



Our Ref: 16/3960

Rob McNicol,
Wandsworth Council,
Planning Policy,
Environment & Community Services,
Town Hall,
Wandsworth High Street,
London,
SW18 2PU.

4th November 2016,

Dear Rob,

Wandsworth Local Plan: Employment and Industry review - policy options

Many thanks for consulting TfL on the Wandsworth Local Plan Employment and Industry review.

TfL notes the proposed re-designations of industrial and employment land in the policy options document and have the following comments:

Strategic Industrial Location (SIL)

Question 6: Is it appropriate to retain the existing designation as Strategic Industrial Location for the entirety of the Queenstown Road area, as set out in the map below?

The Nine Elms Partnership has invested heavily in public realm design guidance and cycle strategies for the Opportunity Area. TfL notes that in considering the future of this space, every opportunity should be taken to improve pedestrian and cycling connectivity. This is particularly important with large pieces of infrastructure affecting north south and east west movement. With the introduction of the Northern Line and developments throughout the Opportunity Area, this is an important time to consider if SIL is retained how the area can be opened up to connect to the surrounding area.

Locally Significant Industrial Areas: Questions 7-10.

TfL is satisfied that the borough has acknowledged TfL's proposals for the Wandsworth Town Centre gyratory system in their policy options for the gas holder sites and other sites within the town centre. Although the reconfiguration of the gyratory is likely to involve significant land take from the east side of Putney Bridge Road and a relatively small widening of Wandsworth Plain, these areas appear to be outside the current review of employment and industrial land. Thus, provided the new road alignment is secured, TfL considers the re-designations within the town centre and the gas holder site would not impact on the gyratory removal scheme.

The gyratory removal scheme should be clearly reflected within the consultation around the re-designation of these sites and the potential for improved links reflected.

With regard to the Bingo Hall, with any development coming forward at this site consequent to re-designation, TfL would expect a Transport Assessment (TA) to be submitted and appropriate mitigation to be secured through section 106 agreement / CIL. Currently the local bus routes in the area are in capacity.

8.2.4 Nine Elms

Question 11: Should the Council continue to support the wider regeneration objectives for Nine Elms and to only protect industrial and distribution sites in the SIL.

TfL would support any effort to improve cross connectivity. Dependent on the scale of re-designation, TfL may require an element of transport assessment to be undertaken. This would update the transport study undertaken as part of the Opportunity Area Planning Framework (OAPF).

8.2.6 Industrial clusters and undesignated sites

Question 13: Should the clusters and sites identified above be protected for industrial and distribution uses?

Question 14: Should this include specific protection for such uses located in railway arches?

With regard to converting railway arches along Winthorpe Road, TfL has been looking to convert arches directly opposite East Putney station on Upper Richmond Road. An improvement programme for the arches is subject to be implemented over the next few years. TfL Commercial Property will be responding separately with an update on this project.

8.3.1 Employment Protection Areas

Question 18 : Should the Local Plan seek to protect offices in the following locations:

- Town Centres;
- The part of the Central Activities Zone that is in Nine Elms;
- Focal Points;
- Smaller office clusters near transport interchanges or on the edge of town centres?

When designating land for office clusters, the council are encouraged to have a clear policy on transport accessibility and parking, reducing reliance on the car. This should be reflective of London Plan policy. TfL is supportive of focusing activity into areas of good and excellent accessibility.

8.5.2 Large-scale Mixed Use Development

Question 36: On large-scale mixed use schemes, should the Local Plan require the design of the development to demonstrate that employment and residential uses complement each other, that the clustering and arrangement of employment premises is designed into the scheme, and that employment provision is not solely restricted to the ground floor? Are there other design and management issues that should be taken into account for large-scale mixed use schemes?

TfL's view is that co-location of uses, particularly in areas of excellent accessibility should be encouraged. This should not just be limited to office uses, but often other industrial uses such as light industrial or storage and distribution uses can work together with residential. Clear policies can help frame design principles that developers can adopt. TfL would be keen to work with the council on this aspect, particularly in the light of the Mayor's commitment through City for All Londoners to explore intensifying development around stations.

8.7.1 Queenstown Road SIL

Question 48: Should the Havelock Terrace area be designated as Industrial Business Park?

It is understood that the borough is proposing to re-designate sites in the Havelock Terrace area from Strategic Industrial Land (SIL) to Industrial Business Park (IBP). From a highways perspective, TfL has no objection to this designation, however detailed transport assessments will be required with individual planning applications or at an area wide scale to consider changes of use.

Summary

In summary, TfL hopes these comments are useful in informing the Local Plan. TfL requests that the gyratory removal scheme is clearly reflected within the consultation around the re-designation of sites in and around the town centre and the potential for improved links reflected. Considering pedestrian and cycle connectivity in Nine Elms is important through this work, TfL may require an element of transport assessment to be undertaken in this area which would update the transport study undertaken as part of the OAPF. With regard to, the designation of office clusters, TfL would encourage clear policies concerning transport accessibility, parking and reducing reliance on the car. Focusing activity into areas of good and excellent accessibility would be highly encouraged. The co-location of uses, particularly in areas of excellent accessibility should be encouraged which should not just be limited to office uses, but may also include other industrial uses such as light industrial or storage and distribution uses which can work together with residential. Clear policies can help frame design principles that developers can adopt and TfL would be keen to work with the council on this aspect. Subject to the above, TfL would be happy to meet with the Borough to discuss these matters further.

With regard to converting railway arches, as previously mentioned, TfL Commercial Property will be responding separately with an update on the project for converting railway arches.

Yours sincerely,

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