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SW18 2PU



Phoebe Juggins
Planning Property Lead

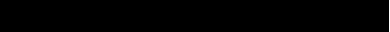


By e-mail: planningpolicy@wandsworth.gov.uk

Dear Sir or Madam,

London Borough of Wandsworth 'Publication' Draft Local Plan

Please find attached our representations on the above document.

We will shortly be in contact to arrange a meeting to discuss these representations. In the meantime, should you wish to discuss the representations, please do not hesitate to contact myself or Nicola Forster at Savills 

Yours sincerely

Phoebe Juggins
Property Planning Lead

cc Thames Water: Eliot Williams (Head of Property, Estates and Tideway); Norman Courts (Head of Development and Placemaking); Nigel Warwick (Principal Tideway Surveyor); Nakato Kiwana (Senior Legal Counsel)

cc Tideway Integration Group: John Sullivan (Head of Tideway Integration Group); Craig Morrison (Commercial Manager)

cc Tideway: Liz Wood-Griffiths (Head of Consents Authority)

WANDSWORTH DRAFT LOCAL PLAN: PUBLICATION VERSION
REPRESENTATIONS PREPARED BY SAVILLS ON BEHALF OF THAMES WATER

1. Introduction

- 1.1 The representation follows a Regulation 18 Pre-publication Local Plan representation by Thames Water Utilities Ltd ('Thames Water') in February 2021. Although the Local Plan has developed in its detail, a number of requests made by Thames Water within the previous representation remain unchanged. This representation seeks to reiterate these requests, whilst also providing comments on other relevant policies and text.
- 1.2 A separate representation has been made by Thames Water Utilities Limited in regard to Thames Water's function as a statutory undertaker for the provision of clean and waste water services.

2. Bazalgette Tunnel Limited ('Tideway')/Thames Water

- 2.1 Bazalgette Tunnel Limited (trading as Tideway) is the company delivering the construction of the £4.3bn Thames Tideway Tunnel. The Tunnel is being implemented under a Development Consent Order - The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 ("DCO") – enacted on 3rd September 2014 and which came into force on 24th September 2014. Several sites and land parcels were acquired for the project between 2012 and 2015, and preparatory work for construction of the project began in 2015. Work is now substantially advanced at 24 sites in London. Construction of the project is anticipated to be completed in 2025.
- 2.2 London's sewer system carries both foul sewage and surface water, largely making use of the hidden culverted rivers. The original Bazalgette sewage system, built more than 150 years ago, intercepted the old rivers at various points across London – notably along London's embankments (newly built to accommodate them) and diverted combined sewage outflows to the main sewage treatment works downstream to the east of London.
- 2.3 The development of the city has inevitably increased the quantity of sewage in the system beyond anything that might have been envisaged 150 years ago. The Thames Tideway Tunnel is a 25km 'super sewer' under the Thames, with a 7.2m internal diameter, to intercept spills and to hold storm discharges in the tunnel until it can be emptied and treated by Beckton Sewage Treatment Works. This will improve the quality of the River Thames and its environment.

- 2.4 Some of the land acquired temporarily or permanently for the purposes of constructing the tunnel will ultimately be available for development, and this will include areas of public realm. Areas within these sites will be retained by Thames Water as operational land for access and operation and maintenance throughout the lifetime of the infrastructure. This land will continue to be subject to the safeguarding included in the Article 52 of the DCO.
- 2.5 The main Thames Tideway Tunnel sites within the London Borough of Wandsworth include:
- Barn Elms
 - King George's Park
 - Dormay Street
 - Falconbrook Pumping Station
 - Kirtling Street
 - Heathwall Pumping Station
- 2.6 We have included plans of the sites within the body of this letter to which these representations relate for ease of reference. These will also be provided to the Council in a larger format.
- 2.7 Both through the Thames Tideway Tunnel project and the wider estate, Thames Water owns and operates a substantial amount of land and water assets for the public good. It also has a responsibility to create value for its customers by utilising land in London and the south east of England for alternative uses where this can be done without harming or adversely affecting its operations as a Statutory Water Company.
- 2.8 The Government and Mayor of London are looking to utilities organisations such as Thames Water to make a contribution to the development of the City through the use of brownfield land. Such development has the joint benefit of delivering new homes and employment opportunities whilst also contributing to the enhancement of the water infrastructure in London and the South East.

3. National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) sets out that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). The NPPF sets out the contribution that should be made by Plans (paragraph 15), whilst Paragraph 35 sets out that Plans are sound if they are positively prepared, justified, effective and consistent with national policy.
- 3.2 Much of the land controlled by Thames Water in Wandsworth comprises brownfield land in highly sustainable locations. This is generally suitable land for development as set out in paragraph 119 of the NPPF which requires policies to make as much use as possible of previously-developed or 'brownfield' land. Paragraph 120(a) states that planning policies and decisions should "encourage multiple benefits from both urban and rural land, including through mixed use schemes" and (c) "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs."

4. General

4.1 The Thames Tideway Tunnel project comprises important city-wide infrastructure that has multiple benefits to the population and environment of London. Therefore we welcome and support the recognition of the Thames Tideway Tunnel in paragraph 11.8, Policy PM9 (9.) and Policy LP23 section D of the Local Plan Review. This complies with paragraph 20(b) of the NPPF which requires strategic policies to make sufficient provision for infrastructure. Thames Water is committed to working with the Council to deliver the new public spaces and new public realm that is included on the Thames Tideway Tunnel project.

4.2 However, we note that the following text from Policy LP23 (now LP22) Utilities and Digital Connectivity Infrastructure has been removed from the Regulation 19 plan;

“The Council will work with Thames Water and Bazalgette Tunnel Limited to support the timely implementation of the Thames Tideway Tunnel project, including the connection of the combined sewer overflows in the borough in accordance with The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.”

4.3 Given the significance of the Thames Tideway Tunnel infrastructure and in accordance with paragraph 20(b) of the NPPF, Thames Water respectfully request that the above text be re-introduced to Policy LP22.

4.4 The key areas of interest to Thames Water within the Local Plan Review are set out below in separate sections for ease of reference. These are:

- Wandsworth Town (with particular reference to Frogmore Quarter)
- Nine Elms (Kirtling Street Cluster)
- Winstanley/York Road Regeneration Area (Falconbrook Pumping Station)
- Middle Wharf

4.5 We further note that in line with the public announcement made by Tideway on 24 August 2020, the handover date for the Thames Tideway Tunnel project is likely to be in the first half of 2025. We would therefore propose that all references contained in the Local Plan relating to completion of the Thames Tideway Tunnel project (including at paras 2.95, Spatial Strategy; 5.29 & 5.31, PM3 (Kirtling Street Cluster); paragraph 6.6, PM4 (Winstanley/York Road Regeneration Area) and para 11.8 and PM9 (Wandsworth Riverside)) should be amended to reflect the latest schedule and anticipated completion date of the Thames Tideway Tunnel project.

5. Policy PM1 – Area Strategy and Site Allocations Compliance

- 5.1 As set out below Thames Water sites are all located within areas which include Area Strategies or site allocations. Whilst Thames Water support the Council's aspirations of the Placemaking, Inclusive Growth and People First principles referenced in the policy, they would specifically comment on criteria C. of the policy which relates to Masterplans or Concept Frameworks.
- 5.2 Thames Water have sites in both the Frogmore and Kirtling Street clusters and whilst they support the idea of a masterplan or concept framework across clusters, we make reference to Paragraph 3.28 of Policy PM1, which rightly references *“that some sites within clusters will be within different ownerships and may come forward as individual planning applications”*. With this in mind, we would state that given the disparate and complex land ownerships which form these clusters, the expectation of landowners and developers to work together to prepare a Masterplan or Concept Framework is not always feasible or realistic, this is because timescales bringing forward complex brownfield sites vary significantly, as does the planning status of certain sites within clusters (i.e. some sites may already benefit from planning permissions and therefore will inevitably have a shorter timescale to delivery than a site without). We would therefore request that this expectation made more flexible to reflect the overarching policy aim which is to ensure development comes forward in a coherent manner across an area to create the optimum places. Therefore the policy should be softened and edited to read:

*“In order to ensure that a comprehensive and cohesive approach is taken to the planning and delivery of sites identified as a cluster within an Area Strategy **in the interest of good placemaking. If feasible and reasonable** the Council will expect site owners to **consider and have regard to the overall design, layout and character of an area, which could include jointly preparing** a masterplan or concept framework. Planning applications will need to demonstrate how they comply with the **overarching Area Strategy** and Masterplan or Concept Framework **(if applicable)**. On sites **within and** outside of clusters, planning applications should demonstrate how the proposal will not prejudice the development of sites **within the cluster** or adjoining sites.”*

Summary and Suggested Changes

5.3 Thames Water broadly support Policy PM1 but suggests the following changes:

- Remove or amend the text which requires site owners to jointly prepare a masterplan or concept framework.

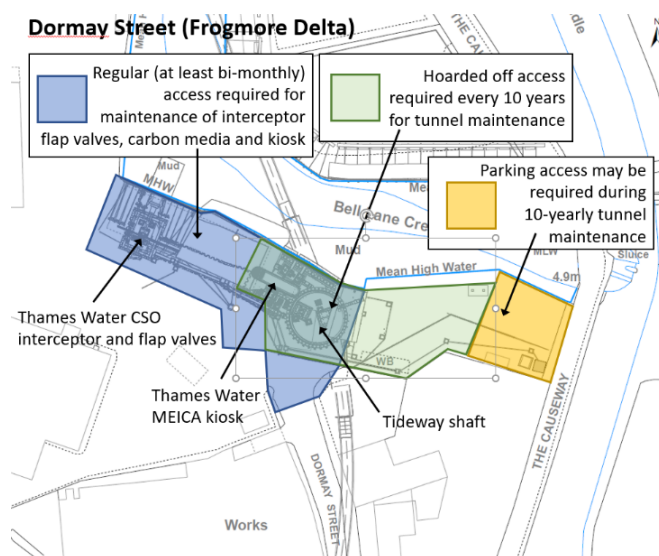
6. Policy PM2 - Wandsworth Town Place Based Policy – Frogmore Cluster

6.1 The key area of relevance to Thames Water is the Frogmore Cluster. This comprises brownfield land within a sustainable location and is therefore an appropriate location for development according to the NPPF (see above).

6.2 We welcome the sections of Policy PM2 that support and protect the Thames Tideway Tunnel structures and easements.

6.3 Thames Water owns land at Dormay Street fronting Bell Lane Creek and leases part of the adjoining Wandsworth depot land. This site is being used to intercept the existing local combined sewer overflow and to connect it to the main tunnel. It is also used to drive a longer connection tunnel (Frogmore).

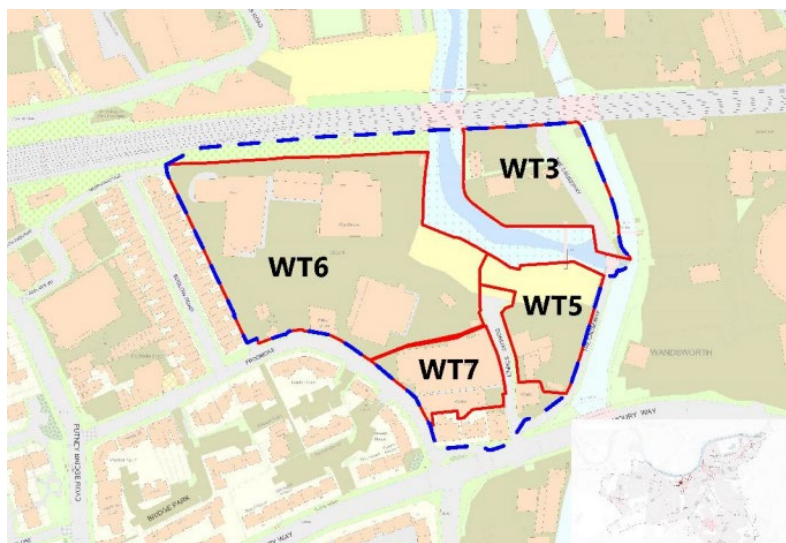
6.4 There is a main shaft near to the centre of the works site, and most of the connection and air handling and control infrastructure is situated to the west of the shaft. The layout is shown on Plan 1, below.



Plan 1 - Thames Water Land at Dormay Street

- 6.5 Once completed, Thames Water will require regular access to the component parts and Tideway will require substantial access every ten years to carry out maintenance and repairs to the shaft and tunnel (blue and green areas on Plan 1).
- 6.6 Once the Thames Tideway Tunnel construction work at Dormay Street is complete, there will be an opportunity for development of part of the site, notably to the east of the shaft (broadly the area in yellow on Plan 1). However, as shown in the plan above, this should not impact the parking access that may be required during the 10-yearly tunnel maintenance. The operating site (green area) may present opportunities to deliver new public realm fronting Bell Lane Creek (except during operating and maintenance periods). Whilst Thames Water are not against new open space, any new area would need to respect the operation and maintenance requirements of the Thames Tideway Tunnel infrastructure. It is also worth noting that the frontage facing Bell Lane Creek (within the blue area) needs to be retained for Thames Tideway Tunnel infrastructure maintenance on a bi-monthly basis and any new route would need to ensure that the infrastructure is maintainable.
- 6.7 We also note the indicative location for a new public open space north of Dormay Street. The indicative location is the only part of the land fronting Bell Lane Creek that is developable. Albeit, development should not impact the possible parking access required during the tunnel maintenance. Given the possibility that the yellow area in Plan 1 could be developed, Thames Water would suggest that this proposed open space be moved to the west to coincide with the proposed Thames Tideway Tunnel access shaft (overlap blue and green areas on Plan 1) which could deliver an area of open land (except during occasional maintenance access) that we believe could function as public open space for the majority of the time. This would enable the most efficient use of land in the area, combining the efficacy of use of developable land whilst maximising public access to Bell Lane Creek.
- 6.8 We also would specifically reference the suggested/proposed new route along the frontage of Bell Lane Creek which could be impacted by the access required for the bi-monthly maintenance of the blue area within Plan 1. This is also recognised in Paragraph 4.66 of Policy PM2, which relates to a riverside walk along Bell Lane Creek. In this respect, the policy should state that the suggested/proposed new route or riverside walk should not impact the maintenance required for the Thames Tideway Tunnel infrastructure.

- 6.9 Thames Water have also advised that the area around the Thames Tideway Tunnel access shaft needs to be hard surfaced for maintenance purposes and clarification of this point should be included within Policy PM2.
- 6.10 These public realm improvements are likely to need to be funded by development in the wider policy area because development in the Frogmore Cluster itself is likely to be lower value (if it is already cross subsidising employment uses). In this respect, it is considered that text should be added which states that financial contributions will be sought from developers (through CIL or S106 Obligations) to fund the public realm improvements, in line with emerging Policy LP20 (New Open Space) and LP62 (Planning Obligations).
- 6.11 The Frogmore Cluster site allocation seeks to replace and intensify the existing quantity of industrial and office floorspace with light industrial and office workspace for cultural and creative industry SMEs alongside public realm improvements. The Thames Water ownership falls within areas labelled WT5 and WT6. In WT5, the emerging plan seeks at least a 25% increase in the amount of industrial and office floorspace. In WT6, the emerging plan seeks to replace the existing quantity of industrial floorspace.



Plan 2 – Frogmore Cluster Plan, taken from Regulation 19 Plan

- 6.12 We generally support this approach and welcome the potential for mixed use (including residential) development in the Frogmore Cluster that has been recognised in this revision of the plan. This will improve the viability of development in this area, and it is highly likely that to support viability, employment uses will require cross subsidy from residential uses.
- 6.13 As noted with the previous Regulation 18 representation, there is currently a temporary pedestrian bridge connecting the site offices and the Tideway construction site. This could

be left in situ for a replacement bridge to be installed and would be an appropriate location for a new crossing to the Causeway Island. This approach is consistent with the Policy PM2.

- 6.14 Since the previous Regulation 18 consultation, the Wandle Delta Masterplan SPD (“the SPD”) has been adopted in September 2021. Savills made representations on behalf of Thames Water for this document. The Regulation 19 Local Plan states that:

“The Wandle Delta Masterplan SPD has been produced to provide further guidance on the development of mixed-use development expected within this area over the plan period.”

- 6.15 In this respect, Thames Water support that the SPD has been produced to provide further guidance, however would like to point out some matters which need to be taken into consideration and ensure that the relationship between the Local Plan and SPD is consistent.

- 6.16 Firstly, the SPD includes two industrial buildings (shown with green and red dots below) in areas WT5 and WT6 of the Frogmore Cluster site allocation. As noted above in Plan 1 and the associated text, the areas that the buildings are located within will be required for bi-monthly maintenance (green dot) or parking for 10-yearly tunnel maintenance (red dot).



Plan 3 - SPD Ground floor land uses



Plan 4 – Screenshot of Map 4.1 Spatial Area Map: Wandsworth Town

- 6.17 Taking the above into consideration, Thames Water would request that text should be added to clarify that due to Thames Tideway Tunnel infrastructure and future maintenance, built form is most likely not applicable in these locations. This point is more important for the ‘green dot’ area of proposed built form (due to the bi-monthly maintenance).

- 6.18 Secondly, we would also point out that the suggested location for new public open space (just above no.5 in the plan above) is in a similar location to the built form (‘red dot’) in the

SPD above and there is inconsistency between the Local Plan and the SPD which should be rectified in the Local Plan.

- 6.19 With the above public realm and built form comments in mind, Thames Water would welcome further discussion with the Council on how best this can be shown on the spatial area map, and ensure policy does not conflict with the Thames Tideway Tunnel operation and maintenance.
- 6.20 Finally, paragraphs 4.56 and 4.57 describe the WT5/WT6 site allocations and state that Dormay Street infrastructure is located within them. In this respect, we would request that these paragraphs specifically reference the *“Thames Tideway Tunnel infrastructure, where access will be required for ongoing operation and maintenance”*.

Summary and Suggested Changes

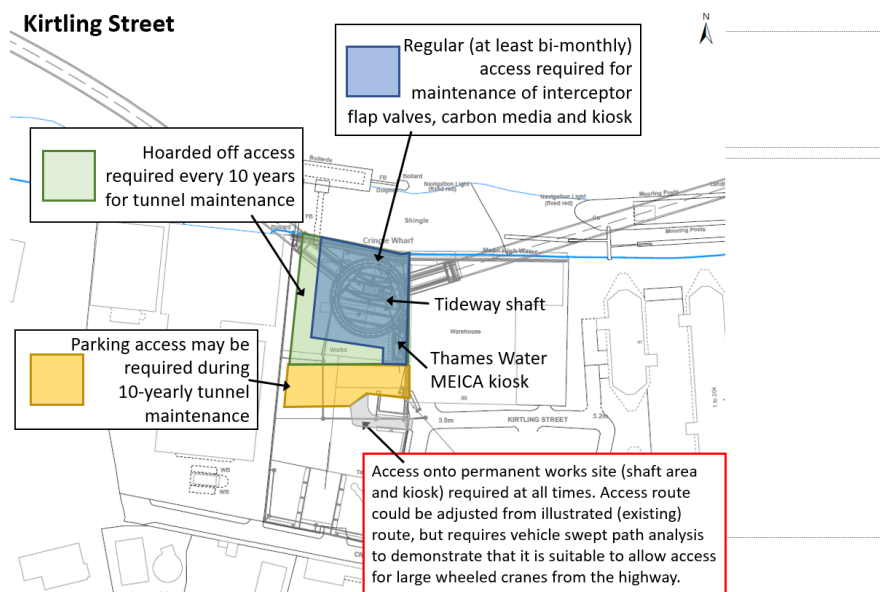
- 6.21 Thames Water broadly support Policy PM2 but suggests the following changes:
- Clarity over the use of CIL and planning obligations for funding public realm improvements, which may not be deliverable if required to be solely funded by the Frogmore Quarter development sites ;
 - Clarification of location of open space and riverside walkway, and consideration of how this will co-ordinate with the Thames Tideway Tunnel access shaft and on-going operation and maintenance requirements; and
 - Clarification that built form should not be located in areas required for the on-going operation and maintenance of Thames Tideway Tunnel infrastructure; and
 - Recognition of Thames Tideway Tunnel infrastructure in Paragraphs 4.56 and 4.57.

7. Policy PM3 - Nine Elms – Kirtling Street Cluster

- 7.1 Thames Water controls land within the Kirtling Street /Cringle Street Riverside site. Kirtling Street is the central point of the 25km super sewer and is the largest site on the entire Tideway project. From Kirtling Street, Tideway is tunnelling east to Chambers Wharf and west to Carnwath Road, connecting the sites along the route.
- 7.2 Thames Water is predominately concerned with the Kirtling Street Cluster (which is discussed in paragraph 5.12 of Policy PM3). Once the Thames Tideway Tunnel is

operational, access will need to be maintained to the shaft area (within Kirtling Wharf, Site Allocation NE9) and there will also be some above ground infrastructure (ventilation, kiosk and electrical substation). As noted in the Regulation 18 representation, Thames Water would welcome the discussion with the Council on the precise location for the suggested public open space that appears to be proposed within Kirtling Wharf. We generally welcome the opportunity to work with the Council to ensure a positive lasting legacy.

- 7.3 We request that text should be added to paragraph 5.12 to ensure that future development does not impact the operation and maintenance of the Thames Tideway Tunnel infrastructure.



Plan 5 – Thames Water Land at Kirtling Wharf

- 7.4 As shown on the plan above, the Thames Tideway tunnel is located further eastwards than is currently shown on the draft Local Plan Map 5.3 *Spatial Area Map: Kirtling Street Cluster*. We therefore request that the location of the tunnel is correctly labelled on the map.

- 7.5 We would also reference the Thames Tideway Tunnel maintenance requirements as labelled above within Plan 5. In this respect, Thames Water would like to clarify that the surface of the shaft is within the safeguarded wharf area and therefore (given this designation and the physical operation and maintenance requirements of this infrastructure), it is unlikely that a landmark building/green public space will be entirely feasible on the northern section of the Kirtling Wharf (NE9) site without further detailed planning and engineering assessment to a greater level of detail than the Local Plan can undertake. Whilst built development could be achieved on southern area of the site, it would

need to ensure operation and maintenance of the Thames Tideway Tunnel and protected wharf (shown in Plan 5 above).

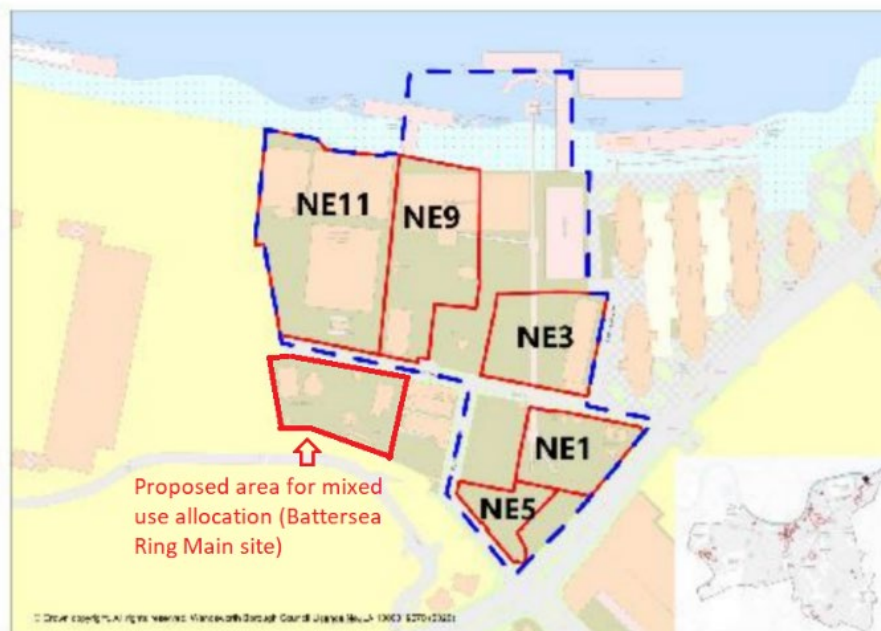
- 7.6 Paragraphs 5.28 and 5.30 refer to the provision of open space in connection with the Nine Elms Pimlico Bridge ('the bridge'). As noted above, given the surface of the shaft will be designed for wharf usage, it is unlikely that soft-landscaped public space would be applicable in this area. However, Thames Water is able to engage with the Council regarding the delivery of open space, subject to the protection of operation and maintenance of the Thames Tideway Tunnel. We would also like to ensure that the policy is suitably flexible in the instance that the bridge does not come forward within the plan period, to avoid sterilising land unduly.
- 7.7 We support the concept of business uses on the ground floor and residential use to upper floors. This area comprises brownfield land within a sustainable location and is therefore an appropriate location for development according to the NPPF (see above). However, we also note that a new planning permission (Ref: 2021/0414) has been approved for the Battersea Power Station site. This includes more flexibility to uses on the ground and upper floors within the future phases (4-7). The Kirtling Street Cluster includes three sites within these future consented phases and it is considered that it should be correctly referenced within Policy PM3 to align with other sites within the cluster.
- 7.8 The Local Plan is right to recognise that the Kirtling Street areas are among the least progressed (in terms of development potential) of the whole VNEB OA (Paragraph 2.95). It is also right that maximising the potential for the Kirtling Wharf and Cringle Dock sites will require close consultation with the relevant parties. The Tideway Tunnel and safeguarded wharves will affect the possible level of development on those sites but examples elsewhere on the River Thames have demonstrated that mixed use development can be planned in close proximity to a working wharf.
- 7.9 We would also like to point out a discrepancy with the Policy NE9 allocation boundary. In this respect, the bottom right hand corner of the site (currently not allocated), should be allocated to coincide with the Safeguarded Wharves Directions map from February 2021.
- 7.10 Furthermore, within the 'People First' point (C. 5.) of Policy PM3, there is specific reference to the Thames Path along the riverside. Whilst Thames Water support the continuity of the Thames Path, they request that text should be added which refers to the Thames Tideway Tunnel infrastructure. In this respect, the paragraph should be amended to read:

*“The continuity of the Thames Path along the riverside is key to enhancing active travel and ease of movement in the area, and will be a requirement of development proposals around Kirtling St and Cringle St, whilst retaining service access to the Power Station and waste transfer station and protecting the safe-guarded wharves **and Thames Tideway Tunnel infrastructure**. Continuity of the Thames Path should be complemented by the creation of high-quality and generous public realm, achieving a balance of open space and built form, and making provision for trees of an appropriate maturity and species.”*

- 7.11 Additionally, Paragraph 5.38 relates to context within the Kirtling Street Cluster and states that taking a place-based approach is necessary. In this respect, we would refer back to the comments on Policy PM1 and how due to the complex land use ownerships of the sites, it is unlikely that a site-wide masterplan or contextual framework approach will be feasible given the planning statuses of the land within the cluster.
- 7.12 Further to the Regulation 18 consultation, we would also like to reiterate the below sites and request an explanation on why they are no longer allocated for development:
- Kirtling Street (88 Kirtling Street), Phase 7 (RS-WF)
 - SE corner of Kirtling and Cringle Street (Depot Site), Phase 5 (RS-6a)
 - Former petrol station site (2 Battersea Park Road), Phase 5 (RS-6b)
- 7.13 The sites all comprise brownfield land that is entirely suitable for development. Our assumption is that these sites have been removed as they now have planning permission via the outline planning permission granted to ‘REP (Power Station) Ltd’ under the Battersea Power Station Masterplan originally approved in August 2011 (most recently updated in via a S73 in September 2021). Following the recent planning permission (Ref: 2021/0414) that has been approved, these three plots have outline permission for a combined total maximum GIA of 62,853sqm. Maximum building envelopes have also been approved.
- 7.14 With the above in mind, it is considered that the Local Plan needs to be flexible (see NPPF paragraph 82d) and allow for changes in economic circumstances. Given the scale and changing nature (as noted above) of the Battersea Power Station project, there may be an opportunity to consider how these sites come forward once the Thames Tideway Tunnel works are completed. There is also the added complication of the northern line extension

works under part of the land. In our view it would be better for the allocations to remain in the Local Plan to ensure that a robust policy context remains.

- 7.15 Thames Water also operates the Battersea Ring Main site at Cringle Street. As noted within the Regulation 18 Representation, there could be a future opportunity to rationalise land uses and as a result, part of the site could be suitable for development (subject to technical matters being resolved). It is previously developed land in a highly sustainable location and could make a positive contribution to the wider Nine Elms development. The site is also located within a tall buildings area (TB-B3-01) and could come forward as a windfall site during the plan period. We would welcome further discussions with the Council about whether this site might be included as an additional mixed-use allocation in the Local Plan. The potential allocation area is shown on Plan 2, below.



Plan 6 - Potential Additional Mixed Use Allocation in Kirtling Street Cluster

- 7.16 With the above public realm and built form comments in mind, Thames Water would welcome further discussion with the Council on how best these can be reflected on the spatial area map, to ensure policy does not conflict with the Thames Tideway Tunnel operation and maintenance.

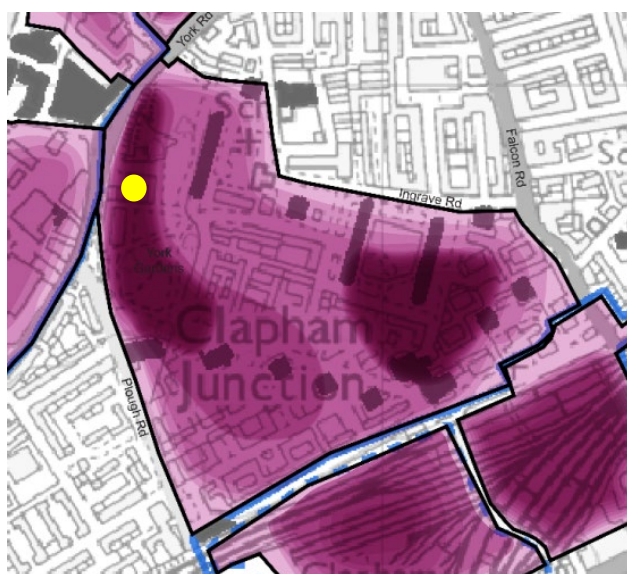
Summary and Suggested Changes

7.17 Thames Water broadly supports Policy PM3 but suggests the following changes:

- Inclusion of text to advise that public open space/landmark buildings will only be applicable on-site allocation NE9 if they do not interfere with the Thames Tideway Tunnel or safeguarded wharf;
- Inclusion of flexibility of ground and upper floor uses within the Kirtling Street Cluster
- Reinstatement of flexible mixed use site allocations for Kirtling Street sites (88 Kirtling Street, Depot Site and Former petrol station site);
- Inclusion of Thames Tideway Infrastructure maintenance requirements for the Thames Path; and
- Additional allocation of the Thames Water Ring Main site at Cringle Street.

8. Policy PM4 – Clapham Junction and York Road/Winstanley Regeneration Area

- 8.1 Thames Water operates Falconbrook Pumping Station, which powers part of the original Bazalgette sewage system. The Thames Tideway Tunnel works underway here are to intercept sewage overflows and connect them into the new ‘super sewer.’ Work here will complete in 2024/5.
- 8.2 Whilst some infrastructure will be required to enable operation of the new pumping station, there may be an opportunity to achieve residential development above parts of the existing infrastructure – potentially with a landscaped podium over the yard area to screen it from the proposed new residential development. In this case a residential building in line with the proposed site allocation could be achieved.
- 8.3 The plan of the Clapham Junction and York Road/Winstanley Regeneration Area identifies the pumping station as falling within the site allocation CJ5. It should also be noted that the site is located within the tall building zone (TB-B1-01).



Plan 7 - Tall building zone (TB-B1-01), site shown with yellow dot

- 8.4 In principle, Thames Water supports Policy CJ5 Winstanley/York Road Regeneration Area. There could be potential for development in and around the Falconbrook Pumping Station in the future. However, the primary focus of both Thames Water and Tideway will be the retention and protection of the Thames Water asset, which provides critical drainage infrastructure to London, and of the Thames Tideway Tunnel shaft which is located outside of the pumping station boundary. Any proposed development in the York Road/Winstanley Regeneration Area must not be allowed unless it can be demonstrated that the

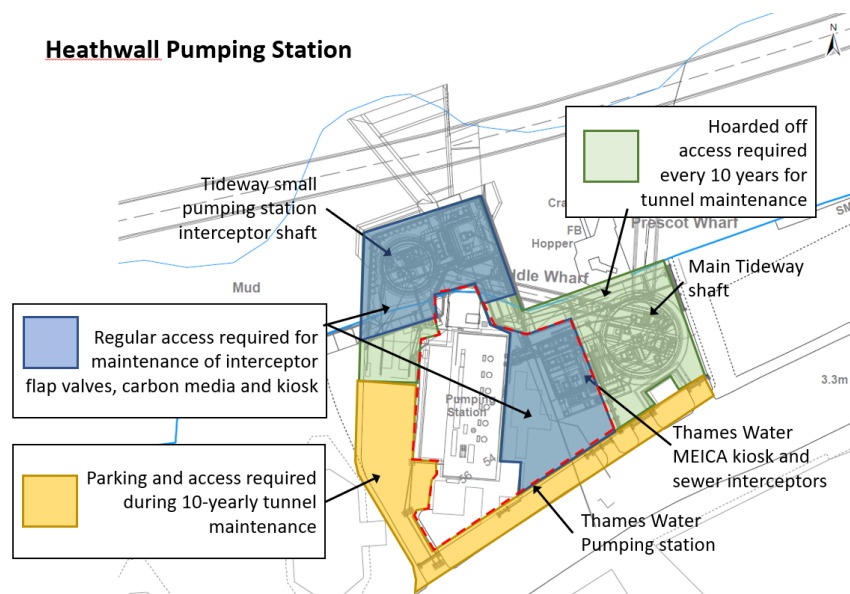
development would not adversely affect the construction of the Thames Tideway Tunnel and/or the operational and maintenance and access required over the lifetime of both the pumping station and the Thames Tideway Tunnel infrastructure.

- 8.5 The only requested change to Policy PM4 relates to Paragraph 6.7 which relates to the description of the York Road / Winstanley Regeneration Area. In this respect, Thames Water request that the following text is added which relates to the Falconbrook Pumping Station:

*“Thames Water’s Falconbrook Pumping Station and associated Tideway Tunnel Infrastructure is located within the regeneration area. Any development will need to consider the **operation and** maintenance of this infrastructure.”*

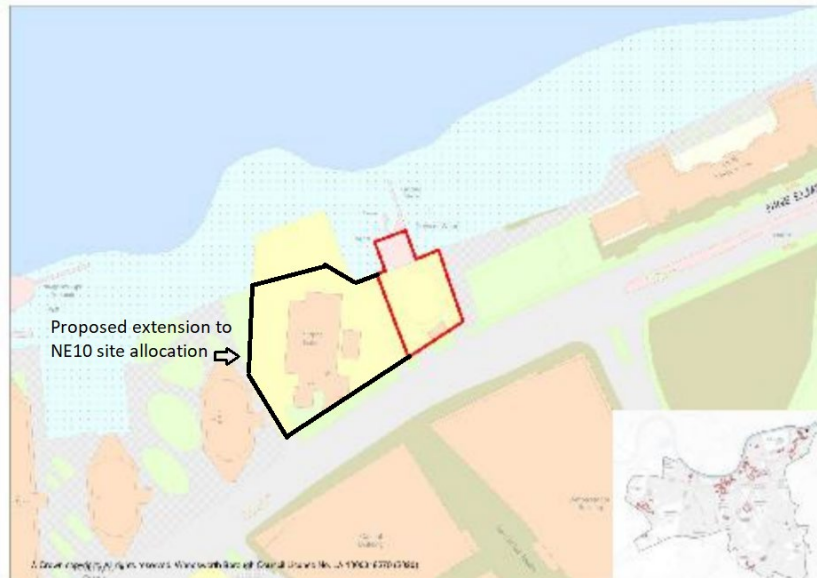
9. Policy NE10 - Middle Wharf

- 9.1 As noted in the Regulation 18 representation, we support the site allocation and the identification of the site for residential led mixed-use development above commercial/business uses. This comprises brownfield land within a sustainable location and is therefore an appropriate location for development according to the NPPF (see above).



Plan 8 - Thames Water Land at Middle Wharf

- 9.2 As shown above, much of the land identified in NE10 (in green) is within a safeguarded wharf and is also the location of the main shaft at Heathwall Pumping Station, intercepting the two combined sewage outflows and connecting them to the main Thames Tideway Tunnel. There are also a number of maintenance and access requirements that are required for the Thames Tideway Tunnel infrastructure.
- 9.3 Given that the Middle Wharf site allocation and adjacent area to the west will be required for maintenance, it is not considered that built form development in this location would be feasible. In this respect, we reiterate that the site allocation could be expanded to include land to the west to allow potential development. Again, given the maintenance requirements for the Thames Tideway Tunnel infrastructure, an area which could be suitable for residential-led, mixed-use development would be around and above the pumping station. In this respect, the proposed extension has been shown below in Plan 9.



Plan 9 – Proposed Extension (in black) to Site Allocation NE10

- 9.4 Further to the above, we would also comment on the site’s omission from the TB-B3-01 Tall Building Zone. The site was included within the tall buildings map within the Regulation 18 consultation, however it has been omitted within the Regulation 19 information.



Plan 10 – Tall Building Zone TB-B3-01 and site with extension outlined in yellow

- 9.5 With the above in mind, Thames Water request that the NE10 site (with extension) should be reintroduced into the tall building zone. Given that the site is located in close proximity to tall buildings to the west and south, it is considered to be in a location which would be suitable for a tall building and we are not clear on why it has been omitted from the zone. The Urban Design Study (December 2021) which is part of the Local Plan evidence base shows the site as within area B3 in the Sensitivity Plan (Fig.212) which is noted as having

a 'lower' sensitivity to change, and a 'higher' capacity for development (Fig.214). The specific removal of this small area from the tall buildings zone as listed in Appendix A to the study is 'analysis of existing and consented buildings'. Indeed, the descriptive text for this zone (TB-B3-01) sets out that *'The general form of development that will be supported in the Opportunity Area will be 8-10 storey high density development **with tall buildings within the 10-25 storey height range on key sites such as along the riverside..'*** (emphasis added).

9.6 Therefore, we consider that this site should still remain in the tall building zone of TB-B3-01, and any detailed design assessment made through the development management process to ensure that the height and scale of development is appropriate for the context and setting.

9.7 Finally, Paragraph 5.81 relates to the site allocation for the site, and Thames Water request that text should be added which refers to the maintenance of the Thames Tideway Tunnel infrastructure. In this respect, the paragraph should be amended to read:

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

Summary and Suggested Changes

9.8 Thames Water broadly supports Policy NE10 but suggests the following changes;

- The red line of the allocation area be increased as shown on Plan 7. The additional area identified in Plan 4 should be identified as suitable for a residential led mixed use tall building.
- The site allocation (including extension above) should be included within the TB-B3-01 Tall Building Zone.
- Paragraph 5.81 to include text on maintenance of the Thames Tideway Tunnel infrastructure.

10. Policy PM9 – Wandsworth Riverside

10.1 Policy PM9 relates to the area of Wandsworth Riverside, where a number of Thames Water Tideway sites are located. Whilst Thames Water support the vision for the area, there are a couple of requested amendments which seek to correct dates and refer to maintenance requirements.

10.2 With the above in mind, Paragraph 11.8 should be amended to read:

*“One of the largest sewer infrastructure projects in Europe, the Thames Tideway Tunnel, is currently being built with its main shaft site located in the riverside area of Kirtling Street, Nine Elms. Due for completion in **2025** the sewer will replace London’s 150-year-old sewer network and prevent tens of millions of tonnes of sewage from polluting the River Thames every year. The project, which has six large construction sites mainly located in the riverside area, will provide positive lasting legacy delivering environmental improvements, jobs, skills and economic investment. **Alongside operation and maintenance requirements**, the sites will be transformed into new public open spaces, including new promontories in the Thames at Putney embankment and Nine Elms (Heathwall Pumping Station), and opening up new areas of riverside walk in Nine Elms **(whilst maintaining safe access and operation of infrastructure)**. The Council will continue to work with Tideway to ensure its legacy is sustainable, ensuring that the relationship between the sites and their surroundings is developed in partnership with residents and community groups.”*

10.3 Point A.9. should be amended to read:

*“The Thames Tideway Tunnel project will be supported through to completion and beyond to create a sustainable and lasting legacy. For each site this will mean **ensuring ongoing operation and maintenance**; the protection and enhancement of the setting and character of the surrounding area; improvement of the environment both on site and its wider setting; providing economic and social benefits such as jobs and skills; and opportunities for the creation of public art and event space to allow for inclusive and varied use”*

11. Policy LP35 – Mixed-Use Development on Economic Land

- 11.1 Policy LP35 concerns mixed-use development on economic land, including in Economic Use Intensification Areas (EUIAs) (Frogmore Cluster) and Focal Points of Activity (Kirtling Street). The policy states proposals for mixed-use development, including residential, will be supported where it meets the criteria for the relevant economic land designation within which it is located.
- 11.2 In this respect, EUIAs in the Wandle Delta sub-area (including Dormay Street) are expected to provide at least a 25% increase in the amount of existing economic floorspace, whilst Focal Points of Activity should seek to maximise the re-provision of existing office floorspace.
- 11.3 Whilst Thames Water support the policy in re-providing economic floorspace, it should be noted that a number of sites have specific site allocations which include a mix of uses, (including residential) and reference should be made within the policy which states that the provision of economic floorspace as part of mixed use developments on economic land should be consistent with specific site allocations.

12. Policy LP59 – Riverside Uses, Including River-dependent, River-related and adjacent Uses

- 12.1 Policy LP59 relates to riverside uses and new development on sites adjoining the River Thames, River Wandle, and Beverley Brook. In this respect, given the importance of the Thames Tideway Tunnel Infrastructure and its location along the riverside in Wandsworth, it is considered that text should be added below point E., which concerns protected wharves. Thames Water would therefore request that the below text is added as F.

“On riverside Thames Tideway Tunnel sites, future development on or adjacent to these sites should not jeopardise the operation or maintenance of the infrastructure.”



Local Plan Review

Consultation on the Publication Draft Local Plan

10 January to 28 February 2022

RESPONSE FORM

The Council is inviting comments over a seven-week period on the Publication version of the Local Plan.

The Draft Local Plan sets out a vision and spatial strategy to guide the development of the borough from 2023, when the Plan is anticipated to be adopted, to 2038. It sets out key objectives for the borough, which are supported by planning policies, area strategies, and – at the smallest scale – detailed guidance for the development of specific sites. Collectively, these identify where development should be targeted and set out how the borough's neighbourhoods and places will change over the next 15 years.

This consultation is the final opportunity to comment on the Local Plan before it is submitted to the Secretary of State for independent 'examination in public'. At this stage in the plan-making process, in accordance with the national guidance, consultation responses should focus on whether the Local Plan has been developed in compliance with the relevant legal and procedural requirements, including the duty to cooperate, and with the 'soundness' of the Plan. Further detail on these concepts is provided in the accompanying guidance notes provided at the end of the form.

How to respond

Please read the consultation documents and other background information made available on the Local Plan website: <http://www.wandsworth.gov.uk/draft-local-plan-publication>

You can respond by completing this form, either electronically using Word or as a print out, and sending it to the Council by:

- Email to planningpolicy@wandsworth.gov.uk
- Post to Planning Policy and Design, Environment and Community Services, Town Hall, Wandsworth High Street, Wandsworth, SW18 2PU.

Alternatively, you can also make comments on the draft Local Plan online via our Consultation Portal, which is accessible at the website listed above.

All responses must be received by **11.59pm on Monday 28 February 2022**. The consultation is open to everyone; however please note that responses will not be treated as confidential and those submitted anonymously will not be accepted.

Part A: Personal Details		
	1. Personal details*	2. Agent's details (if applicable)
Title		
First name	Phoebe	Nicola
Last name	Juggins	Forster
Job title (where relevant)	Property Planning Lead	Director
Organisation (where relevant)	Thames Water Utilities Ltd	Savills
Address	c/o Savills	33 Margaret Street Marylebone London
Postcode		W1G 0JD
Telephone	██████████	██████████
E-mail address	████████████████████	████████████████████

*If an agent is appointed, please complete only the title, name and organisation boxes for the respondent and complete the full contact details for the agent.

Part B: About You...		
3. Please tell us about yourself or who you are responding on behalf of.		
Do you live in the borough?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Do you work in the borough?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Do you run a business in the borough?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Are you a student in the borough?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Are you a visitor to the borough?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Data protection

Information provided in this form will be used fairly and lawfully and the Council will not knowingly do anything which may lead to a breach of the General Data Protection Regulation (GDPR) (2018).

All responses will be held by the London Borough of Wandsworth. They will be handled in accordance with the General Data Protection Regulation (GDPR) (2018). Responses will not be treated as confidential and will be published on our website and in any subsequent statements; however, personal details like address, phone number or email address will be removed.

For further details regarding your privacy please see the Council's information published at:

www.wandsworth.gov.uk/privacy

Part C: Your Response		
4. Do you consider the Local Plan is:		
4.1 Legally compliant	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
4.2 Sound	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
4.3 Complies with the duty to co-operate	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Further information on these terms is included within the accompanying guidance note, which can be found at the end of the response form.		
If you have entered 'No' to 4.2, please continue with Q5. Otherwise, please go to Q6.		
5. Do you think the Local Plan is <u>unsound</u> because it is <u>not</u>: <i>(Please tick all that apply)</i>		
5.1 Positively prepared	<input checked="" type="checkbox"/>	
5.2 Justified	<input type="checkbox"/>	
5.3 Effective	<input type="checkbox"/>	
5.4 Consistent with national policy	<input type="checkbox"/>	
6. Please give details of why you think the Local Plan is not legally compliant and/or is unsound and/or fails to comply with the duty to co-operate.		
Please make it clear which consultation document your comments relate to and, where applicable, please include the relevant policy name/number, the site allocation name/reference, the Policies Map change, and/or the paragraph number. Please be as precise as possible.		
If you wish to provide comments in support of the legal compliance and/or soundness of the Local Plan, or its compliance with the duty to co-operate, please use this box to set out your comments.		
<i>Please note your response should provide succinctly all the information, evidence and supporting information necessary to support / justify the response. After this stage, further submission will only be at the request of the Inspector, based on the matters and issues they identify for examination.</i>		
Please see separate representation.		
<i>Please continue on a separate sheet / expand the box if necessary.</i>		

7. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, when considering any legal compliance or soundness matter you have identified at 5 above.

Please note that non-compliance with the duty to co-operate is incapable of modification at examination.

You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Please note your response should provide succinctly all the information, evidence and supporting information necessary to support / justify the suggested change. After this stage, further submission will only be at the request of the Inspector, based on the matters and issues they identify for examination.

Please see separate representation

Please continue on a separate sheet / expand the box if necessary.

8. If you are seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)? (Please tick box as appropriate)

No, I do not wish to participate in hearing session(s)

Yes, I wish to participate in hearing session(s)

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

9. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Too be confirmed.

Please continue on a separate sheet / expand the box if necessary.

If you are not on our consultation database and you respond to this consultation, your details will be added to the database. This allows us to contact you with updates on the progression of the Local Plan and other planning policy documents.

If you do not wish to be added to our database or you would like your details to be removed, then please tick this box.

Signature:

Nicola Forster

For electronic responses a typed signature is acceptable.

Date:

28 February 2022



Local Plan Publication Consultation

Guidance Notes to accompany the Representation Form

Introduction

1. The plan has been published by the Local Planning Authority [LPA] in order for representations to be made on it before it is submitted for examination by a Planning Inspector. The Planning and Compulsory Purchase Act 2004, as amended [PCPA] states that the purpose of the examination is to consider whether the plan complies with the relevant legal requirements, including the duty to co-operate, and is sound. The Inspector will consider all representations on the plan that are made within the period set by the LPA.

2. To ensure an effective and fair examination, it is important that the Inspector and all other participants in the examination process are able to know who has made representations on the plan. The LPA will therefore ensure that the names of those making representations can be made available (including publication on the LPA's website) and taken into account by the Inspector.

Legal Compliance

3. You should consider the following before making a representation on legal compliance:

- The plan should be included in the LPA's current Local Development Scheme [LDS] and the key stages set out in the LDS should have been followed. The LDS is effectively a programme of work prepared by the LPA, setting out the plans it proposes to produce. It will set out the key stages in the production of any plans which the LPA proposes to bring forward for examination.
- The process of community involvement for the plan in question should be in general accordance with the LPA's Statement of Community Involvement [SCI] (where one exists). The SCI sets out the LPA's strategy for involving the community in the preparation and revision of plans and the consideration of planning applications.
- The LPA is required to provide a Sustainability Appraisal [SA] report when it publishes a plan. This should identify the process by which SA has been carried out, and the baseline information used to inform the process and the outcomes of that process. SA is a tool for assessing the extent to which the plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.
- The plan should be in general conformity with the London Plan.
- The plan should comply with all other relevant requirements of the PCPA and the Town and Country Planning (Local Planning) (England) Regulations 2012, as amended [the Regulations].

Duty to Co-operate

4. You should consider the following before making a representation on compliance with the duty to co-operate:

- Section 33A of the PCPA requires the LPA to engage constructively, actively and on an ongoing basis with neighbouring authorities and certain other bodies over strategic matters during the preparation of the plan. The LPA will be expected to provide evidence of how they have complied with the duty.
- Non-compliance with the duty to co-operate cannot be rectified after the submission of the plan. Therefore, the Inspector has no power to recommend modifications in this regard. Where the duty has not been complied with, the Inspector cannot recommend adoption of the plan.

Soundness

5. The tests of soundness are set out in paragraph 35 of the National Planning Policy Framework (NPPF). Plans are sound if they are:

- Positively prepared – providing a strategy which, as a minimum seeks to meet the area's objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring authorities is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- Effective - deliverable over the plan period and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in the NPPF.

6. If you think the content of the plan is not sound because it does not include a policy on a particular issue, you should go through the following steps before making representations:

- Is the issue with which you are concerned already covered specifically by national planning policy (or the London Plan)? If so, does not need to be included?
- Is the issue with which you are concerned already covered by another policy in this plan?
- If the policy is not covered elsewhere, in what way is the plan unsound without the policy?
- If the plan is unsound without the policy, what should the policy say?

General advice

7. If you wish to make a representation seeking a modification to the plan or part of the plan you should set out clearly in what way you consider the plan or part of the plan is legally non-compliant or unsound, having regard as appropriate to the soundness criteria in paragraph 5 above. Your representation should be supported by evidence wherever possible. It will be helpful if you also say precisely how you think the plan should be modified.

8. You should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification. You should not assume that you will have a further opportunity to make submissions. Any further submissions after the plan has been submitted for examination may only be made if invited by the Inspector, based on the matters and issues he or she identifies.

9. Where groups or individuals share a common view on the plan, it would be helpful if they would make a single representation which represents that view, rather a large number of separate representations repeating the same points. In such cases the group should indicate how many people it is representing and how the representation has been authorised.

10. Please consider carefully how you would like your representation to be dealt with in the examination: whether you are content to rely on your written representation, or whether you wish to take part in hearing session(s). Only representors who are seeking a change to the plan have a right to be heard at the hearing session(s), if they so request. In considering this, please note that written and oral representations carry the same weight and will be given equal consideration in the examination process.