to Marl Road alongside a comprehensive programme of streetscape and public realm upgrades.
- Improved environment for walking and cycling including connections to the planned new entrance to Wandsworth Town station.
- Secure active frontages to Swandon Way, the Wandsworth Bridge Roundabout, Marl Road, Bridgend Road, Jew's Row, Pier Terrace and Normans Passage.
- Development should not harm the setting of the adjacent listed Bus Garage. Sensitive infill development and intensification adjacent to the listed building could be possible. Subject to ongoing operation of the current occupier, proposals to rejuvenate the bus garage for leisure or flexible workspace will be considered.
- Tree planting required on the Swandon Way and Bridgend Road frontage.
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic noise.
- A pedestrian/cycle link through arches beneath Bridgend Road to Battersea Reach site linking into Jews Row will be required.
- Integration with decentralised heat network.
- Short-term animation of roundabout area (see para 5.3.25) and future-proof potential longer-term redevelopment of roundabout site through removal of western arm of roundabout (see section 5.10).
- Provision for short and medium term enhancements to lighting, wayfinding signage and walking / cycling route via the ramp, stairway and subway access to the centre of the roundabout.

## Delivery

5.9.20 This collection of sites are largely in private sector ownership, except for Wandsworth Bridge Roundabout which is owned by Transport for London (TfL). Given the proximity to the station, the Bemco, Mercedes Benz and McDonalds sites would be appropriate for office/co-working on the lower floors with residential. The Bus Garage site may need to continue to serve as a bus garage but alternative office/co-working and leisure uses could be provided alongside residential as part of a redevelopment.

5.9.21 The fragmented ownership of these sites could negatively impact viability, if the sites are brought forward separately. The Bus Garage site is Grade II listed, therefore there will likely be viability challenges in bringing this forward. Furthermore, consideration will need to be given to the adjacent sites (Bemco, McDonalds and Mercedes) relationship with the listed building.

5.9.22 These sites are likely to come forward in the medium term (6-10 years).



**Illustrative example - gross capacity estimates**

- Figures exclude the existing scheme with resolution to grant.
- 6-8 storeys
- 6,400 sqm light industrial workspace and office



Figure 47 Indicative proposals for Ferrier Street sites

# FERRIER STREET CLUSTER

## Principles

5.9.23 Proposals must incorporate the following principles:

- 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 in line with the EUIA designation.
- Consolidation and increases in industrial floorspace, with additional floorspace for SME businesses as well as contributing to public realm uses around Wandsworth Town railway station.
- Potential for introduction of 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.
- 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.
- Proposals should allow for a connection over Swandon Way to the Hunts Trucks/Gas Holder site. This is likely to be in the form of a new pedestrian crossing and would provide a direct and safe connection to Old York Road and Wandsworth Town rail station.
- Careful design of proposals adjacent to Swandon Way will be required to accommodate this street level pedestrian connection towards the Hunts Trucks site, potentially arranged as an archway to maximise workspace accommodation and act as a natural buffer to vehicle noise from Swandon Way.
- A taller element would be appropriate in the north-western corner of the site adjacent to the railway line.

## Delivery

5.9.24 The Ferrier Street site is the subject of a planning application with a resolution to grant planning permission for the construction of a mixed use development ranging from 4 to 10 storeys to provide 5826sqm light industrial (Class B1c) use, 5078sqm flexible business (Class B1) use, 106 residential units (Class C3) use and 213sqm retail use (Class A1/A3).

5.9.25 In addition to the above permission there are two plots to the west of the existing Ferrier Street units and Swandon Way. Further engagement will be necessary with those landowners to understand their aspirations for their sites. Furthermore, the Ferrier Street Site has several leases for individual units. Taking these into account it is likely these sites will come forward in the short term (0-5 years).



**Figure 48** Consented proposals for Swandon Way sites

**Permitted capacities**

- 860 homes
- 6,745 sqm offices (B1)
- 2,745 sqm flexible retail
- 164 sqm community space (D1)

## SWANDON WAY CLUSTER

### Principles

5.9.26 Proposals must incorporate the following principles

- High density redevelopment of under-utilised commercial sites to deliver new homes and economic uses.
- Improved access to the northern part of Wandsworth Town including provision for a new station entrance to enhance accessibility and reduce walking times from the northern part of the SPD area.
- Development on the frontages to Swandon Way, Smuggler's Way and Old York Road to be active at ground level and include windows and entrance doors.
- Layout and arrangement of buildings to support access improvements to Wandsworth Town Station from the north and as part of this work, a significant upgrade in the public realm of the Old York Road frontage would be expected. Proposals should define two safe and attractive new public routes through the B&Q 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 with retention of existing trees as far as possible.
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic and railway noise.

### Delivery

5.9.27 Both sites have planning consent. The former B&Q site is currently under construction and once delivered will be a mixed-use scheme, including 517 residential units, 5,098 sqm B1 and 2,745 sqm flexible B1/A1/A2/A3/A4, with associated landscaping and parking. The Homebase site has planning permission for mixed use scheme, including 343 residential units, 579 sqm GIA of retail (A1/A2/A3), 164 sqm community use (D1) and 1,647 sqm studio/office (B1) with associated parking, play space and public realm improvements.

5.9.28 These sites are to be delivered in the 0-5 year period.



**Figure 49** Long-term opportunities: waste recycling facility (A), Pier Wharf (B) and the peninsularisation of Wandsworth Bridge roundabout



## 5.10 LONG-TERM OPPORTUNITIES

5.10.1 Several sites in the SPD area present potential longer-term opportunities. There would be significant merit in progressing these elements, but it is likely that any proposals would come forward across longer-term timescales, reflecting inherent planning and design challenges which are likely to remain in place for the foreseeable future.

### **Waste recycling facility (A)**

5.10.2 There is potential for the redevelopment of the Western Riverside Waste Authority facility which is arranged perpendicular to the River Thames. The facility could be reprovided in a similar location with potential addition of residential uses above waste facility. This would offer an opportunity to create a better relationship with the Waterside Path and the Riverside West development to the east.

5.10.3 Alternatively, subject to the long term strategy for the waste transfer site a more comprehensive approach to development could be considered should the safeguarded wharf be de-commissioned.

5.10.4 Any proposal would need to demonstrate that the addition of residential dwellings would not compromise the operation of the adjacent wharf uses. Proposals would need to consider how edge conditions and access to adjacent waste facilities are managed.

### **Pier Wharf (B)**

5.10.5 There is potential to intensify this safeguarded wharf site. This could be achieved through the redevelopment of Pier Wharf to accommodate operational wharf uses at ground floor, with the development of alternative uses, including residential on upper floors.

5.10.6 Further detailed design work will need to be undertaken to ensure that there is appropriate buffering and orientation of uses away from the wharf. Given its current use it is likely to have services and potentially contamination issues that could impact viability.

### **Peninsularisation of Wandsworth Bridge roundabout (C)**

5.10.7 Locations such as Old Street and Archway are in the process of realising enormous placemaking and strategic movement benefits through the structural reorganisation of major vehicle-dominated junctions.

5.10.8 In the longer-term, the Council will work with TfL and other partners to consider opportunities to remove the western arm of Wandsworth Bridge roundabout. This could enable the redevelopment of the current roundabout site, and might also establish an additional area of public realm adjacent to the development sites identified in the Wandsworth Bridge Road cluster in section 5.9. It will be important to ensure that all amenity issues are addressed given its location adjacent to a busy road junction.

5.10.9 This opportunity would require further more detailed studies and assessments across a range of disciplines. It is likely that any such proposals would need to be coordinated with a broader strategy of sustainable modal shift towards walking, cycling and public transport.

5.10.10 This is a key gateway into the borough and will need achieve a high quality development. It is recommended that this site could be subject to a competition.

## 5.11 PLANNING OBLIGATIONS

### Context

5.11.1 Wandsworth's Planning Obligations Supplementary Planning Document (SPD) was adopted in 2015. It should be noted that a revised Planning Obligations SPD is currently being prepared by the Council as part of the Local Plan review, a draft of this document was published in January 2020 for consultation.

5.11.2 The adopted SPD sets out how the Council will ensure new development contributes to a "safer, healthier and more prosperous Wandsworth and will be a material consideration in the assessment of planning applications". The Planning Obligations SPD sets out that most proposals will be required to contribute via:

- S106 for affordable housing (where meeting the threshold)
- S106 for standard site/design mitigation
- Community Infrastructure Levy (CIL) for wider infrastructure provision. Wandsworth's CIL became effective on 1st November 2012, with payments set out in the Council's CIL charging schedule document.

5.11.3 Additional 'development specific' implications such as affordable workspace and cultural provisions Regulation 122 (2) of the Community Infrastructure Levy Regulations states that: "A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is – a) Necessary to make the development acceptable in planning terms; b) Directly related to the development; and c) Fairly and reasonably related in scale and kind to the development." As such any planning obligation for sites within the SPD area will need to meet these three tests.

### Wandle Delta S106 priorities

5.11.4 Developer contributions within the Wandle Delta should conform to those set out in the adopted version of the Wandsworth Planning Obligations SPD.

5.11.5 Key contributions within the Wandle Delta include:

- **Affordable housing**, the draft Planning Obligations SPD sets a minimum affordable housing provision of 33% outside Nine Elms and a need for a 60:40 split between social/affordable rented homes and intermediate housing.
- **Public realm enhancements**, including the provision of a riverside path (The Wandle Trail), delivery of new parks, public spaces and playspaces in line with the Mayor's Shaping Neighbourhoods and Play and Informal Recreation Supplementary Planning Guidance (SPG). Ownership, management and maintenance responsibilities for new parks, streets and public realm will require early discussion as proposals emerge. Clear responsibility and management guidelines should be defined from the outset.
- **Improvements to strategic transport**, including improvements to Wandsworth Town railway station.
- **Education facilities**, the existing Planning Obligations SPD has triggers of 1 additional primary school for 200 primary school age children and 1 additional secondary school for every 400 secondary school age children. Subject to an assessment of the existing capacity of public facilities.

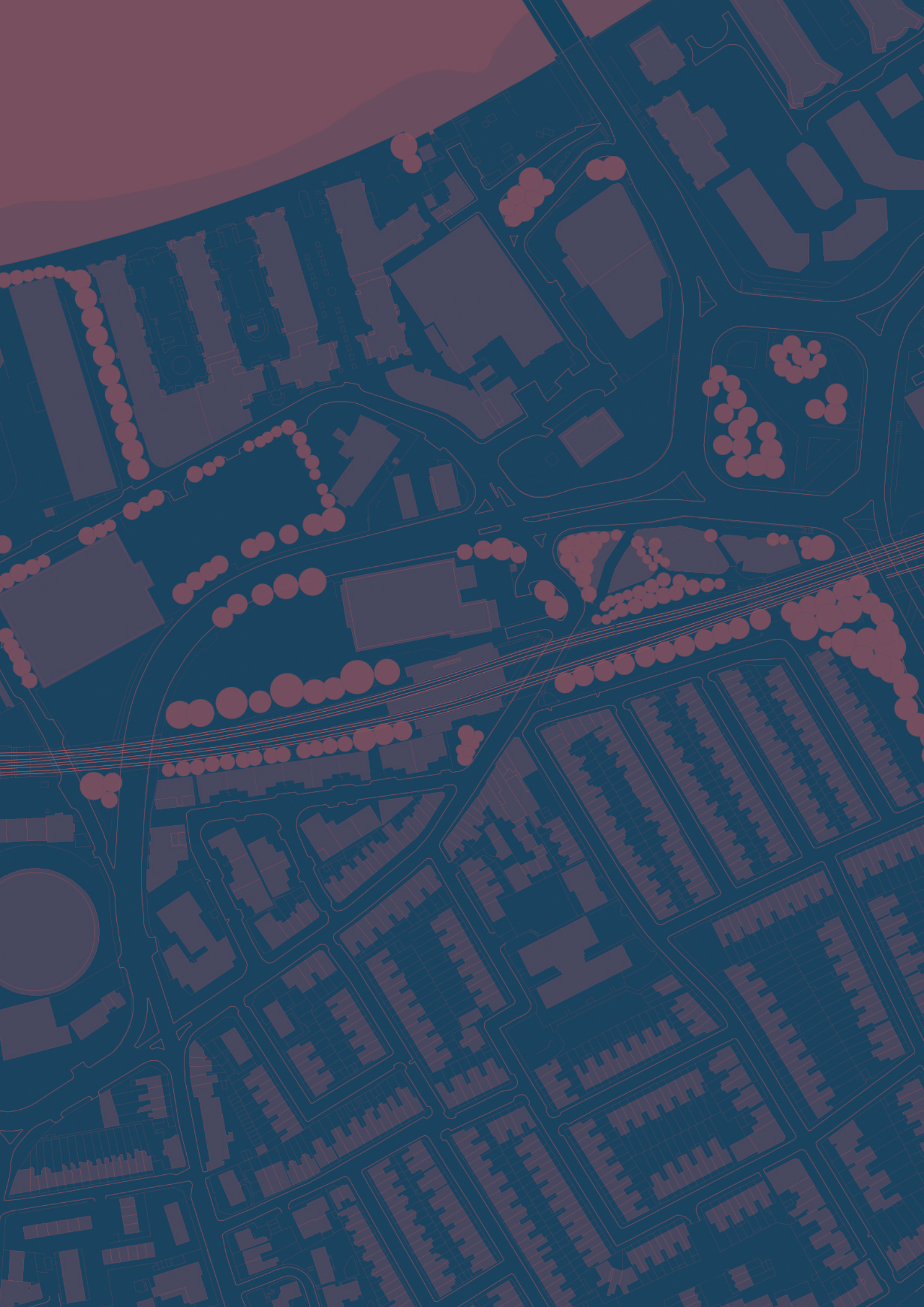
- **Affordable workspace** to support new and existing businesses, including SMEs, to develop and grow. Including flexible and affordable office, retail and industrial workspace in new units. The Wandle Delta SPD provides the opportunity to define such provisions in more detail regarding spatial configuration and rental discounts against prevailing rents in the local area.
- **Provision of employment and training** opportunities for Wandsworth residents. The existing Planning Obligations SPD states that “Development proposals consisting of more than 1,000 sq m of retail or office floorspace, or where 100 housing units will be created, are required to ensure that provision is made for employment opportunities for residents of Wandsworth.”
- **Use of local businesses** for goods, services and suppliers by the development and sub-contractors.
- **Arts and culture** – the existing Planning Obligations SPD states that, “All developments of more than 100 dwellings or non-residential developments of more than 10,000 sqm are required to enhance the range of arts and cultural opportunities in the area, by producing and realising a robust Cultural Action Plan.” All developments that trigger the cultural obligations within the Wandle Delta SPD are expected to work with the Council in developing Cultural Action Plans that address issues relating to the provision of cultural infrastructure, such as affordable cultural and creative space, workspace and associated support (e.g. through subsidised capital lease, subsidised rent and/or fit out ). The Council will consider an area-wide arts and culture strategy for the Wandle Delta area (see section 5.3)
- **Community uses**, the existing Planning Obligations SPD has triggers of 200 sq m of community floorspace above 1,000 residents, subject to an assessment of the existing capacity of public facilities.
- **Sustainability**, including the following measures: Sustainable design and construction; Decentralised Energy Networks; Flood risk; Biodiversity and habitats and Air Quality.

An aerial photograph of a residential development, overlaid with a semi-transparent blue filter. The image shows a grid of streets, numerous houses, and a prominent road with a double yellow line. A railway track runs horizontally across the middle of the image. The background features rolling hills under a clear sky.

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