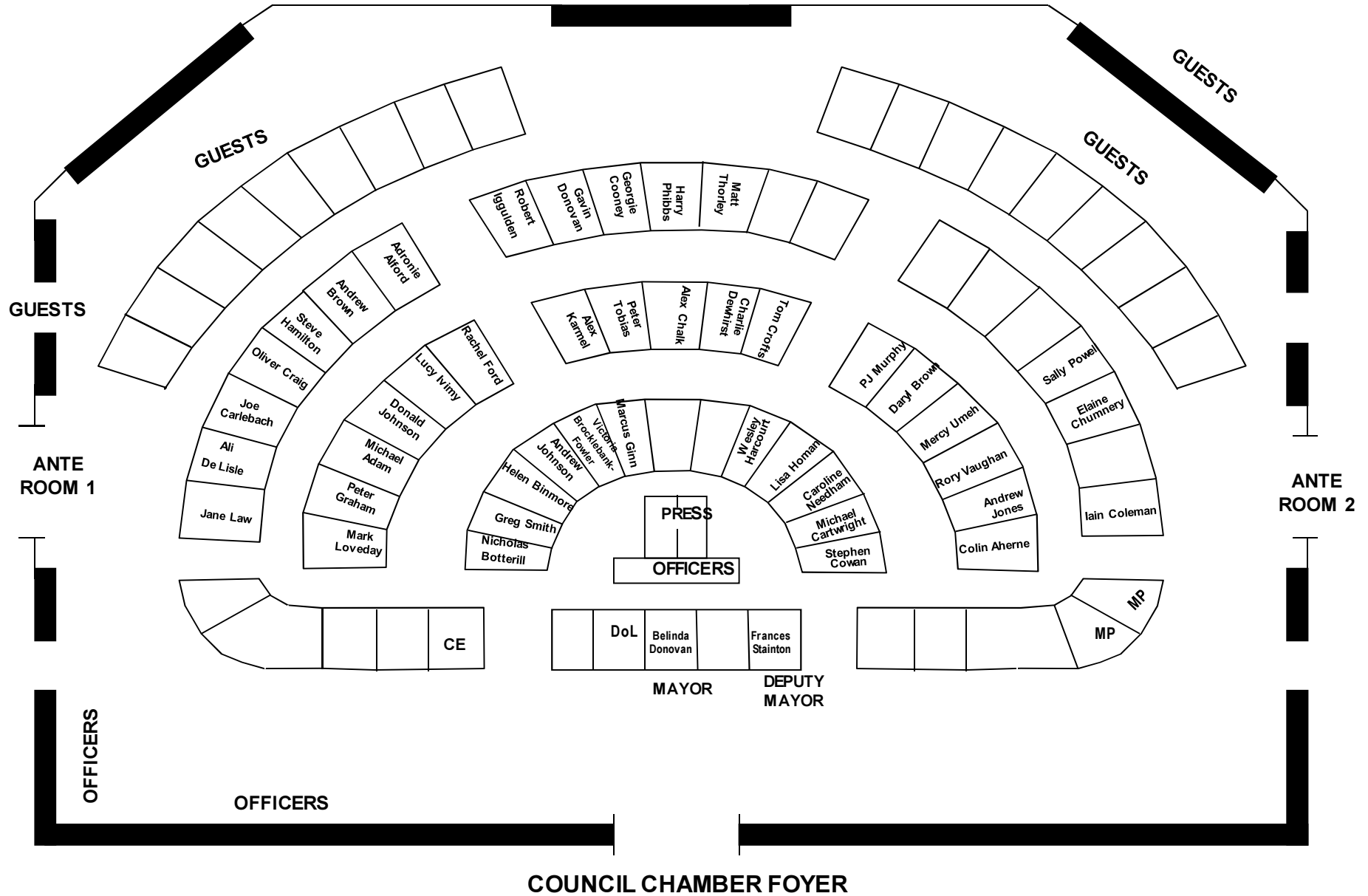


COUNCIL AGENDA

(Ordinary Council Meeting)

Wednesday 30 January 2013

COUNCIL CHAMBER SEATING 2012/13





The Mayor (Councillor Belinda Donovan)
Deputy Mayor (Councillor Frances Stainton)

ADDISON

Alex Chalk (C)
Belinda Donovan (C)
Peter Tobias (C)

HAMMERSMITH
BROADWAY

Michael Cartwright (L)
Stephen Cowan (L)
PJ Murphy (L)

RAVENSCOURT PARK

Charlie Dewhirst (C)
Lucy Ivimy (C)
Harry Phibbs (C)

ASKEW

Lisa Homan (L)
Caroline Needham (L)
Rory Vaughan (L)

MUNSTER

Michael Adam (C)
Adronie Alford (C)
Alex Karmel (C)

SANDS END

Steve Hamilton (C)
Ali de Lisle (C)
Jane Law (C)

AVONMORE &
BROOK GREEN

Helen Binmore (C)
Joe Carlebach (C)
Robert Iggulden (C)

NORTH END

Daryl Brown (L)
Georgie Cooney (C)
Tom Crofts (C)

SHEPHERDS BUSH
GREEN

Iain Coleman (L)
Andrew Jones (L)
Mercy Umeh (L)

COLLEGE PARK &
OLD OAK

Elaine Chumnerly (L)
Wesley Harcourt (L)

PALACE RIVERSIDE

Marcus Ginn (C)
Donald Johnson (C)

TOWN

Andrew Brown (C)
Oliver Craig (C)
Greg Smith (C)

FULHAM BROADWAY

Victoria Brocklebank-
Fowler (C)
Rachel Ford (C)
Matt Thorley (C)

PARSONS GREEN AND
WALHAM

Nicholas Botterill (C)
Mark Loveday (C)
Frances Stainton (C)

WORMHOLT AND
WHITE CITY

Colin Aherne (L)
Dame Sally Powell (L)
Vacancy

FULHAM REACH

Gavin Donovan (C)
Peter Graham (C)
Andrew Johnson (C)



SUMMONS

Councillors of the London Borough of
Hammersmith & Fulham
are requested to attend the
Meeting of the Council on
Wednesday 30 January 2013
at Hammersmith Town Hall, W6

The Council will meet at 7.00pm.

21 January 2013
Town Hall
Hammersmith W6

Derek Myers
Chief Executive

Full Council Agenda

30 January 2013

<u>Item</u>		<u>Pages</u>
1.	MINUTES	575 - 590

To approve and sign as an accurate record the Minutes of the Council Meeting held on 24 October 2012.

2. **APOLOGIES FOR ABSENCE**

3. **MAYOR'S/CHIEF EXECUTIVE'S ANNOUNCEMENTS (IF ANY)**

4. **DECLARATIONS OF INTERESTS**

If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.

At meetings where members of the public are allowed to be in attendance and speak, any Councillor with a disclosable pecuniary interest or other significant interest may also make representations, give evidence or answer questions about the matter. The Councillor must then withdraw immediately from the meeting before the matter is discussed and any vote taken.

Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.

Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Audit, Pensions and Standards Committee.

5. **PUBLIC QUESTIONS**

There are no public questions to consider.

6. ITEMS FOR DISCUSSION/COMMITTEE REPORTS

6.1 SOUTH FULHAM RIVERSIDE SUPPLEMENTARY PLANNING DOCUMENT (SPD) 591 - 858

This report seeks a resolution to adopt the South Fulham Riverside draft Supplementary Planning Document as a Supplementary Planning Document (SPD) to the Council's adopted Local Development Framework Core Strategy 2011.

6.2 LOCALISING COUNCIL TAX SUPPORT 2013/14 859 - 873

This report recommends that Council agrees to adopt a local Council Tax support scheme that works as though the current regulations were still in place.

6.3 COUNCIL TAX DISCOUNTS AND EXEMPTIONS 2013/14 874 - 879

This report sets out the Council Tax discounts and exemptions.

6.4 COUNCIL TAX BASE AND COLLECTION RATE 2013/2014 880 - 888

This report contains an estimate of the Council Tax Collection rate and calculates the Council Tax Base for 2013/14.

6.5 BUSINESS RATE FORECAST 2013/2014 889 - 897

The introduction of the business rates retention scheme and associated reforms of local government finance require the Council to forecast the amount of Business Rates (National Non-Domestic Rates or NNDR) that it will collect each financial year together with the amounts that it is permitted to retain, and those it will pass to the Government and Greater London Authority (GLA). A draft forecast was sent to Government on 7 January 2013 and must be approved by full Council on 30 January 2013 for submission in final form to Government by 31 January 2013.

6.6 H&F RESPONSE TO THE TFL CONSULTATION ON THE CRITERIA FOR NEW AVIATION CAPACITY 898 - 905

This report seeks Council approval for an H&F response to the proposed criteria. If agreed, the draft response attached to the report will be submitted to TfL via the online survey form posted on its website. The TfL deadline for submissions is 8 February.

6.7 TREASURY MID YEAR REVIEW 2012-13 906 - 914

This report presents the Council's Treasury Management Mid Year Report up to 30 September 2012 in accordance with the Council's Treasury Management Practice.

7. SPECIAL MOTIONS

To consider and determine any Special Motions:

- | | | |
|------------|--|------------------|
| 7.1 | SPECIAL MOTION 1 - CUTS TO BLUE LIGHT SERVICES | 915 |
| 7.2 | SPECIAL MOTION 2 - BOROUGH POLICING | 916 |
| 7.3 | SPECIAL MOTION 3 - WEST LONDON FREE SCHOOL | 917 |
| 7.4 | SPECIAL MOTION 4 - EUROPEAN UNION PUBLIC PROCUREMENT REGIME | 918 |
| 8. | INFORMATION REPORTS - TO NOTE | |
| 8.1 | SPECIAL URGENCY DECISIONS - MONITORING REPORT | 919 - 920 |

The report presents details of decisions taken by the Leader or Cabinet Members under the special urgency provisions of the Constitution (very urgent decision not in the Key Decisions list). The report covers the period 1 October to 31 December 2012.



COUNCIL MINUTES

(ORDINARY COUNCIL MEETING)

WEDNESDAY 24 OCTOBER 2012

PRESENT

The Mayor Councillor Belinda Donovan
Deputy Mayor Councillor Frances Stainton

Councillors:

Michael Adam	Georgie Cooney	Robert Iggulden
Colin Aherne	Stephen Cowan	Lucy Ivimy
Adronie Alford	Oliver Craig	Andrew Johnson
Helen Binmore	Tom Crofts	Andrew Jones
Nicholas Botterill	Ali De-Lisle	Alex Karmel
Andrew Brown	Charlie Dewhirst	PJ Murphy
Daryl Brown	Gavin Donovan	Caroline Needham
Jean Campbell	Rachel Ford	Harry Phibbs
Joe Carlebach	Marcus Ginn	Sally Powell
Michael Cartwright	Peter Graham	Greg Smith
Alex Chalk	Steve Hamilton	Matt Thorley
Elaine Chumnerly	Wesley Harcourt	Peter Tobias
Iain Coleman	Lisa Homan	Mercy Umeh

20. MINUTES

The minutes of the Ordinary Council Meeting held on 4 July 2012 were confirmed and signed as an accurate record.

21. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Victoria Brocklebank-Fowler, Donald Johnson, Jane Law, Mark Loveday and Rory Vaughan.

22. MAYOR'S/CHIEF EXECUTIVE'S ANNOUNCEMENTS

The Mayor's Announcements were circulated at the meeting.

23. DECLARATIONS OF INTERESTS

In respect of agenda item 6.6 Annual Report of the Audit and Pensions Committee 2011/12, Councillors Adronie Alford, Helen Binmore, Joe Carlebach, Michael Cartwright, Georgie Cooney, Stephen Cowan, Oliver Craig, Lisa Homan, PJ

Murphy and Caroline Needham declared a significant interest as they were members of the Local Government Pension Scheme. They considered that this did not give rise to a perception of a conflict of interests and, in the circumstances, it would be reasonable to participate in the discussion and vote thereon.

Councillor Michael Cartwright also declared a disclosable pecuniary interest in respect of agenda item 7.1 Special Motion 1 – London Airports and agenda item 7.7 Special Motion 7 – Heathrow Airport Third Runway, as he held shares in his own name and in nominee names in International Consolidated Airlines, a company that owns British Airways and Iberia, and was a major operator at Heathrow Airport. Councillor Cartwright therefore left the room during discussion of the matter without speaking or voting thereon.

24. PUBLIC QUESTIONS (20 MINUTES)

24.1 Question 1 - Mr John Grigg

7.06pm - The Mayor called on Mr John Grigg who had submitted a question to the Cabinet Member for Community Care (Councillor Marcus Ginn) to ask his question. The Cabinet Member for Community Care responded. Mr Grigg asked a supplementary question which was also answered.

(A copy of the public question submitted and the reply given is attached at **Appendix 1** to these minutes).

25. ITEMS FOR DISCUSSION/COMMITTEE REPORTS

25.1 Town Ward By-Election

7.10pm - The Council noted that Councillor Andrew Brown, the Conservative Party candidate, was elected Ward Councillor to the vacancy in Town Ward at the By-election held on 12 July 2012. The Mayor welcomed Councillor Andrew Brown to the chamber.

25.2 Earls Court Redevelopment - Application for Consent for Disposal of HRA Land

7.11pm - The report and recommendations were formally moved for adoption by the Leader of the Council, Councillor Nicholas Botterill.

Speeches on the report were made by Councillors Nicholas Botterill and Andrew Johnson (for the Administration) and Councillors Daryl Brown and Stephen Cowan (for the Opposition), before being put to the vote:

The report and recommendations were put to the vote:

FOR	25
AGAINST	14
NOT VOTING	0

The report and recommendations were declared **CARRIED**.

7.25pm **RESOLVED:**

That the Executive Director of Housing and Regeneration be authorised to submit an application for the Secretary of State's consent for the necessary disposal of Housing Revenue Account (HRA) land situated in the Estates to facilitate a comprehensive redevelopment of the Earl's Court and West Kensington area, following the completion and signing of the Conditional Land Sale Agreement with EC Properties LP, part of the Capital and Counties Properties plc group of companies (referred to as CapCo within the report).

25.3 Review of the Council's Statement of Gambling Principles

7.26pm - The report and recommendations were formally moved for adoption by the Deputy Leader of the Council and Cabinet Member for Residents Services, Councillor Greg Smith.

The report and recommendations were put to the vote:

FOR	Unanimous
AGAINST	0
NOT VOTING	0

The report and recommendations were declared **CARRIED.**

7.26pm **RESOLVED:**

That the Council's revised Statement of Gambling Principles 2013, as set out in Appendix D of the report, be approved.

25.4 Review of the Council's Constitution - Revised Procedure for Executive Meetings and Access to Information

7.27pm - The report and recommendations were formally moved for adoption by Councillor Alex Karmel.

The report and recommendations were put to the vote:

FOR	Unanimous
AGAINST	0
NOT VOTING	0

The report and recommendations were declared **CARRIED.**

7.27pm **RESOLVED:**

That the Constitution be amended to reflect the changes in section 3 of the report.

25.5 Treasury Management Outturn Report

7.28pm - The report and recommendations were formally moved for adoption by the Leader of the Council, Councillor Nicholas Botterill.

Speeches on the report were made by Councillor Nicholas Botterill (for the Administration) and Councillor Andrew Jones (for the Opposition), before being put to the vote:

The report and recommendations were put to the vote:

FOR	Unanimous
AGAINST	0
NOT VOTING	0

The report and recommendations were declared **CARRIED**.

7.34pm **RESOLVED:**

- (1) That the Council notes it has not undertaken any borrowing for the period 1 April 2011 to 31 March 2012; and
- (2) that the investment activity for the period 1 April 2011 to 31 March 2012 be noted.

25.6 Annual Report of the Audit and Pensions Committee 2011/12

7.35pm - The report and recommendation were formally moved for adoption by the Leader of the Council, Councillor Nicholas Botterill.

Speeches on the report were made by Councillors PJ Murphy, Stephen Cowan and Michael Cartwright (for the Opposition) and Councillors Nicholas Botterill and Michael Adam (for the Administration), before being put to the vote:

The report and recommendation were put to the vote:

FOR	25
AGAINST	14
NOT VOTING	0

The report and recommendation were declared **CARRIED**.

8.05pm **RESOLVED:**

That the annual report be approved.

26. SPECIAL MOTIONS

8.06pm Under Standing Order 15(e) (iii), Councillor Alex Karmel moved, and seconded by Councillor Peter Graham, that Special Motion 7.6 - Objection to Hammersmith and Fulham's Conservative Administration's £2 million Funding of the Barclays Bank/Boris Bikes Scheme take precedence on the agenda and be considered next. The motion was unanimously agreed.

26.1 Special Motion 6 - Objection to Hammersmith and Fulham's Conservative Administration's £2 million Funding of the Barclays Bank/Boris Bikes Scheme

8.07pm – Councillor Lisa Homan moved, seconded by Councillor Stephen Cowan, the special motion standing in their names:

“This Council agrees to take all possible measures to block the payment of £2m of Hammersmith and Fulham public money to fund the Barclays Bank/Boris Bikes scheme.

Furthermore, it calls for an independent inquiry to discover what led the Conservative Administration to prioritise £2m of scarce Borough resources for the Conservative London Mayor’s pet project.”

Speeches on the special motion were made by Councillor Lisa Homan (for the Opposition).

Under Standing Order 15(e) (vi), Councillor Peter Graham moved, seconded by Councillor Alex Karmel, an amendment to the motion as follows:

“Delete all after “SPECIAL MOTION NO. 6 –” and replace with...

"BORIS BIKES

This Council notes that:

1. On 19 October 2011, it unanimously supported “the plans by the Mayor of London to extend the Barclays Cycle Hire scheme to Hammersmith and Fulham”.
2. On 19 October 2011 it further unanimously welcomed “the benefits this will bring in relieving pressure on congested roads and tube trains, reducing pollution and improving the health of all our residents”.
3. These benefits depend on new docking stations being funded.

This Council:

4. Acknowledges that Barclays Bank plc is contributing an additional £25 million towards the Phase 3 expansion of the scheme in London.
5. Continues acknowledges the financial support that developers such as Westfield make towards the Barclays Cycle Hire scheme, and supports using planning agreements for this purpose.
6. Recognises that the £2 million contribution from developers in the borough towards the Barclays Cycle Hire scheme is at no cost to the taxpayer.

This Council:

7. Deplores the conduct of the opposition, who backed this improvement to local transport infrastructure a year ago, but who now belittle it as the "Conservative Mayor's pet project".
8. Celebrates the fact that 4,000 residents in the borough are already registered users of the Barclays Cycle Hire scheme and acknowledges the overwhelming support amongst residents for bringing Boris Bikes to Hammersmith and Fulham.
9. Will work for the remaining parts of the Borough to be included in future phases of the Barclays Cycle Hire scheme."

Speeches on the amendment were made by Councillors Peter Graham, Andrew Johnson, Harry Phibbs and Peter Tobias (for the Administration) and Councillors PJ Murphy and Stephen Cowan (for the Opposition) before it was put to the vote:

FOR	26
AGAINST	13
NOT VOTING	0

The amendment was declared **Carried.**

Speeches on the substantive motion as amended were made by Councillors Stephen Cowan and Lisa Homan (for the Opposition) before it was put to the vote:

FOR	26
AGAINST	13
NOT VOTING	0

The motion as amended was declared **CARRIED.**

8.40pm – **RESOLVED:**

BORIS BIKES

This Council notes that:

1. On 19 October 2011, it unanimously supported “the plans by the Mayor of London to extend the Barclays Cycle Hire scheme to Hammersmith and Fulham”.
2. On 19 October 2011 it further unanimously welcomed “the benefits this will bring in relieving pressure on congested roads and tube trains, reducing pollution and improving the health of all our residents”.
3. These benefits depend on new docking stations being funded.

This Council:

4. Acknowledges that Barclays Bank plc is contributing an additional £25 million towards the Phase 3 expansion of the scheme in London.
5. Continues acknowledges the financial support that developers such as Westfield make towards the Barclays Cycle Hire scheme, and supports using planning agreements for this purpose.
6. Recognises that the £2 million contribution from developers in the borough towards the Barclays Cycle Hire scheme is at no cost to the taxpayer.

This Council:

7. Deplores the conduct of the opposition, who backed this improvement to local transport infrastructure a year ago, but who now belittle it as the "Conservative Mayor's pet project".
8. Celebrates the fact that 4,000 residents in the borough are already registered users of the Barclays Cycle Hire scheme and acknowledges the overwhelming support amongst residents for bringing Boris Bikes to Hammersmith and Fulham.
9. Will work for the remaining parts of the Borough to be included in future phases of the Barclays Cycle Hire scheme.

26.2 Special Motion 1 - London Airports

8.41pm – Councillor Nicholas Botterill moved, seconded by Councillor Robert Iggulden, the special motion standing in their names:

- “1. This Council notes that:
 - A two and a half runway airport solution at Heathrow Airport can never provide the successful air transport hub which London needs;
 - Additional runway capacity at Heathrow would mean an unacceptable increase in aircraft noise for parts of Hammersmith and Fulham which have to date been less adversely affected, and that;
 - The recent operational freedom trials at Heathrow have proved to be highly damaging to borough residents who presently get some respite through runway alteration.
2. This Council utterly rejects any revised plans to build an additional short runway at Heathrow Airport.
3. This Council supports the Mayor of London in his bid to secure a new four runway airport to the east of London as the only practicable economic and environmental solution to London’s requirement for a truly resilient international airport hub.”

Speeches on the special motion were made by Councillors Nicholas Botterill and Robert Iggulden (for the Administration).

Under Standing Order 15(e) (vi), Councillor Stephen Cowan moved, seconded by Councillor Lisa Homan, an amendment to the motion as follows:

“Delete all listed in point 3 and replace with:

- “3. Notes that there has been no serious work on Boris Johnson’s (Con) Thames Estuary Airport since he first mentioned it during the 2008 election campaign and that it still remains a vague concept without even the beginnings of a proper plan. It further notes that there is a considerable amount of disarray amongst Conservative government ministers with the Rt Hon Philip Hammond MP (Con) describing the Mayor’s proposal as “a complete disaster” and the Rt Hon Grant Shapps MP, (Con), the Chairman of the Conservative Party, stating “Britain must consider building a third runway at Heathrow if it is to remain a great trading nation.”

The Council recognises that Prime Minister David Cameron (Con) and Chancellor George Osborne (Con) have appointed Sir Howard Davies, the economist, to lead a commission into whether Britain should increase the capacity of its airports. The Council affirms that it is gravely concerned about reports* that they have done this to *“open the door for the Conservatives to complete a U-turn on the third runway issue.”*

Minutes are subject to confirmation at the next meeting as a correct record of the proceedings and any amendments arising will be recorded in the minutes of that subsequent meeting.

This Council therefore resolves to lobby the Mayor to begin to make headway on other options and to lobby the government at all levels to block any third runway at Heathrow Airport.”

Speeches on the amendment were made by Councillors Stephen Cowan and Lisa Homan (for the Opposition) and Councillors Peter Graham and Nicholas Botterill (for the Administration) before it was put to the vote:

FOR	12
AGAINST	25
NOT VOTING	0

The amendment was declared **LOST**.

Under Standing Order 15(e) (vi), Councillor Andrew Jones moved, seconded by Councillor Caroline Needham, a further amendment to the motion as follows:

“Delete all after “This Council” and replace with:

“regrets the shambles surrounding the government’s position on airports in the south east of England and re-asserts its strong objections to Heathrow being granted permission to build a third runway.

The London Borough of Hammersmith and Fulham also agrees to work with residents, other London Boroughs, the GLA and the London Mayor to effectively campaign against the Heathrow third runway.”

Speeches on the amendment were made by Councillors Andrew Jones and Caroline Needham (for the Opposition) and Councillor Alex Karmel (for the Administration) before it was put to the vote:

FOR	12
AGAINST	25
NOT VOTING	0

The amendment was declared **LOST**.

Speeches on the substantive motion were made by Councillor Stephen Cowan (for the Opposition) before it was put to the vote:

FOR	24
AGAINST	0
NOT VOTING	12

The motion was declared **CARRIED**.

8.26pm – **RESOLVED:**

1. This Council notes that:
 - A two and a half runway airport solution at Heathrow Airport can never provide the successful air transport hub which London needs;
 - Additional runway capacity at Heathrow would mean an unacceptable increase in aircraft noise for parts of Hammersmith and Fulham which have to date been less adversely affected, and that;
 - The recent operational freedom trials at Heathrow have proved to be highly damaging to borough residents who presently get some respite through runway alteration.
2. This Council utterly rejects any revised plans to build an additional short runway at Heathrow Airport.
3. This Council supports the Mayor of London in his bid to secure a new four runway airport to the east of London as the only practicable economic and environmental solution to London's requirement for a truly resilient international airport hub.

(Councillor Cartwright had declared a disclosable pecuniary interest in respect of this item and therefore left the room during discussion of the matter without speaking or voting thereon.)

26.3 Special Motion 2 - Tri-Borough Working

9.27pm – Councillor Nicholas Botterill moved, seconded by Councillor Greg Smith, the special motion standing in their names:

“This Council notes with pride the progress made over the past 15 months in securing successful Tri-borough and Bi-borough working and the financial savings and service improvements which have resulted from this bold initiative now being copied up and down the country.”

Speeches on the special motion were made by Councillors Nicholas Botterill and Greg Smith (for the Administration).

Under Standing Order 15(e) (vi), Councillor Andrew Jones moved, seconded by Councillor Caroline Needham, an amendment to the motion as follows:

“Delete all and replace with:

“We recognise that the Council has been imaginative in initiating the Tri-Borough programme and accepts that it is a good idea but it is concerned that it has missed genuine efficiency savings targets and has no objective tracking mechanisms on how this is affecting front line services.

The Council regrets that it chose to follow a DIY approach to these service mergers and that it decided to ignore all good practice models.

It therefore resolves to:

- Set up an independent critical friends board charged with rooting out vested interests and advising on best practice
- Re-visit savings targets that can still be made such as by reducing senior management numbers and stripping out duplication
- Re-consider best practice and take measures to resolve the confusion, low morale and inefficiency currently being experienced across many areas of vital council services.”

Speeches on the amendment were made by Councillors Andrew Jones, Caroline Needham and Stephen Cowan (for the Opposition) and Councillor Nicholas Botterill (for the Administration) before it was put to the vote:

FOR	12
AGAINST	24
NOT VOTING	0

The amendment was declared **LOST**.

The substantive motion was put to the vote:

FOR	24
AGAINST	0
NOT VOTING	12

The motion was declared **CARRIED**.

9.59pm – **RESOLVED**:

This Council notes with pride the progress made over the past 15 months in securing successful Tri-borough and Bi-borough working and the financial savings and service improvements which have resulted from this bold initiative now being copied up and down the country.

26.4 Special Motion 3 - Low Cost Home Ownership

10.01pm – Councillor Andrew Johnson moved, seconded by Councillor Harry Phibbs, the special motion standing in their names:

“This Council notes that:

- Since 2006, over 700 families who live or work in the Borough have been helped onto the property ladder through the Council’s low cost ownership programme;
- There are over 4,143 people currently on the Council’s Home Buy register for low cost homeownership properties, and that;
- For the years 2009-10, 2010-11, 2011-12, 68% of purchasers of low cost homeownership properties had an income of under £40,000.

This Council resolves to:

- Increase the overall levels of homeownership within Hammersmith and Fulham by increasing the supply of intermediate housing;
- Increase the ability of existing local authority tenants to become homeowners through the Right to Buy and access to other low cost homeownership properties, and to;
- Use the Local Housing Company to maximum effect to deliver a range of intermediate properties on HRA land through the Hidden Homes programme.”

The motion was put to the vote:

FOR	24
AGAINST	0
NOT VOTING	12

The motion was declared **CARRIED**.

10.01pm – **RESOLVED**:

This Council notes that:

- Since 2006, over 700 families who live or work in the Borough have been helped onto the property ladder through the Council’s low cost ownership programme;
- There are over 4,143 people currently on the Council’s Home Buy register for low cost homeownership properties, and that;
- For the years 2009-10, 2010-11, 2011-12, 68% of purchasers of low cost homeownership properties had an income of under £40,000.

This Council resolves to:

- Increase the overall levels of homeownership within Hammersmith and Fulham by increasing the supply of intermediate housing;
- Increase the ability of existing local authority tenants to become homeowners through the Right to Buy and access to other low cost homeownership properties, and to;
- Use the Local Housing Company to maximum effect to deliver a range of intermediate properties on HRA land through the Hidden Homes programme.

26.5 Special Motion 4 - Changes to Committee Membership

10.02pm – Councillor Alex Karmel moved, seconded by Councillor Peter Graham, the special motion standing in their names:

“The following changes to the Education and Children’s Services Select Committee membership will be made, effective from the day after the Council meeting:

Councillor Harry Phibbs - to come off the Education and Children’s Services Select Committee.

Councillor Andrew Brown – to be appointed a member of Education and Children’s Services Select Committee.”

The motion was put to the vote:

FOR	Unanimous
AGAINST	0
NOT VOTING	0

The motion was declared **CARRIED**.

10.02pm – **RESOLVED**:

The following changes to the Education and Children’s Services Select Committee membership will be made, effective from the day after the Council meeting:

Councillor Harry Phibbs - to come off the Education and Children’s Services Select Committee.

Councillor Andrew Brown – to be appointed a member of Education and Children’s Services Select Committee.

26.6 Special Motion 5 - The London Borough of Hammersmith and Fulham's Voluntary Declaration to Her Majesty's Revenue and Customs

10.03pm – Councillor Michael Cartwright moved, seconded by Councillor PJ Murphy, the special motion standing in their names:

“This Council regrets its *“careless”* approach to managing the Borough’s finances which has resulted in it setting aside almost £1m for possible back taxes and fines that may be liable for payment to Her Majesty’s Revenue and Customs. The Administration notes that it chose to ignore warnings that were consistently raised by the Opposition since December 2010 and apologises to the tax payers of the Borough for causing this vast waste of public monies in these austere times.”

The motion was put to the vote:

FOR	12
AGAINST	23
NOT VOTING	0

The motion was declared **LOST**.

26.7 Special Motion 7 - Heathrow Airport Third Runway

10.04pm – Councillor Andrew Jones moved, seconded by Councillor Caroline Needham, the special motion standing in their names:

“This Council regrets the shambles surrounding the government’s position on airports in the south east of England and re-asserts its strong objections to Heathrow being granted permission to build a third runway.

The London Borough of Hammersmith and Fulham also agrees to work with residents, other London Boroughs, the GLA and the London Mayor to effectively campaign against the Heathrow third runway.”

The motion was put to the vote:

FOR	12
AGAINST	23
NOT VOTING	0

The motion was declared **LOST**.

27. INFORMATION REPORTS - TO NOTE

27.1 Special Urgency Decisions - Monitoring Report

The report was noted.

* * * * * CONCLUSION OF BUSINESS * * * * *

Meeting started: 7.00 pm
Meeting ended: 10.05 pm

Mayor

PUBLIC QUESTION TIME

LONDON BOROUGH OF HAMMERSMITH & FULHAM

COUNCIL MEETING – 24 OCTOBER 2012

Question by: Mr John Grigg

To: Councillor Marcus Ginn - Cabinet Member for Community Care

QUESTION

'Is the Council aware that under the Government's Welfare Reform Act 280,000 people with disabilities will lose Disability Living Allowance in order to save £2bn, and are there any estimates of the number of people in Hammersmith and Fulham who will be effected, and are the council planning to investigate all means the borough can employ to alleviate suffering caused by the government's cut in services for the disabled.'

ANSWER


Personal Independence Payments (PIP) is planned to replace Disability Living Allowance (DLA) in April 2013 for new claims in some areas of the country. During this period new claimants in all other parts of the country will continue to claim Disability Living Allowance as now.

PIP will be introduced in Hammersmith & Fulham in June 2013.

The Council does not hold data on all residents of Hammersmith & Fulham who receive DLA, however it is aware of those receiving care from the Council.

The Reform to replace DLA with PIP will only affect people of working age 16 to 64 who after reassessment are considered able to return to work. We do not know at this stage how many if any of our users in working age will be impacted.

DLA offers no objective way of assessing entitlement, no systematic reviews and significant over and under payments. PIP will be a fairer, more objective and more consistent benefit, that is sustainable for the future and allows the UK to keep providing the support that we know many disabled people need.

	<p>London Borough of Hammersmith & Fulham</p> <p>COUNCIL</p> <p>30 January 2013</p>
<p>SOUTH FULHAM RIVERSIDE SUPPLEMENTARY PLANNING DOCUMENT (SPD)</p>	
<p>Report of the Leader</p>	
<p>Open Report</p>	
<p>For Decision Yes</p> <p>Key Decision: No</p>	
<p>Wards Affected: Sands End Ward</p>	
<p>Accountable Executive Director:</p> <p>Nigel Pallace, Executive Director of Transport and Technical Services</p>	
<p>Report Author: Jackie Simkins, Planning Regeneration Officer</p>	<p>Contact Details: Tel: 020 8753 3460 E-mail: Jackie.simkins@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. This report seeks a resolution to adopt the South Fulham Riverside draft Supplementary Planning Document as a Supplementary Planning Document (SPD) to the Council's adopted Local Development Framework Core Strategy 2011 (CS). The South Fulham Riverside is one of five regeneration areas identified in the CS and this SPD will provide additional guidelines to the CS to assist towards a comprehensive approach to regeneration. The SPD will therefore help guide growth and change in the area over the next 20 years in line with the CS and London Plan (2011).
- 1.2. Attached to the report is the SPD (Appendix 1); a summary of the main issues raised in the representations received during the statutory public consultation period that took place between 30 March 2012 until 11 May 2012 (Appendix 2); a tracked changed version of the draft SPD highlighting changes made to the document in response to comments received during the consultation exercise (Appendix 3); and the Equalities Impact Assessment report (Appendix 4).

2. RECOMMENDATIONS

- 2.1. That Full Council resolve to adopt the South Fulham Riverside Supplementary Planning Document (Appendix 1).**

3. REASONS FOR DECISION

- 3.1.** The draft SPD has been through extensive public and statutory consultation and refinement over the last two years. As well as targeted workshops involving local residents during its preparation the draft SPD has also been through two rounds of public consultation. This went beyond requirements within the Town and Country Planning Act and the Council's Statement of Community Involvement (SCI) and gave a broad range of people the opportunity to comment and influence the final version of the SPD.
- 3.2.** Many sites within the regeneration area are coming forward for redevelopment hence the importance of adopting the SPD and putting in place more detailed guidance to steer future development in the area in line with the vision and objectives in the Strategic Policy for SFR in the CS.

4. INTRODUCTION AND BACKGROUND

- 4.1.** The purpose of the SPD is to provide planning guidance related to the policies set out in the CS and the London Plan (2011). Whilst not forming part of the Council's Development Plan for the Borough, once adopted the SPD guidelines will be a material planning consideration when determining planning applications in the area.
- 4.2.** The South Fulham Riverside regeneration area is identified in the CS for potential major residential led mixed use regeneration. The regeneration area is located in the south of the borough next to the River Thames. It is bounded in the west by Broomhouse Drawdock and the grounds of the Hurlingham Club and in the east by the West London Line embankment and Cremone Railway Bridge. The northern boundary generally follows the line of Carnwath Road and Townmead Road extending along Imperial Road incorporating the National Grid Gas Holder's site. The area has a south facing river frontage of 1,700 metres.
- 4.3.** The CS Strategic Policy for South Fulham Riverside indicates the potential for a target of 2,200 additional homes by 2032 and 300 to 500 new jobs.

5. PROPOSAL AND ISSUES

5.1. Summary of Key Elements of the SPD

The SPD is split into 14 chapters:

- **Vision** Sets out the Borough's aspirations for the regeneration area.
- **Introduction** - This section introduces the SPD and sets out the purpose and status of the document. It outlines details and outcomes from two workshops held by the Princes Foundation during the preparation of this draft SPD attended by local developers/ landowners, local residents, resident groups and local interest groups.
- **Executive Summary** – Summarises the content of each of the 14 chapters and 5 appendices within the SPD.
- **Contextual Overview** - Summarises details regarding the socio economic, physical and transport and movement context which provides the evidence base for the proposed interventions. Full details of these sections are included in the appendices.
- **Planning Policy** - Sets out the current planning policy context detailing national, regional and local policy relevant to the regeneration area.
- **Issues and Objectives** - Summarises the key issues affecting South Fulham Riverside which have informed the key objectives for the area.
- **Area Planning Framework and Land Use Strategy** - This chapter sets out the overarching principles regarding future development in the regeneration area. The key focus is to bring vacant and under used sites back into use by developing a mixed use neighbourhood connected to the river supported by necessary transport interventions to support this growth. The main land use will be medium density residential led mixed use, new small scale commercial in the most accessible areas and retail for day to day needs. Intensification in community uses will be required to support this growth with new open space, children's play space and leisure uses linked to the river.
- **Housing** - This chapter sets out the key principles that will guide the new homes in the area in particular tenure mix, unit size mix, housing typologies, residential standards and amenity space.
- **Urban Design Strategy** - Outlines guiding principles regarding the future development including the creation of a riverside character, new links to the river walkway, protecting heritage assets, building heights relating to the local context, open space and enhanced public realm.

- **Development Capacity Study** - Considers the quantum of land with potential for future redevelopment in the regeneration area (21.8 hectares based on the Strategic Housing Land availability Assessment and tested the maximum development capacity that could be achieved taking into account the guiding principles regarding urban design, housing and transport capacity. The transport study outcome set the medium density option as the target quantum of development due to the local capacity within the transport network and the accessibility of public transport.
- **Transport Interventions** - Outlines the outcome from the Transport Study and Transport Study Addendum that was commissioned to inform the quantum of additional development that the current infrastructure could support within the regeneration area. Both studies concluded that the growth anticipated in the Medium Density option could be supported if a number of key transport interventions were made including expansion of the Wandsworth Bridge Road/Carnwath Road/ Townmead Road junction and a new route through to the Kings Road in the north east of the regeneration area.
- **Social Infrastructure** - Considers the social infrastructure (new schools, health facilities, open space, play space, library and community facilities, police facilities and employment and skills training) required to support the potential increase in homes and jobs.
- **Environmental Strategy** - Outlines requirements relating to climate change mitigation and adaption, air quality, waste, land contamination and construction, water, noise and vibration and ecology.
- **Delivery and Implementation Strategy** - A Delivery and Infrastructure Funding Study was undertaken in 2012 which investigated the infrastructure required to support the potential growth of homes and jobs in the area. The infrastructure required to support the anticipated growth is listed in this chapter. Details regarding how developer contributions will be assessed and collected are also detailed.

5.2. Supporting Evidence Documents.

A number of supporting documents have been produced in order to inform this SPD. A summary of each document is set out below:

- **Appendix 1 Socio Economic Context** - Considers the socio economic context of the area including data on population, ethnicity, deprivation, employment and income, crime, housing and health. The social and community infrastructure has been mapped across the whole of the Sands End Ward (that includes the regeneration area) identifying education facilities including schools and nurseries, health facilities, libraries and

community halls/centres and shopping areas and highlighting gaps in provision and accessibility.

- **Appendix 2 Physical Context** - Details the physical context of the area including the history, heritage and archaeology. Open space and children's play space have been mapped across the area and gaps in accessibility and level of provision considered. Urban design issues considered in the area include infrastructure and connectivity, built form and urban grain, building heights, mass and scale, views and landmarks, these considerations have shaped the content of the urban design strategy (Chapter 9). Existing land use and land with potential for redevelopment has been considered including possible phasing of re-development.
- **Appendix 3 Transport and Movement Context** - Highlights the existing highway and public transport networks that are currently a key development constraint to growth in the regeneration area. The section considers the existing context regarding the highway network including stress points, underground, rail, buses, and riverboat, cycling, and walking.
- **Appendix 4 The Princes Foundation Workshop Consultation Report** - Full details of the consultation workshops and their outcome.
- **Appendix 5 Delivery and Infrastructure Funding Study (DIF)** – Assesses the overall infrastructure requirement, the extent to which there should be new infrastructure and how this could be funded.
- **Sustainability Appraisal** – Assesses the potential impacts of the document on a range of environmental, social and economic criteria.
- **Equality Impact Assessment (Appendix 4 of this report)** – Assesses the potential impacts of the document on a number of identified minority groups.
- **Statement of Consultation** – A statement setting out those consulted in preparation of the SPD, how the consultations were carried out, a summary of the main issues raised in those consultations (“the Consultation Summary Report”) and how the representations have been addressed in the SPD (“the Consultation Responses Schedule”).
- **Consultation Summary Report (Appendix 2 of this report)** – Provides a summary of the comments raised during the consultation on the second draft of the SPD.
- **Consultation Response Schedules** – Sets out the comments received during consultation on the second draft of the SPD and officers' responses to these comments.
- **Jacobs Transport Study Report 2010 and Addendum 2012** – These studies considered the impact of public transport and highway networks as

a result of the proposed regeneration and identified key strategic infrastructure required to support this development.

5.3. Key issues arising from statutory consultation and amendments made to the SPD in response.

- **Thames Tideway Tunnel**

- **Summary of comments made**

- The SPD should have due regard to the policy support for the Thames Tunnel Project, the DCLG Safeguarding Direction and the safeguarded wharf status of Hurlingham.
- The Thames Tunnel is included in the adopted National Policy Statement for Waste Water 2012 (NPS) as a nationally significant project hence there should be more emphasis of this project in the SPD and how it can operate alongside the regeneration of South Fulham.
- Many residents still strongly oppose the Thames Tunnel Sewer on the Carnwath Road sites.

- **Response**

Chapter 5 – Planning Policy has been updated to include details regarding the NPS and the DCLG Safeguarding Direction on the three sites affected by the Thames Tunnel. The wording has been changed at 7.2.8 as only Hurlingham, Whiffin and Carnwath Road industrial estate are required for the Thames Tunnel and no other adjoining sites, also current proposals include a permanent access building on the eastern part of Whiffin Wharf.

- **Safeguarded Wharves**

- **Summary of comments made**

- The SPD should highlight London Plan policy regarding development adjacent to safeguarded wharves which should be designed to mitigate any potential conflicts with cargo-handling.
- There was an emphasis on treating all three safeguarded wharves the same rather than promoting consolidation of wharf capacity east of Wandsworth Bridge Road.
- A request was made to explain the proposals around how consolidation of wharf capacity could occur. There was a lot of support for Hurlingham Wharf to be used for river transport or river use in line with its safeguarding status.
- The SPD was premature in its approach to release Hurlingham Wharf from safeguarding as the Mayor's review of safeguarding has not yet completed. (The current recommendation in the Mayor's draft safeguarding review is that all three wharves in South Fulham Riverside remain safeguarded).

- **Response**

The text at 7.2.7 has been updated to ensure the approach taken regarding safeguarded wharves is compliant with the London Plan 2011. It makes it clear that it will be the responsibility of developers of safeguarded wharves to justify the viability of any proposed scheme for the

consolidation of replacement capacity onto an alternative site. It also refers to the London Plan regarding the redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight handling (criteria for assessing the viability of wharves are set in paragraph 7.77 of the London Plan). Text has also been added regarding guidance for the redevelopment of sites adjoining safeguarded wharves in line with London Plan policy.

- **Housing**

- **Summary of Comments made**

Concern was expressed that there will be a lack of social housing in the regeneration area.

- **Response**

This chapter remains with just a few minor changes linked to policy updates (Development Management Development Plan Document (DPD) Submission July 2012) as it relates to amenity space and children's play space. Further clarity is provided at 4.2.16 and 8.4 regarding the potential number of new homes anticipated in the regeneration area, the indicative target from the CS is 2,200 additional homes however if all sites identified in the Strategic Housing Land Availability Assessment (SHLAA) overcame some of their impediments to delivery and came forward for redevelopment this could deliver circa 4,000 additional homes. The guidance regarding new homes refers back to Core Strategy policy which aims to achieve more mixed and balanced communities.

- **Building Heights, Mass and Scale**

- **Summary of comments made**

- There was support for opening up the riverside to create an appealing destination with general building height guidelines of 4 – 6 storeys rising to 7 on the riverfront and select areas for fine grain buildings at 10 storeys.
- Concern was expressed regarding the building height guidelines west of Wandsworth Bridge Road, many requesting a maximum guideline of 4 storeys.
- Some thought the SPD was too restrictive in suggesting only a few locations for increased height and massing.
- Others requested a fuller rationale for the two key focal points identified for tall buildings.

- **Response**

A new section has been provided in Appendix 2, 2.15, River Edge Definition, and then summarised at 4.2.13. This new section includes an examination of LBHF and parts of Wandsworth riverside development and reveals a trend of larger scale buildings that in areas respond successfully in height to the width of the river and create strong edge definition and a comfortable relationship with the riverside walk. This provides further evidence to support the guidance regarding building heights at para.9.6 that remains unchanged. In addition, Appendix 2 fully analyses the existing context regarding built form, urban grain, height, mass and scale and

guidance at 9.6.3 “Key focal points and tall buildings” already fully explains the rationale behind the guidance regarding the location of tall buildings.

- **Design Standards**

- **Summary of Comments made**

- -It has been expressed that the design guideline principles were too generic hence may prove ineffective at managing development proposals to a high standard. The key principles should be revisited to ensure they are comprehensive and are then expanded on in the supporting text.

- **Response**

- The “Key Urban Design Principles” have been refocused and placed at the front of the chapter to provide greater clarity.

- **Conservation**

- **Summary of comments made**

- Concern was expressed that the River Thames should be defined as a key heritage asset.

- **Response**

- This has been revised in the SPD through the inclusion of a new key principle requiring that all development should demonstrate how it contributes to conserving and enhancing the strategic importance of the Thames.

- **Proposed Highways Interventions**

- **Summary of comments made**

- -Concern has been expressed regarding the potential expansion of the Wandsworth Bridge junction and the increased traffic this would bring to the area.

- - Concern regarding the increase in traffic anticipated onto the Kings Road as a result of the potential growth in new homes.

- - A number of people consider there are flaws in the Jacobs Transport Study and hence its recommendations regarding transport interventions are unreliable.

- -Support for a new pedestrian/cycle bridge over the Thames to Battersea requests that it be given greater emphasis in the SPD.

- **Response**

- The SPD has been updated at 11.6.2 to make it clear that further refined assessments will be required to take forward the conclusions from the Transport Study and Addendum particularly in regard to defining the details of the high priority transport interventions. In addition, revised wording makes it clear that every development proposal needs to be accompanied by a robust transport assessment. Revised wording in relation to the pedestrian/cycle bridge over the River Thames is highlighted as a desirable intervention.

- **Community Uses**

- **Summary of comments made**

- -Concern has been expressed regarding the closure of the Sands End Community Centre and that the new location for the community hub at Hurlingham and Chelsea school is not a central location.

- - Concern was expressed that adjoining RBKC could be affected regarding increased demand for its services when sites close the borough boundary are developed. Some want the SPD to be more specific regarding the types of community uses proposed to support the regeneration. Concern has been expressed that the growth in new homes will impact adversely on the infrastructure in the area especially traffic. Concern was expressed that further investigations should be undertaken to ensure that the Sands End clinic would be able to accommodate the increased population.

- **Response**

- The DIF study is a background report linked to the SPD which has considered in detail the infrastructure requirements in the regeneration area linked to the indicative phasing of sites coming forward for redevelopment. The indicative list of required infrastructure is listed at Figure 14.1, however, this will need to be constantly reviewed and updated as it forms part of the proposed Borough-wide Community Infrastructure Levy to help ensure the required infrastructure is provided linked to actual growth in new homes. Specific mention is made at 12.4 that the adequacy of the existing Sands End Clinic to accommodate projected growth will need to be further considered.

5.4 Process

Once adopted, the SPD must be made available during normal office hours, together with an adoption statement. The adoption statement is a document that specifies the date of adoption and that anyone with sufficient interest in the decision to adopt the SPD may apply, not later than 3 months after adoption, to the High Court for permission to apply for a judicial review of the decision to adopt the SPD. The council must ensure that the SPD is available at its offices, and publish it on the council's website. The Council must also ensure that the adoption statement is sent to anyone who requested notification.

6. OPTIONS AND ANALYSIS OF OPTIONS

- 6.1.** As the land ownership is relatively fragmented in the South Fulham Riverside regeneration area, having an adopted SPD assists in securing strategic objectives that benefit the whole area even though individual sites may be developed individually and at different times.
- 6.2.** The SPD does not create new policy but provides further guidance and clarity to deliver the vision and strategic objectives for South Fulham Riverside within the Core Strategy. An adopted SPD would however help

to guide future change to ensure development optimises and realises the full potential and benefits of the area.

- 6.3.** The draft SPD has been through extensive consultation and refinement over the last two years that went beyond the requirements of the Town and Country Planning Act and the Council's adopted LDF document Statement of Community Involvement (SCI) and gave a broad range of people the opportunity to comment and influence the final version of the SPD.

7. CONSULTATION

- 7.1.** In line with the SCI, at the early preparation stage of the SPD, targeted workshops were held involving local residents, residents groups, amenity groups, landowners and developers to help shape the first draft of the SPD. Two workshops were held in July and September 2010 facilitated by the Princes Foundation. The outcome from the workshops was summarised as a set of emerging design principles in "Princes Foundation Workshop Consultation Report".
- 7.2.** The South Fulham Riverside Regeneration Area was included within the Draft Core Strategy Options 2009 and Proposed Submission Core Strategy 2010. Comments received in response to these two consultations have informed the SPD.
- 7.3.** The SPD has also been through two rounds of public consultation. The first round of public consultation was undertaken in April – May 2011 and 119 responses were received. These comments were considered and responded to and informed the drafting of the second draft of the SPD, which underwent consultation in March – May 2012. Several consultation techniques were used to engage the public and interested parties and encourage feedback namely;
- Consultation newsletter distributed to properties in and around the regeneration area;
 - Public notice in local papers;
 - Press Release encouraging residents to have their say;
 - SPD distributed to interested parties;
 - Availability of the SPD for inspection at several public locations;
 - Notified by letter/e-mail those who commented on the first draft of the SPD
 - 1,500 letters sent to statutory consultees and individuals and groups on the LBHF Local Development Framework data base including special interest groups and resident organisations.
 - Drop in sessions advertised in the newsletter were held locally during the consultation period to explain the SPD in more detail and answer any queries.
 - Dedicated consultation e-mail address.

- 7.4.** 83 written responses were received from a wide range of respondents including local amenity groups, local residents and businesses, residents groups, landowners, developers, statutory organisations and a range of special interest groups.
- 7.5.** The responses to the second draft of the SPD have been considered and where appropriate, they have informed the production of the final SPD (see Appendix 3 of this report for a track changed version of the SPD). A summary of the consultation responses is appended to this report (Appendix 2).

8. EQUALITY IMPLICATIONS

- 8.1.** An Equality Impact Assessment (EQIA) has been prepared and is attached to this report (Appendix 4). The EQIA was included as a supporting document when the SPD underwent its second (statutory) round of consultation during March – May 2012 although no specific comments were received on the EQIA. The EQIA has since been updated in response to comments received on the SPD and supporting documents during the second round of public consultation to reflect updates made to the SPD.
- 8.2.** Generally, development consistent with the SPD guidelines would have a positive impact on those with protected characteristics delivering benefits in terms of improvements to transport, improved connectivity and permeability and access to open space including play space, access to services such as schools, health facilities and shops, new social infrastructure, new employment and housing.
- 8.3.** The final version of the EQIA Action Plan has been updated to advise that the requirements regarding social infrastructure (schools, health, open space etc.) are kept under regular review so that facilities are available for use linked to growth in the population envisaged in the Core Strategy and SPD.

9. LEGAL IMPLICATIONS

- 9.1.** Adopting the SPD will mean that the document is a material consideration to which regard will have to be had when considering any planning application in the SPD area.
- 9.2.** The Planning and Compulsory Act 2004 (as amended) and The Town and Country Planning (Local Development Document) Regulations 2004 (as amended) require that the SPD be in conformity with the council's Core Strategy and in general conformity with the London Plan.

- 9.3. The requirements of the Town and Country Planning (Local Development Document) Regulations 2004 (as amended) in respect of consultation and finalising the SPD are explained in Section 7 of this report.
- 9.4. The Council's statutory duty under the Equality Act 2010 is relevant. The protected characteristics to which the Public Sector Equality now include age as well as the characteristics covered by the previous equalities legislation applicable to public bodies (i.e. disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sexual orientation, religion or belief and sex).
- 9.5. The South Fulham Riverside SPD has been reviewed by Legal Counsel who has confirmed that it is not in conflict with the adopted development plan and that it complies with the requirements for an SPD.
- 9.6. Although it is not required for an SPD a Strategic Environmental Assessment (SEA) has been produced to minimise any risk if there were to be a legal challenge.

10. FINANCIAL AND RESOURCES IMPLICATIONS

- 10.1. This report seeks a resolution to adopt the South Fulham Riverside draft Supplementary Planning Agreement as a Supplementary Planning Agreement (SPD) to the Council's Core Strategy (2011). The SPD has been through a rigorous process of statutory public consultation between 30 March 2012 until 11 May 2012 and costs incurred during this process have been contained within existing budgets. There are no additional costs associated with adopting the SPD as recommended in this report.

11. RISK MANAGEMENT

- 11.1. The subject of the report is not included on a departmental or corporate risk register.

LOCAL GOVERNMENT ACT 2000 **LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT**

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	NONE		

LIST OF APPENDICES:

- **Appendix 1** - South Fulham Riverside Supplementary Planning Document (SPD)
- **Appendix 2** – Consultation Summary Report
- **Appendix 3** - A tracked version changed version of the South Fulham Riverside SPD highlighting changes made to the document in response to comments received during the statutory consultation exercise.
- **Appendix 4** - Equalities Impact Assessment



South Fulham Riverside

Supplementary Planning Document

January 2013
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CHAPTER ONE | Vision

The regenerated South Fulham Riverside area will have moved away from its industrial past and become a new residential mixed use area integrated with employment, community and leisure uses that adopt a waterfront character. The area will have a riverside focus that embraces the river offering leisure, recreational and sporting facilities linked to the river.

The local community will benefit from new and improved connections to the river walkway. The river walkway will be continuous from Broomhouse Dock to Chelsea Harbour with new public spaces for leisure and recreation fronting the river.

There will be a series of high quality buildings linked by well defined spaces to create a safe and secure environment with a distinctive riverside character. Taller buildings are possible in specific locations.

Transportation (public transport and highway capacity) will be improved in the area to accommodate the increase in residential and other uses which will ease congestion at junctions and improve connectivity to transport nodes. The potential to use the river for transport will have been maximised.

A local neighbourhood will have been created with more accessible local facilities. There will be a sustainable and varied mix of uses to support the community and create a sense of place. A much improved public realm with good links to green spaces and community facilities will encourage increased walking and cycling.

Existing open space will be upgraded and new open space and play space created to more adequately serve the local community.

CHAPTER TWO | Introduction

2.1 PURPOSE AND STATUS OF THE DOCUMENT

2.1.1 South Fulham Riverside is one of five regeneration areas identified in the adopted Core Strategy (2011) where a comprehensive approach to regeneration will take place guiding growth and change in the area. This document sets out the Council's vision for the regeneration of the South Fulham Riverside.

This document seeks to draw together the development plan policies and other guidance which are relevant to the regeneration area as identified in the Core Strategy and considers the environmental, social, design and economic objectives which are relevant to the future development of the area. It will not form part of the statutory development plan for the area but provides the more detailed guidance for the regeneration area anticipated in the Core Strategy.

2.1.2 As identified in strategic Policy SFR in the Core Strategy this SPD has been produced to emphasise the potential opportunities for regeneration within the area of the borough formerly designated as the Carnwath Road employment zone until September 2007, together with former Townmead Road/ Imperial Road employment zone land to the east of Wandsworth Bridge Road and provide more detailed guidance. It should be read in conjunction with the saved policies under the, Unitary Development Plan (as amended in 2007 and 2011), The Development Management DPD Submission (July 2012) the London Plan (2011), the Core Strategy (2011) and the Council's adopted Supplementary Planning Documents and Supplementary Guidance on Thames Strategy: Kew to Chelsea.

2.1.3 The primary aim of this SPD is to set out an approach to achieve the vision and deliver the objectives in the Strategic Policy SFR in the Core Strategy. It provides analysis of the area and outlines the key issues affecting the area. It aims to guide the future change including optimising and realising the full potential and benefits of the area, the changed emphasis away from its historic employment use and unlocking unused and under used land. The SPD also provides development and design guidance which should inform any future redevelopment proposals.

These guidelines will be used together with the Core Strategy and other planning policy documents to help ensure a comprehensive approach to regeneration relating to the wider area.

2.1.4 This SPD is a material consideration in the determination of any planning application submitted in the regeneration area.

(See Figure 2.1: Identifies the South Fulham Riverside regeneration boundary)

2.2 PUBLIC CONSULTATION

2.2.1 This section outlines the process regarding involvement of the local community in the preparation of this SPD.

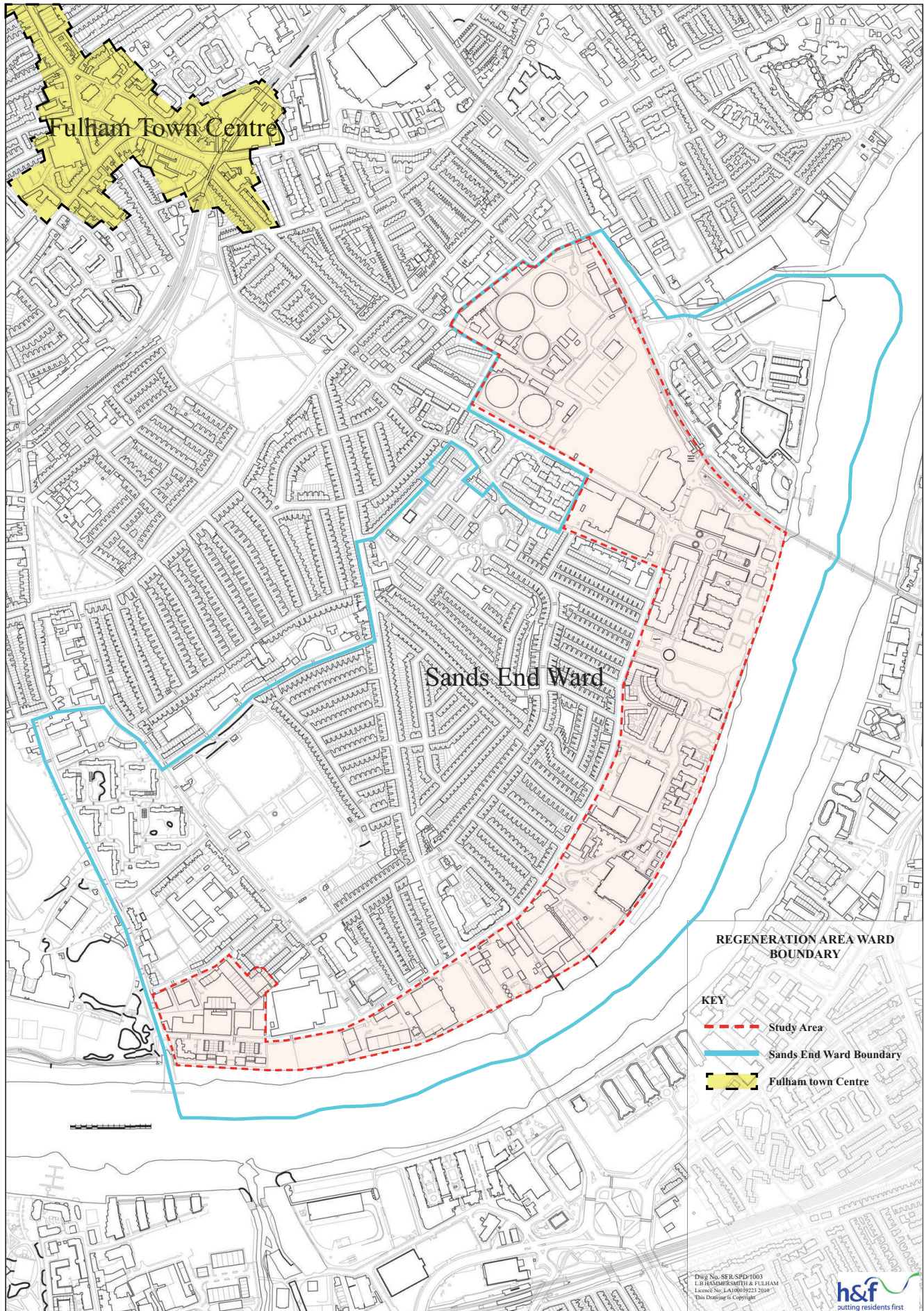
The Council has an adopted LDF Statement of Community Involvement (SCI) that sets out how the council will involve the community in planning matters. It stresses the importance of involving people in the initial stages of the preparation process of draft SPDs to maximise their influence on the planning document.

2.2.2 Core Strategy Consultation

The South Fulham Riverside regeneration area was included within the Draft Core Strategy Options 2009 and Proposed Submission Core Strategy 2010. Comments received in response to these two consultations have informed the SPD.

This draft of the SPD also includes amendments that were made to the Core Strategy following its Examination in Public (EiP) held in April 2011 and changes incorporated prior to its adoption in October 2011.

Figure 2.1 Identifies the South Fulham Riverside regeneration boundary.



2.2.3 Workshops

In order to provide an opportunity for the local community and interest groups to have an early input into the preparation of the draft South Fulham Riverside SPD two workshops were held the first on 27th July 2010 and the second on 28th September 2010. The Princes Foundation was commissioned to facilitate both workshops and produce a summary report detailing the issues discussed at the workshops which were then brought together in a set of emerging design principles.

The workshops were attended by local developers, landowners, local residents, resident groups and local interest groups. The first workshop focussed on mapping the local context and the key opportunities and constraints of the regeneration area.

The second workshop focused on transport and design. The recommendations from the South Fulham Riverside Transport Study and the implications this has for the future development of the regeneration area were discussed and considered. Attendees also considered and put their preferences forward regarding issues related to land use, height, massing, density, connectivity, open space and public realm.

2.2.4 Set of Emerging Design Principles

The outcome from the workshops was summarised by the Princes Foundation as a set of emerging design principles that have informed this SPD and are detailed below.

- **Public Realm and Open Space**

This item attracted the greatest interest at the workshops. There should be a clear definition between public and private space. There should be a coherent strategy for public realm improvements including street furniture, landscaping and tree planting. All new development should promote access to the Thames River Path. There should be active ground floor frontages to enliven open space. Improve the existing open spaces creating new spaces where appropriate and improving the pedestrian experience between spaces. New development should provide play areas for children.

- **Architecture - Height, Massing and Density**

New development should respect the residential scale of buildings to the north of the regeneration area with a stepped up approach to building height towards the

Thames. Materials used in new developments should reflect the prevailing examples in surrounding areas. Where possible historic buildings should be protected and used within new schemes. New development should adhere to a fine urban grain and promote variety in new buildings whilst ensuring an overall coherence.

- **Land Use**

A rich variety of land uses throughout the area is welcomed provided they are appropriately located. Retail and high density residential should focus on two key mixed use locations, Fulham Wharf and Imperial Wharf Rail station. Additional commercial space and community facilities should be located on key routes through the area. Any future uses for wharves should be compatible with the surrounding residential community and include mitigation measures to lessen the impact of industrial uses alongside residential dwellings. Affordable housing should be fully integrated in all new developments. The Thames River Path and associated open spaces should become a focus for river based activities.

- **Transport and Connectivity**

New development should support sustainable transport rather than cars. Large car parks should be located underground. New development should seek to improve the existing cycle and pedestrian network. New development should contribute to a new foot/cycle path to the West London Railway Bridge. Higher density development should focus on Fulham Wharf/Townmead Road and Imperial Wharf Railway station in order to maximise access to public transport. New development should contribute to the required transport infrastructure improvements set out in the transport study.

2.2.5 Public Consultation Draft South Fulham Riverside SPD April 2011

An informal first round of public consultation was undertaken on the first draft of the SPD for 6 weeks from 8th April until 20th May 2011. This consultation exercise was advertised by a public notice in the local press, a newsletter was distributed to residents and businesses within and surrounding the regeneration area and letters were sent to statutory consultees, resident groups and other interest groups. A total of 119 responses were received and changes were incorporated within the draft of the SPD in response to comments received.

2.2.6 Public Consultation Draft South Fulham Riverside SPD March 2012

A second round of (statutory) public consultation on a revised draft (March 2012) took place between 30th March and 11th May 2012. A total of 83 responses were received and the SPD was updated in response to the comments received.

Figure 2.2 Princes Foundation workshop



CHAPTER THREE | Executive Summary

1 - VISION

Sets out the Council's aspirations for the regeneration area.

2 - INTRODUCTION

This section introduces the SPD and sets out the purpose and status of the document. It outlines details and outcomes from two workshops held by the Princes Foundation during the preparation of this SPD attended by local developers/landowners, local residents, resident groups and local interest groups.

3 - EXECUTIVE SUMMARY

4 - CONTEXTUAL OVERVIEW

Summarises details regarding the socio economic, physical and transport and movement context which provides the evidence base for the proposed interventions. Full details of these sections are included in the appendices.

5 - PLANNING POLICY CONTEXT

Sets out the current planning policy context detailing national, regional and local policy relevant to the regeneration area.

6 - ISSUES AND OBJECTIVES

Summarises the key issues affecting South Fulham Riverside which have informed the key objectives for the area.

7 - AREA PLANNING FRAMEWORK AND LAND USE STRATEGY

This chapter sets out the overarching principles regarding future development in the regeneration area. The key focus is to bring vacant and under used sites back into use by developing a mixed use neighbourhood connected to the river supported by necessary transport interventions to support this growth. The main land use will

be medium density residential led mixed use, new small scale commercial in the most accessible areas and retail for day to day needs. Intensification in community uses will be required to support this growth with new open space, children's play space and leisure uses linked to the river.

8 - HOUSING

This chapter sets out the key principles that will guide the new homes in the area in particular tenure mix, unit size mix, housing typologies, residential standards and amenity space

9 - URBAN DESIGN STRATEGY

Outlines guiding principles regarding the future development including the creation of a riverside character, new links to the river walkway, protecting heritage assets, building heights relating to the local context, open space and upgraded public realm.

10 - DEVELOPMENT CAPACITY STUDY

Considers the quantum of land with potential for future redevelopment in the regeneration area (21.8 hectares based on the Strategic Housing Land Availability Assessment (SHLAA)) and tested the maximum development capacity that could be achieved taking into account principles already established regarding urban design, housing and transport capacity. The transport study outcome set the medium density option as the maximum quantum of development possible due to the limited capacity within the transport network and the lack of accessible public transport.

11 - TRANSPORT INTERVENTIONS

Outlines the outcome from the Transport Study and Transport Study Addendum that was commissioned to inform the quantum of additional development that the current infrastructure could support within the regeneration area. Both studies concluded that the growth anticipated in the Medium Density

option could be supported if a number of key transport interventions were made including expansion of the Wandsworth Bridge Road/ Carnwath Road/ Townmead Road junction and a new route through to the Kings Road in the north east of the regeneration area.

12 - SOCIAL INFRASTRUCTURE

Considers the social infrastructure (new schools, health facilities, open space, play space, library and community facilities, police facilities and employment and skills training) required to support the potential increase in homes and jobs.

13 - ENVIRONMENTAL STRATEGY

Outlines requirements relating to climate change mitigation and adaption, air quality, waste, land contamination and construction, water, noise and vibration and ecology.

14 - DELIVERY AND IMPLEMENTATION STRATEGY

A Delivery and Infrastructure Funding Study was undertaken in 2011 which investigated the infrastructure required to support growth of homes and jobs in the area. The infrastructure required to support the anticipated growth is listed in this chapter. Details regarding how developer contributions will be assessed and collected are also detailed.

APPENDIX 1 – SOCIO ECONOMIC CONTEXT

Considers the socio economic context of the area including data on population, ethnicity, deprivation, employment and income, crime, housing and health. The social and community infrastructure has been mapped across the whole of the Sands End ward (that includes the regeneration area) identifying education facilities including schools and nurseries, health facilities, libraries and community halls/centres and shopping areas and highlighting gaps in provision and accessibility.

APPENDIX 2 - PHYSICAL CONTEXT

Details the physical context of the area including the history, heritage and archaeology. Open space and children's play space have been mapped across the area and gaps in accessibility and level of provision considered. Urban design issues considered in the area include infrastructure and connectivity, built form and urban grain, building heights, mass and scale, views and landmarks, these considerations have shaped the content of the urban design strategy (Chapter 9). Existing land use and land with potential for re-development has been considered including possible phasing of re-development. Considerations regarding the potential quantum of development identified has informed the Transport Interventions (Chapter 11) and the Development Capacity Study (Chapter 10)

APPENDIX 3 - TRANSPORT AND MOVEMENT CONTEXT

Highlights the existing highway and public transport networks that are currently a key development constraint to growth in the regeneration area. The section considers the existing context regarding the highway network including stress points, underground, rail, buses, and riverboat, cycling, and walking. This section and the transport study informed the proposed transport interventions in chapter 11.

APPENDIX 4 - THE PRINCES FOUNDATION WORKSHOP CONSULTATION REPORT

Full details of the consultation workshops and their outcome.

APPENDIX 5 - DELIVERY AND INFRASTRUCTURE FUNDING STUDY (DIF)

CHAPTER FOUR | Contextual Overview

4.1 SOCIO ECONOMIC CONTEXT

4.1.1 The South Fulham Riverside regeneration area is located in the southern part of the Sands End ward. This ward provides the social and economic context for the regeneration area (Fig.2.1). Sands End ward is predominantly an area of terraced residential dwellings, as well as a number of post-war housing estates. At the time of the 2001 census about 45% of households in Sands End ward were owner occupiers, which is similar to the borough average but is much lower than the West London average of 60% owner occupation.

Since 2001, there is evidence to indicate that the proportion of houses and flats that are owner occupied may have decreased and the proportion of privately rented dwellings may have increased (H&F Housing Market Assessment: Section 10. Dec 2012).

In addition to significant numbers of private rented dwellings, there are a number of large housing estates in the ward with predominantly social rented accommodation. Almost 35% of the housing stock in Sands End is social rented housing, compared to 33% in the borough as a whole and 21.5% in West London. Of the 16 wards in the borough, Sands End ward ranks 6th in terms of the percentage of social rented housing and in the top half in relation to the number of social rented housing units (1,540).

Sands End ward is relatively deprived compared to other areas of the borough, particularly in relation to 'employment' and 'income'. Sands End ward has the 3rd highest proportion of households with an income of less than £20k pa (CACI Paycheck data 2010).

Despite being a relatively deprived ward, average property prices in the housing market in 2009 was £571,200. This was the fourth highest average property price amongst all H&F wards and 6% higher than the borough average of £540K. Average rentals for a two bedroom flat are £350-500 per week

4.1.2 Sands End has the third highest number of registered businesses in the borough (936) with a relatively large number of employees (6,200) in 2008. Some major employers include Sainsbury, St George, Conrad Hotel, Harbour Club, Laura Ashley and Jane Shilton. There is a high proportion of resident working age population

in receipt of any of the key benefits with 14.7% same as the Borough as a whole.

4.1.3 Educational attainment of pupils in schools is slightly higher compared to the Borough average. There are two primary schools, one referral unit and one secondary school in the Sands End ward as well as two independent schools. In terms of early years education there are two state maintained nursery classes, a nursery in St Thomas's independent school and six private nurseries. The latest Child Sufficiency Assessment (CSA) identified a shortage of places for under 2s across the borough. Within the ward the identified gap in provision is for affordable childcare spaces for parents on a low income wishing to return to work.

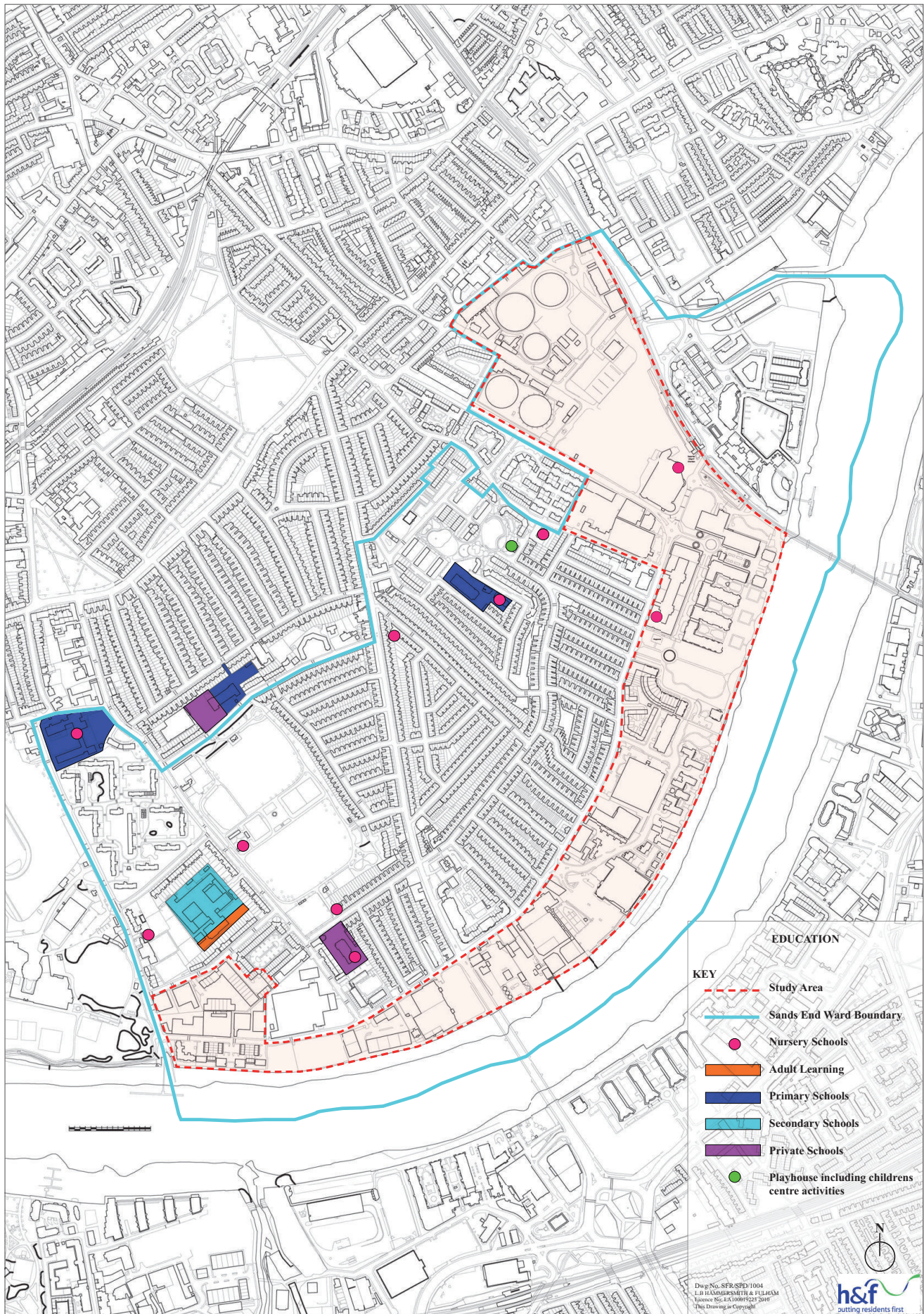
(See Figure 4.1: Location of Schools)

4.1.4 The number of deaths from all causes is lower in Sands End ward than in the Borough as a whole. Sands End ward has a newly refurbished Primary Care Centre (Sands End Clinic) on Wandsworth Bridge Road with additional space for district nurses, school nurses and health visitors.

4.1.5 The Sands End Community centre has now closed and services have been relocated to alternative venues within the ward. Hurlingham and Chelsea School has become a community hub with library services and adult/family learning. There are three youth clubs in the Sands End Ward one at Townmead Youth Club, St Michaels Centre managed by two Fulham churches the other two are commissioned by the Council, a community based project operated by the Harrow Club and a school based project at Hurlingham and Chelsea School. There are numerous community halls in the Sands End Ward.

4.1.6 Regarding access to shopping areas the Borough's Core Strategy aims for residents to be in walking distance of 400 metres from a Town Centre, Key Local Centre, Neighbourhood Parade or Satellite Parade to ensure access to a range of facilities. The far west and far east of the regeneration area fall short of this requirement.

Figure 4.1: Location of Schools



4.2 PHYSICAL CONTEXT

4.2.1 The South Fulham Riverside regeneration area is located in the south of the borough next to the River Thames. It is bounded in the west by Broomhouse Drawdock and the grounds of the Hurlingham Club and in the east by the West London Line embankment and Cremone Railway Bridge. The northern boundary generally follows the line of Carnwath Road and Townmead Road extending along Imperial Road incorporating the National Grid site. The area has a south facing river frontage of 1,700 metres and the sweeping curve of the river is a particularly important feature defining the character of the area.

4.2.2 Historical development of the area

The riverside area was originally part of the Town Meadows in the Fulham area that consisted of open land dissected by creeks and was liable to flooding. The riverside area was gradually developed through the 1890s taking advantage of the river frontage and was a fully developed industrial area by 1916. A ready supply of water and the ease of delivery of raw materials, particularly coal by river and rail made Sands End a convenient industrial location for warehouses, factories, breweries, oil storage, chemical production and power generation. By 1916 extensive residential areas to the north of the study area were also complete occupied by workers in the riverside industries. The land within the study area remained predominantly in industrial use until the 1980s when the decline of traditional industries led to the dereliction and clearance of many riverside sites.

4.2.3 Heritage Assets

The majority of the study area lies within the Sands End Conservation Area, while part of the north east section is included within the Imperial Square & Gasworks Conservation Area. There are a number of listed buildings in the gas works site that are Grade II listed which include No 2 Gasholder, the office building and research laboratory of the former Gas Light and Coke Company and Fulham Gas Works War Memorial. The Cremone Bridge, also known as Battersea Railway Bridge was recently listed at Grade II*. The regeneration area also contains a number of buildings on the Local Register of Buildings of Merit (BoM). These are Fulham Wharf warehouse, the electricity substation on Townmead Road, No 7 gasholder on the gas works site, Broomhouse Drawdock and five sets of bollards near Sainsbury's. An evidence base of heritage assets

and a full character analysis is contained within Appendix 2.

4.2.4 Archaeology

There are currently two Archaeological Priority Areas (APA) within the study area. At the western end the Broomhouse APA has the potential for discoveries from a medieval possibly Saxon settlement. The gas works site partly lies in the Sandford Manor APA which relates to the curtilage of a medieval manor house. The River Thames, its foreshore and the riverside has significant potential to yield archaeological finds and the site of the former Imperial Gas Works also has significant interest on account of its industrial archaeology. Buildings, places and sites positively identified as having significance in terms of archaeological interest are considered to be heritage assets.

4.2.5 Open Space and Play Space

The study area is in proximity to two large areas of open space, Hurlingham Park (7.9 hectares) to the west and South Park (8.0 hectares) to the north. William Parnell Park (1.03 hectares) is located to the north of the regeneration area, there is also a new riverside park Imperial Wharf Park (2.4 hectares) on Townmead Road that adjoins the Thames Path. There is also a new area of open space on the eastern boundary of the regeneration area Imperial Wharf Railway Parkland (0.2 hectares) as well as Sands Wharf open space (0.2 hectares) next to the riverside and Regent on the River. The regeneration area is deficient in access to local parks in the gasworks area and around Carnwath Road. All parks within and around the regeneration area have a publically accessible children's play space. The area is deficient in playgrounds for 0-8 year olds especially around the gas works site and Carnwath Road.

Figure 4.2: Imperial Wharf Park



4.2.6 Nature Conservation.

The River Thames (including its foreshore, draw docks and inlets, including Chelsea Creek) is designated as a Nature Conservation Area of Metropolitan Importance however there is limited access to it. The former British Gas Pond at the end of Chelsea Creek, rail side habitats along the West London line and Hurlingham Club Grounds are designated areas of Grade 1 Borough wide importance. South Park is designated as an area of local importance.

4.2.7 Thames Path

The Thames Path is an important feature in the borough and it is a key borough objective to have an uninterrupted path alongside the river. Within the regeneration area there are currently two incomplete sections of the river walk, these occur predominantly where there are safeguarded wharves (Hurlingham, Swedish and Comleys wharves) and adjoining non safeguarded wharves (Whiffin and Albert).

4.2.8 Safeguarded Wharves

Comleys, Swedish and Hurlingham wharves are subject to wharf safeguarding policy in the London Plan which protects these wharves for cargo handling uses. All three wharves are subject to a direction that requires the local planning authority to refer all planning applications to the Mayor of London prior to a decision being taken on them. Of the three safeguarded wharves only one (Comleys Wharf) currently uses the river for freight movements. Swedish Wharf is in use as an oil storage depot but does not currently use the river for transport. Hurlingham Wharf has been vacant since 1997.

Figure 4.3: Comleys Wharf



4.2.9 Hazardous Substances

There are three sites within the regeneration area identified by the Health and Safety Executive (HSE) as major hazards; these are Swedish Wharf and Fulham North and South Holder Stations, Townmead Road. Whilst they are subject to stringent controls under existing health and safety legislation it is important to control the kinds of development permitted in the vicinity of these installations. Compliance with Council Directive 96/82/EC on the control of major-accident hazards involving dangerous substances is also required.

4.2.10 Infrastructure and Connectivity

Within the study area, existing industrial/commercial and vacant sites, due to their nature and large footprint, currently prevent physical and visual access to the river from the hinterland creating a largely impermeable barrier to the riverside and Chelsea Creek. Where there are existing connections from the riverside walk to the hinterland these are largely unattractive and not always obvious.

Figure 4.4: Access to the river from Carnwath Road



4.2.11 Built Form and Urban Grain

The area north of the regeneration area is characterised by predominantly two storey terraced housing in long comparatively narrow streets which has created a fine urban grain. This contrasts with the development within the regeneration area where the predominantly commercial development has been characterised by larger building plots with no clear arrangement or street pattern. Appropriate and carefully designed redevelopment of vacant and underused sites could improve connectivity and provide vistas and high quality links that invite pedestrians to access the river walkway.

4.2.12 Building Heights, Mass and Scale

To the west of Wandsworth Bridge Road building heights are significantly lower than those found to the east of the bridge reflecting the amount of vacant and underused land. Commercial buildings are two or three storeys in height, whilst the residential buildings are generally three or four storeys, a notable exception is the Piper Building which is seven storeys high (based on commercial floor to ceiling heights) and forms a significant element of massing in the street scene. To the east of Wandsworth Bridge there are a variety of building heights across the retail, industrial and leisure uses that exist ranging from the single storey Sainsbury's store to the derelict Fulham Wharf buildings that form particularly large elements of massing in the street scene. The residential development Regent on the River is substantial in height and consists of three similar nine/ten storey blocks, this height continues with the riverside blocks of Imperial Wharf which rise to twelve storeys in places. Imperial Square and the buildings at the gas holder's site have a contrasting mass and scale to each other with the two storey cottages on Imperial Square dominated by the bulk and height of the gas holders.

4.2.13 River Edge Definition

An examination of the wider LBHF and Wandsworth riversides reveals a legacy of larger scale buildings that respond successfully in height to the width of the river and create strong edge definition and a comfortable relationship with the riverside walk. Mansion blocks of apartments and wharf buildings have historically lined the rivers edge and lower scale buildings of between 2 and 3 storeys were and still are typical of the hinterland behind them.

6 storey Victorian Mansion Blocks at Hurlingham

Court and 8 storey mansions at Rivermead Court are typical of the historic scale of riverside development on the LBHF side. 7 storey Mansions on Lower Richmond Road and 6 Storey Mansions of Kenilworth Mansions, show the same historic pattern on the Wandsworth side of the river with areas of 2/3 storey Victorian development still remaining behind them.

Some modern developments such as the 7 storey apartments at Mendip Court and Prospect Quay have achieved a similar successful response to the scale of the river. There are also many examples of buildings of less than 7 storeys which have achieved a less successful response to the scale of the river and only provide weak definition for the rivers edge.

It is apparent that some buildings which respond well to the scale of the river in terms of height respond better than others of similar height where their roofline and the articulation of their facades creates visual interest and softens the impact of their scale. The size of gaps between buildings and their massing behind the river facade also has an impact on their relationship with definition of the river's edge and their combined mass in views must be considered.

Figure 4.5: Hurlingham Court and Rivermead Court blocks lining the river's edge



4.2.14 Views and Landmarks

The River Thames forms a key part of the character of the study area and views from Wandsworth Bridge up and downstream of the river are important views. The Sands End Conservation Area Character Profile emphasises the importance of views of and along the riverbank and that new development should open up views of the River Thames. Wandsworth Bridge is identified as a landmark within the Conservation Area and the Belvedere Tower in views out of the Conservation Area. Cremone

Bridge is a significant landmark in views along the River Thames. Gasholders and other listed buildings on the former Imperial Gas Works site are landmarks important to the character and appearance of the Imperial Square and Gasworks Conservation Area.

Figure 4.6: National Grid Site



4.2.15 Land Use

Several sites at the east end of the long riverside frontage have been developed either as part of the mixed use residential led Imperial Wharf development which includes a new riverside park or as part of the Regent on the River housing scheme. At the far west of the regeneration area the Petrofina Wharf site was redeveloped for housing in the 1990s. The remaining riverside sites in the central section were formerly primarily in commercial use which reflects their previous employment zone designation. Derelict buildings, vacancy and underuse characterise the area which has led to a neglected run down feel about the area. The gasworks site contains a mixture of commercial offices and various uses associated with the supply and storage of gas and east of Imperial Road much of the land is being developed for a residential led scheme as part of the Imperial Wharf development. The amount of vacant land is high which can be attributed to the changing character of the area from the traditional riverside industrial and warehouse uses to the most recent introduction of residential and leisure uses. Land Use is shown in Figure 4.8

4.2.16 Land with potential for redevelopment

As can be seen from Figure 4.9 the regeneration area consists of many small parcels of land (although there are some larger ones) which equates to relatively fragmented land ownership. The redevelopment of a number of key sites has been assumed as a basis for the Development Capacity Study, Transport Study, Social Infrastructure and DIF Studies (Chapters 10, 11,

Figure 4.7: Petrofina Wharf



12 and 14). These sites are highlighted in blue, and orange on Figure 4.9 and amount to 21.8 hectares of land. This selection of sites is broadly similar to those included in the Strategic Housing Land Availability Assessment (SHLAA) that was used to inform the Core Strategy although some of these sites within the SHLAA were considered unlikely to come forward for development during the plan period due to significant site constraints. The role of the SPD is not allocating sites for development but to consider where development might be proposed.

The orange land represents four sites that occupy 8.1 hectares of the regeneration area where planning permission has recently been granted and hence redevelopment proposals are well advanced.

The blue land represents sites that occupy the remaining 13.7 hectares. As a result of pre application discussions held with landowners/ developers it is anticipated that these sites could come forward for redevelopment during the 20 year lifespan of this SPD although some have constraints to resolve before they can be developed. Within the Development Capacity Study, Transport Study, Social Infrastructure and DIF Studies (Chapters 10, 11, 12 and 14) these sites have been phased over 0 -10 and 10 -20 to try and more accurately predict the impact of their development on the regeneration area however this is a rough estimate that will need to be regularly reviewed.

It is possible that sites not identified in figure 4.9 may well come forward for redevelopment during the plan period.

(See Figure 4.9: Key sites linked to the Development Capacity Study, Transport Study, Social Infrastructure and DIF Studies (Chapters 10, 11, 12, and 14).

(See Figure 2.18 in Appendix 2 for "Current Use and Ownership of sites in South Fulham Riverside Regeneration Area)

Figure 4.8: Land Use

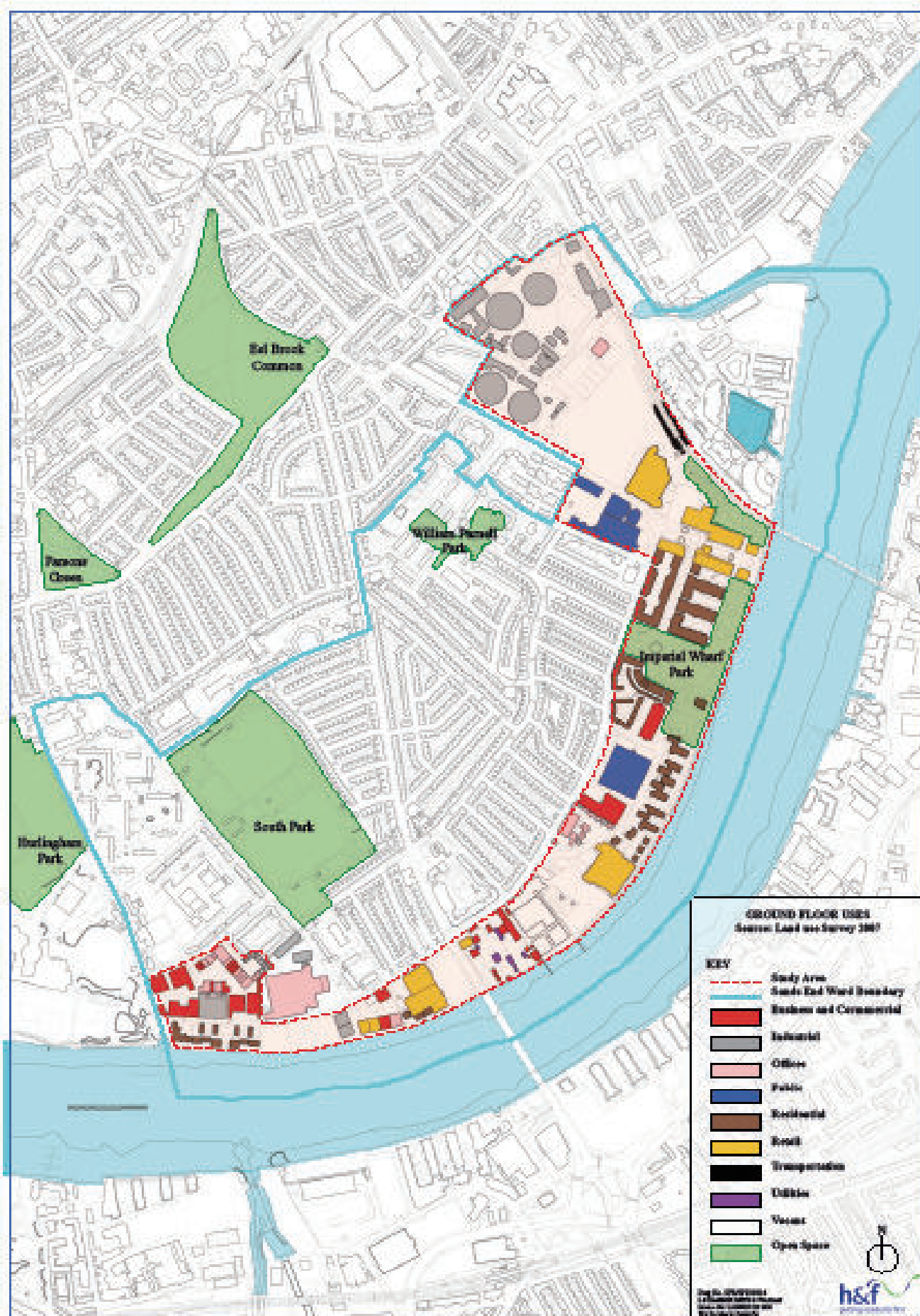


Figure 4.9: Key sites linked to the Development Capacity Study, Transport Study, Social Infrastructure and DIF Studies (Chapters 10, 11, 12, and 14).

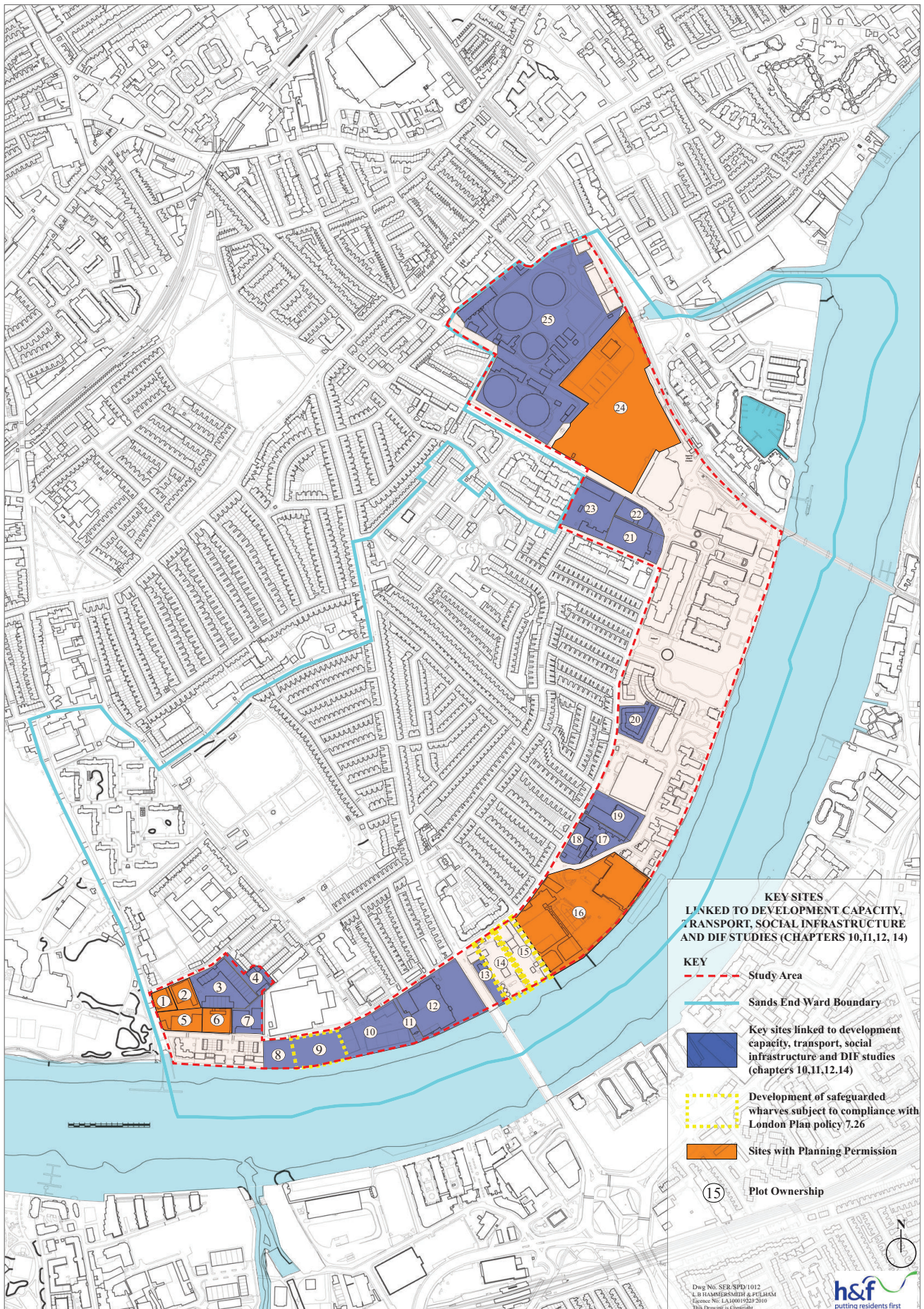


Figure 4.10: Carnwath Road Industrial Estate with the Piper Building behind



Figure 4.11: Comleys & Fulham Wharves



Figure 4.12: Regent on the River



4.3 TRANSPORT AND ACCESSIBILITY CONTEXT

4.3.1 Transport Overview

One of the key development constraints of the area is the existing highway and public transport networks. The area currently has a Public Transport Accessibility Level (PTAL) broadly ranging from 2 to 4 as shown in figure 4.13. There has been significant recent investment in a new rail station (Imperial Wharf) which is served by both TfL Overground and Southern (National Rail) services. Furthermore, there are numerous bus routes serving the area and beyond. Only Wandsworth Bridge provides vehicle and pedestrian access across the River Thames into Wandsworth Borough, consequently highway capacity is limited. Many of the junctions in the area operate close to capacity and rat running is prevalent to avoid delays on the existing Strategic Road Network

Significant funding will be required for any additional connections and improvements to sustainable networks and highway network capacities which will be obtained through redevelopment of the area.

4.3.2 Highway Network

There are two strategic roads that serve the area, Wandsworth Bridge Road and New Kings Road. These routes carry substantial through traffic and are key arteries into and out of Central London. See Figure 3.1 in Appendix 3 which shows the existing traffic flows on the key links for the highway network in and around South Fulham Riverside.

Due to congestion on the strategic road network many motorists use local roads in particular Townmead Road and Imperial Road to the east and Carnwath Road, Broomhouse Lane and Peterborough Road to the west. Townmead Road, Imperial Road, the northern end of Bagley's Lane and Harwood Terrace are currently classified in the UDP as "Local Access Roads" which retain an essential through traffic function in the short to medium term. The key junctions within the study area which are considered to be the principle stress points within the network, are as follows and illustrated in Figure 4.15

- New Kings Road/Wandsworth Bridge Road/ Bagley's Lane/Harwood Road;
- Townmead Road / Carnwath Road / Wandsworth Bridge Road;

Figure 4.13: 2012 Public Transport Accessibility (PTAL)

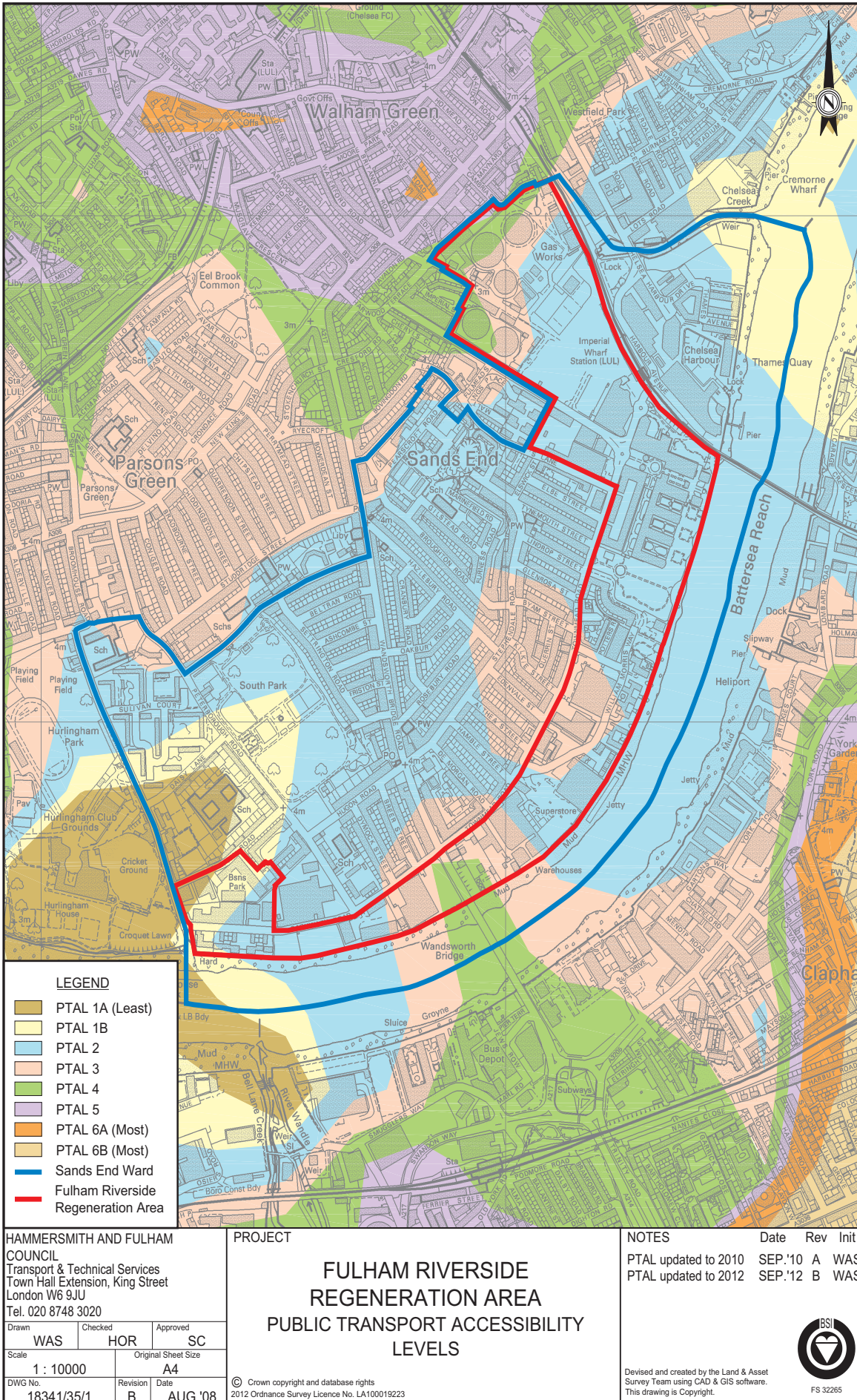
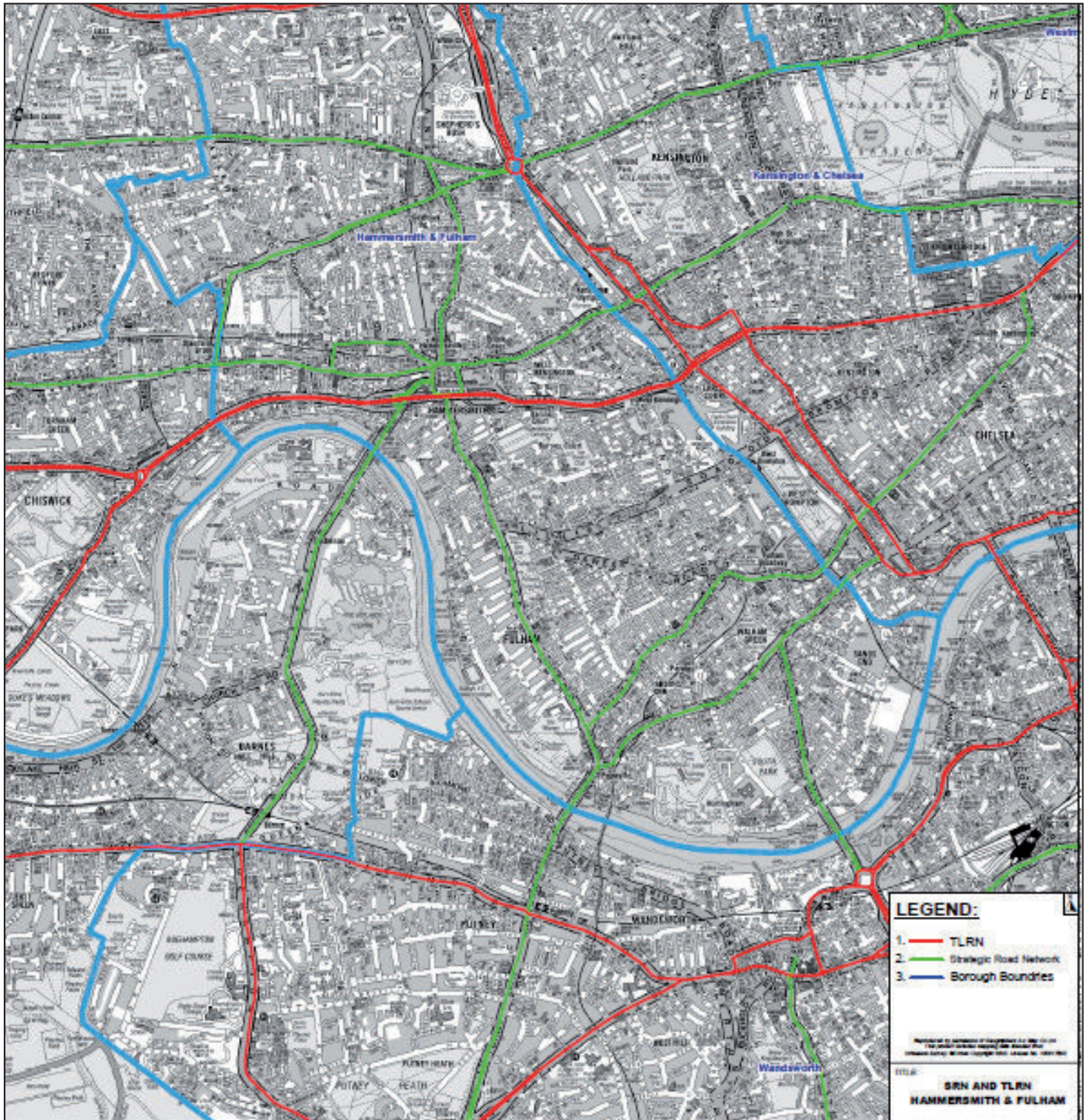


Figure 4.14: Strategic Road Network



- Peterborough Road/Carnwath Road;
- Edith Row/New Kings Road

See Figure 4.15: Existing stress points on the highway network

4.3.3 Underground

There are no underground stations within the study area. The nearest are Fulham Broadway to the north, Parsons Green to the north-west and Putney Bridge to the west which exceed the 960 metres or 12 minute walk assessment to rail stations as used for the PTAL calculation.

All three stations are served by the District Line (Wimbledon branch). The Wimbledon branch line has a typical peak hour frequency of one train every 4 minutes. The line currently experiences peak time congestion particularly at Fulham Broadway and West Brompton encountering the worst of this congestion during the morning peak. See figures 3.3 and 3.4 in Appendix 3 showing the degree of existing saturation for the Wimbledon Branch Line and the crowding levels on the underground network for the Am busiest peak.

Figure 4.15: Existing stress points on the highway network (size of circle indicates the degree of congestion)



TFL introduced improvements to the Wimbledon branch Line branch in December 2011 which have provided measurable improvements which will be discussed in detail within Chapter 11.

4.3.4 Rail

The opening of the Imperial Wharf West London Line station in 2009 has improved accessibility to the east of the regeneration area with a resulting increase in PTAL levels in proximity to the station due to the decreased distance and increased frequency of rail services. The line is served by London Overground and Southern railway Services to destinations including Clapham Junction, Willesden Junction and Stratford. See figure 3.2 in Appendix 3 for a map showing the existing underground and rail networks to/from the area. Wandsworth Town and Clapham Junction Stations are situated within a 20 minute bus ride from the regeneration area.

4.3.5 Bus Network

There are five daytime bus routes and one night bus that serve the study area, see Figure 3.6 and 3.7 in Appendix 3 showing the bus routes and service frequencies serving South Fulham Riverside. Due to the nature of traffic flow in the area and narrow roads, bus journey times in the area can be adversely affected by congestion.

The majority of bus routes serve the north eastern section of the study area. It should be noted that delays occur at the junction of Wandsworth Bridge Road, Carnwath Road and Townmead Road as well as Bagley's Lane and New Kings Road. Travel data from the area indicates that bus usage is the primary public transport mode as 29% of all trips taken are by bus. Buses are considered a key public transport mode where improvements may bring significant benefits. The Council will work closely with TFL on planning and implementing bus service enhancements within the Study Area.

4.3.6 River Boat

There is an existing river boat service from Chelsea Harbour Pier (eastern boundary of the regeneration area) running to Blackfriars (25 – 40 minute journey time). This operates limited services during the AM and PM peak; see figure 3.8 and 3.9 in Appendix 3 showing the river boat route and service frequency information. Travel data from the area indicate that river boat usage is currently very low with 0.5% modal share usage which may not be helped by the fact that the operators of the riverboat service changed in January 2012 and a new timetable has resulted in a reduced service with only 3 boats in the AM instead of 6 to central London. There is only 1 boat westbound in the AM instead of 4 previously. The new service does not run eastbound in the PM although the PM westbound service is the same.

4.3.7 Cycling

Townmead Road is part of a recommended local route which passes through the Chelsea Harbour barrier which leads into the Royal Borough of Kensington and Chelsea; see figure 3.10 in Appendix 3 showing the cycle routes in and around South Fulham Riverside. Townmead Road is not ideal for cyclists due to its narrow width and busy through traffic. Through regeneration of the area, the Council is seeking a continuous riverside walk along the River Thames in South Fulham as part of the Thames National Path which will provide an uninterrupted route for pedestrians and cyclists.

There is also an existing cycle route, on segregated lanes, over Wandsworth Bridge and along Wandsworth Bridge Road, connecting the area to Putney and beyond. Through the regeneration additional formal cycling routes will be secured and existing routes enhanced to encourage more people to cycle in order to achieve the cycling targets set by the Mayor of London. See figure 3.11 in Appendix 3 showing the cycle times to local stations.

The London Cycle Hire Scheme is being expanded into the London Borough of Hammersmith and Fulham which provide additional cycling benefits to the area and aid in securing the proposed enhancements.

4.3.8 Walking

Accessibility is compromised by barriers resulting from major roads, rail transport corridors, the river and land use patterns which serve to reduce connectivity and legibility through the area. The Thames Path, which runs through the study area from Hurlingham Park to Chelsea Creek, is part of the strategic Thames Path National Trail.

At various points the Thames Path is disconnected from the river and varies in quality along the route. Apart from Wandsworth Bridge there are no pedestrian links to or from the south side of the Thames. See Appendix 3.12 showing the walking times to local stations from South Fulham Riverside. The junction at Wandsworth Bridge / Townmead and Carnwath Roads provides a barrier to pedestrians with limited pedestrian priority, compounded by significant volumes of traffic. A high quality public realm in the area is fundamental to encouraging more and longer walking journeys.

CHAPTER FIVE | Planning Policy

Key issues of relevance from a policy analysis are detailed below.

5.1 NATIONAL POLICY

5.1.1 National Planning Policy framework (NPPF)

The Government published a National Planning Policy Framework on the 27th March 2012. It seeks to streamline national planning policy into a consolidated set of priorities to consider when planning for and deciding on new development.

The NPPF is designed to help ensure that planning decisions reflect genuine national objectives, such as the need to safeguard the natural environment, combat climate change, and to support sustainable local growth, while allowing for local authorities and communities to produce their own plans, reflecting the distinctive needs and priorities of different parts of the country. The Framework makes clear that local councils should be positive and proactive in encouraging sustainable growth and addressing barriers to investment. They should set a clear economic vision and strategy for their area based on understanding of business needs across their areas.

5.1.2 National policy statement (NPS) Waste water

This NPS sets out Government policy for the provision major waste water infrastructure. It will be used by the decision maker as the primary basis for deciding development consent applications for waste water developments that fall within the definition of Nationally Significant Infrastructure Projects (NSIP) as defined in the Planning Act 2008.

5.2 REGIONAL POLICY

5.2.1 The key principles and policies encapsulated in the London Plan of relevance to the Study Area are as follows: -

PLACE-SHAPING

Chapter 7 of the London Plan is particularly relevant to the study area. It includes policies on how people use the places they live work and visit and focuses on the function of neighbourhoods, design, local character and

specifically the blue ribbon network.

Policy 7.1 (Building London's neighbourhoods and communities) states that development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

Policy 7.2 (An inclusive environment). The Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design.

Policy 7.4 (Local Character) Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features.

Policy 7.5 (Public Realm) Developments should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks to help people find their way.

Policy 7.7 (Location and design of tall and large buildings) Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations, and should not have an unacceptably harmful impact on their surroundings.

HOUSING

Policy 3.3 (Increasing housing supply) replicates the stance of previous London Plan policy 3A.2 by encouraging mixed use development of surplus commercial capacity. The target for Hammersmith and Fulham is now 615 homes per annum.

Policy 3.4 (Optimising Housing Potential) seeks to optimise housing in accordance with local context and density parameters within table 3.2 of the London Plan.

LOSS OF INDUSTRIAL PREMISES

Policy 4.4 (Managing industrial land and premises) adopts a more rigorous approach to industrial land management to ensure sufficient stock of industrial land and premises is available to meet future needs. It states that the mayor will work with boroughs to plan, monitor and manage the release of surplus industrial land to help meet strategic and local requirements for a mix

of other uses such as housing and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal.

Hammersmith and Fulham is identified as within the “restricted transfer” of industrial land in map 4.1 of the London Plan.

BLUE RIBBON POLICIES

Policy 7.24 (Blue Ribbon Network) states that the Blue Ribbon Network should contribute to the overall quality and sustainability of London by prioritising uses of the water space and land alongside it for water related purposes, in particular for passenger and freight transport. Regard should be paid to the emerging Thames River Basin Management Plan.

Policy 7.25 (Increasing the use of the Blue Ribbon Network for passengers and tourism) is relevant regarding the use of the Blue Ribbon Network for passenger and tourist river services.

Policy 7.26 (Increasing the use of the Blue Ribbon Network for freight transport) is particularly relevant to the study area due to the presence of 3 safeguarded wharves. In this policy the Mayor seeks to increase the use of the Blue Ribbon Network to transport freight. The policy also states that the redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for water-borne freight handling, (the criteria for assessing the viability of Wharves are set out in paragraph 7.77). The policy goes on to state that development proposals that are adjacent or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance.

The Mayor has stated in Para 7.76 that the safeguarding of wharves will be reviewed and updated approximately every 5 years. On 7th October 2012 the Mayor commenced consultation on the results of the latest Safeguarded Wharves Review.

On 24th April 2012 the Secretary of State for Communities and Local Government (DCLG) served a Safeguarding Direction on Hurlingham and Whiffin Wharves preventing the granting of planning permission on these sites without specific authorisation from DCLG. This direction will be reviewed in March 2013.

5.2.2 Mayor's Housing SPG (November 2012)

The Mayor published the Housing SPG in November 2012 which sets out guidance to supplement policies in the London Plan (2011)

5.3 LOCAL POLICY

5.3.1 Core Strategy (adopted October 2011)

REGENERATION AREA POLICY

Core Strategy Strategic Policy SFR for South Fulham Riverside is as follows:

Development in the area will be expected to take place on the following basis:

- Most development sites should be developed for predominantly residential purposes and contribute to the South Fulham Riverside target of 2,200 additional dwellings by 2032;
- 40% of new housing should be affordable with an emphasis on forms of intermediate housing in accordance with Strategic Policy H2;
- Employment based uses that are compatible with residential use will be required in the most accessible parts of the area, particularly in the vicinity of Imperial Wharf Station; The Core Strategy has an indicative new jobs target of 300 – 500 new jobs
- River related uses will be encouraged where they are compatible with the objectives of the policy;
- The riverside should be opened up to public use with continuation of the Thames Path National Trail (riverside walk) and provision of open spaces and leisure uses that create interest and activity, and opportunities taken for educational and leisure use of the river; and
- Improvements to existing major retail stores in the area and their surface level car parks will be encouraged to secure visual improvements and better permeability through to the River Thames, where this would form part of comprehensive mixed use regeneration. No new additional major stores should be constructed, but new shopping for day to day needs and other uses to create activity can be provided.

On the riverside, especially, a very high standard of urban design will be necessary, together with linkages to the river and riverside walk. In some locations higher buildings may be considered, if it can be demonstrated that a taller building would be a key design element in a master plan for regeneration and that it would have a positive relationship to the riverside. All new development should create a high quality urban environment and accord with the urban design principles of the Borough-wide Strategic Policy on the Built Environment – BE1.

All developments must be acceptable in terms of their transport impact and will be expected to contribute to any necessary improvements to public transport accessibility and highway capacity in the area. The extension of the river bus service will be encouraged if feasible.

HOUSING

Policy H1 (Housing supply) states that the council will work with partner organisations and landowners to exceed the London Plan target of 615 additional dwellings a year up to 2021 and continue to seek at least 615 additional dwellings a year up to 2031. This policy outlines the methods by which new homes will be achieved and of relevance to the study area is the objective to develop windfall sites and change the use of buildings where land and premises are shown to be surplus to the requirements of other land uses.

Policy H3 (Housing quality and density) states that the council will expect all housing development to respect the local setting and context, provide a high quality residential environment, be well designed and energy efficient.

LOCAL ECONOMY AND EMPLOYMENT

Policy LE1 (Local Economy and Employment) seeks to retain premises capable of providing continued accommodation for local services or significant employment unless for example, it can be satisfactorily demonstrated that the property is no longer required for employment purposes.

RIVER THAMES AND GRAND UNION CANAL

Policy RTC1 (River Thames and Grand Union Canal) states that the council will work with partner organisations and landowners to enhance and increase access to, as well as use of, the waterways in the borough. The policy indicates that there will be a planning framework for South Fulham Riverside Regeneration Area and that there will be a presumption against tall buildings along the waterways. However, the policy does indicate that tall buildings may be appropriate

in limited parts of South Fulham Riverside Regeneration Area if it can be demonstrated that a tall building would be a key design element in a master plan for regeneration and that it would have a positive relationship to the riverside.

BUILT ENVIRONMENT

Policy BE1 (Built Environment) states that all development in the borough, including in the regeneration areas should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. The policy reiterates the presumption against tall buildings except in limited parts of South Fulham Riverside Regeneration Area.

TRANSPORT

Policy T1 (Transport) states that the council will work with strategic partners to improve transportation provision and accessibility in the borough. The policy seeks increased use of the Thames and the Grand Union Canal for passenger services and freight use where this is compatible with the capacity of the connecting road network. The policy also seeks to increase the opportunities for walking, for example extending the Thames Path National Trail.

5.3.2 Unitary Development Plan (as amended in 2007 and 2011)

The study area is designated as falling within the Thames Policy Area (EN31X). Much of the study area is located within the Sands End Conservation Area (EN2) and part is located within the Imperial Square and Gasworks Conservation Area (EN2). Parts of the study area fall within one of two Archaeological Priority Areas (APA). The UDP transport policy TN31 safeguards the three wharf sites for their continued use for transhipment of freight including waste. This policy is in line with the London Plan policy and the Safeguarding Directions.

BIODIVERSITY AND NATURE CONSERVATION

The Thames and its foreshore are a major wildlife habitat, distinct in character and extent from other nature conservation areas. The river is a nature conservation area of metropolitan importance and as such is subject to the criteria put forward in UDP policy EN27. EN27 states that such areas will be protected from development likely to cause demonstrable harm to their wildlife value.

ARCHAEOLOGY

A large area between Sullivan Road and the River Thames at the western end of the study area is designated as an Archaeological Priority Area as defined by the UDP. This location was a medieval and possible Saxon settlement. Part of Sandford Manor Archaeological Priority Area is located in the north east corner of the study area. Policy EN7 (Nationally and Locally important Archaeological remains) is therefore applicable in these areas and the need to preserve them is recognised as a material consideration when determining planning applications.

The UDP will cease to exist when the Development Management Development Plan Document (DPD) and Planning Guidance SPD are adopted in summer 2013.

5.3.3 Supplementary Planning Guidance (SPG)

The Thames Strategy – Kew to Chelsea is an adopted SPG (July 2002) which seeks, amongst other things, the retention of freight handling facilities and safeguarded wharves to encourage freight movement by river.

Sands End Conservation Area Character Profile (1997) and Imperial Square and Gasworks Conservation Area Character Profile (2005) are both adopted SPGs.

Also of relevance is adopted Supplementary Planning Document (SPD) “Access for All (2006) which provides guidance on making the environment accessible to disabled people.

5.4 EMERGING POLICY

Given that the South Fulham area is likely to be regenerated over the course of a number of years, it is considered pertinent to bear in mind within this consultation draft SPD, emerging policy which is likely to come forward in the next 12 months and which could in time have a significant bearing on developments taking place within the regeneration area. More detail will be provided in the final SPD to reference all the relevant adopted policies.

DEVELOPMENT MANAGEMENT DEVELOPMENT PLAN DOCUMENT (DPD)

The emerging Development Management DPD sets out proposed development management policies to be used in determining individual planning applications in conjunction with the policies included in the adopted Core Strategy. It is anticipated that this DPD will be adopted in

summer 2013.

PLANNING GUIDANCE SPD

The Planning Guidance SPD supports the Core Strategy and Development Management DPD and covers a variety of topics including residential standards, design and heritage and environmental pollution. It will replace any existing UDP SPDs and SPGs when it is adopted at the same time as the Development Management DPD anticipated in summer 2013.

(Local Development Framework Designations are identified in Figure 5.1 and Figure 5.2)

Figure 5.1: Local Development Framework Proposals Map - Transport

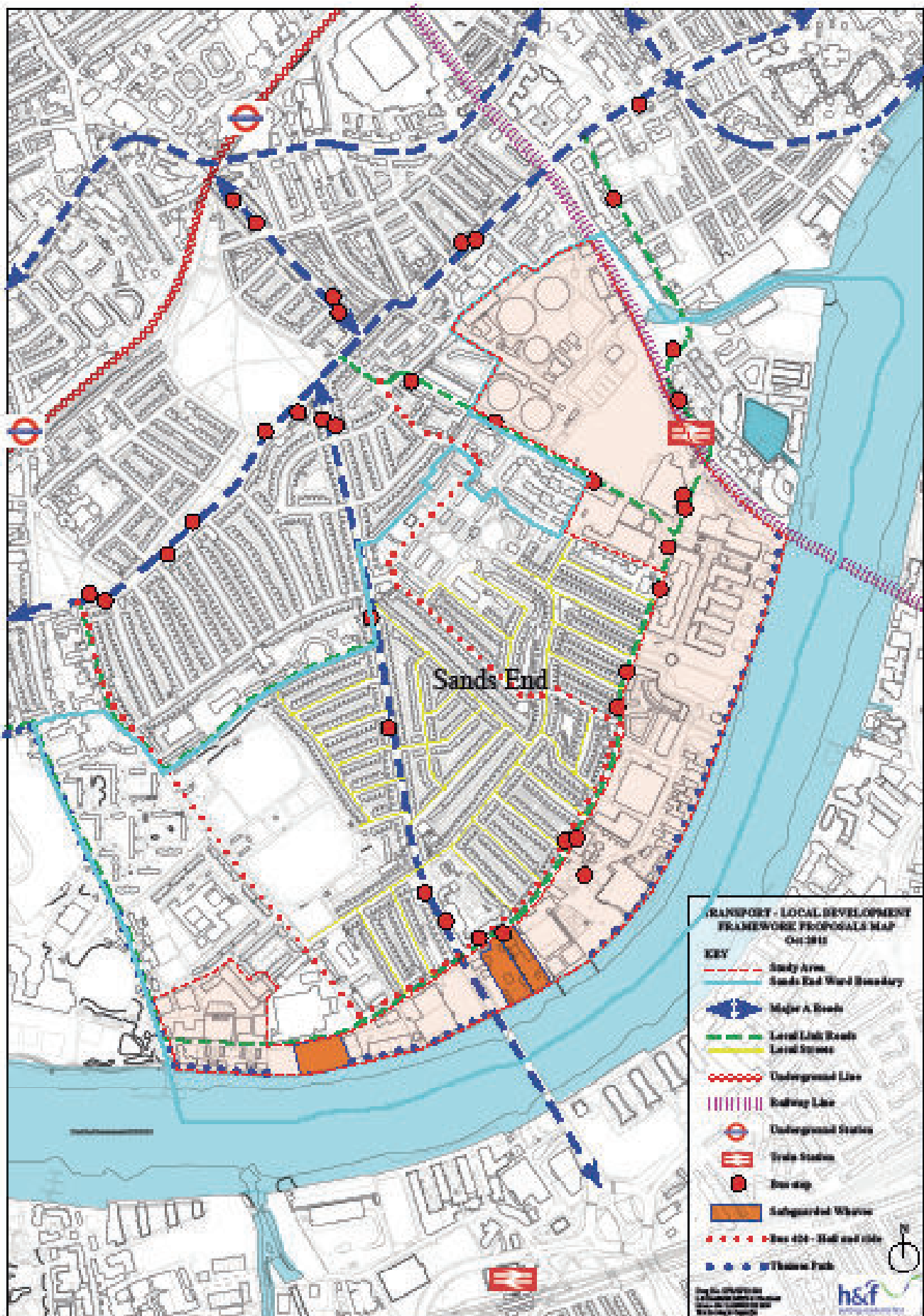
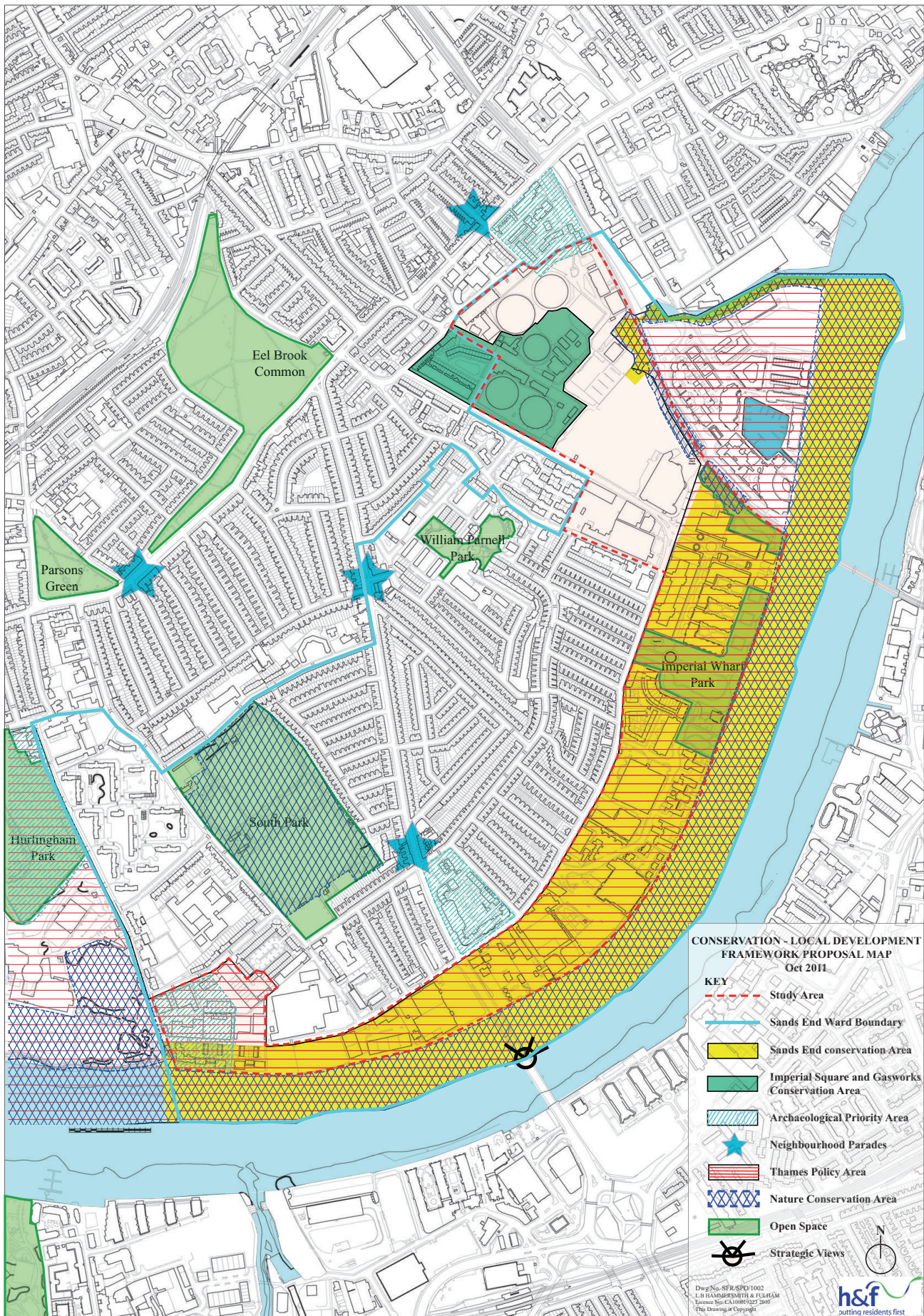
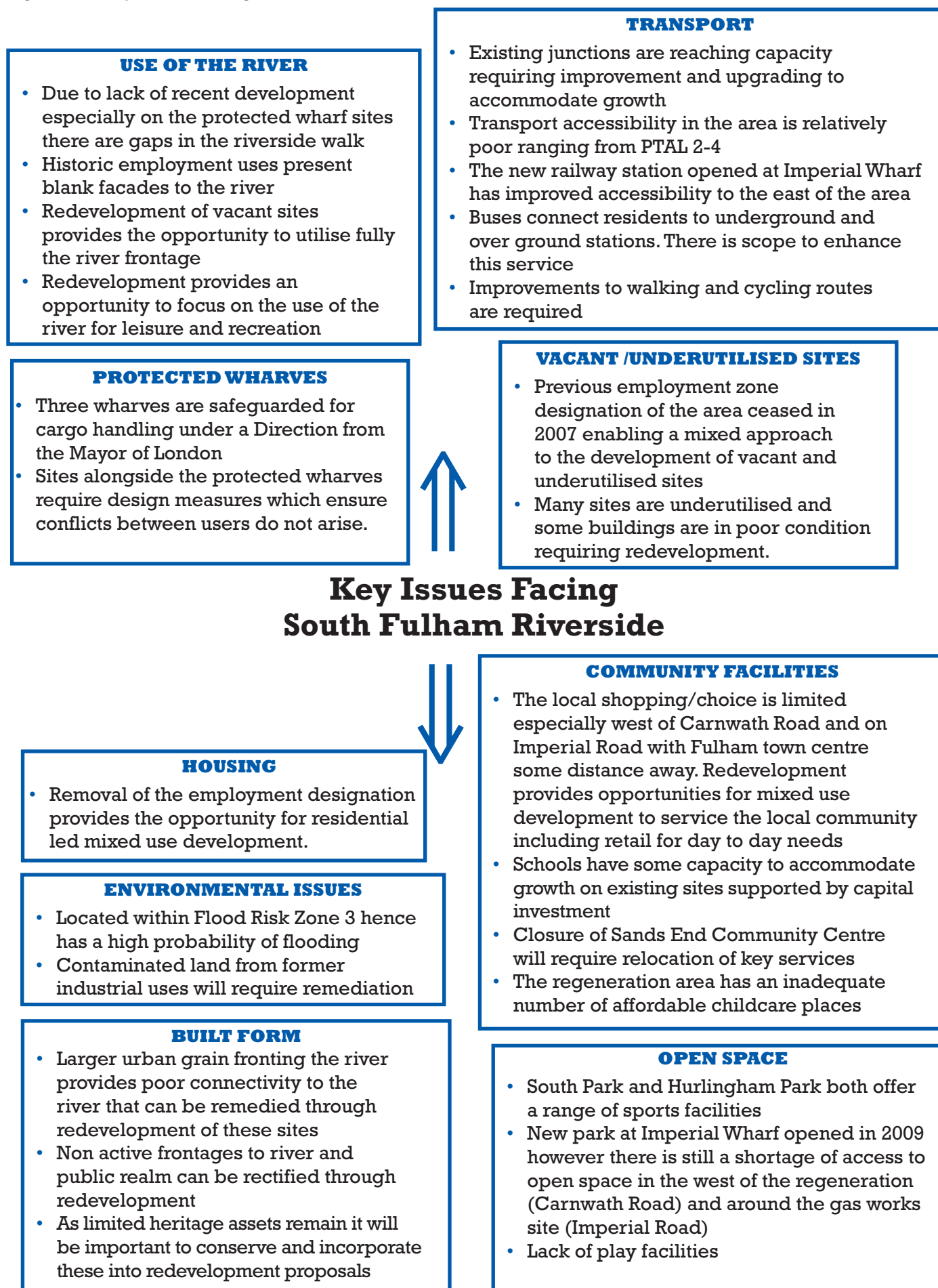


Figure 5.2: Local Development Framework Proposals Map - Conservation



CHAPTER SIX | Issues and Objectives

Figure 6.1: Key issues facing South Fulham Riverside



KEY OBJECTIVES

Considering the key issues identified in Figure 6.1 affecting the South Fulham Riverside Regeneration area alongside the outcome from the public consultation workshops emerge the following Key Objectives for the regeneration area.

- To bring vacant and underused sites into use for residential-led mixed use development optimising regeneration opportunities and providing a choice of housing options
- Identify capacity limitations in the highway network and public transportation system and the required strategic transport infrastructure improvements to address these and thereby optimise the regeneration potential of the area
- To promote high quality urban design and enhance the public realm
- To improve connectivity to the river through new access points and complete unfinished sections of the riverside walk
- Increase the use of the river and riverside for leisure, transport and educational uses.
- Ensure the social infrastructure including community facilities in the area and physical infrastructure such as parks are adequate to accommodate the needs arising from growth in new homes.
- To protect and enhance biodiversity and nature conservation
- To preserve and enhance heritage assets.

CHAPTER SEVEN | Area Planning Framework and Land Use Strategy

7.1 AREA PLANNING FRAMEWORK

KEY PRINCIPLES

All key principles below support the objectives in the Core Strategy 2011, Strategic Policy for South Fulham Riverside.

- Bring vacant land back into use and develop under utilised sites. (potential 21.8 hectares) to deliver objectives in Core Strategy Strategic Policy H1 Housing Supply.
- Deliver a mixed use residential neighbourhood of an additional 2,200 new homes and 300-500 additional jobs (as stated in the Core Strategy (2011) whilst optimising site development opportunities and the range of housing provided.
- Provide new community facilities at Fulham Wharf and Hurlingham and Chelsea School in line with Core Strategy Strategic Policy CFI, Supporting Community Facilities and Services.
- Undertake a series of transport improvements including highway infrastructure and public transport improvements to accommodate the planned growth
- Reconnect the hinterland with the river through new connections, improved public realm and completion of the river walk
- Provide new public green space and, along the riverside in particular, a series of public/event spaces in line with Core Strategy Strategic Policy OS1 Improving and Protecting Parks and Open Spaces.
- Open up the riverside and river for water based uses
- New development to provide high quality, accessible and inclusive urban design in line with Core Strategy Strategic Policy BE1 Built Environment.
- Retain areas of significant existing employment or seek replacement opportunities in redevelopment schemes including for small businesses in accordance with Core Strategy Strategic Policy LE1 Local Economy and Employment.
- Focus for additional growth in job opportunities to be primarily in the east

The Development Capacity Study (Chapter 10) will consider how to accommodate growth in new homes and jobs over the SPD time period of 20 years. The outcome of the South Fulham Riverside Transport Study and Transport Study Addendum will also impact on the scale of growth that can be supported in new homes and jobs.

It will also assess compliance with the London Plan requirements regarding open space provision and the Mayor's SPG "Shaping Neighbourhoods: Play and Informal Recreation SPG September 2012 on children's play space. New public open space will be sought as well as a series of event spaces opening onto the river walkway focussed in areas which currently have limited access to existing open space. Amenity space will be integrated within new residential developments. Additional play space will be required within new developments (public and private).

The Development Capacity Study assumes that residential led mixed use development can be delivered in the regeneration area on vacant and underused land which is significant within the area. It identifies a range of options regarding the quantum of new homes and commercial space that can be accommodated and the potential scale and massing required to deliver this growth. The assumed quantum's of additional retail, office, leisure and commercial space are relatively small scale and will be integrated within residential led mixed use developments where the public accessibility is greatest, to provide active frontages and provide community uses where required.

With the closure of the Sands End Community Centre it is planned that community facilities could be relocated to Fulham Wharf/Sainsbury's and/or Hurlingham and Chelsea School.

The population growth envisaged and the demand this will place on community infrastructure has been assessed in detail in the DIF Study.

Any retail will be for day to day needs only and commercial space located in the most accessible parts of the regeneration area.

In terms of highway infrastructure and public transport the South Fulham Riverside Transport Study (2010) and Transport Study Report Addendum (2012) recommends a number of key transport interventions. Two key interventions

involve the expansion of the junction at Carnwath Road/ Townmead Road and Wandsworth Bridge Road, junction improvements around the National Grid site on Imperial Road and links to Kings Road.

Enhancement of key bus routes is also required in order to connect residents with tube and train stations.

The new mixed use residential development will connect with the predominantly residential hinterland providing new opportunities to connect through to the river. Improved connectivity through to the river, links to the river walk and upgraded public realm are key elements of the area planning framework

Core Strategy supporting text to Strategic Policy SFR advises that the council will promote the consolidation of wharf capacity onto fewer and better located wharf sites while acknowledging that any proposals for non-river use on the safeguarded wharf sites will need to be supported by viability assessments in accordance with London Plan Policy 7.26. Swedish, Comleys and Hurlingham continue to be safeguarded for cargo handling purposes in the Mayors consultation document published on 7th October 2011 setting out the results of a review of the safeguarding of wharves on London's waterways.

(Figure 7.1 demonstrates the development concepts key to delivering the vision for South Fulham Riverside)

7.2 LAND USE STRATEGY

KEY PRINCIPLES

- Optimisation of land use through residential led mixed use within the regeneration area (medium density).
- Retail to serve local need and other uses to create activity are encouraged to provide active frontages especially along the riverside
- Commercial to meet primarily local need in the most accessible areas
- Community uses to support growth in residential
- Leisure uses encouraged that link to the river
- New public green space, additional play space and public/event spaces on the river
- Retain areas of significant existing employment or seek replacement opportunities in redevelopment schemes including for small businesses.

7.2.1 Overview

The land use strategy for the area is governed by two key policy changes.

- The area was previously designated within the Council's UDP as an employment zone. This was removed in 2007 to enable greater flexibility and a mixed use approach.
- The area is one of the five regeneration areas identified in the Core Strategy with the opportunity to accommodate growth in housing and smaller growth in employment.

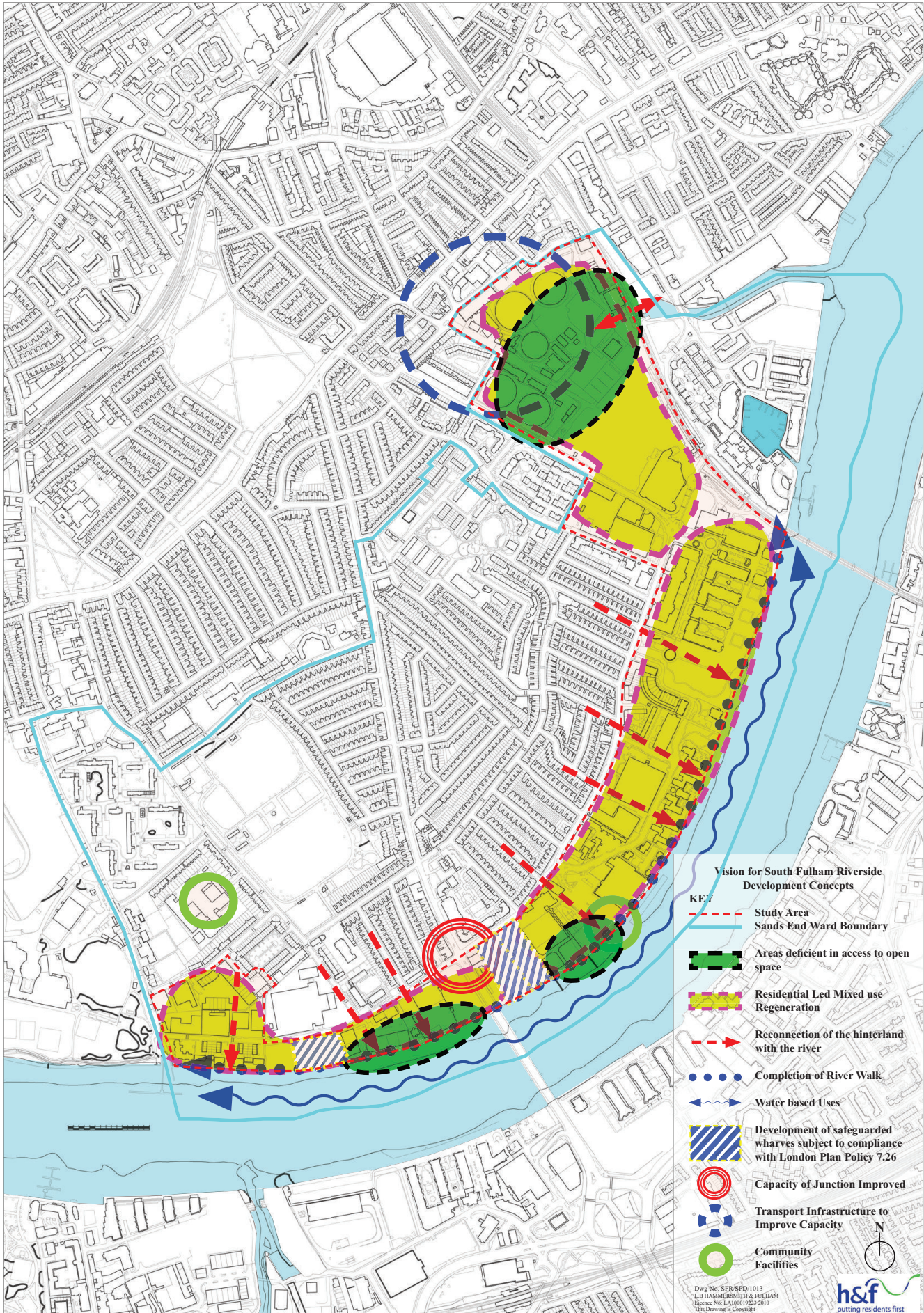
The Core Strategy identifies mixed use housing led development as the predominant land use for this regeneration area. This land use proposal is predicated on the improvements taking place to the transport infrastructure.

7.2.2 Land Use Strategy

This section illustrates where growth and change will take place in the South Fulham Riverside Regeneration Area.

The land use strategy for the area is based on the change of use of the majority of sites in the area, from commercial/light industrial to residential led mixed use development. This will include the replacement of commercial/retail and its integration with residential development so as to

Figure 7.1 Demonstrates the development concepts key to delivering the vision for South Fulham Riverside



retain employment in the area and the provision of accommodation for small businesses.

The growth assumptions within the Core Strategy (2011) include an additional 300 – 500 jobs in the regeneration area. Recent planning permissions granted at Sainsbury's/Fulham Wharf and Chelsea Creek include proposals for retail/commercial use which will significantly contribute towards replacement / additional jobs. However, in order to maintain the existing job opportunities in the area it will be important to assess any potential loss of employment space on sites that come forward for redevelopment and consider its appropriate reprovision including any locations where any shortfall could be relocated. The Council considers that suitable locations for new/ replacement commercial space that could be provided alongside residential are in the east of the regeneration area and sites close to the Wandsworth Bridge Road / Carnwath Road / Townmead Road junction.

On the river frontage, uses will be encouraged to provide a link with the river. Residential uses will be supplemented at ground floor level by small scale retail, café/restaurant, office and leisure uses that are linked to the river and/or provide active frontages to the roads in the regeneration area. This regeneration should ensure the replacement of existing employment provision as a minimum unless there are demonstrably greater benefits for regeneration of not doing so.

Key community uses will be focussed around the Sainsbury's/Fulham Wharf and Chelsea and Hurlingham School.

Retail to accommodate for day to day needs will be located in areas where access to local shops is limited. The previous Key Local Shopping Centre at Wandsworth Bridge Road South has been re-designated under the Core Strategy (2011) as a neighbourhood parade which is intended to provide a wide range of key local services to residents.

Public open space is required with notable deficiency in the east of the regeneration area.

7.2.3 Housing

The Core Strategy (2011) highlights the need for new homes in the South Fulham Riverside Regeneration Area and limited employment as the area is not accessible for significant new employment.

There is a limited amount of existing housing in the regeneration area predominantly due to

its previous inclusion in an employment zone although this position has started to change more recently. The area to the north of the regeneration area however is predominantly residential two storey terraced housing with a number of flatted post war residential estates.

The key strand in the Land Use strategy is the growth in housing mixed with some commercial to provide a vibrant liveable residential area. This will be predominantly at mid density levels and higher densities in areas where public transport accessibility is highest. A range of housing typologies will be supported including modern mansion blocks (1/2/3 bed apartments) and some maisonettes up to 7 storeys with some taller blocks. Some terraced housing at low to medium density will also be supported.

New housing should provide a range and diversity of housing tenure and types providing a range of ownership options in line with policy.

There could be potential for the provision of new permanent residential moorings on the river to assist in meeting housing need and adding vitality to this part of river and riverside. Any proposals will be considered in line with the policy criteria detailed in Policy F3 of the Submission Development Management DPD and will also need to take into account the policy guidance and the requirements of the PLA and Environment Agency.

7.2.4 Social and Community Facilities

• Community Facilities

To support the growth in new homes it is essential that adequate social and community infrastructure is provided to ensure there are sufficient facilities to support the population and that a sense of community can be maintained (Chapter 12 Social Infrastructure). The closure of the Sands End Community Centre which served the Sands End ward which includes the regeneration area has provided an opportunity to create new community facilities particularly at Hurlingham and Chelsea Secondary School to serve the existing residents north of the regeneration area and the new community created within the regeneration area. Shared facilities across all age ranges at the school and co-location of community facilities is encouraged in the Core Strategy 2011 Strategic Policy CFI where opportunities arise. The Fulham Wharf/ Sainsbury's site provides an opportunity to create further

new community facilities; it has the benefit of a riverside location, and is easily accessible by all the community in the Sands End ward. The recent planning approval for Fulham Wharf/Sainsbury's includes a crèche, training centre and gym.

- **Open Space, Leisure and Sport**

There are many sports clubs and facilities in the local area although the majority are privately run. The master plan for South Park identifies opportunities to improve sports facilities. Use of the river for water sports facilities is also encouraged. The area within the South Fulham Riverside Regeneration Area with least accessibility to public open space is in the east of the regeneration area. It is therefore anticipated that a new area of public open space could be provided here. All green spaces throughout the area should incorporate native species planting elements that attract insects/ birds and bat roosting boxes. Improvements to public realm are required and new links to be provided between the hinterland and river. Completion of the riverside walk will be sought in all riverside developments, including a link under Wandsworth Bridge.

As prioritised in the Princes Foundation report (which details feedback from local residents and amenity groups regarding their priorities for the area) a series of public/event spaces are proposed along the river integrated with new residential led developments as they come forward. The recently approved Sainsbury's/Fulham Wharf planning application includes, a public square fronting the river. Integrated within new residential uses will be small areas of hard and soft landscaping incorporating children's play facilities. Play areas for 0-8 years and 8 plus years are required. Leisure and other uses to create activity on the river frontage that are linked to the river are encouraged.

- **Schools and Health**

The increase in children is likely to require two extra forms of entry at primary school and an additional form of entry at secondary school which can be accommodated either through the expansion of existing schools or new provision. Additional nursery provision however would be required to accommodate the needs of parents with children under 2 years old and affordable spaces for parents

on low incomes. A new secondary school, Chelsea Academy has recently opened, in the Lots Road area of RBKC although close to the regeneration area the current admissions criteria will exclude the majority of children in LBHF.

The Primary Care Trust has a new expanded and improved health centre on Wandsworth Bridge Road (Sands End Clinic) serving the regeneration area. Further ongoing analysis of population growth and corresponding demand will be required to assess whether additional provision may be required.

7.2.5 Retail

The regeneration area is a significant walking distance from Fulham Town Centre although buses do provide links.

The shopping area closest to the regeneration area is Wandsworth Bridge Road South, however this has been identified in the "West London Retail Needs, May 2010 as falling short in meeting the needs of local residents. Council shopping policies will aim to sustain and improve the variety of goods in neighbourhood parades such as Wandsworth Bridge Road South.

The Sainsbury's retail store on Townmead Road provides for local needs and there is no need for an additional large store in the regeneration area. In line with Strategic Policy South Fulham Riverside within the Core Strategy (2011) there is a need to seek improvements to the appearance and permeability of existing major retail stores as part of comprehensive mixed use regeneration in the area.

The far west and east of the regeneration area are not within a 400m catchment area of a Town Centre, Key Local Centre, Neighbourhood Parade or Satellite Parade and hence facilities for day to day needs could be provided in these localities if considered viable. New retail could be integrated into residential led mixed use schemes to provide active frontages and local shopping for day to day needs. In addition there could be a small grouping of retail units focussed around the new Imperial Wharf train station. New cafes, bars and restaurants are encouraged to bring vitality to the river.

7.2.6 Business/Commerce

The land use policy changes in the regeneration area have led to the de-designation of employment zones and the identification of mixed use housing led regeneration.

However there are a number of premises capable of providing continued accommodation for significant employment and the Council will seek their retention in accordance with Core Strategy Policy LE1.

The council will expect new or replacement employment opportunities to be provided as part of mixed use schemes and integrated into residential communities adding vitality at ground floor level. Those proposals that are for business/employment uses only are most likely to be acceptable in the most accessible parts of the area particularly in the vicinity of Imperial Wharf Station. A secondary location for employment uses is around the junction with Wandsworth Bridge Road usually as part of mixed use development with residential.

Core Strategy (2011) Borough Wide Strategic Policy - LE1 requires that accommodation is made available for all sizes of business including small and medium sized businesses. This will be especially important where existing small business complexes may be lost as a result of development proposals. Replacement business accommodation should provide for an appropriate mix of smaller units based on an assessment of demand in the area and existing occupation of premises.

As the transport network is relatively crowded and the PTAL for the area relatively low as each site comes forward for redevelopment it will be important that a Transport Assessment considers the impact of any proposed use on the transport network's capacity.

7.2.7 Wharf Use

Of the three safeguarded wharves identified in the London Plan, only one (Comleys Wharf) uses the river for freight movements. Cemex the owner of Comleys Wharf has recently received planning permission for the erection of a replacement concrete plant which will increase its use of the river. Swedish Wharf is in use as an oil storage depot but does not currently use the river for transport. Hurlingham Wharf has been vacant since 1997. London Plan policies protect these wharves for cargo handling uses.

The Mayor of London published on 7th October 2011 a consultation document setting out the results of a review of the safeguarding of wharves on London's waterways. This review updates the 2005 London Plan Implementation Report on safeguarded wharves; it considers the long term water freight trade forecasts and associated wharf

capacity requirements and distribution to 2031. There are 10 safeguarded wharves in the west sub region which includes the three safeguarded wharves in this Borough.

Within the draft review it is proposed that all 10 safeguarded wharves are retained, with non-operational wharves reactivated to meet projected demand for construction and waste transshipment to 2031.

The Core Strategy (paragraph 7.140) however indicates that the council

“will promote the consolidation of wharf capacity onto fewer and better located wharf sites where road access to the strategic road network can be improved”

It will be the responsibility of the developers of the affected safeguarded wharves to justify the viability of any proposed scheme for the consolidation of replacement capacity onto an alternative site. Alternatively London Plan Policy 7.26 Ba states “The redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight handling (criteria for assessing the viability of wharves are set out in paragraph 7.77)”.

Any proposal to consider the potential dual use of safeguarded wharves, integrating other compatible uses with the river related cargo handling use where capacity can be maintained will need to comply with London Plan Policy 7.26 “Increasing the Use of the Blue Ribbon Network for Freight Transport.

Sites identified with the potential for development alongside or opposite safeguarded wharves (see Figure 4.9) should be designed to minimise the potential for conflicts of use and disturbance in line with London Plan Policy 7.26c.

7.2.8 Thames Tideway Sewer Tunnel

The Thames Tunnel project will comprise a storage and transfer waste water tunnel from west to east London the purpose of which is to reduce the volume and frequency of foul sewage being discharged into the Thames. The London Plan (2011) Policy 5.14 states that “The development of the Thames Tideway Sewer Tunnels to address London's combined sewer overflows should be supported in principle” by relevant Boroughs. The Council's Core Strategy (2011) adds that “the council will work with Thames Water and other stakeholders to ensure that the pollution of the

Thames from sewage is reduced in accordance with the EU Urban Waste Directive”.

Thames Water in the second phase of consultation switched one of their three preferred main drive sites from Barn Elms Playing Fields in Wandsworth to Carnwath Road in the South Fulham Riverside regeneration area. The Carnwath Road site was confirmed as a main drive shaft site in the recent Section 48 (of the Planning Act 2008) publicity of the Thames Tunnel. Affected sites that are likely to be required to accommodate the drive site are Whiffin Wharf, Hurlingham Wharf and Carnwath Rd Industrial Estate (sites 8,9 and 10 identified on Figure 4.9).It is currently anticipated that if chosen these sites would be in use by Thames Water until 2022 however the current proposal also involves siting a permanent access building and air shaft on the eastern part of Whiffin Wharf (site 8).

In March 2012 Parliament approved the Waste Water National Policy Statement which established the need for the proposed Thames Tideway Tunnel, which is now a designated Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008

On 24th April 2012 the Secretary of State for Communities and Local Government (DCLG) served a Safeguarding Direction on sites 8, 9 and 10. The Council cannot grant planning permissions on these sites without specific authorisation from DCLG. The Direction will be reviewed in March 2013.

On 21st December 2012 DCLG served a Safeguarding Direction for all Tunnel Alignments that form part of the Thames Tideway Tunnel (TTT). This Directive remains in force until 31st March 2013.

CHAPTER EIGHT | Housing

KEY PRINCIPLES

- Core Strategy Strategic Objective 8.4 is to increase the supply and choice of high quality housing and ensure that new housing meets local needs and aspirations particularly the need for affordable home ownership and for homes for families.
- Core Strategy Policy H2 requires that 40% of residential units on sites with the capacity for 10 or more self contained units should be affordable subject to viability and in accordance with strategic policy H2.
- Intermediate Housing will be expected to cover a range of intermediate products including shared equity, key worker, discounted market sale/rent and shared ownership affordable to a range of household incomes.
- New housing should aim to meet the preferred mix of units outlined in Policy DM A3 of the Development Management Development Plan Document (DPD) Submission July 2012.
- Market housing should provide a range of unit sizes with special consideration given to the provision of larger family units (3 bedrooms or more).
- Building types should include 1/2/3 bed apartments, some maisonettes and 3, 4 and 4 plus bed town houses.
- All new housing should comply with the standards set out in the London Plan (2011) and The Mayor's Housing SPG (November 2012).
- All new housing should be built to Lifetime Homes standards with 10% to be wheelchair accessible or easily adaptable for residents that are wheelchair users.
- The Core Strategy H3 requires gardens and shared amenity space to be included within development proposals. New communal children's play space is required in new residential development that provides family accommodation.

8.1. OVERVIEW

As new residential development is the major land use in the South Fulham Riverside Regeneration Area, there is an opportunity to build a substantial quantity of new housing in high quality residential areas, providing for a mixed and balanced socially inclusive community. This should happen in ways that extend the housing opportunities in the locality with a good range of affordable homes; helping to overcome social and economic polarisation, and increasing social mobility.

New homes should meet the Decent Neighbourhood principles outlined in the Core Strategy. They should achieve high quality design and environmental standards and be provided in well laid out permeable neighbourhoods, with supporting amenities and open space that are well connected to transport routes and local facilities. The new housing needs to respond to the local context especially its riverside frontage.

The approach to housing in London is set out in London Plan (2011) policies 3.5, 3.8, 3.9, 3.10, 3.11, 3.12, 3.13 and 3.14, and in the Housing Supplementary Planning Guidance (November 2012). Local policy is in the H&F's Core Strategy (2011) and Proposed Submission Development Management DPD.

8.2 SOUTH FULHAM RIVERSIDE LOCAL CONTEXT

The regeneration area is characterised by a mixture of land uses including business and commercial, industrial, office, retail, vacant land and a relatively limited amount of housing. Key housing developments on Carnwath Road are Broomhouse Dock and Petrofina Wharf, on Townmead Road/Imperial Road, Regent on the River and Imperial Wharf. Watermeadow Court is a Borough owned affordable rented estate that is currently being decanted due to the poor quality of the accommodation.

The Sands End ward is characterised by predominantly terraced residential streets with a number of large mono tenure (social rented) housing estates.

The tenure mix in the Sands End ward is 34.7% social rented, 45.1% owner occupied and 20.3% private rented (2001 Census).

8.3 MIXED AND BALANCED COMMUNITIES

The Core Strategy aims to increase the supply and choice of high quality housing and to ensure that new housing meets local needs and aspirations, particularly the need for affordable home ownership and for homes for families. Core Strategy policy H2 aims to achieve more mixed and balanced communities and to reduce social and economic polarisation by improving the mix of affordable housing in the borough.

It is important that new housing development in South Fulham Riverside regeneration area increases the number and proportion of intermediate dwellings affordable to middle income earners, in order to create a more mixed and balanced community in Sands End. As outlined in Section 4.1 and Appendix 1 of this SPD, there are high levels of deprivation, of economic and social polarisation and high proportions of rented housing in Sands End ward. The council will encourage the provision of a variety of intermediate housing products that will assist people who cannot afford market housing to buy and which will reduce the existing tenure imbalance.

8.4 HOUSING STRATEGY FOR SOUTH FULHAM RIVERSIDE REGENERATION AREA

LBHF's Core Strategy (2011) has an indicative target of 2,200 additional homes for South Fulham Riverside by 2032. This indicative target was based on the Strategic Housing Land Availability Assessment (SHLAA) October 2010 which identified 21.4 hectares of land with potential for residential development. Based on densities of between 350 and 550 habitable rooms per hectare it was estimated that the 21.4 hectares of land could accommodate 3,857 residential units. A further assessment was then made regarding the probability of sites coming forward for development within the plan period which equated to the indicative target of 2,200 homes.

Due to the large number of sites within the regeneration that are engaged in pre application discussions it is possible that the majority of sites identified within the SHLAA could potentially come forward for redevelopment during the plan period which could deliver

3,857 homes. In order to ensure that adequate transport capacity and social infrastructure is considered to accommodate this potential growth the Development Capacity Study (Chapter 10), Transport Studies (Chapter 11) Social Infrastructure (Chapter 12) and Delivery and Infrastructure Funding Study (DIF) (Chapter 14) have all modelled a figure of circa 4,000 new homes.

The development capacity of the area is primarily restricted by the transport capacity. Further details regarding the outcome from the Transport Study and Transport Study Addendum can be found in Chapter 11. A number of transport interventions are proposed that will improve the capacity of the area. With these in place the Transport Study supports maximum development at an average of 550 habitable rooms per hectare. The Development Capacity Study will assess whether these aspirations are achievable. (See Chapter 10)

AFFORDABLE HOUSING

The London Plan Policy 3.11 on affordability seeks to maximise affordable housing provision within London, and ensure an average of at least 13,200 more affordable homes per year within the plan period. The Council's Core Strategy (2011) states that 40% of residential units on sites of more than 10 self contained units should be affordable in accordance with strategic policy H2.

As sites come forward for development the Council will consider the appropriate mix of housing taking into account the need to achieve mixed and balanced communities, site constraints and financial viability. The intermediate housing will be expected to cover a range of intermediate products including shared equity, key worker, discounted market sale/rent and shared ownership and be affordable to a range of household incomes.

Policy DM A3, Housing Mix of the Development Management Development Plan Document (DPD) Submission July 2012 provides details of the preferred mix of units that new housing should aim to meet.

MARKET HOUSING

The Council's Core Strategy has a strategic objective that relates to the need to increase the supply and choice of housing, with a particular emphasis on the need for family sized housing.

The London Strategic Housing Market Assessment 2008 shows the market housing demand to be 39% 1 bed, 47% 2 beds and 14% 3 beds. The Council will therefore expect to see a mix of unit sizes, with a significant quantum of larger family units.

Any application will be expected to provide a range of unit sizes within the market housing provision and special consideration should be given to the provision of larger family units (3 bedrooms or more).

8.5 HOUSING TYPOLOGIES

The transport capacity is one of the key drivers restricting the density of new housing in the regeneration area. With a number of transport interventions we can achieve an average density within the regeneration area of 550 habitable rooms per hectare on new and redeveloped sites.

The Council's Core Strategy (2011) defines Decent Neighbourhoods as types of residential developments that are predominantly low or medium rise. (3-6 storeys) consisting of houses and small scale developments of flats and maisonettes, modern form of traditional mansion block, with gardens and shared amenity space in street based layouts. Also it refers to well designed buildings with active streets that respect their surroundings.

The Urban Design Strategy Chapter 9 proposes west of Wandsworth Bridge that building heights would generally be appropriate at 4 to 7 storeys with additional height in specific places but not above 10 storeys.

East of Wandsworth Bridge Road it anticipates 3 to 7 storeys are generally appropriate with some higher buildings. The area west of Imperial Road is likely to be more suitable for lower rise buildings, including houses. Higher buildings could be accommodated on the Fulham Wharf/Sainsbury's site and Chelsea Creek/National Grid sites on Imperial Road.

Building types include 1/2/3 bed apartments, some maisonettes and 3, 4 and 4 plus bed town houses. There could be potential for the provision of new permanent residential moorings on the river to assist in meeting housing needs.

Within the Core Strategy (2011) strategic policy for the South Fulham Riverside Area states that in some locations higher buildings may be considered, if it can be demonstrated that a taller

building would be a key design element in a master plan for regeneration and that it would have a positive relationship to the riverside. Further details are provided in 9.6

8.6 RESIDENTIAL STANDARDS

The London Plan emphasises the quality of new homes and includes minimum space and design standards for all new housing detailed in Policy 3.5 and Table 3.3 within The London Plan (2011) which provides minimum space standards for all new homes and is shown in Table 8.1

The Mayor has published Housing Supplementary Planning Guidance (November 2012) which sets out guidance to supplement the housing policies in the London Plan 2011.

As detailed in strategic policy H4 Core Strategy all new build housing should be built to "Lifetime Homes" standards, with 10% to be wheelchair accessible or easily adaptable for residents that are wheelchair users. Further advice on achieving Lifetime Homes standards is set out in the Council's "Access for All" SPD which will be superseded by the Planning Guidance SPD in 2013.

8.7 AMENITY SPACE

Draft Planning Guidance Supplementary Planning Document states that "all new dwellings should have access to an area of amenity space, appropriate to the type of housing being provided. Every new family dwelling should have access to amenity or garden space of not less than 36 square metres. Dwellings with accommodation at ground floor level should have at least one area of private open space with direct access to it from the dwelling. For family dwellings on upper floors this space may be provided either as a balcony or terrace and/or communally within the building's cartilage".

Regarding space standards the Mayor's Housing Supplementary Planning Guidance (2012) standard 4.10.1 sets out a requirement for a minimum of 5sq.m of private outdoor space that should be provided for each 1-2 person dwelling and an extra 1sq.m should be provided for each additional occupant. The Council's Core Strategy (2011) Policy H3 requires gardens and shared amenity space to be included within development proposals.

Table 8.1

	Dwelling Type (bedroom. persons)	Essential GIA (sqm)
Flats	1p	37
	1b2p	50
	2b3p	61
	2B4P	70
	3B4P	74
	3B4P	86
	3B6P	95
	4B5P	90
	4B6P	99
Two Storey houses	2B4P	83
	3B4P	87
	3B5P	96
	4B5P	100
	4B6P	107
Three storey houses	3B5P	102
	4B5P	106
	4B6P	113

New communal children's play space will normally be required in new residential development that provides family accommodation, Policy DM E2 Development Management Development Plan Document (DPD) Submission July 2012. Open spaces and play spaces must be accessible, inclusive, well related to buildings and users, safe, secure and capable of being well maintained.

Children's play space should cater for the different needs of all children, including children in younger age groups, older children and disabled children. Policy 3.6 in The London Plan (2011) supports this approach linking provision to expected child population generated by the scheme and an assessment of future needs.

Source: *The London Plan (2011) Table 3.3 Minimum space standards for new development.*

CHAPTER NINE | Urban Design Strategy

9.1 CONTEXT

9.1.1 Policy Background

The riverside is the unifying element connecting the individual sites in the regeneration area. The importance, prominence and sensitivity of the riverside is reflected in the level of policy statements contained in the London Plan, The Thames Strategy – Kew to Chelsea, and the Councils Unitary Development Plan. Each of the policy statements requires the highest quality of design, but also a connected and permeable townscape which recognises the riverside as a recreational resource.

9.1.2 Potential for change

The areas industrial base once occupied the entire riverfront. Upon its decline it left vacant and derelict sites and an inaccessible riverfront. Since the industrial decline, there have been significant new developments, mainly residential-led, on several of the underused riverside sites. These have created opportunities to open up the riverside for new uses and new facilities, and recognised the amenity value of the river.

There is already considerable momentum for change which will bring an improved riverside environment. The momentum must be sustained as considerable potential for further change remains. A new wave of regeneration could bring substantial new benefits and begin the process of transformation on several key sites

The opportunity to bring a new urban form to the riverside is recognised. Careful thought now needs to be given to the way in which this regeneration can be turned to the benefit of the riverside, the local townscape, the local community and those using the riverside.

9.2 OPPORTUNITIES AND CONSTRAINTS

9.2.1 The Riverside

The riverside is a much valued amenity resource with enormous potential. The area is emerging as a significant regeneration opportunity. There are considerable benefits to be derived from an attractive riverside location. The key objective is to ensure that the redevelopment of individual sites combines to create a new and attractive quarter.

9.2.2 The Pattern of Development

The boundaries of the regeneration area are strong. The riverside and river wall provide a clear definition, and would remain so. Townmead Road and Carnwath Road are the main access spine routes and similarly, provide a strong definition. However these routes also bring a degree of severance.

The area was shaped by its industrial heritage and layout and this pattern remains apparent today. The existing urban form separates much of the riverside from the hinterland, and without positive intervention, the danger of isolating communities both new and existing is the most probable outcome. Successive phases of piecemeal redevelopment could leave the area disjointed and unattractive.

In this respect, it will be important to avoid inward looking development. Development should draw on the character of the hinterland where perimeter blocks predominate with a clear separation between the active/public fronts of buildings and the private rears containing amenity space for residents.

Any scheme for an individual site must have regard to its setting and context in order to avoid an unconnected series of disparate components. The aim of the plan is to provide a strong and sustainable urban structure.

Figure 9.1: Ensure the re-development of individual sites combines to create a new attractive quarter.

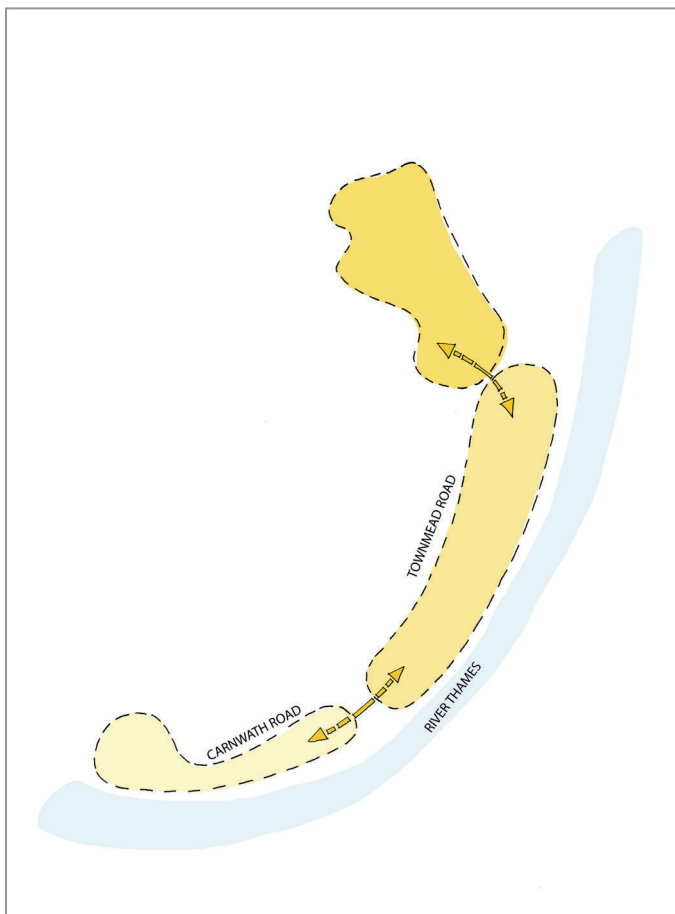


Figure 9.3: Without positive intervention the danger of isolating communities both new and existing is the most probable outcome

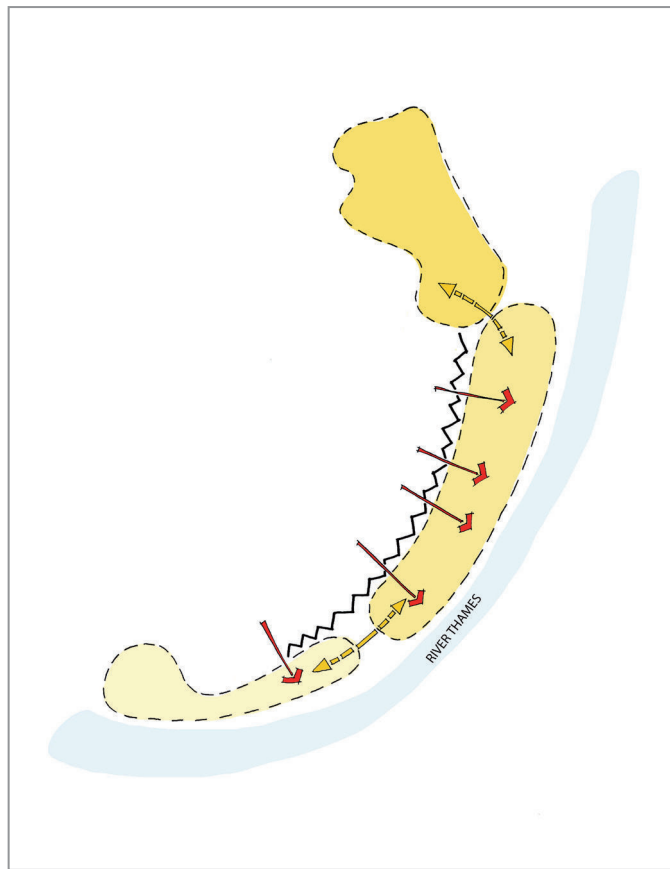
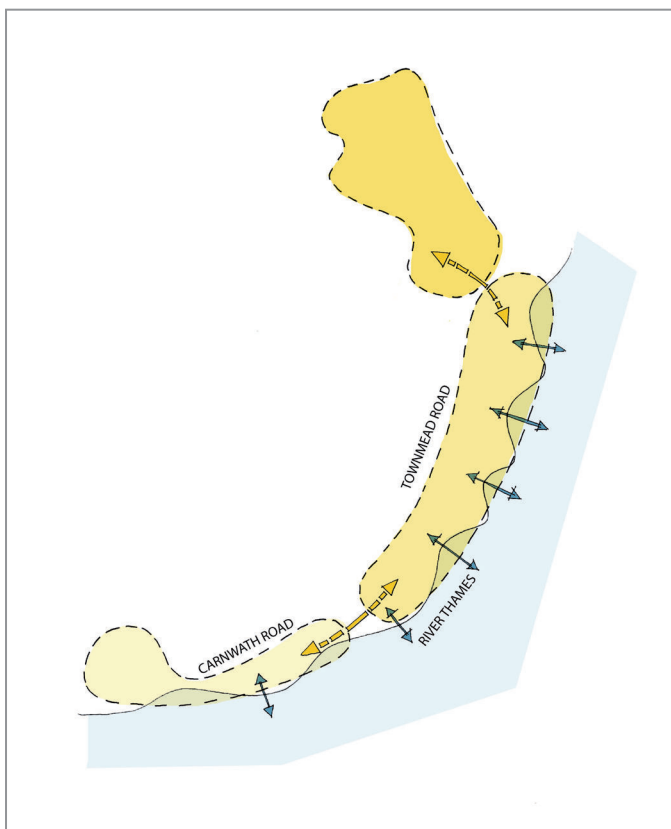


Figure 9.2: The riverside is a much valued amenity resource with enormous potential



9.3 KEY URBAN DESIGN PRINCIPLES

The Core Strategy 2011 includes design guidance that should inform any future redevelopment proposals in the regeneration area. These policies should be considered alongside design guidance in the saved policies under the Unitary Development Plan (as amended 2007 and 2011), the London Plan 2011 and the Development Management DPD Submission July 12.

In order to develop a strong urban structure, development should aspire to the following key urban design principles.

Development:

- Any proposal in the area must respect the architectural and historic context and conserve and enhance the character and appearance of the area. Development proposals should be designed to create a coherent and integrated place and thereby contribute to the development of a sense of place for the whole of South Fulham riverside.
- The River Thames is London's defining heritage asset and all development should demonstrate how it contributes to conserving and enhancing the strategic importance of the Thames.
- Heritage assets should be retained and re-used in any scheme and special regard paid to enhancing their setting.
- The architectural character of new development should enhance the appearance of the area and complement the riverside setting. Brick is the predominant building material however some building typologies will lend themselves to other materials. Development should be of the highest urban design quality and in responding to the setting designers will be encouraged to be imaginative and innovative.
- Massing, form and design of new development should respect the scale of the existing townscape especially the residential scale of buildings to the north and west of the regeneration area.
- Generally building heights of 4/5/6 and 7 storeys, with reduced massing at upper levels, could be satisfactorily accommodated throughout the area. Two key focal points at Fulham Wharf and Imperial Wharf/Chelsea Harbour could accommodate increased massing and height. West of Wandsworth Bridge, building heights would generally be appropriate at 4 to 7 storeys. Additional height could be accommodated in specific places, but should not exceed 10 storeys. East of Wandsworth Bridge Road, 3 to 7 storeys would be generally appropriate with some higher buildings at key locations.
- Building height can be increased towards the riverfront where buildings need to be of a scale to give appropriate definition and presence to the riverside.
- Development must provide for a high level of connectivity, permeability, legibility and accessibility for all users. New developments will need to provide direct access to the riverside through continuation of existing streets where possible.
- The layout of new development should be of a fine grain supported by defined active edges at ground floor level of an appropriate scale. The most appropriate built form is outward looking perimeter blocks which provide permeability and an attractive urban structure.
- Development should provide a mix of uses to create a vibrant and attractive environment particularly at ground floor level. Public uses at key nodes and interfaces between adjoining sites would help to connect individual sites and assist in breaking down single use character.
- The riverside walk should be consolidated and strengthened as a route and recreational resource. A new link at Chelsea Creek could improve permeability to Kings Road and Fulham Town Centre. There is potential for an additional pedestrian bridge across the Thames.

- New development should improve the existing network of open spaces, create new spaces and improve the pedestrian experience between spaces. The riverside in particular can accommodate a variety of spaces that will provide vitality and interest to the riverfront. A high quality of public realm and spaces should be provided appropriate to the intensity of the use.
- All new development should seek to provide play space for children.
- All new development should provide a clear definition between public and private space

Figure 9.4: Active frontages at Accordia, Cambridge (David Millington Photography Ltd)



Figure 9.5: Barking Central. High quality soft and hard landscaping in new town square adjacent to new public routes (Steven Davies)



Figure 9.6: High quality public realm at City Point, Brighton (Olli Hellman)



9.4 SPATIAL FRAMEWORK

9.4.1 Creation of Sense of Place

South Fulham is the most “urban” stretch, in terms of scale and character, of the Boroughs riverside. It should therefore be encouraged to evolve as a high quality urban quarter at a scale that respects the existing townscape, especially to the north and west of the regeneration area, whilst achieving a scale sufficient to give appropriate definition and presence to the riverside. The development framework should promote a high degree of legibility to assist in the understanding of the new urban form and the creation of a sense of place. In providing attractive buildings and spaces, it will be important that the interface between the two is meaningful and a series of hard built edges create well-defined routes and spaces.

The morphology of past industrial uses of large disconnected impenetrable sites is no longer relevant. Permeability, both visual and physical is essential for the success of the area. This should be based on a richer, finer-grained urban pattern where each site contributes a range of building typologies to add interest and avoid the over-reliance on bulky large-footprint buildings.

The built form on the riverside should provide a clear edge to the riverside walk and address the river. Similarly, the built form along both Carnwath and Townmead Roads needs to be mindful of the existing residential development along these routes and respect their more domestic scale.

9.4.2 Connections and Routes

The historic street pattern in the neighbourhood, based on rectangular street blocks, breaks down at the riverfront. South Fulham Riverside is severed from the surrounding streets. Regeneration provides the opportunity for better integration. New routes should be seen as continuation of surrounding streets and would thereby relate to established movement patterns and desire lines. Such routes would also provide visual permeability and connection to the riverside and riverside walk. With such legible connections to the river side, the role of the river as a focus for the local community can be enhanced. In creating a route network places should have well defined routes, spaces and entrances that provide for convenient movement without compromising security

Each development should identify key spaces and nodes where routes intersect or are prominent. It would be appropriate to locate public uses at these points. On some sites, where appropriate, these locations could possibly accommodate taller elements to act as visual signals in the townscape (subject to Key Principles on building heights).

The unifying elements connecting the sites within the regeneration area are the river and Townmead and Carnwath Roads. The townscape potential of these linkages should be maximised. The provision of a connected riverside walk is a long-standing objective of the Council. A connected walkway should open to a series of public spaces along its length to provide relief from the built frontage and to accommodate the active uses to provide interest to the linear space. Tree planting would be encouraged to provide a green chain linking sites and spaces throughout the area.

Townmead and Carnwath Roads could be redesigned as impressive and contemporary streets and a focus for new and existing communities. Active frontages are necessary to animate the street.

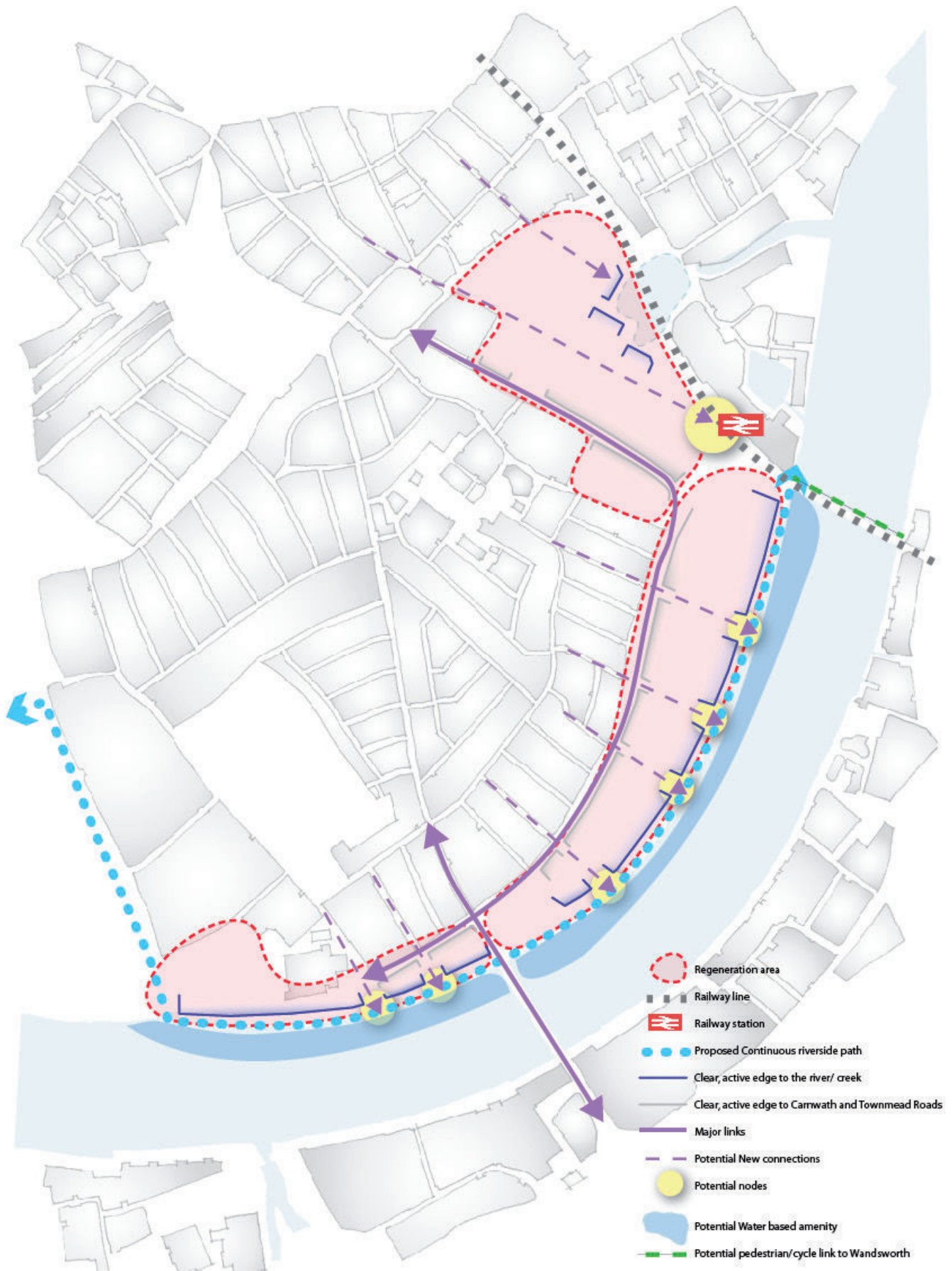
Our proposals remain conceptual and flexible, deliberately so. However the spatial framework provides a design philosophy and background for site specific proposals to adopt.

(See Figure 9.8 Spatial Plan)

Figure 9.7: New Public Space outside Bluefin Building Bankside (Steve Davies)



Figure 9.8: Spatial Plan



9.5 PROTECTING HERITAGE

9.5.1 Sands End Conservation Area

A substantial part of the regeneration area lies within the Sands End Conservation Area. The Conservation Area was designated in 1991 “because of the importance of protecting the riverside from unsympathetic development.” [Conservation area character profile]. The character profile identifies eight opportunity sites within the designated area where visual improvements are desirable and could be achieved through redevelopment or refurbishment. Upon designation it was recognised that significant parts of the area would be redeveloped.

Part of the Imperial Square and Gasworks Conservation Area also lies within the regeneration area. There is a rich history of industrial archaeology on the Gas Works site which includes statutory and locally listed buildings. The Conservation Area character profile identifies those buildings and structures which make a positive contribution to the character and appearance of the Conservation Area as well as opportunity sites for infill and redevelopment.

Designation ensures that any proposal respects its setting and the architectural and historic context of the wider area. Conservation Areas are heritage assets and the underlying conservation principle of preservation or enhancement of character and appearance of the Conservation Area applies.

9.5.2 Protecting Heritage Assets

The heritage assets within the framework area, described in Chapter 4 of this report, serve as a reminder and memory of the area’s historic past, and can add to the richness and diversity of the built form. It is essential that these assets are retained and reused in any scheme.

The area has already supported the successful conversion of part of the Fulham Power station building. The former Fulham Wharf building, despite its derelict condition, is a much-valued and prominent elevation in the local street scene; it should be preserved. Similarly, there are several river related artefacts along the river frontage which should be preserved and included in any public realm improvement schemes relating to new proposals. In addition to protecting the heritage assets in the framework area, special regard should be paid to enhancing

Figure 9.9: Fulham Wharf, Building of Merit



their setting such that they are better revealed. The townscape in the framework area will change significantly. The heritage assets can provide a focus and catalyst for the regeneration, and inspire the new urban form and designs.

9.6 MASSING URBAN FORM

9.6.1 Massing form and design

The massing, form and design of all new development should reflect the role of the riverside in this part of the Borough and London as a whole. To some extent, increased height and massing could be satisfactorily accommodated along this stretch of the South Fulham Riverside given the scale of the Thames which provides the setting.

It would need to be urban in character and scale in order to maximise the potential of the area. In achieving this objective it would need to be mindful of surrounding development and respect the scale of the existing townscape surrounding the framework area.

South Fulham is characterised by low rise residential streets and in places, higher density mansion block development. There is also a historic relationship with the river which could be represented in any new development.

Development should be of the highest urban design quality. The highest standards of design will be a fundamental objective. In responding to the setting and context of the site, developers and designers will be encouraged to be imaginative

and innovative. Urban quality will need to be sustained by high quality urban management.

Development should be designed to create a coherent and integrated place and thereby, contribute to the development of a sense of place for the whole of South Fulham Riverside. The regeneration area should develop as a place with its own character and identity.

Figure 9.10: Converted warehouses at Shad Thames



The architectural style of new development should enhance the character and appearance of the area and compliment the riverside setting while providing higher density living (such examples can be found in other riparian parts of London such as Shad Thames and Butlers Wharf).

Figure 9.11: Historic townscape at Shad Thames (Photograph by Adrian Welch)

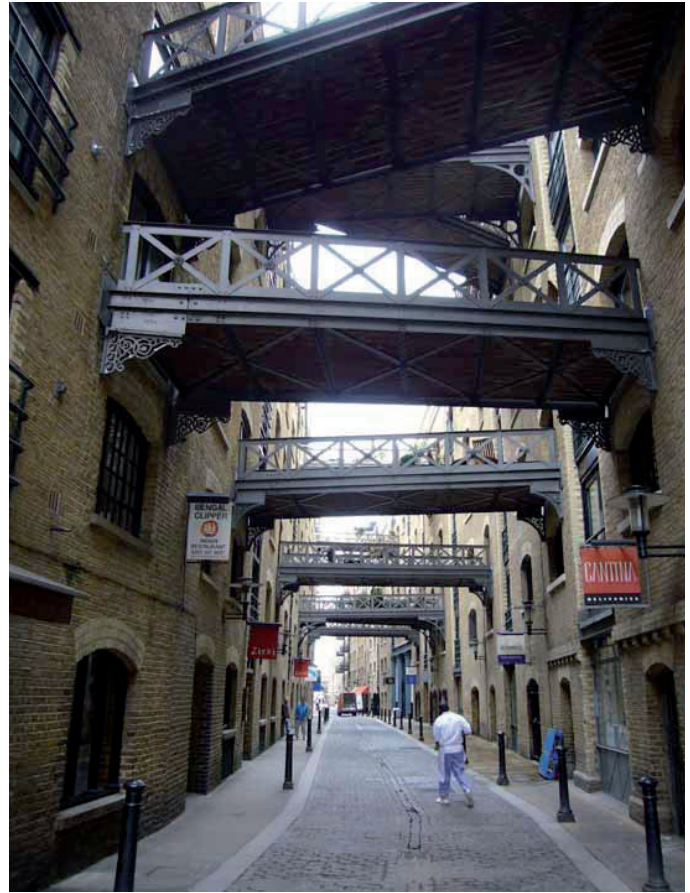


Figure 9.12: Stepped massing at Butlers Wharf



Figure 9.13: Stepped massing at Royal Arsenal Riverside (Olli Hellman)



Figure 9.14: Stepped massing at Gunwharf Quays, Portsmouth (Olli Hellman)



The Townmead Road interface with the framework area is predominantly two storeys composed of either terraces addressing the street or the paired flank ends of adjacent terraces. The traditional rectangular urban street block found in this part of the neighbourhood is of a consistent form and scale. The Carnwath Road interface, on the other hand, is more fragmented in form, alignment and scale. All new developments should respect the residential scale of buildings to the north of the framework area with a “stepped massing” to building heights, which have the potential to increase as they move away from the domestic scale of the existing housing towards the riverfront where the buildings would need to be of a scale which gives appropriate definition and presence to the riverside.

Figure 9.15: Edwardian housing at Townmead Road



Figure 9.16: 1970's housing estate at Carnwath Road



Figure 9.17: Royal Arsenal Riverside (Photograph by (Olli Hellman))



Figure 19.18: Adelaide Wharf (Photograph by Olli Hellman)



9.6.2 Riverside development

The most appropriate form for the riverside development to take would be one which aligns with the riverside to give definition and a legible edge, rather than the form seen in some recent developments of blocks arranged perpendicular to the riverside which apart from allowing views from the apartments to the river, does little for the townscape of the riverside. This has resulted in a new and varied scale for the riverside but a lack of definition for the river edge. It appears that some height can be satisfactorily accommodated in response to the scale of the Thames, however, height and massing must be carefully balanced with block alignment to create successful edge definition.

All new buildings along the riverfront will benefit from views of the river. They should equally respond to the visually prominent location by providing a distinctive and interesting riverside frontage of high design quality. The riverside buildings should address the Thames Path and provide active ground floor uses which enhance overlooking of the riverside walkway. These buildings provide enhanced opportunities for river-based uses.

9.6.3 Key focal points and tall buildings

The townscape analysis of the framework area suggests that South Fulham Riverside has two key focal points - one at Fulham Wharf, where the supermarket provides a draw and focus of activity, and the other at Imperial Wharf/Chelsea Harbour based around the new development, park and station. These areas, in view of the townscape significance could accommodate increased massing and height.

The Imperial Wharf station location already supports development of an increased massing and height and this could be consolidated. At Fulham Wharf, it would be appropriate to accommodate increased massing and height which is related more to the attraction and activity generated by the supermarket, the provision of increased connectivity and the provision of new riverside spaces. Fulham Wharf would thereby become a point of townscape focus. It is in these locations where proposals for tall buildings could be considered. Any proposals for tall buildings in these locations would provide a positive statement in the regeneration area and are unlikely to cause harm to the heritage assets or their setting. Proposals for tall buildings would need to be accompanied by the appropriate townscape justification in accordance with the English Heritage / CABE guidance, and comprehensive impact studies. The designs would need to be appropriate in terms of proportion, silhouette and architectural quality.

Elsewhere in the framework area, the general scale, height, and massing should have a closer relationship to the existing townscape. There is a variation in building height in the area, and it would be appropriate for new development to adopt a similar variety of scale. Following the analysis of the existing building heights it is considered that a general building height of 4/5/6 and 7 storeys, with reduced massing at the upper levels, could be satisfactorily accommodated throughout the area. Buildings of this scale would relate well to the built form. West of Wandsworth Bridge, building heights would generally be appropriate at 4 to 7 storeys. Additional height could be accommodated in specific places, but should not exceed 10 storeys. East of Wandsworth Bridge Road, 3 to 7 storeys would be generally appropriate with some higher buildings at key locations. The area west of Imperial Road is likely to be more suitable for lower rise buildings, which could include a range of typologies, including houses. Higher buildings could be accommodated at the Fulham Wharf site and the Chelsea Creek/National Grid sites on Imperial Road.

9.6.4 Fine grain development

Proposals should seek to provide a range of building typologies and forms. Any new developments should continue the existing fine urban grain of the area and promote variety in new buildings whilst ensuring an overall coherence. A “warehouse” style design and massing, with distinctive but simple facades, is traditionally associated with waterside development and would be appropriate here. However, it is considered that architectural styles should be varied, but all related to context. In some locations the context is looser than in others. A fine grain development layout, related to the human scale is more important than any particular architectural style.

The fine grain development needs to be supported by defined active edges at ground floor level of an appropriate scale. Residential development occupying the ground floor of buildings should have direct access to the new street, such that the space is overlooked and animated by a series of front doors.

Threshold spaces along the edge of buildings should also reflect the fine grain and should be subdivided to relate to individual ground floor units. Communal spaces for residents around the public edges of buildings are discouraged as they prevent the development of fine grain character. Communal or private garden spaces which are purely for residents of the block should be placed at the rear of the buildings.

It is accepted that residential developments need to have a degree of privacy at ground floor level and could include green buffer threshold spaces which would also contribute to the street scene. Typically such spaces should be narrow with low walls/railings or fences which is typical of the local urban character.

9.6.5 Materials

Brick is the predominant building material in the area. The use of brick for the new development would be the most appropriate and obvious choice. However, there will be some building typologies which lend themselves to other materials, and the introduction of new materials is not precluded. Parts of the riverside may benefit from materials which give a lighter less solid appearance and which might benefit from the reflections from the water.

Figure 19.19: Old Haymarket, Liverpool



9.6.6 The Role and context of the site

The built form which would be most appropriate to the framework area is one of outward looking perimeter blocks which would combine to give a new permeable and attractive urban structure to this part of the Borough (see figure 9.21). All new developments would need to demonstrate that the design is a result of a carefully considered analysis of the role of the site and context, and that they satisfy the principal conservation test of enhancement of the character and appearance of the area.

Figure 9.20: Traditional materials at Gunwharf Quays, Portsmouth (Olli Hellman)



Figure 9.21: The external face of a perimeter block at Mastmaker Road, London (Steven Davies)



Figure 9.22: Inside the perimeter block at City Point, Brighton (Olli Hellman)



Figure 9.23: Inside the perimeter block at Bagleys Lane, South Fulham (Yvette Ruggins)



Figure 9.24: Inside the perimeter block at St Andrews, Bromley-By-Bow (A&M Photography)



9.7 CONNECTIVITY & PERMEABILITY

9.7.1 Riverside Walk

The riverside walk connects the sites within the framework area. It is therefore essential to consolidate and strengthen the riverside walk as a route and recreational resource, completing it where necessary and where possible. The aim will be to create a revitalised vibrant riverside edge. The unifying character of the linear route is vital and to this extent, the detailed design of the route should be carried out to Streetsmart [The Councils street design guidance] standards.

9.7.2 Visual permeability

A key objective for the new urban form is to reconnect the hinterland, comprising the residential neighbourhood within the Sands End ward, to the river. This involves promoting access through new developments, and where possible introducing direct access to the riverside from Townmead and Carnwath Roads. Visual permeability is also important from these roads. The view of the riverside from Broomhouse Lane to Broomhouse Dock, and the more recent view through Imperial Wharf Park are two of the limited visual connections available at present. The benefit of such views establishing a sense of location and place is apparent. Visual permeability to the river is maximised where the new routes are formed as a continuation of existing streets. Access to the riverside from the streets to the west of Wandsworth Bridge such as Peterborough Road, Dymock Street and Breer Street would be best achieved through direct continuation of the existing streets, which would also enable longer vistas to the riverside to be opened up.

9.7.3 New links

Improved permeability at the northern end of the framework area where the existing railway viaduct has a significant visual presence, but also severs links to the adjoining development, will be important on the Stephendale to Imperial Road link. There currently exists a link at the riverside walk through an arch to Chelsea Harbour, and an additional access point is available through the viaduct at Imperial Wharf station to Chelsea Harbour. A further link could be made at Chelsea Creek where the water course runs beneath the viaduct. This would link any future development on this site to the riverside via an enhanced Creekside route formed as part of the proposed

public realm improvements of the Lots Road development master plan. Development on this site should also provide improved links with a new attractive and safe pedestrian route to Kings Road and onto Fulham Town Centre.

(see Figure 9.25: Connectivity and Permeability)

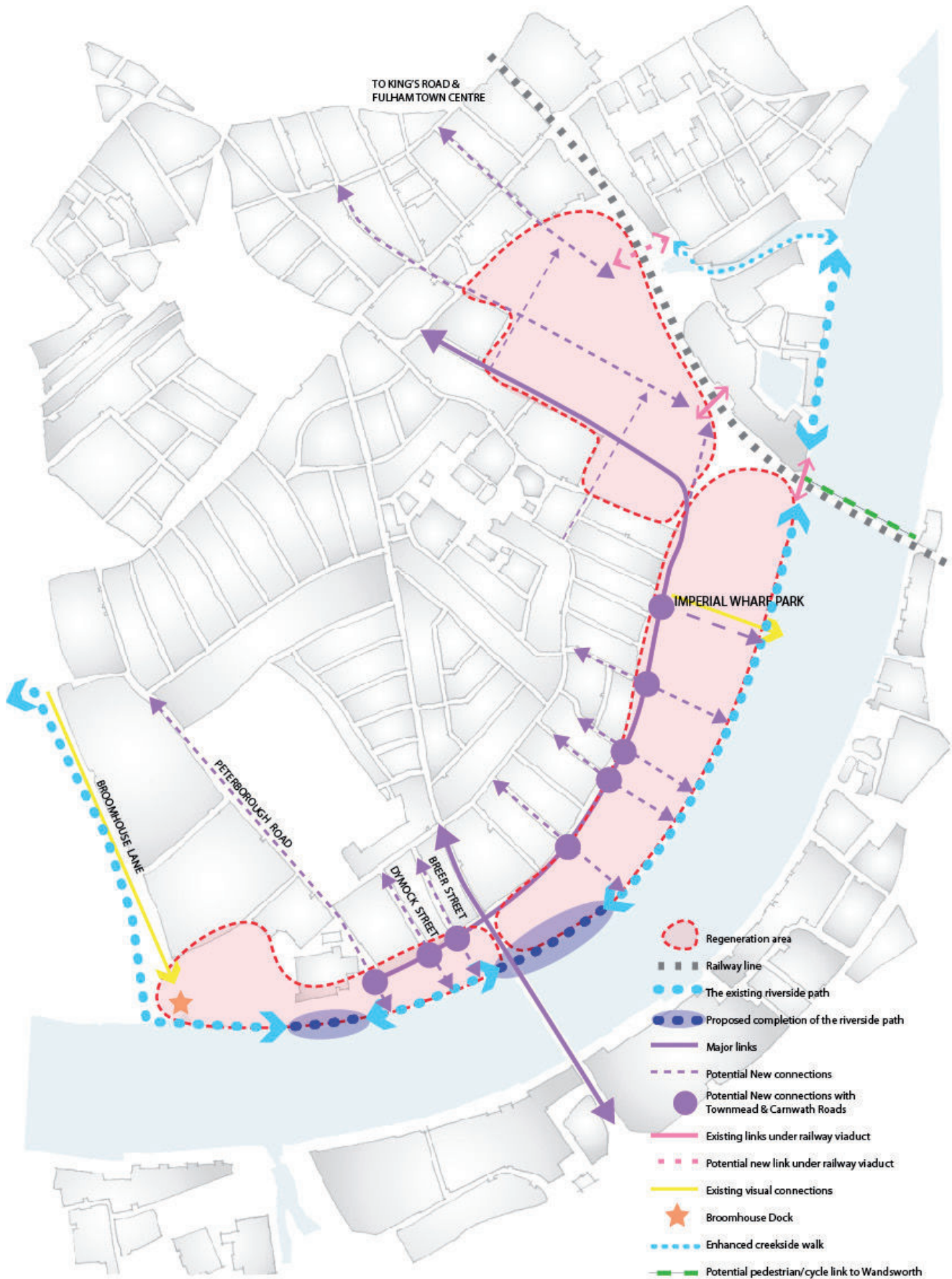
9.7.4 Improving existing streets

The primary linkages would then form the spine around which a network of well designed, safe, pedestrian friendly streets and spaces could be established. Improved connections to the riverside would need to cross Townmead Road and Carnwath Road. These roads are likely to experience increased levels of traffic as the area becomes developed. Measures to reduce pedestrian / vehicular conflict and to improve the environment for the pedestrian should be incorporated into any proposals. The riverside walk is diverted away from the riverside at Wandsworth Bridge. Pedestrian crossings at Wandsworth Bridge Road and Townmead Road would need to be re-examined with a view to improving conditions for the pedestrian.

9.7.5 Potential for new river crossing

In looking at the wider area, links across the river remain restricted solely to Wandsworth Bridge and Battersea Bridge. The potential for an additional pedestrian bridge across the Thames has been examined previously. It may be timely to re-examine the feasibility of such a link.

Fig 9.25: Connectivity and Permeability



9.8 PUBLIC REALM AND OPEN SPACE

9.8.1 High quality public realm

South Fulham's public realm includes parks and playgrounds as well as transport-related spaces such as roads, pavements, paths and riverside routes. It also concerns the ability of public space to interact with its surrounding buildings. Good quality public realm is of considerable importance as this is where most residents, employees and visitors experience the environment in which they are living, working or visiting. It is also the public realm which provides the setting for buildings, and the glue which binds an area together. The provision of good public realm was one of the main issues debated by stakeholders attending the consultation workshops on South Fulham Riverside facilitated by the Prince's Foundation. There are existing open spaces which would serve the regeneration area in some capacity for recreational use. All new developments should seek to improve and enhance existing public spaces through Section 106 funding where appropriate.

9.8.2 Provision of new spaces

Imperial Wharf Park has made a contribution to the provision of open space in the framework area although it has not provided all the public amenities that a space of this size could achieve to deliver residents aspirations. Other developments should seek to better this standard in terms of public benefits and seek to improve the existing network of open spaces by creating new spaces where appropriate and improving the pedestrian experience between the spaces. The aim is one of a series of safe and accessible connected spaces which feel generous and well-designed and clearly signal that the riverside and its local environment is a public space. All such spaces should be designed to generate the level of human activity appropriate to location to create a reduced risk of crime and sense of safety at all times. All new developments should promote access to the Thames River Path. (See Figure 9.29)

The riverside, in particular can accommodate a range of types of spaces, from new areas of parkland, new riverside squares with restaurants and cafes to smaller spaces for more passive recreation and quiet contemplation. Each would bring a level of vitality and interest to the riverfront. All new developments should provide a level of public space provision commensurate

with the intensity of use. The new spaces would be most appropriately accommodated at the intersections of linking routes through the site providing an "event" at key nodes. A coherent structure can then be developed across the whole regeneration area.

All new developments should seek to provide play space for children. These can be incorporated within the enclosed communal spaces at the rear of buildings within perimeter blocks where they are purely for resident's children. Play spaces can also be incorporated within other new spaces where they are providing for a wider public benefit.

(See Figure 9.29: Public Realm and open space)

9.8.3 Design and materials

All new developments should provide a clear definition between public and private space. Schemes for work on the public highway should be to adopted Streetsmart standards, in terms of the paving, street furniture and landscaping. Where routes through developments are on private land the design should convey that the public are welcome to walk through. To encourage this, routes should be simply designed to match the appearance of the public highway and designing to Streetsmart standards would therefore be appropriate. This could be particularly effective where new routes are the continuation of existing streets. If surface level car parking is incorporated in new routes it should be linear and along the kerb edge to reinforce the prevailing urban character. Echelon parking and car parking courtyards should be avoided as they are out of character and may convey that the route is purely for residents.

All buildings, streets and public spaces should be designed to be inclusive and accessible for all and all proposals should have regard to the Council's Access for All SPD which will be superseded by the Planning Guidance SPD in 2013.

Figure 9.26: Barking Central from above. New Town square incorporating areas of soft and hard landscaping, logs for informal play, seating and routes through the square (Steven Davies)



Figure 9.27: Lace Market Square, Nottingham (David Millington Photography Ltd.)



Figure 9.28: Barking Central, public route to Town Hall adjacent to new town square (Steven Davies)



9.8.4 Landscaping

A planting strategy for the framework area can be developed from proposals on individual sites. Street tree planting along Townmead and Carnwath Roads should be carried out where appropriate and where possible. Further tree planting and soft landscaping on the riverside will be encouraged. Native tree species should be chosen as a priority and existing trees replaced where practicable. The mature trees retained on the riverside at the Imperial Wharf Park river frontage have a significant presence in views along the riverside and from the opposite bank. Trees of significant scale may be required to provide sufficient definition to the riverside walk.

Figure 9.30: Royal Arsenal Riverside (Olli Hellman)



Figure 9.31: City Point, Brighton (Olli Hellman)



Figure 9.29: Public Realm and open space

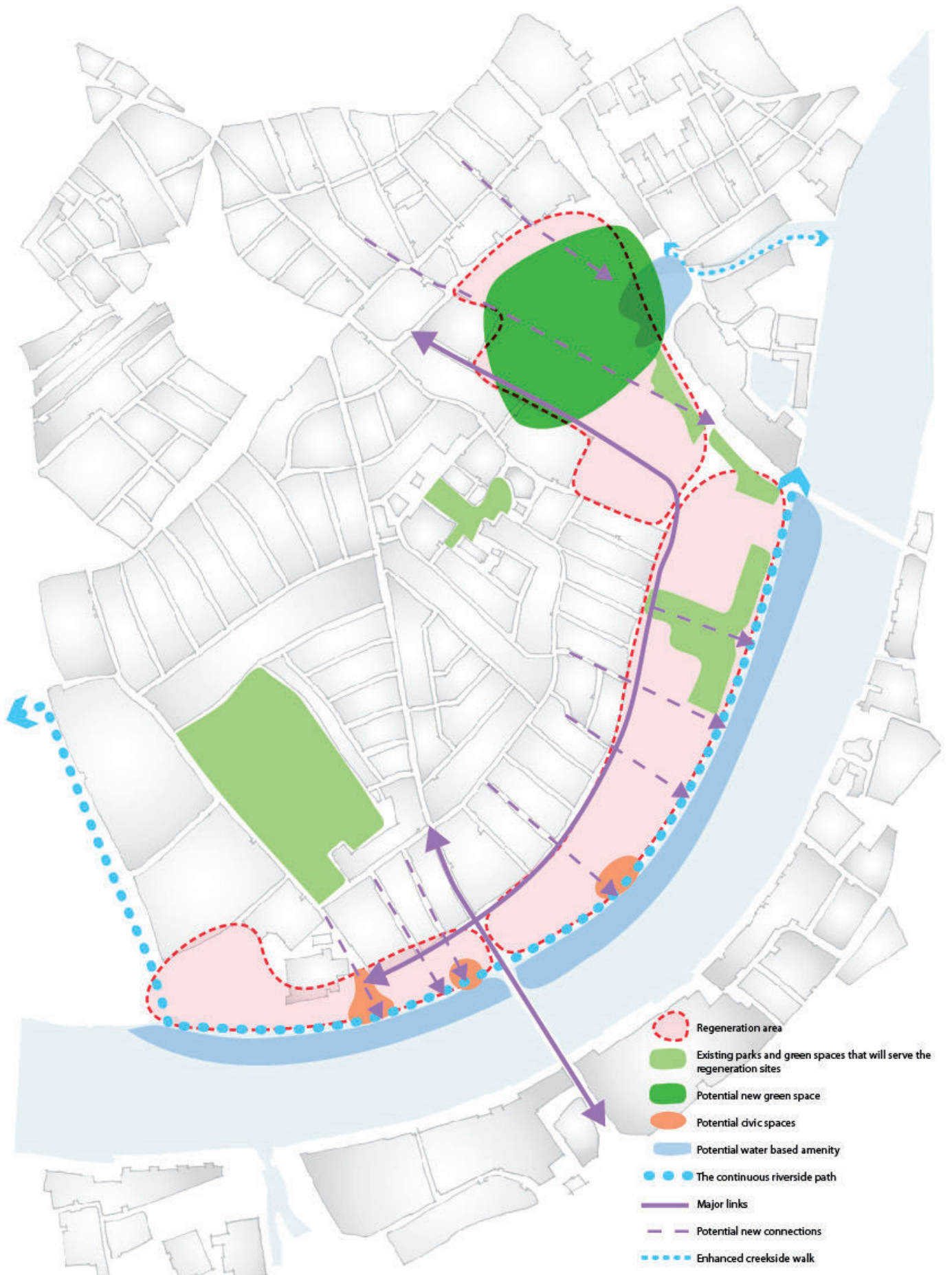


Fig 9.32: Street trees in Germany (Steve Davies)



Figure 9.33: Street trees in Germany (Steve Davies)



9.8.5 Active frontages

In order to provide a good quality environment for the public realm it will be important that the enclosing public facades are appropriately designed. All new developments should create an attractive safe and overlooked pedestrian environment and provide active ground floor frontages to enliven open space and the street scene. New routes through sites should also be designed to incorporate active frontages with a fine grain appearance incorporating main entrance doors and individual thresholds for all ground floor units.

Figure 9.34: Gunwharf Quays (Olli Hellman)



9.8.6 Upgrading existing streets

A coherent strategy for public realm improvements to Townmead and Carnwath Roads including paving, lighting, street furniture, landscaping and tree planting should be developed and implemented. This should involve increasing the width of the pavements where possible, and improving the experience of the pedestrian as much as possible.

CHAPTER TEN | Development Capacity Study

10.1 INTRODUCTION

The purpose of the development capacity study is to use a 3D model to test the spatial capacity of the area to see if it can accommodate different options regarding housing and employment growth. Key considerations from Chapters 8 and 9 on Housing and Urban Design have set key parameters that will inform the level of growth that can be supported through the development capacity study. The outcome from the transport study will then inform whether the proposed level of growth in the number of residential units and jobs can be accommodated.

10.2 KEY CONSIDERATIONS

These key considerations below need to be taken into account when establishing whether the density levels in the three development options proposed are acceptable. These principles were established in Chapters 8 and 9, Housing and Urban Design.

- Approach to height and massing
- Able to accommodate a mix of acceptable housing typologies and sizes
- Other urban design and place making principles
- Sites available for development
- Transport capacity in the area

10.3 APPROACHES TO HEIGHT AND MASSING

- **Building Heights** In order to respond to local context and urban design principles building heights of 3/4 storeys adjoining low rise residential properties for example at Sullivan Road and Bagley's Lane are required. Increased height and massing could be satisfactorily accommodated along this stretch of the riverside given the scale of the Thames which provides the setting. The Urban Design Strategy Chapter 9 proposes west of Wandsworth Bridge that building heights would generally be appropriate at 4 to 7 storeys with additional height in specific places but not above 10 stories. East

of Wandsworth Bridge Road it anticipates 3 to 7 storeys are generally appropriate with some higher buildings. The area to the immediate west of Imperial Road is likely to be more suitable for lower rise buildings including houses. Higher buildings could be accommodated on the Fulham Wharf/ Sainsbury's site and Chelsea Creek/ National Grid sites on Imperial Road.

- **Perimeter Blocks** The requirement is to have a series of perimeter blocks establishing a finer grain to the urban layout. This is also linked to ownership of sites to ensure the overall concept scheme can be delivered with sites coming forward for redevelopment at different times. Within the blocks private or communal amenity space can be created including children's play space.
- **Connectivity** This approach using perimeter blocks allows new routes to be established connecting the hinterland to the river creating a series of new links for pedestrians and cyclists.

10.4 ACCOMMODATING A MIX OF ACCEPTABLE HOUSING TYPOLOGIES

- **Typologies** The requirement for affordable housing is that in the Core Strategy namely 40% affordable housing as set out in strategic policy H2. Housing typologies include one, two and three bed apartments, some maisonettes, and three, four and four plus bed houses.
- **Housing Standards** Compliance with Lifetime Homes standards and minimum space and design standards for all new housing detailed in Policy 3.5 and Table 3.3 of the London Plan (2011).

10.5 OTHER URBAN DESIGN AND PLACE MAKING PRINCIPLES

- **Open space** New areas of public open space should be considered to address deficiencies in access to open space as identified in Figure 2.4 in Appendix 2.

There is a lack of provision in the east of the regeneration area and on the riverside at least two new public spaces open to the river should be considered, one is already proposed on the Sainsbury's/ Fulham Wharf site.

- **Children's play space** New communal children's play space is required in new residential development that provides family accommodation. Compliance with requirements regarding children's play space as set out in the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation' 2012
- **Amenity Space** Draft Planning Guidance Supplementary Planning Document states that "all new dwellings should have access to an area of amenity space, appropriate to the type of housing being provided. Every new family dwelling should have access to amenity or garden space of not less than 36 square metres. Dwellings with accommodation at ground floor level should have at least one area of private open space with direct access to it from the dwelling. For family dwellings on upper floors this space may be provided either as a balcony or terrace and/or communally within the building's curtilage". The Mayor's Housing SPG (2012) standard 4.10.1 sets out a requirement for a minimum of 5sqm of private outdoor space to be provided for 1-2 person dwellings and an extra 1sqm to be provided for each individual occupant.
- **Heritage Buildings** The layout needs to accommodate protect and integrate heritage buildings within the block arrangements.

10.6 SITES AVAILABLE FOR DEVELOPMENT

The regeneration area was previously designated an employment zone in Hammersmith & Fulham's UDP. In 2007 this designation ceased which will have a significant impact on the anticipated level of future development likely to take place in the regeneration area.

An assessment has been made regarding the development areas where it is anticipated that development may take place at some time within the plan period. (Up to 2032). Approximately 21.8 hectares of land have been identified as likely

to come forward for development (see Figure 4.9). This assessment of sites is broadly similar to those included in the Strategic Housing Land Availability Assessment (SHLAA). Approximately 8 hectares of land within the regeneration area has recently received planning permission for residential led mixed use development.

10.7 TRANSPORT CAPACITY

Within the South Fulham Riverside regeneration area the key constraint to future growth within the area is the transport capacity. Public Transport accessibility level (PTAL) is relatively low and key junctions within the highway network are already operating at capacity. The priority therefore was to commission a Transport Study early in 2010 to identify its likely restraint on future growth in the area.

The transport study considered the three development options and considered various transport interventions necessary to support the three development options. The Transport Study concluded that medium density (550 habitable rooms per hectare on average across the area) was the maximum level of growth achievable based on the modelling undertaken as part of the transport study.

A ratio of 0.5 parking spaces per unit residential and the more restrictive end of the London Plan range for commercial is assumed within the Transport Study and will need to be taken into account in the development capacity modelling.

10.8 DEVELOPMENT OPTIONS

Three development options Low, Medium and High Density were identified below (See Figure 10.1) with differing numbers of residential units and commercial floor space. The Core Strategy (2011) and outcome from the Transport Study informed this selection.

Within the Core Strategy 2011 the expected minimum growth within the South Fulham Regeneration Area over the next 20 years is 2,200 new homes. This information is based on the Strategic Housing Land Availability Assessment (SHLAA) which identified 21.4 hectares of land suitable for residential development which could accommodate 3,857 homes (based on density of between 350 and 550 habitable rooms per hectare). The Core Strategy 2011 estimated that

about 2,200 homes out of a possible 3,857 were likely to come forward for redevelopment over the next 20 years.

The outcome from the Transport Study established that an average of 550 habitable rooms per hectare (3888 residential units) and 21,200 of commercial space) was the maximum achievable and this was also dependent on a number of highway interventions being implemented.

The Core Strategy looked at average densities of 350 and 550 habitable rooms per hectare within the SHLAA which is why these densities were chosen for the low and mid density options. A further higher density option of average 750 habitable rooms per hectare (5,303 residential units) was included as this level of density had been approved on sites within the South Fulham Riverside area previously.

The Core Strategy 2011 assumes the regeneration area will support minimum growth of between 300 to 500 new jobs. The assumptions regarding commercial space included in the three development options are derived from the Core Strategy 2011. Based on the assumption that 18.5sqm of commercial equates to one workspace the 300 to 500 jobs equates to 5,550sqm and 9,250sqm respectively. Although the commercial floor space assumptions used in the medium and higher density options are higher than this they are still represent relatively low levels of commercial space.

The development options have also been used to test public transport, highways, open space and social infrastructure requirements associated with new development.

Figure 10.1: Development Options

OPTION 1 - LOW DENSITY

Residential (350 hr per hectare)	B1 use	A1-A3 use	Other (D1,D2, wharf)	Total Commercial (sq m)
2,474 units	4,240	4,240	2,120	10,600

OPTION 2 - MEDIUM DENSITY

Residential (550 hr per hectare)	B1 use	A1-A3 use	Other (D1,D2, wharf)	Total Commercial (sq m)
3,888 units	8,480	8,480	4,240	21,200

OPTION 3 - HIGH DENSITY

Residential (750 hr per hectare)	B1 use	A1-A3 use	Other (D1,D2, wharf)	Total Commercial (sq m)
5,303 units	16,400	16,400	8,200	41,000

10.9 BLOCK MODEL THEORETICAL TESTING

As the outcome from the Transport Study concluded that the transport capacity would place a maximum limit on the number of homes and jobs detailed in Option 2 - Mid Density this was the development option that was used to test the maximum capacity of the area.

A 3D block model was developed based on Option 2 – Medium Density based around the sites within the regeneration boundary identified as likely to come forward for development within the next 20 years (as identified in 10.6 above).

Since the 3D modelling exercise was undertaken three large sites have received planning permission Sainsbury's/Fulham Wharf (site 16 in Figure 4.9) and 26 Sullivan Road and 92 - 116 Carnwarth Road (sites 2,5 and 6 in Figure 4.9). and the Chelsea Creek site (part of site 24 in Figure 4.9) The additional commercial space anticipated within the regeneration area remains roughly in line with 21,200sqm modelled. The additional residential units anticipated have slightly increased but not at a level to have any significant effect on the outcome of the 3D modelling exercise.

10.10 KEY OUTCOME

Figure 10.2 to 10.5 3D Axonometric demonstrates how Option 2 – Medium Density could be applied to the South Fulham Regeneration area. It demonstrates in spatial terms the type of layout, scale and massing that could be developed for the regeneration area that complies with all the key considerations identified in 10.3 to 10.7.

However each proposal which comes forward in the regeneration area will need to demonstrate that it is in compliance with the development plan and has regard to the principles set out in the SPD.

Figure 10.2 Indicative Development Capacity National Grid and Chelsea Creek



Figure 10.3 Indicative Development Capacity National Grid and Chelsea Creek

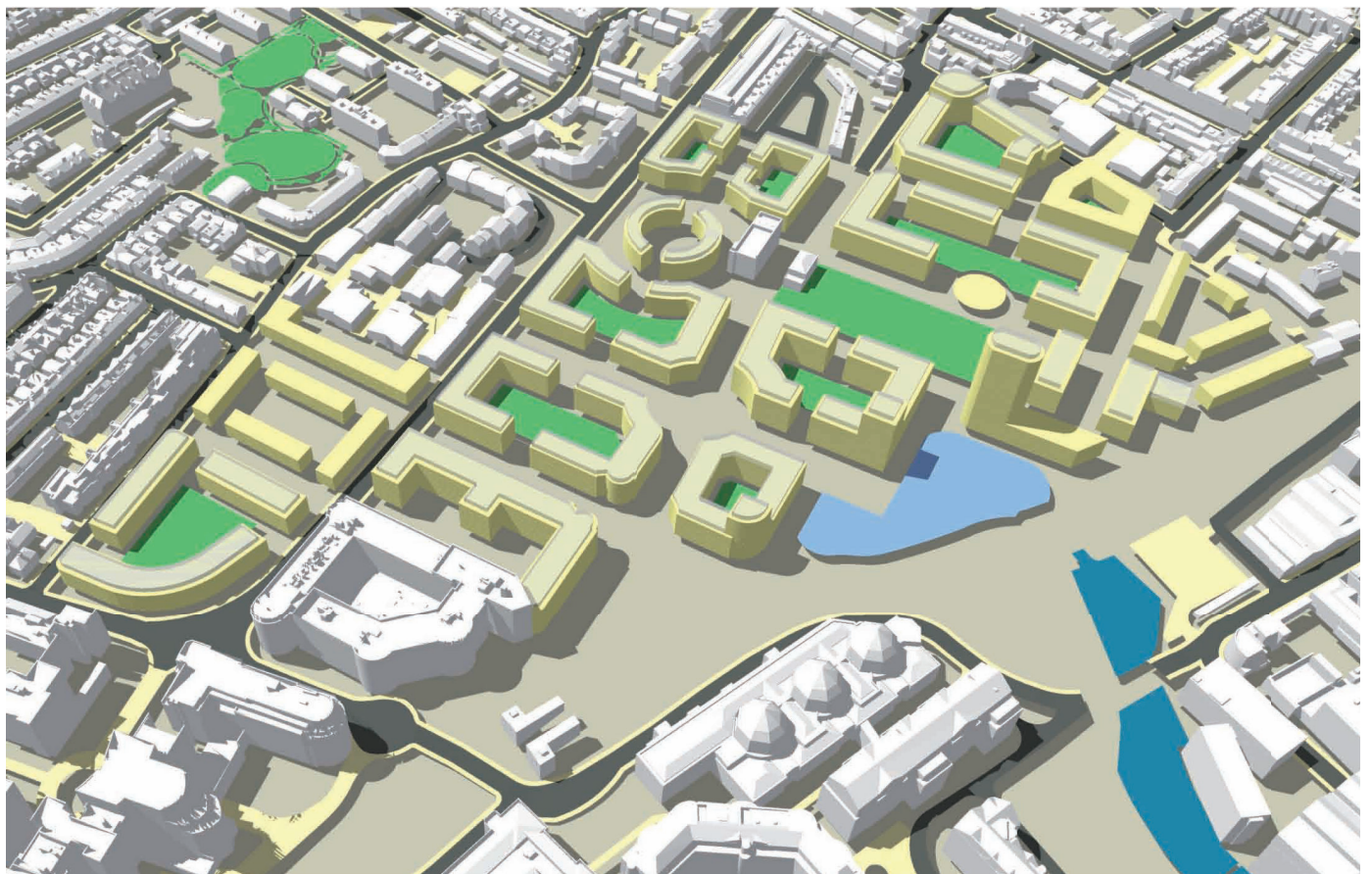


Figure 10.4: Indicative Development Capacity West of Wandsworth Bridge



Figure 10.5: Indicative Development Capacity West of Wandsworth Bridge



CHAPTER ELEVEN | Transport Interventions

KEY PRINCIPLES

- All development proposals should be accompanied by a robust transport assessment (TA) clearly demonstrating the impact of the development on all modes of travel, particularly the highway network.
- All new developments should contribute towards environmental and highway improvements as outlined in the DIF study and deliver wider, clearer and high quality accessibility.
- Travel Planning is a fundamental element to harness the accessibility of the regeneration area. All developments should be underpinned with robust residential and workplace travel plans.
- Regeneration will harness the potential of the area, as per the Core Strategy Policy SFR, with the river being opened up and development encouraging river related uses along with the continuation of the Thames National Path to facilitate walking and cycling connections.
- Car parking levels should be minimised in order to restrain car trips, except for parking for car clubs vehicles, which are encouraged in order to provide an alternative to private car ownership. As per the London Plan 2011, electric charging points should also be incorporated. Management and access strategies for developments may be required to mitigate the impact of new, intensified vehicular accesses on the highway network.
- Development proposals should be supported by substantial measures to minimise the impact of freight during the servicing and delivery for the developments on the road network and particularly during the construction period with the use of rail and river networks strongly encouraged.

Key principles of the transport study

- To outline the aims and objectives of the South Fulham Riverside transport study;
- To understand the likely impacts on public transport and highway networks as a result of the development scenarios;
- To demonstrate the need for new transport services and infrastructure;
- To identify the key strategic infrastructure required to support development within the regeneration area;
- To identify the optimum transport packages to support the development scenarios;
- To set out a series of transport recommendations to support the preferred option.

11.1 OVERVIEW

The London Plan, the Core Strategy and the current saved policies within the UDP seek to ensure regeneration of the borough encompasses comprehensive integration between transport and development to shape the future of Hammersmith and Fulham. This will be encouraged through patterns and forms of development that are sustainable as well as improving public transport, walking and cycling accessibility in areas of greatest demand such as South Fulham Riverside.

High density development, by virtue of its nature, would lead to increased trip generation and is only considered acceptable in locations which have good access to public transport and where the existing levels of transport capacity are sufficient to absorb the impacts of development.

All major developments are assessed by the Council and the Greater London Authority, which includes Transport for London, as one of a number of statutory consultees in the planning process. Proposals are assessed against relevant Local and Regional planning policies and if required provide adequate mitigation or transport improvements to ensure any impact can be acceptably absorbed on the networks.

The Transport and Movement Context (Chapter 4 and Appendix 3.0) sets out an overview of the existing transport characteristics in and around the regeneration area.

Figure 11.1: Summary of comparative residential land use sites from TRAVL

Site	Location	No. of Units	PTAL	Survey Date
Imperial Wharf	Hammersmith & Fulham	1263	1	02/12/2009
Chelsea Bridge Wharf	Wandsworth	690	4	03/06/2009
Battersea Reach	Wandsworth	650	3	22/10.2009
Riverside West (I'nv & Att)	Wandsworth	533	3	20/10/2009
Grovesnor Waterside	Westminster	252	2	22/10/2009
St George Wharf (Aff & Priv)	Lambeth	927	6	22/10/2009

Whilst the sites surrounding Wandsworth Bridge have good access to public transport and the new station at Imperial Wharf has improved Public Transport accessibility levels to the east, the lack of significant public transport capacity in the regeneration area, coupled with capacity problems on the highway network, could present a potential barrier to development and sustainable growth within the regeneration area unless significant enhancements and improvements are facilitated.

PTAL is a TFL approved quantitative measuring tool based on walking access time and service availability to public transport services. Although a package of improvements to highway and sustainable networks will be outlined to support the regeneration, in reality this may not significantly increase the PTAL levels within the area due to the fact that PTAL is based on a numerical calculation based on distance to and frequency of services; for buses this is 8 minutes walk or 640 metres and for rail this is 12 minutes walk or 960 metres and any services beyond these distances/walking times are rejected. Accessibility is defined as the ease to which a service can be reached or obtained, this distance could differ depending on a number of factors, including mobility and travel choice.

11.2 TRANSPORT STUDY AND ADDENDUM

In order to inform the development of the South Fulham Riverside Supplementary Planning Document, an independent transport study was commissioned in 2010 to better understand the

cumulative impacts of a range of development scenarios over the 20 year plan period

A follow on Addendum to the study was undertaken in 2011 which refined the study work to ensure consistency in line with the latest assumptions. Development impacts within the Transport Assessments for those sites within South Fulham Riverside where planning permissions had been approved were included to provide a more robust assessment in place of the forecasts within the 2010 Transport Study. A deduction for vehicular trips generated by existing uses where planning permission has been granted for a change of use and updated traffic counts from 2011 were also included in the refined assessment.

Feedback from the public consultations for the SPD also formed a valuable element in scoping the Transport Addendum and potential improvement proposals. Further refined assessments within the SFRRRA will be required to take forward the conclusions from the Transport study and Addendum; particularly in regard to defining the details of high priority transport interventions.

The aim of the Transport Study was to identify the impact of regeneration development scenarios within South Fulham Riverside, highlighting the impact on public transport and the highway network. The study also investigated a range of possible transport interventions, identifying an optimum transport solution for each, which was refined within the addendum.

The transport study involved five key work streams;

- Travel demand forecasting for each development scenario
- Strategic and local modelling using various software packages
- Definition of a range of transport packages/ initiatives to support the various quanta of development;
- Appraisal of the mitigation packages with key objectives;
- Consultation with TfL and other key stakeholders.

The Transport Study and Addendum provide a strategic overview of the regeneration of South Fulham Riverside and further refinement work will be required throughout the plan period which will include the deduction of all existing trips from development sites, approved quanta of trips for sites that secure planning permission and specific modelling to focus on defining the detail for certain transport enhancements.

Every development proposal needs to be accompanied by a robust transport assessment considering existing site uses compared to the proposed quantum of development, with impact analysis on the existing highway and other modal networks. The transport assessments provide site specific analysis which is used in conjunction with the Transport Study, Addendum and any future refinement work to assess in detail the impact of any proposed development within the context of South Fulham Riverside and the appropriate amount of funding to secure the infrastructure improvements to absorb the impacts generated.

11.3 DEVELOPMENT SCENARIOS

In order to assess the quantum of new development in the regeneration area, the original Transport Study modelled three development scenarios based on the assumption that up to 21 hectares of land within the regeneration area could be redeveloped with housing led mixed use developments and a limited amount of new commercial use as follows;

- **Scenario 1 Low Density** – 350 habitable rooms per hectare, 2,474 homes, 10,600sqm commercial
- **Scenario 2 Mid Density** – 550 habitable rooms per hectare, 3,888 homes, 21,200sqm commercial

- **Scenario 3 High Density** - 750 habitable rooms per hectare, 5,303 homes, 41,000sqm commercial

For the purposes of the Transport Study and providing an indicative assessment on the potential impact of regenerating South Fulham Riverside, potential development sites were considered based on feedback from discussions in 2009-10 with landowners and prospective developers. This was refined within the Transport Addendum 2012 taking into consideration updated opinions on potential development timescales and the recent planning permissions at the time of the 2011 assessment for the Chelsea Creek, Fulham Wharf and Baltic Sawmills development sites.

These potential development sites were divided into two phases within the Transport study 0-5 years and 5-10 years and 3 phases within the Transport Addendum; 0-5 years, 5-15 years and 15-20 years.

A trip-rate based approach, using information from both TRAVL (Trip Rate Assessment Valid for London) - a unique, multi-modal trip generation database designed specifically for use in the capital - and the TRICS database (National database equivalent), was adopted to determine the travel demand associated with the three development scenarios.

It should be noted that the Imperial Wharf survey was undertaken just after the Imperial Wharf Station opened and the station has increased the public transport accessibility level to the east of the SFRRA from 1 to 2. The Transport Addendum did include up to date station usage surveys and developments sites within South Fulham Riverside will need to be accompanied by a robust TA including mode share impact surveys.

The parking provision for the residential element was modelled at 0.5 spaces per unit which was considered acceptable for testing purposes based on current car ownership in the area and is in line with national, regional and local transport policies to encourage a shift away from the private car. Commercial parking provision was based on the London Plan standards. Given the public transport accessibility level range throughout the SFRRA, car parking and cycle parking levels will be assessed in site specific terms, based on the UDP and London Plan 2011 standards. See Figure 11.2.

Figure 11.2 Development trip forecast for 2020

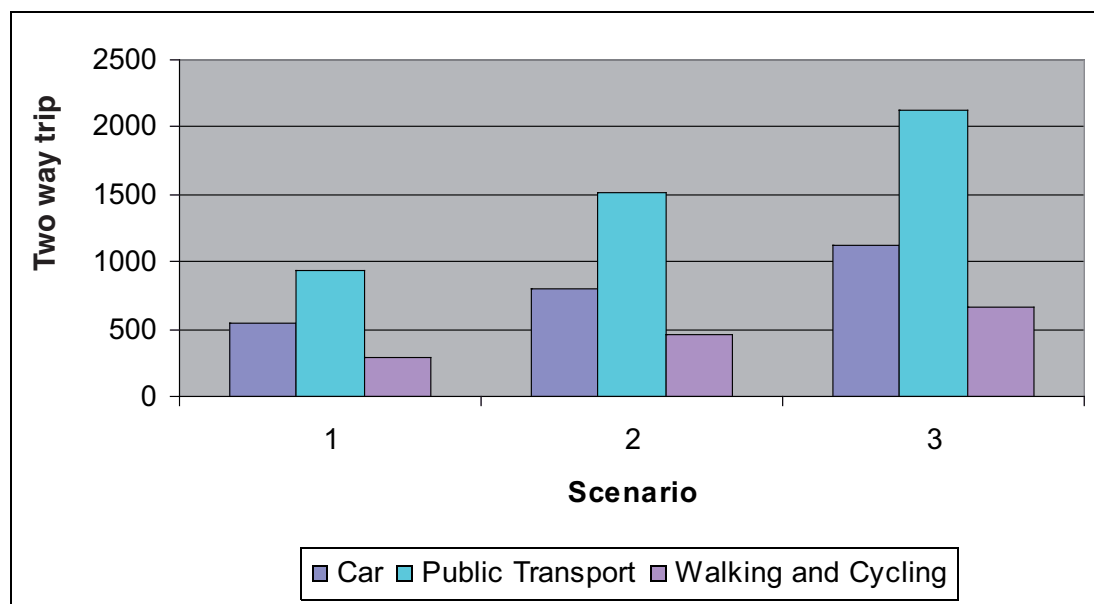


Figure 11.3 Mode share comparisons – South Fulham Riverside/Hammersmith & Fulham (TRAVL Data – Imperial Wharf, 2009) & (Benchmarking data for London Boroughs, July 2010).

Mode	South Fulham Riverside (2009)	Hammersmith& Fulham Mode Shares (2006/09)
Rail	11%	1%
Underground	18%	14%
Bus	29%	17%
Taxi/other public transport	0%	3%
Car/motorcycle	23%	24%
Cycling	1%	4%
Walking	16%	37%

Figure 11.2 illustrates new peak hour two way trips for the entire regeneration area split into three modes of travel; car, public transport and walking, for each development scenario. It shows the number of trips grow steadily with the increasing density of each development scenario, with the steepest incline increases attributable to the highest density scenario (3). The bar chart which represents a step change in the level of housing and employment respectively.

The residential modal share from the regeneration area compared to the borough as a whole is shown in figure 11.3. This shows that rail, bus and train usage are much higher than the Borough average. It needs to be remembered that the SFRRRA is a regeneration area given the

number of current vacant and underutilised sites and there is clearly huge potential for improvement with regards to all sustainable travel choices, particularly cycling and walking which will be supported by the proposed highway interventions.

11.4. TRANSPORT AND HIGHWAY IMPACTS FROM THE REGENERATION ON EXISTING NETWORKS.

This section will explain the impact of increased development on public transport, highway, bus and rail networks.

It should be noted that the impact of other regeneration areas within the borough and the removal of the western extension congestion charging on 24th December 2010, have not been considered as part of the transport study. A zero background growth rate was applied to the existing traffic demand following discussions with TfL. A separate strategic study is currently underway by TfL investigating the combined effect of the various proposed west London regeneration areas (The Western Arc).

Highway

The VISSIM modelling within the Transport Study indicates that with development, traffic impact will range from 5 – 25% depending on the development scenario, on the key corridors of New King's Road and Wandsworth Bridge Road as shown in Figure 11.4 and 11.5 for the AM and PM peaks. With the current highway layout the key areas under the most pressure from development remain the major junctions:

- Wandsworth Bridge Road / New King's Road
- Wandsworth Bridge Road / Townmead Road/ Carnwath Road.

Carnwath Road is most significantly affected in the PM peak due to the increased demand on Townmead Road which restricts the opportunities for right turning traffic onto Wandsworth Bridge Road.

Furthermore there would be increased congestion and delays at Harwood Terrace and New King's Road, which are currently susceptible to queuing within peak periods. Without highway capacity enhancements increases to serve the regeneration area, particularly at the junctions mentioned above, any substantial development would result in significant and unacceptable delay and congestion to the highway network.

Underground

The degree of maximum saturation experienced on any section of the District Line (eastbound morning peak from Fulham Broadway to West Brompton) ranges from 91% to 94%. The greatest impact is on the eastbound line with a 3.8% increase in passenger numbers during the AM peak.

TfL introduced improvements to the Wimbledon Line branch in December 2011 with 5 additional trains providing space for 4,000 extra passengers during the Am peak. There are additional trains during the late evening with 6 trains an hour until 23:30hrs and an additional train on the Ealing Broadway branch providing for an extra 800 passengers who travel on the Wimbledon Branch and 700,000 passengers on the District Line as a whole. In particular, the removal of the poorly used weekday Olympia service has dealt with bottlenecks in the Earl's Court area which London Underground Limited state held up more than 20% of District Line trains entering Earl's Court behind an Olympia train. It is reported that this wait in the tunnel has reduced, directly speeding up journeys for the 150,000 customers who are affected by delays at the station. Figure 11.6 shows the development trip impact on the underground services and stations within the Am and Pm peaks

As part of further improvements to the line, TfL will be introducing new air-conditioned trains from 2013 and a new signalling system by 2018 which combined will deliver 24% more capacity to the line. The nearest stations as shown in figure 11.6 are on average around a 25 minute walk from the development area, a 10-15 minute cycle ride or a 10 to 25 minute bus journey. Therefore the potential increases are manageable given the recent and future improvements to capacity on the Wimbledon branch of the District line that TfL are proposing.

Rail

The West London Line (WLL) is currently operating within capacity, with a maximum degree of saturation of 67% experienced on the northbound services during AM peak. However the station surveys, as referenced in the Transport Study, were undertaken just after the station opened in September 2009 when the Imperial Wharf site was still under construction and as such it was stated that the actual current demand could be higher than reflected by the data. Chelsea Creek, which has been granted planning permission, was supported by updated

Figure 11.4 Future impact of Development trips AM peak from/to regeneration area

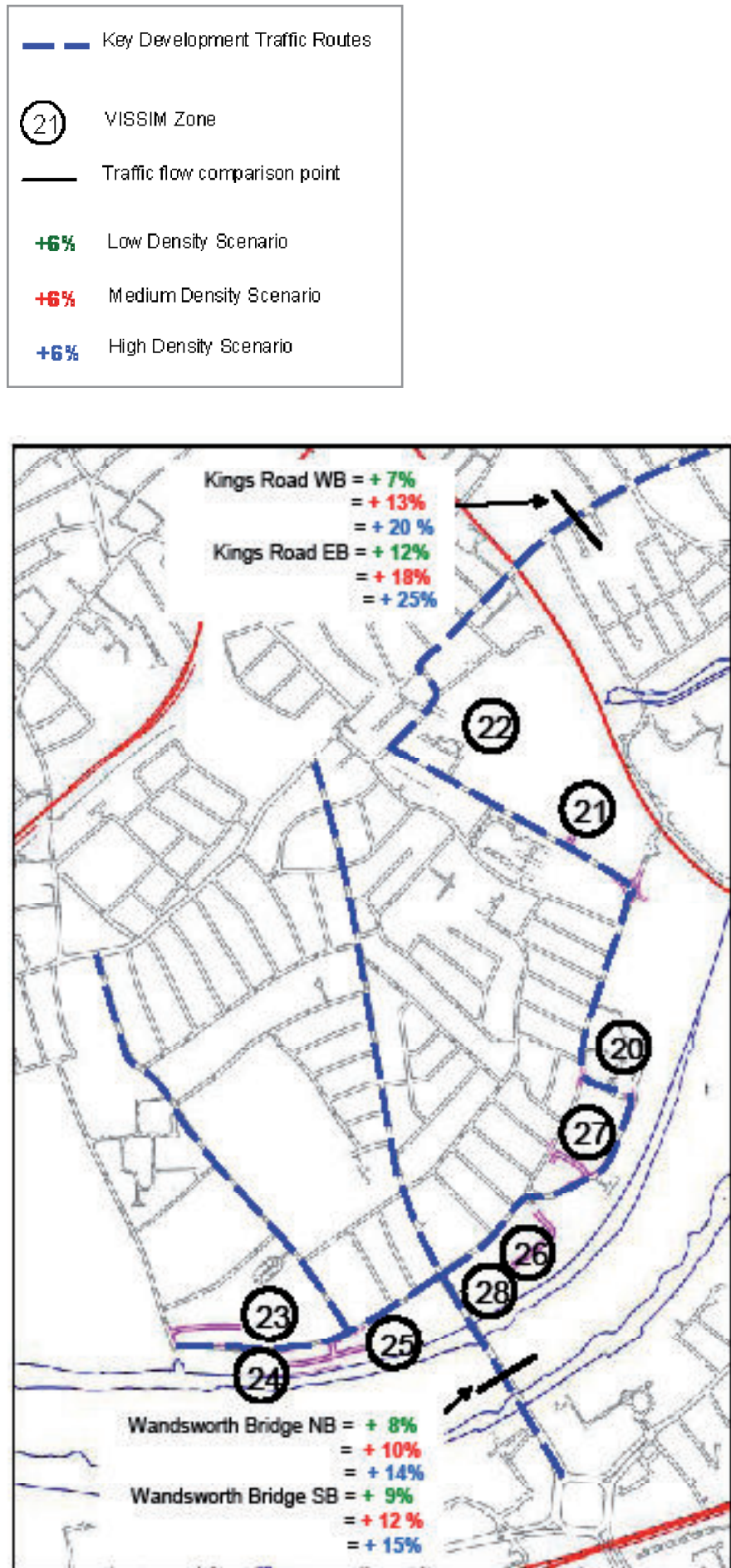
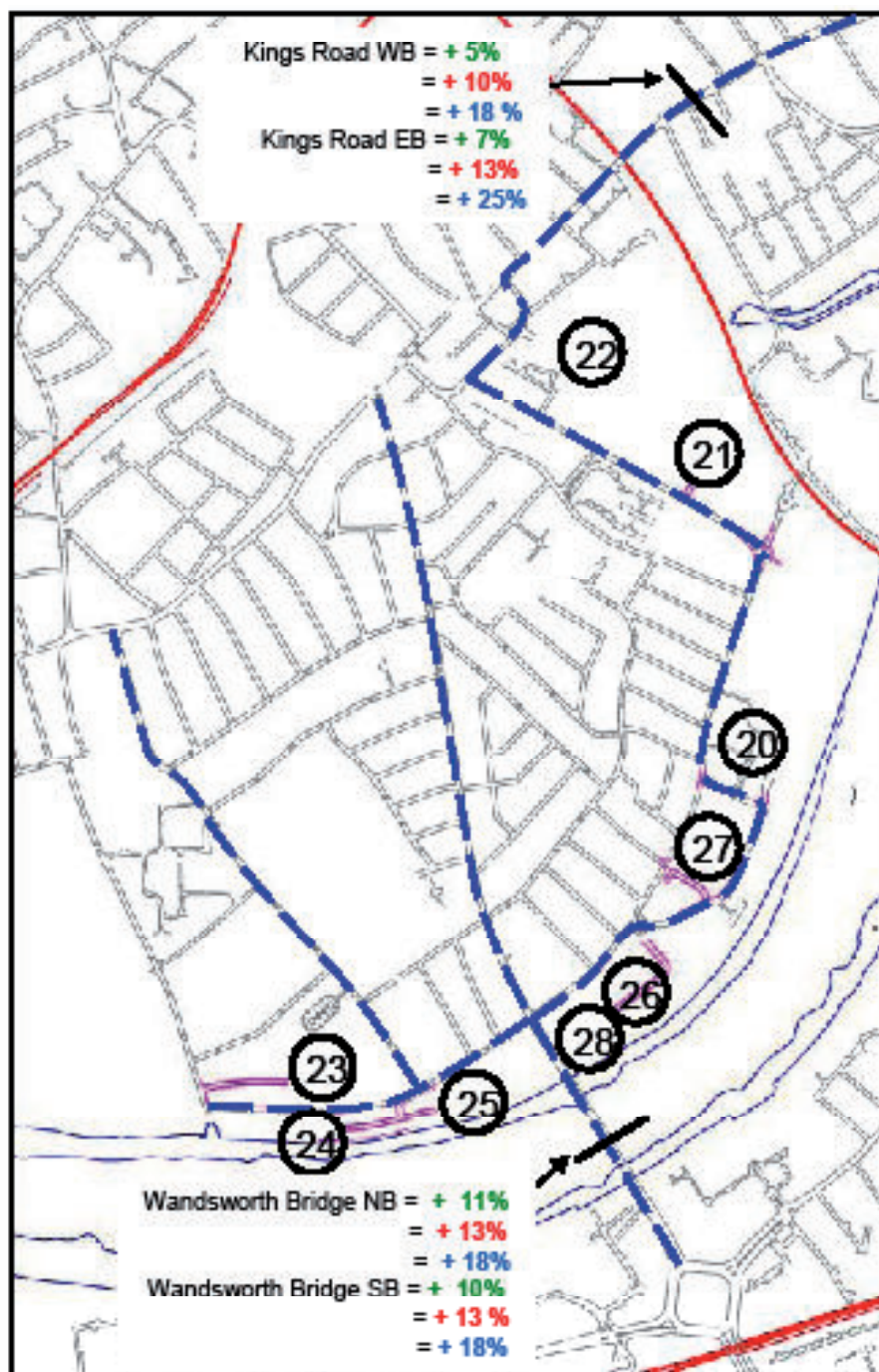


Figure 11.5 Future impact of Development trips PM peak from/to regeneration area



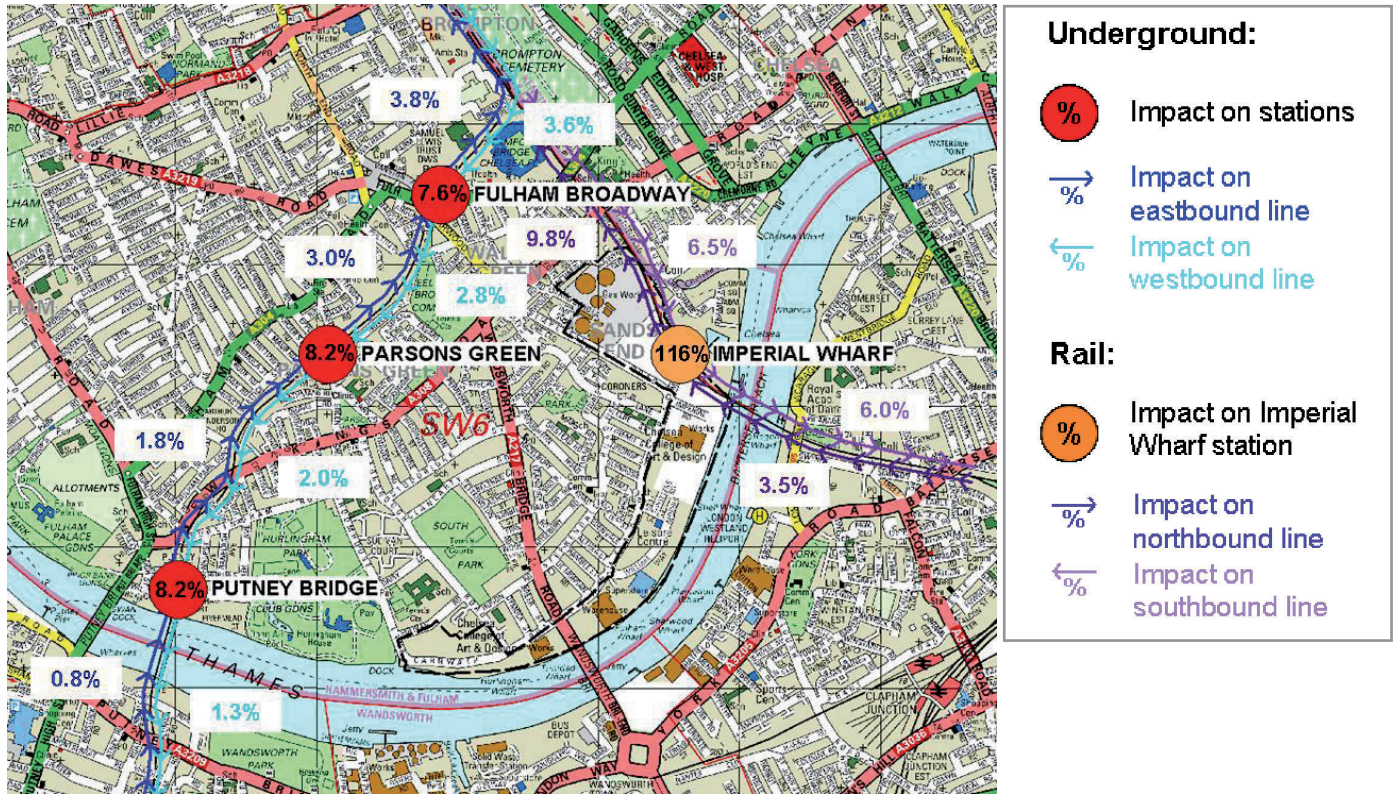
station surveys at Imperial Wharf that have shown usage is above the 11% modal share from the 2009 Imperial Wharf site survey data. This has been reinforced by consultation with TfL, who have confirmed that trains on this line have been observed to be heavily loaded during the peak periods and survey data in 2010 shows passenger numbers are predominantly northbound in the AM peak and southbound in the PM peak.

In July 2011, Network Rail published the London and South East Route Utilisation Strategy (RUS). The purpose of the RUS is to provide a high-level overview and consistent approach to capacity

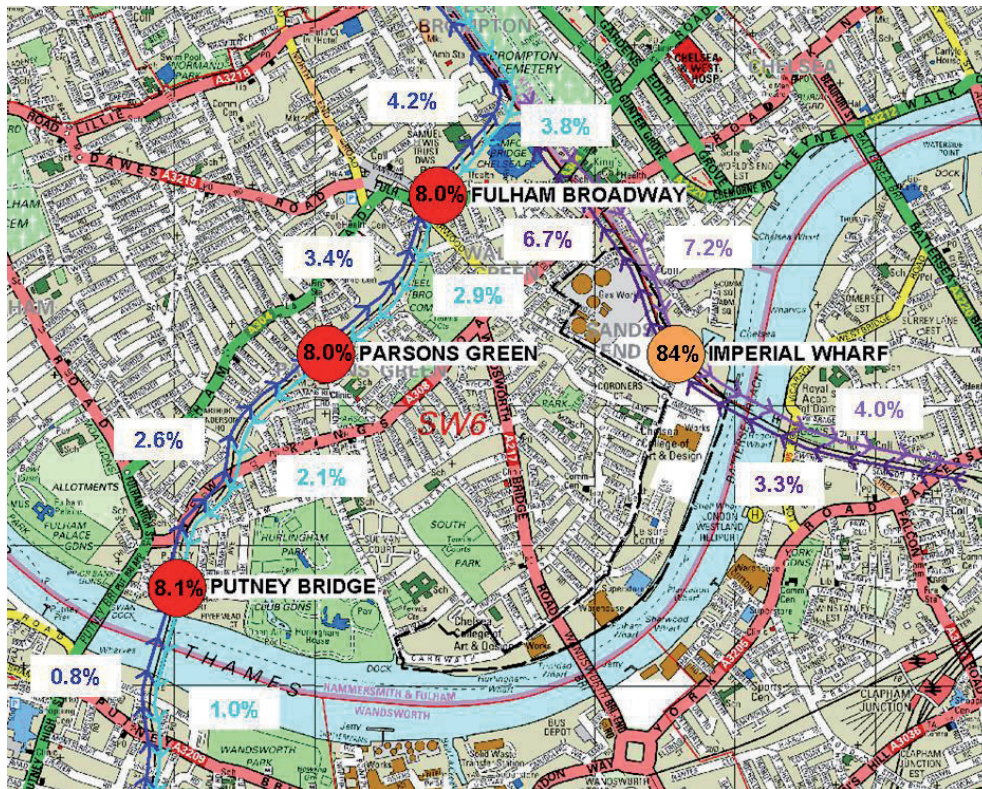
planning for the next 20 years for all rail routes into London and is based upon adding capacity to meet growing demand where it can be justified and achieved.

The RUS considered existing and future capacity and demand on the WLL, which serves Imperial Wharf station and concluded that with all committed improvements in place this line will still have a peak capacity gap (where demand exceeds 85% of the total capacity of the route over the high-peak hour) in excess of 3,000 passengers by 2031. The RUS therefore identified the following interventions were required to address the gap.

Figure 11.6 Peak hour development trips on the Underground and Rail
AM Peak



PM Peak



- Lengthening of Southern Services trains on the WLL to 8 cars
- Lengthening London Over ground service trains (West and North London Line routes) to 6 cars.

Subject to the platform extension, it has been assessed that Imperial Wharf Station can cater for the increased demand. The platform extension at Imperial Wharf Station is estimated to cost approximately £2.9 million which will be funded through developer contributions as noted in the DIF study.

Given that Imperial Wharf is the key station serving the SFRRRA, and has greatly improved public transport accessibility across the eastern section of the area, increasing access to services will be essential in reducing dependency on the private car. It is therefore considered that the necessary platform extension be included in the package of recommended transport initiatives.

Buses

TfL London Buses have undertaken an assessment of the impact of development trips on the bus network. Key issues identified by this assessment include:

- Existing service frequencies to the west of the study area would be insufficient to accommodate an increase in the region of 30 – 40 new bus trips;
- Developments considered as part of Phase 1 (0 to 5 years) would result in capacity issues on the 391;
- The 424 is a local service and would not be able to cater for increased trips resulting from significant development.

The results of this assessment have been used to identify enhancements to bus services to mitigate the impact of development within the

study area. It should be noted that TFL undertake their own recurrent assessment of bus services. The aspirations highlighted within this SPD for bus service enhancements were provided directly by TFL in 2010 to aid the assessment within the Transport Study. The Council and TFL will continue to work closely to agree on the form and timescales of bus service enhancements within the regeneration area. Specific changes to existing bus services or introduction of new services will be subject to specific consultation to be carried out by London Buses.

11.5 TRANSPORT MODELLING - KEY CONCLUSIONS

A strategic VISSIM model was developed for the Transport study and updated in the Addendum. The following summary suggests the best approaches to addressing sustainable development within the study area and the transport and highway enhancements will be discussed in more detail within this chapter: It should be noted that the Transport Study and Addendum required assumptions on the level and location of development to attribute development trips accordingly. As stated further refinement work and specific junction modelling will be required throughout the plan period to provide details on the type and level of improvements required to accommodate the regeneration taking into consideration development sites and quantum that are brought forward.

- Scenario 1 low density:

Could be accommodated with provision of local highway interventions to improve capacity of the network, along with enhancements to capacity and frequency of bus services.

Figure 11.7 Average Total Junction Queue Lengths (represented in Passenger Car Units (pcu)) for the critical junctions with the proposed highway interventions, for each scenario.

Junction	Total Junction Length (pcu)			
	Base	Scenario 1	Scenario 2	Scenario 3
New Kings Road / Parsons Green	3	4 (1)	3 (0)	4 (1)
Wandsworth Bridge Rd / New Kings Rd	3	13 (10)	15 (12)	17 (14)
New Kings Rd / Bagley's Lane	15	5 (-10)	5 (-10)	4 (-11)
New Kings Rd / Harwood Rd	7	8 (1)	8 (1)	8 (1)
Kings Rd / Edith Row	7	6 (-1)	6 (-1)	6 (1)
Wandsworth Bridge Rd/ Townmead Rd / Carnwath Rd	28	64 (36)	76 (48)	118 (90)

- Scenario 2 medium density:

Would require significant additional capacity improvements over and above enhancements from Scenario 1. Car use restraint policies, highway capacity increases, and junction improvements are necessary to maintain the traffic within the regeneration area. This should be combined with a restructuring of the bus routes.

- Scenario 3 high density:

An increase in vehicular trips (mainly by commercial) of approximately 50% between the medium and high density development scenarios is significant. As a result, an unacceptable level of queuing and delay, particularly at the Townmead Road/ Wandsworth Bridge Road / Carnwath Road junction, would result, as shown in Figure 11.7.

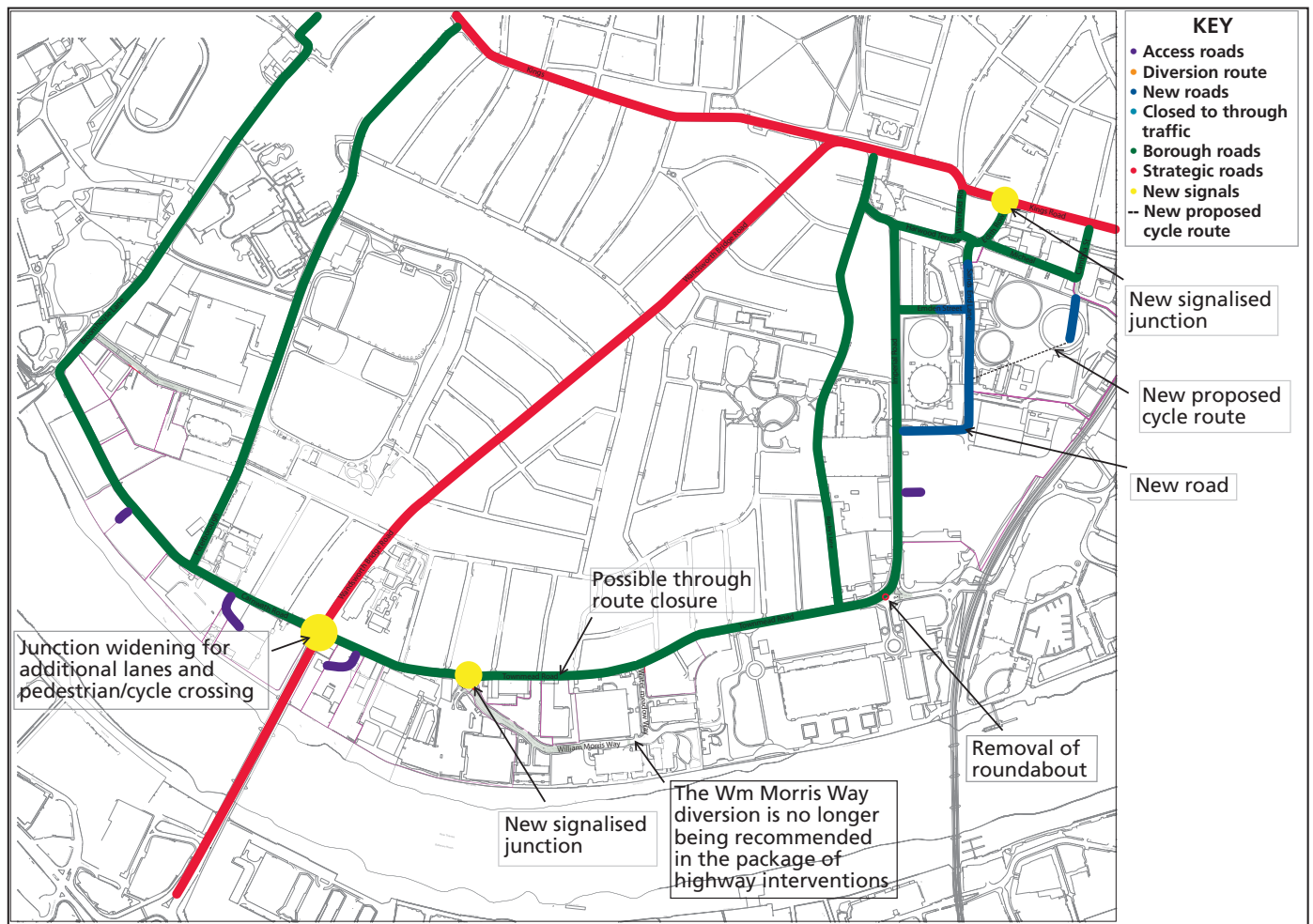
Therefore the conclusion of the Transport Study and Addendum, based on strategic modelling

highlighted that Scenario 2 could be supported from a transport and highways perspective. The transport study and subsequent review suggests there is sufficient scope to increase highway capacity to accommodate the level of trips predicted whilst maintaining an acceptable level of service subject to the proposed transport interventions as will be discussed.

11.6. PROPOSED HIGHWAY NETWORK INFRASTRUCTURE IMPROVEMENTS TO SUPPORT THE REGENERATION

The Transport Study and Addendum have identified and assessed a range of transport enhancement packages for the regeneration area based on assumptions made to the scale and location of development. These comprise highway, bus, river, and pedestrian/ cycle improvements, and are outlined as follows;

Figure 11.8 Overview – Highway Interventions



11.6.1 Highway Interventions

The interventions have been split within phases 1 and 2 and highlight highway and bus improvements; more detail is then provided on each initiative. It should be noted that the northern link road will be facilitated with the regeneration of the Gas works site and for the purposes of the Transport Study this has been highlighted for redevelopment 15+ time within a third phase.

All these interventions have been prioritised with appropriate timescales for implementation. These timescales and priorities are subject to change depending on funding availability and requirement through development sites progressing

Figure 11.8 illustrates the proposed improvements to the highway network to achieve sufficient capacity on the network to support improved north/south and east/west movement.

Key Highway Interventions for Phase 1 (0-5 years)

- Wandsworth Bridge Road Bus Lane – Reduction in the length of the southbound bus lane on Wandsworth Bridge Road to remove the existing bottleneck affecting capacity of the junction;
- Townmead Road/Imperial Road Roundabout – Replacement of the existing roundabout with a priority junction with refuge islands and a ghost island; this is intended to address safety concerns with the high number of cycle and motorcycle collisions at this location. Further refinement work is required to assess the detail of this intervention and potential link to the proposed improvements on Wandsworth Bridge Road.
- Wandsworth Bridge Road / Townmead Road /Carnwath Road Junction – Widening to provide two lanes for traffic turning left and right from Townmead Road and Carnwath Road respectively improvements to junction radii, particularly for left hand turn movements into Carnwath Road and allow for the incorporation of appropriately controlled pedestrian crossing facilities;

Key Highway interventions for Phase 2 (5-15 years)

- Townmead Road/Sainsbury's Access Junction – Replacement of the existing roundabout with a signalised junction incorporating pedestrian crossing facilities;

- Townmead Road/ William Morris Way Roundabout – Replacement of the roundabout with a signalised junction, which will incorporate controlled pedestrian crossing facilities, to control and regulate the traffic flow to the signalised junction of Wandsworth Bridge Road;

Key Highway Interventions for Phase 3 (15-20 years)

- Northern Link Road facilitated by gas works regeneration. The National Grid site however may come forward for redevelopment earlier than 15-20 years. The northern link road will be required when the site is redeveloped.

11.6.2 Description of highway interventions

Wandsworth Bridge Road/Townmead Road/Carnwath Road Junction

The capacity of the Wandsworth Bridge Road / Townmead Road / Carnwath Road signalised junction effectively constrains the capacity of the road network within the study area and therefore securing additional capacity and appropriate pedestrian crossing facilities at the junction is a principal objective of the interventions. The existing junction is constrained by the land available, lack of pedestrian crossing facilities, confined radii at the junction corners and Wandsworth Bridge. To obtain the additional capacity required, and provide the desired controlled pedestrian crossing facilities, land would have to be obtained from the adjacent development sites. The widening of the Townmead Road and Carnwath Road approaches will provide additional queue capacity and prevent blocking back at the junction and give the opportunity to provide bus priority measures.

If this solution is chosen then there will need to be in-depth discussions with the landowners to facilitate the land take required to provide the level of capacity and safety enhancements necessary to accommodate the regeneration of South Fulham Riverside. The three junction improvement options produced by Jacobs and included within the Transport Addendum have been produced based on the results from the strategic VISSIM modelling. Further refinement work will be required to specifically model the Wandsworth Bridge Road/Carnwath Road/Townmead Road junction and the Townmead Road/Sainsbury's roundabout. This additional work will need to include the progression of development sites at the time of modelling, the reduction of all existing trips within the area

and discussions with relevant landowners to understand the actual level of enhancement that can be facilitated which meets the aspirations of the SPD. It is clear however that land take will be required if significant improvements are made at the Wandsworth Bridge Road junction.

Wandsworth Bridge Road Bus Lane

It is proposed that the southbound bus lane on Wandsworth Bridge be reduced to maintain two lanes of traffic in the southbound direction. This therefore creates capacity for other approaches to the junction that will see a significant increase in vehicles. In particular, Townmead Road will see a large increase in development traffic; however with the introduction of further traffic management and the re-phasing of the signals at the junction, this could be accommodated.

A further study is being undertaken (as advised by TfL) to determine whether bus journey times are affected by the reduction in the bus lane over Wandsworth Bridge. It should be noted that the initial view is that the removal of the bus lane will increase capacity at this junction considerably thereby reducing queuing for all vehicles including buses. Further localised capacity studies may also be required to fine tune the phasing of signals to further reduce queue lengths at the junction which can be incorporated into the refinement work.

William Morris Way Diversion

The Transport Study proposed that the priority of Townmead Road be changed to divert through traffic via William Morris Way and Watermeadow Lane, and that Townmead Road be closed to general traffic between these junctions. This was not a critical improvement but proposed to reduce rat running along Townmead Road. However following the first consultation of this SPD strong objections were raised to this proposal and as such this is no longer a recommended transport intervention.

Northern Link Road

The priority of Edith Row, Harwood Terrace, Sands End Lane and Waterford Terrace was proposed to be changed to make Waterford Terrace and the residential section of Harwood Terrace less desirable to traffic. It was felt that a northern link road was essential to mitigate the impact of development traffic on the network as and when the largest potential development site within South Fulham Riverside is brought forward.

The Northern Link Road will be facilitated as and when the gas works site is brought forward for regeneration. Given the size of the site, the impact could be significant given the existing low level of trips. Further assessment work will be required to assess any Northern Link Road options and potential inclusion of nearby junctions.

Imperial Road / Townmead Road roundabout

It is also proposed to redesign the junction between Townmead Road and Imperial Road, in order that through traffic will have priority. This is to increase the north/south capacity for vehicular trips generated by development traffic. The roundabout would be replaced with a T-junction with refuge islands. The existing roundabout has a high level of cycle and motorcycle collisions and a change in priority will remove the onus on cyclists to give way, ensuring their safety. This measure is desirable from a safety perspective but does not increase capacity significantly.

Townmead Road/Sainsbury's Access Junction

Replacement of the existing roundabout with a signalised junction incorporating pedestrian crossing facilities. These signals will be linked to the signals at the Wandsworth Bridge Road/ Townmead Road/ Carnwath Road junction to ensure the free flow of traffic on Townmead Road given that the William Morris Way diversion is no longer recommended. This will ease the capacity concerns along Townmead Road and improve pedestrian safety. As noted this element will be included within the refinement work to assess the link to the Wandsworth Bridge Road junction improvements. Fulham Wharf has been granted planning permission for a mixed use development incorporating a new Sainsbury's superstore and residential development. Any alterations to this junction will need to acknowledge and be modelled alongside the regeneration of the Fulham Wharf site and adjacent development sites.

11.7 PROPOSED BUS NETWORK INFRASTRUCTURE IMPROVEMENTS TO SUPPORT THE REGENERATION

11.7.1 Buses

TfL were approached to provide input for the Transport Study and Addendum with regard to their aspirations for improvements to bus

services within South Fulham Riverside as a result of the regeneration to increase capacity and frequency.

However, it should be noted that these timescales and priorities are subject to change depending on funding availability and requirement through development sites progression. As noted, the Council is working closely with TfL given that several sites have already progressed through the planning process to be redeveloped. It will ultimately be for TfL to progress with bus service enhancements within South Fulham Riverside in line with the aspirations of this SPD.

Phase 1 (0-5 years):

Bus:-

- Increasing the frequency of the 424 to 3 buses per hour plus an evening and weekend service. In addition, it is proposed that the single decker buses on the 391 route are replaced with double-decked vehicles

Phase 2 (5-15 years);

Bus:-

- Restructuring the 424 to create a split scheme, with an increase in frequency to 3 buses per hour along each of the two corridors, and replacement of the single decker buses on the 391 route with double decked vehicles.

There is a much greater constraint on bus capacity in the west of the regeneration area than the east, which has a high frequency bus corridor along Townmead Road and Imperial Road from Wandsworth Bridge Road and New Kings Road. Therefore ultimately any bus service enhancements should potentially provide an even service throughout the regeneration area improving accessibility and capacity with a greater choice of destinations and improved frequency to meet the increased demand.

Figure 11.9. Satellite image of existing Chelsea Harbour pier



11.8 PROPOSED SUSTAINABLE NETWORK INFRASTRUCTURE IMPROVEMENTS FOR MEDIUM DENSITY REGENERATION

This section includes proposed initiatives to the sustainable walking, cycle and river bus networks. These timescales and priorities are subject to change depending on funding availability and requirement through development sites progressing.

11.8.1 River Boat

There is an existing river boat service from Chelsea Harbour Pier (eastern boundary of the study area) running to Blackfriars (approximately 25-35 minute journey time). The Council would wish for the service to be retained and enhanced due to the potential it would provide for the South Fulham Riverside Regeneration Area. An enhanced riverboat service by the provision of a new pier is a long term aspiration– this is seen as a way in which to encourage river related uses and improve accessibility and could be incorporated within the regeneration of a riverside site. See figure 11.9 showing the existing pier at Chelsea Harbour in the context of South Fulham Riverside. Figures 3.8 and 3.9 in Appendix 3 show the route and service frequency,

11.8.2 Thames Path;

Any development will be expected to be in line with the objectives of the boroughs Supplementary Planning Guidance Thames Strategy – Kew to Chelsea (June 2002), and the Borough's Riverside Walk – Enhancement Report (August 2010). The provision of a fully connected, high quality Riverside Walk as highlighted in Local Development Framework Core Strategy policy SFR is the key underlying objective of the borough. Where new developments are proposed on riverside sites, their design should respect the riverside setting, ensure the built form allows for connection to the riverside and continues the width of the Riverside Walk at no less than six metres in width. The Council will adopt and maintain the route as a public highway.

11.8.3 Pedestrian/Cycle Bridge over River Thames;

A pedestrian/cycle bridge link over the River Thames to the east of the regeneration area would provide a desirable connection to/from Wandsworth and Clapham encouraging more

walking and cycling in the area and allowing access to Chelsea Harbour Pier from the area south of the Thames. A new sustainable link would provide easier access to Imperial Wharf station from Wandsworth Borough and provide a link to the facilities within Wandsworth and Clapham for the east of the regeneration area and RBKC. It should be noted that Cremorne bridge is listed and any connection improvements may involve land in private ownership.

A Feasibility study for a pedestrian/cycle bridge near to Cremorne Bridge was undertaken in 2004 by Wandsworth Borough Council and two potential options were assessed with cantilevered and separate footings. This study has recently been updated by Wandsworth Borough Council.

11.8.4 Link under Wandsworth Bridge;

Pedestrian and cycle accessibility through the study area is also compromised by the severance created by Wandsworth Bridge Road. One potential solution is the provision of a link under the bridge to provide a continuous route along the river as part of the Thames Path National Trail, this will however involve third party land and require serious consideration to reduce conflict with the safeguarded wharves. Although a link under Wandsworth Bridge would address the severance caused by the bridge, the improvement this would bring to the overall accessibility of the area is not likely to be significant. This is due to the intermittent River Walk in this vicinity caused by the working wharves which are likely to stay for the foreseeable future. If this were to be taken forward a separate study would need to be undertaken to determine the feasibility of this option.

11.8.5 Extension of London Cycle Hire Scheme

In July 2010 the Mayor of London launched the London Cycle Hire Scheme and in November 2010 it was announced that the intention would be to widen the scheme to the west of London. Barclays have agreed to provide another £25 million of sponsorship and that money would be used to widen the scheme to the west and south west of London by Summer 2013. This will boost the LBHF Get Moving Campaign which aims to improve the local transport network and ease accessibility. It is therefore proposed that this will form an important element of the transport strategy for the SFRRRA. However, further funding through developer contributions will be required to support this initiative.

11.9 PROPOSED COMPLIMENTARY INFRASTRUCTURE IMPROVEMENTS FOR MEDIUM DENSITY REGENERATION

These are considered to be desirable as part of an integrated approach to transport enhancement in the study area subject to funding and justification through development. Timescales and priorities are subject to change depending on funding availability and requirement through development sites progressing

- Holistic neighbourhood improvements for Sands End and South Park areas incorporating accessibility including walking and cycling improvements; for example cycle lanes, footway improvements, Wayfinding.
- Development of an area travel plan framework and delivery of supporting initiatives such as workplace travel plans, local development related travel plans and associated area wide improvements which are highlighted within the monitoring and review of such travel plans.
- Potential cycle route along the section of Townmead Road subject to partial closure;
- Advance stop lines provided at all new junctions.
- Potential cycle lanes / tracks through sites 21 & 22 to provide connection with the London Cycle Network on New Kings Road;
- Signing review focusing on pedestrian and cycle routes to tube and railway stations.
- High quality cycle parking at all employment locations, including showers and lockers for cyclists.
- Expansion of car club provision within new development off street and support for on street car club provision to supplement the Council's Borough Wide Car Club strategy.
- Measures to provide for electric vehicles within all new development in line with current planning policy guidance for passive and active provision.
- Support for reduced parking provision within new developments and car permit

free agreements to ensure on street parking stresses are not exacerbated due to the regeneration.

11.10 CONCLUSIONS

All these interventions noted in sections 11.6-11.9 would improve pedestrian and cycle access to the study area, enhance connectivity to transport networks (including underground, rail, bus and cycle) and improve the safety of vulnerable road users within the area. The impact of new development on the local and strategic highways is expected to be considerable without mitigation, however with the proposed improvements as highlighted within the DIF study the network can cope and provide benefits to other modes of transport. In addition to physical highways changes, approaches such as car permit free developments, and travel demand measures will be expected.

A key objective of London Plan policy is to ensure that there are adequate levels of transport capacity to support the level of development proposed in regeneration areas such as the South Fulham Riverside Area. However any capacity improvements need to be balanced with encouraging the use of sustainable travel and increasing accessibility where possible.

This chapter has summarised the findings of the Transport Study 2010 and Transport Study Addendum 2012 which have outlined the constraints of the area and recommended that in order to support regeneration, a package of local highway, walking, cycling and public transport measures are required. This will help support sustainable growth and development in the study area. The proposed interventions overall provide modal choice and encourage a shift towards sustainable forms of travel that are both safe and accessible for future generations. The improvements will be funded as part of developer contributions through the regeneration of the area as outlined within the Transport Addendum and supporting DIF Study.

These include:

- An optimised package of highway interventions including capacity enhancements at key junctions, a new link road, and re-routing of through traffic.
- Bus service enhancements by TFL.

- An approach to development which reduces the need to travel by car and reduces the number of private vehicle trips within the area.
- A step change in the walking and cycle environment both within and to / from the regeneration area and ensuring improved legibility and connections.
- Private investment to enable these improvements to be secured and delivered in line with the vision for the future redevelopment of the area.

CHAPTER TWELVE | Social Infrastructure

KEY PRINCIPLES

- Child yield formulas are used to estimate educational needs arising from development to ascertain the anticipated increase in the nursery, primary and secondary school numbers. Growth assumptions in this SPD would require two extra forms of entry for primary and an additional form of entry at secondary level.
- Investment will be required in the new Bridge House Primary Care Centre that serves the regeneration area as well as existing GP services to accommodate anticipated growth.
- In order to accommodate deficiencies in access to public open space in accordance with table 7.2 of the London Plan (2011), a new area of public open space may be required in the east of the regeneration area as well as a series of open spaces fronting the river walkway.
- Given the current deficiency in access to play space provision across the regeneration area measured in accordance with Table 4.4 of Shaping Neighbourhoods: Play and Informal Recreation SPG 2012 on site play space will be required on new developments in accordance with the Mayors SPG.
- Provision of high quality, accessible community facilities and services will be provided through the co-location of facilities following the closure of the Sands End Community Centre including a new community hub at Hurlingham and Chelsea School.
- Developers will be required to consult with the Council's Economic Development Team at an early stage and demonstrate how through partnership work and funding they can maximise employment and training opportunities. This will specifically involve direct funding of apprenticeships / trainee positions and outreach programmes including careers and job fairs to raise aspiration and awareness of job opportunities.
- Provision of a new local Community Safety Hub and provision of additional CCTV within the regeneration area.

12.1 OVERVIEW

In order to support the growth in new homes in the regeneration area an increase in social infrastructure and local community services (education, health, open and play space, community facilities, police facilities and employment and skills training) will be required to accommodate the increase in population.

New development must contribute to the provision of social infrastructure to support the expanding residential and working population. The Council commissioned a "Delivery and Infrastructure Funding" (DIF) study to investigate in more detail the social infrastructure required to support the increase in population, how this will be phased and establish a mechanism for a proportionate contribution from developers (further details in Chapter 14).

The proposed comprehensive redevelopment of South Fulham Riverside provides opportunities to locate community facilities in accessible and convenient locations. Core Strategy (2011) Borough Wide Strategic Policy – CF1 encourages the co-location of community facilities and services where opportunities arise. These will be encouraged in appropriate locations where they have maximum accessibility for their potential users.

As already detailed in Chapters 8, 9 and 11 although the target number of new homes for the South Fulham Riverside regeneration area identified in the Core Strategy is 2,200 due the large number of pre application discussions taking place on sites it is anticipated that the final number will most likely exceed this target. The number of new homes therefore assumed as a basis for the DIF study was 4,000 which is based on all circa 21 hectares of sites within the SHLAA coming forward for development within the plan period. This assessment of sites and phasing will be regularly reviewed to ensure the infrastructure is in place when new residential units are provided.

12.2 CONSULTATION FEED BACK

At the Princes Foundation workshops held in July and August 2010 participants were generally happy with the existing public space although they supported the idea of a new space around

Imperial Road sites that could include a café, playground and area for ball games.

They also proposed a series of event spaces on the riverfront alongside the river walkway to encourage use of the river. It was recognised that play space for children needed to be improved. The area focussed around Wandsworth Bridge Road /Carnwath Road/Townmead Road was proposed as a good accessible location for community facilities.

12.3 EDUCATION

Figure 4.1 in Chapter 4 shows the location of nursery, primary and secondary provision within the Sands End Ward which contains the South Fulham Riverside regeneration area. The population growth envisaged as a result in the potential growth of up to 4,000 new homes increases the number of children of school attending age hence any development will need to cater for their educational needs. Child yield formulas are used to estimate possible educational needs arising from any development. Any planning application submitted for a site would have to be assessed against these child yield formulas in order to ascertain the anticipated increase in the nursery, primary and secondary school numbers and seek suitable financial contributions in order to create the additional capacity to cater for this demand.

The child yield formulas are detailed below in Figure 12.1.

Bedrooms	Private	Intermediate	Social Rented
1 bed	0.01	0.01	0.07
2 bed	0.11	0.255	0.40
3 bed	0.42	1.135	1.85
4 bed+	0.98	1.44	1.90

The development capacity study undertaken in Chapter 10 which modelled Option 2 – Medium Density based on the above formulas would generate a child yield of 1,098 children.

In relation to primary school provision it is envisaged that the consequential population growth from Option 2 – Medium Density, (4,000 new homes) would require a total of two extra forms of entry. This could be accommodated through the expansion of existing schools or the development of a new school requiring land of

circa 0.5 hectares and funding in the region of £10m at 2011 prices.

In relation to secondary school provision it is envisaged that the consequential population growth from Option 2 – Medium Density, (4,000 new homes) would require an additional form of entry. Given Parental Choice and the transport infrastructure, secondary school choice can be much broader and as such this would be accommodated through the expansion of secondary provision within the Borough and requisite funding of £5m.

It is envisaged based on the child yield formulas detailed in Figure 12.1 that an additional three nurseries would be required to accommodate the growth in the number of children of pre school age between 0 and 3 years.

12.4 HEALTH

Within the Sands End ward there is a new Primary Care Centre at 115 Wandsworth Bridge Road called the Sands End Clinic that as well as accommodating GPs has additional space for district nurses, school nurses and health visitors. It is not anticipated that potential growth of circa 4,000 new homes would necessitate the provision of new health facilities in the ward and can be accommodated through investing in existing GP services and the new Sands End Clinic. This position however will need to be regularly reviewed in relation to population projections to ensure that local facilities can still accommodate the growth.

12.5 OPEN SPACE

Open space is an important community resource. The only areas of public open space within the South Fulham Riverside regeneration area are Imperial Wharf Park, Imperial Wharf railway parkland on the eastern boundary of the regeneration area and Sands Wharf open space next to Regent on the River. Within the hinterland there is Hurlingham Park and South Park to the west of the Sands End Ward and William Parnell Park to the east that also serves the regeneration area.

The deficiency analysis undertaken as part of the borough's "Open Space Audit 2006" identified a deficiency in access to "local parks" around the gasworks site (Imperial Road) and Carnwath Road.

The Core Strategy seeks to enhance parks and open spaces and biodiversity in the area by requiring a mix of new public and private open space in the South Fulham Riverside regeneration area when development takes place. (Core Strategy Borough Wide Strategic Policy OS1).

The London Plan (2011) requires local authorities to ensure that future open space needs are planned for in areas with the potential for substantial change, such as regeneration areas (London Plan, Policy 7.18). In accordance with table 7.2 of the London Plan (2011) ‘local parks and open spaces’ of two hectares should be located within 400m of homes. These spaces need to provide for court games, children’s play, sitting out areas and nature conservation. The east of the regeneration area is considered further deficient in access to open space as William Parnell Park is only 1.03 hectares.

There is no guidance at either regional or local level that sets out what overall quantity of public open space provision should be provided by a development of this size. The Mayor’s Shaping Neighbourhoods: Play and Informal Recreation SPG 2012 sets out standards for access to play. One such standard is that 10sqm of dedicated play space should be provided per child living in the development. It is considered that this provides a useful aggregation for the calculation of the overall quantity of public open space provision. Using the child yield formulas already identified (Child yield 1,098 children) this standard generates an open space requirement of 1.098 hectares. In order to address deficiencies in access to open space a new area of public open space should be identified in the east of the regeneration area as well as a series of open spaces fronting onto the river walkway as identified in Section 9, Urban Design Strategy.

LBHF will not take on the management of public open space in the regeneration area hence these arrangements must be put in place by developers.

12.6 PLAY SPACE

It is the Mayor of London’s strategic policy that all children and young people have safe access to good quality, well designed, secure and stimulating play and informal recreation provision, incorporating trees and greenery wherever possible (London Plan 2011, Policy 3.6).

The provision of children’s play space will be

determined using the Mayor of London’s Shaping Neighbourhoods : Play and Informal Recreation SPG 2012 The design of play facilities will need to meet the design guidance contained in Design for Play: A guide to creating successful play spaces, 2008.

The Mayor’s SPG (Table 4.4 Accessibility to Play Space (Future Provision) assesses the provision of play space against the following standards as shown in Figure 12.2.

Figure 12.2 - Table 4.4 Accessibility to Play Space (Future Provision), Shaping Neighbourhoods: Play and Informal Recreation SPG 2012

	Maximum walking distance from residential unit (taking into account barriers)
Under 5’s	100m
5-11 year olds	400m
12+	800m

The location of all current play spaces within the Sands End ward which includes the South Fulham Riverside regeneration area are identified in Figure 2.4 Appendix 2. Within the regeneration area there is just one under 8 children’s play space at Imperial Wharf Park and two within housing estates at Petrofina Wharf and Guerney Road which therefore have limited access.

The Mayors SPG sets out standards that new play standards are required to meet. Given the current deficiency in play space provision across the regeneration area (measured in accordance with the requirements set out in the table above) and the anticipated growth in population, new play space will need to be considered and a play strategy submitted with each planning application. On site play space will be required in accordance with the Mayors Shaping Neighbourhoods: Play and Informal Recreation SPG 2012.

12.7 LIBRARY AND COMMUNITY SERVICES

The Core Strategy seeks to provide high quality community facilities and services by among other things encouraging the co-location of community facilities and services where opportunities arise (Core Strategy Policy CF1).

The Sands End Community centre has now closed and the range of Council services operating from the premises, library, gym, children's centre and adult education have been relocated. This has provided an opportunity to re-provide these services in more up to date premises in more accessible localities.

The library has been re-provided in a community setting at Hurlingham & Chelsea School. Consultation conducted in connection with the library showed that there was support for library provision and that the local community valued it. The increase in dwellings, in particular family homes, being proposed in the regeneration area further impacts on the demand for this service.

Other services have also moved to this locality which has provided an opportunity to forge a strong cluster of services at the Hurlingham & Chelsea School creating a community hub.

Adult learning classes have been relocated at the school, including Pottery classes, Stained Glass and Jewellery classes. These classes, are offered as part of a programme of health & community wellbeing and have been introduced alongside an ambition to develop skills for life and employment support activities over time.

12.8 EMPLOYMENT & SKILLS TRAINING

The Core Strategy Policy LE1 (Local Economy and Employment) detail the Council's commitment to supporting initiatives that encourage local employment, skills development and training opportunities. The regeneration of South Fulham Riverside provides a significant opportunity to target local residents for skills and qualification training and employment opportunities during the construction phases as well as in any end user development.

The closure of the Sands End Community Centre, where much of the adult education classes took place, has meant that other community hub venues have been sought. The Council requires developers to support communications and activities which assist both existing and new residents to participate in local community life whether through volunteering or other forms of community engagement and access accredited and non accredited learning, particularly those which enhance employment prospects for local unemployed residents. In this way the economic

growth and regeneration envisaged has wider community benefit across all demographic groups.

Any applications submitted should demonstrate how partnership work and funding will maximise employment and learning opportunities for adults, specifically the direct funding of apprenticeships /trainee positions and outreach programmes including careers and jobs fairs to raise aspirations and awareness of job opportunities. In addition a demonstrable commitment to enhancing business and area competitiveness as well as practical support for local entrepreneurship and enterprise will be required.

12.9 POLICE FACILITIES

Core Strategy Policy CF1 (Supporting Community Facilities and Services) states that the Council will work with it's strategic partners to provide Borough wide high quality accessible and inclusive facilities and services for the community by supporting the Metropolitan Police and Her Majesty's Court Service to deal with crime and anti-social behaviour.

Currently there is no fixed CCTV provision within the South Fulham Riverside Area however additional CCTV will be required to meet the standards set by the Borough's Emergency Planning Department and to accommodate the anticipated growth in the number of residents in the regeneration area. Currently residential areas are monitored/patrolled by the Neighbourhood Wardens and the Sands End Safer Neighbourhood Team. The parks are controlled by the Parks Constabulary.

A new local Community Safety Hub is therefore proposed that will become a base for the Sands End Safer Neighbourhood Team, the Anti Social Behaviour Team, the Street Outreach and Community Safety Teams. A site has yet to be identified however it is envisaged that the new hub and CCTV will need to be provided within the next five years.

CHAPTER THIRTEEN | Environmental Strategy

KEY PRINCIPLES

- The Core Strategy requires that developments make the fullest possible contribution to the mitigation of and adaptation to climate change including the use of low and zero carbon technologies. London Plan policies require that buildings are constructed to meet zero carbon standards from 2016 (residential) and 2019 (non-residential).
- The use of low carbon, Decentralised Energy (DE) technologies such as Combined Heat & Power (CHP), Combined Cooling, Heat & Power (CCHP or tri-generation) will need to be considered on a site wide basis. All major residential development within the regeneration area should be built to ensure it can connect to a CHP network in future.
- Consideration will also need to be given to further reducing CO₂ emissions through the use of on-site renewable energy generation.
- The London Plan requires development to be “air quality neutral” and not lead to further deterioration of air quality. Any major development will need to help reduce emissions and improve local air quality and will require a Low Emissions Strategy (LES) to demonstrate this.
- The Core Strategy Policy CC3 promotes sustainable waste management practices including sustainable demolition, ensuring all new developments provide suitable waste and recycling facilities and encouraging the movement of waste by sustainable means.
- The impact of construction, demolition and excavation activities will need to be considered and measures taken to mitigate their impact on the surrounding community.
- Detailed construction, excavation and demolition logistics plans must be submitted for each development.
- Construction, demolition and excavation waste should be remediated, recycled or reused on site and this will require measures to be taken to minimise any impacts from noise, vibration and dust on local residents.
- Redevelopment of South Fulham Riverside must include the remediation of land where it is potentially contaminated, the risks of which need to be assessed and addressed prior to redevelopment.
- SFR is located within Flood Zone 3 hence a Flood Risk Assessment (FRA) is required for each site to identify all potential sources of flood risk and consider approaches to mitigate flood risk, taking into account the impacts of climate change. Development schemes will need to incorporate a range of Sustainable Urban Drainage Systems (SUDS) measures to reduce both the volume and rate of development related run-off to achieve or better the run off rates required by the London Plan (2011).
- Consideration should be given to water conservation and management including water efficiency, potential use of reclaimed water and borehole abstraction.
- Development must be designed and constructed to mitigate and adequately control noise and vibration.
- In line with Core Strategy (2011) policy RTC1 the overall objective is to increase public access and use of the Borough’s waterways and enhance their environment, quality and character. Development will be expected to protect and enhance ecology and biodiversity.

13.1 CLIMATE CHANGE

13.1.1 Overview

Planning policy at all levels – national, regional and local – requires new developments to contribute towards mitigating and adapting to climate change. The regeneration provides an opportunity to create a high quality development based on the principles of sustainable design and construction, helping to minimise carbon dioxide emissions and building new developments that can cope with the expected impacts of climate change.

The Core Strategy includes a strategic objective of reducing and mitigating the local causes of climate change. Policy CC1 requires developments to make the fullest possible contribution to the mitigation of and adaptation to climate change, including the use of low and zero carbon technologies such as combined heat and power and renewable energy systems, as well as the integration and use of a decentralised energy (DE) networks.

These requirements are also reinforced by the London Plan policies which require developments to meet a series of increasingly stringent carbon reduction targets over the next 20 years, culminating in buildings being constructed to meet zero carbon standards from 2016 (residential) and 2019 (non-residential).

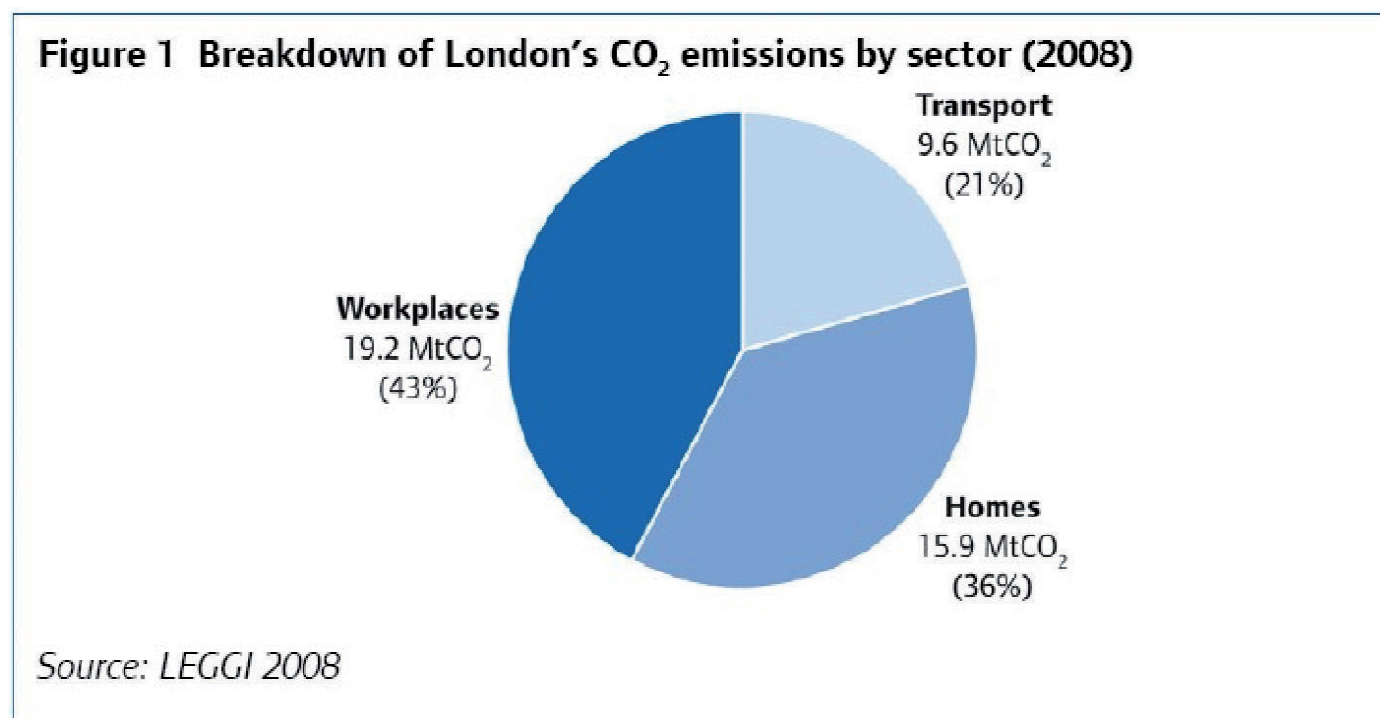
As well as being low/zero carbon, new buildings must also be designed and constructed to withstand the potential impacts of hotter, drier summers and milder, wetter winters which could increase the number of heat waves, droughts and flood events in London.

13.1.2 Climate Change Mitigation

The Government has set national carbon reduction targets of 34% reduction by 2020 and 80% by 2050. The London Plan also sets an intermediate target of 60% (below 1990 levels) by 2025. To help meet these targets it is important that new developments follow the Mayor of London's energy hierarchy to minimise the increase in carbon emissions and, where possible, aim to achieve low or zero carbon levels.

As Figure 13.1 shows, both London's homes and workplaces are significant sources of CO₂ emissions. All new buildings constructed in SFR should therefore be designed to minimise energy use by maximising passive design measures, making best use of natural daylight and solar gain (without causing overheating).

Figure 13.1: London's CO₂ emissions by sector



Energy efficiency measures such as high performance insulation and air-tight construction will also need to be integrated into building design to ensure that heat loss is minimised. Lighting and appliances also need to be energy efficient. Compliance with the relevant carbon reduction targets, as outlined in the London Plan (2011) will be expected for all new buildings.

The use of low carbon, Decentralised Energy (DE) technologies such as Combined Heat & Power (CHP), Combined Cooling, Heat & Power (CCHP or 'tri-generation') will also need to be considered on a site-wide basis. DE schemes which produce energy close to demand are more efficient than centralised electricity generation where both heat and energy are wasted in production and transmission. The Mayor of London expects 25% of London's heat and power to be generated by DE systems by 2025.

13.1.3 Climate Change Adaptation

As well as reducing energy use and CO₂ emissions, development in SFR needs to be designed for the warmer, wetter winters and hotter, drier summers and be able to cope with heat waves, droughts and flooding. Climate change adaptation is particularly relevant to SFR given its proximity to the Thames and the potential for tidal flooding (see section 13.6 on flood risk and water management).

The Mayor of London's cooling hierarchy should be implemented to ensure that overheating will be avoided. Use of green roofs, particularly on commercial buildings, should be encouraged to help reduce the impact of the urban heat island effect. Buildings should be designed to avoid the need for air conditioning systems where possible as these increase CO₂ emissions and also pump waste heat into the atmosphere.

Integrating green space and soft landscaping areas into SFR will also help reduce the impact of overheating, along with providing open space for recreation and amenity, enhancing biodiversity and aiding storm water attenuation.

The likelihood of more intense storms in the future may lead to increased risks of surface water flooding. Making adequate provision for drainage across SFR will therefore be an important consideration, although the close proximity of the Thames as the receiving water body for storm water discharges is a mitigating factor. An assessment should be undertaken to identify whether there are locations in SFR where there are particular surface water management

issues, and the Mayor of London's drainage hierarchy should be used to develop measures to manage run-off (see section on flood risk and water management) in consultation with the Environment Agency and Thames Water.

Climate change predictions suggest that there could be a higher likelihood of droughts in the future, meaning that water supplies will need to be conserved and water use minimised. Water saving measures need to be integrated into redevelopment including rainwater harvesting and dual potable and grey water recycling systems. The Mayor of London's Water Strategy provides guidance on sustainable drainage and water efficiency measures that can be integrated into developments. Further details on requirements can be found in the section on Flood Risk and Water Management.

13.1.4 Sustainable Design & Construction

Development within SFR will need to take account of broader sustainability issues in terms of design and construction to ensure that all buildings meet high levels of environmental performance. For example, use of appropriate building materials (such as those with low embodied energy) should be prioritised, pollution minimised (during both the construction phase and occupation of the development), waste generation minimised and recycling (or re-use of materials during construction) should be maximised. The implementation of national standard schemes such as the Code for Sustainable Homes and BREEAM via planning policies in the LBHF Core Strategy (2011) and London Plan (2011) will help ensure that new buildings are designed and constructed to meet sustainability requirements. The Mayor of London's SPG on Sustainable Design and Construction also outlines key principles and required standards.

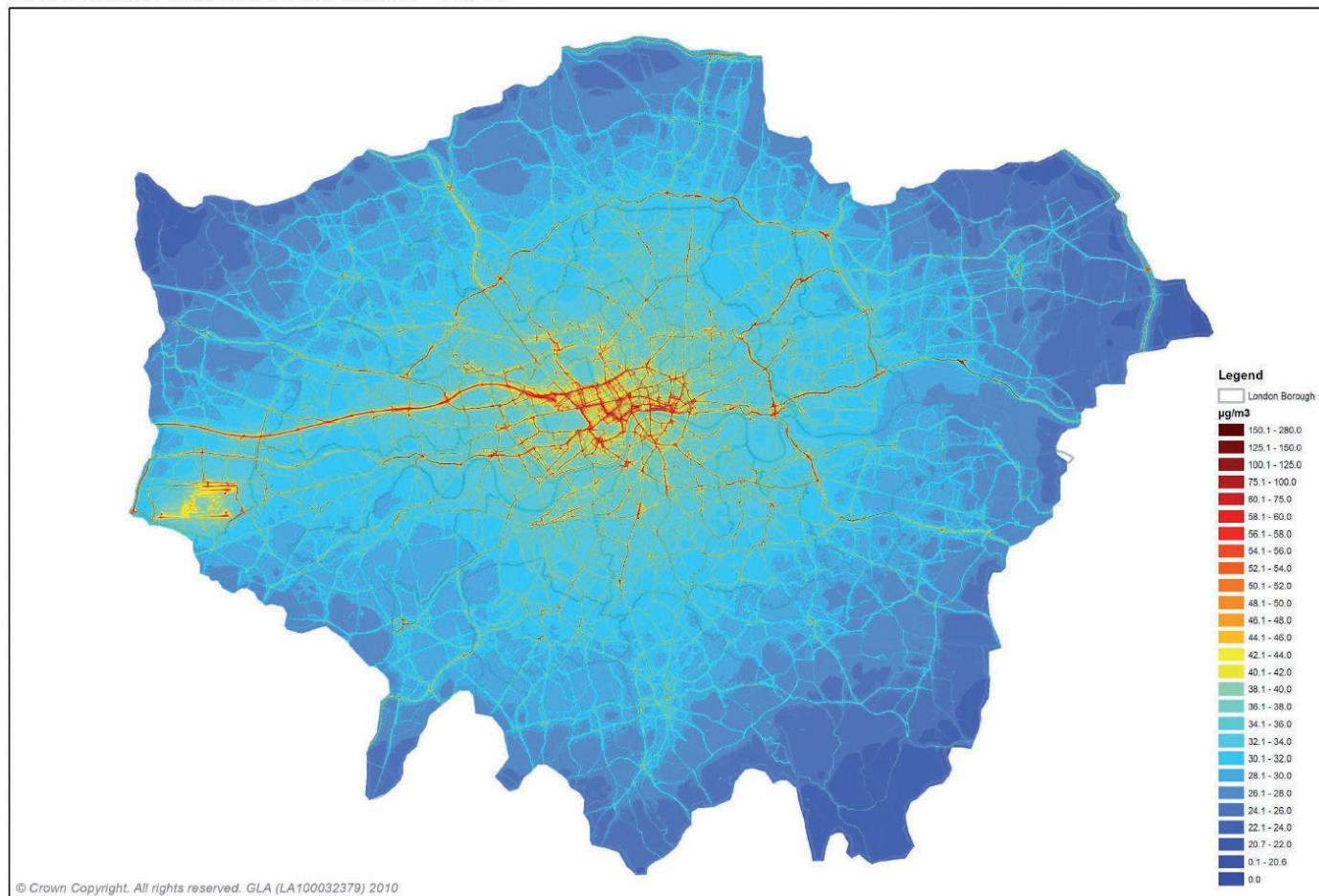
13.2 DECENTRALISED ENERGY

13.2.1 Overview

One of the Mayor's top priorities for reducing London's CO₂ emissions is to reduce the capital's reliance on centralised power stations. This means increasing the use of local, low carbon energy supplies through DE systems and the establishment of Combined Heat and Power (CHP) for community heating. Accordingly, a target has been set in the London Climate Change Action Plan (CCAP) to meet a quarter of London's energy needs from decentralised sources by 2025.

Figure 13.2: London annual mean NO₂ emissionsLAEI 2008: NO₂ Annual Mean - 2011

GREATERLONDONAUTHORITY



There are a number of key considerations which contribute to an evidence based understanding of local feasibility and potential for DE in LBHF, and it is particularly important to understand the heat and power demands of existing buildings and existing (and possibly under-used) DE sources, as there may be opportunities to link existing and new developments together.

LBHF has produced a heat mapping study of the borough which will be subsequently incorporated into the London Heat Map (www.londonheatmap.org.uk); an interactive platform displaying high level data on DE across London. The heat map has been recently developed to address the lack of information and certainty surrounding London's heat loads. It is intended to be used by boroughs, landowners and developers to help identify opportunities for DE and CHP across London and to support the development of new DE schemes. It also enables the development industry to make informed investment decisions without risking significant development costs.

13.2.2 DE in South Fulham Riverside

The heat mapping exercise undertaken in SFR identifies large consumers of gas, and identifies large hotels (Wyndham Grant Hotel, the Belvedere and Jury's Inn Chelsea) along with major residential schemes, namely Imperial Wharf, Sullivan Court and Chelsea Harbour. Most buildings/developments with large heat demands in SFR are clustered to the east of this zone within a relatively small area (i.e. within a radius of 150m to 200m), with the remainder of buildings distributed throughout SFR primarily fronting the Thames. Three energy centres are currently located in SFR: the CHP at Wyndham Grant Hotel, and two community boiler systems serving the Philpot Square and Manor Court estates.

Public buildings within this zone include schools only, and the heat demand associated with these uses is not large enough to support anchor load provision. At the time of construction, the Imperial Wharf development was not required to incorporate the necessary infrastructure to allow connection to CHP, however all further residential

development on the Imperial Wharf site should be built with the ability to connect to a CHP network in the future.

Gas demand (to provide space and water heating) in SFR is expected to increase over the next 20 years as regeneration takes place. Depending on the exact nature of the regeneration scheme that comes forward in terms of building types, heat demand profiles, ability to link existing and new sites together on a single heating system etc, a DE network may be feasible. If not, a number of smaller scale communal systems may be feasible in certain buildings, based on energy efficient CHP units. The viability of integrating DE into SFR will therefore need to be assessed as it could potentially offer substantial CO₂ emissions savings, delivering savings of 20% against current estimated baseline CO₂ emissions. For this reason all major residential development within the SFR should be built to ensure it can connect to a CHP network in the future.

Consideration will also need to be given to further reducing CO₂ emissions through the use of on-site renewable energy generation. A range of technologies such as solar PV panels, heat pumps (these produce an efficient and low carbon source of heating and cooling however the potential impact on the water environment needs to be recognised and mitigated) etc should be assessed for their feasibility in providing heating, cooling and electricity generation in SFR. Potential impacts of any planned renewable energy installations will also need to be taken into account when assessing their suitability

13.3 AIR QUALITY

13.3.1 Overview

In common with many other London Boroughs, LBHF experiences periods of poor air quality when concentrations of nitrogen dioxide (NO₂) and particulates (PM₁₀) breach the Government's air quality objectives. LBHF is designated an Air Quality Management Area (AQMA) for these pollutants and Action Plans are in place to help reduce emissions, improve local air quality and meet air quality objectives.

The figure 13.2 (extracted from the 2008 London Atmospheric Emissions Inventory) shows the expected exceedence areas of the NO₂ annual mean objective in Greater London, which includes SFR.

(See Figure 13.2)

SFR does not contain many busy roads, although Wandsworth Bridge Road (A217) and New Kings Road (A308) are responsible for NO₂ exceedences and, to a lesser extent, PM₁₀ exceedences in this part of the borough. Buildings are also responsible for a significant level of local emissions, in particular NO₂ emissions from gas boilers. PM₁₀ exceedences are less extensive than those for NO₂.

Although improvements are expected over time due to reductions in emissions (improved vehicle technology, cleaner fuels, more energy efficient buildings etc), local measures will be required along with national and regional measures to ensure objectives are met consistently.

13.3.2 Policy context and low emission strategies

The London Plan requires development to be 'air quality neutral' and not lead to further deterioration of air quality, particularly in AQMA's. The London Plan also sets out a requirement for development schemes that plan to incorporate biomass boilers to include a detailed air quality assessment comparing forecast pollutant concentrations with that of conventional gas boilers (London Plan Policy 7.14). The Core Strategy also seeks to reduce levels of local air pollution and improve air quality in accordance with the London Plan (Core Strategy Policy CC4).

Any development within SFR that includes sensitive receptors (such as housing and schools) needs to consider whether there could be any potential health impacts of exposure to poor air quality alongside main roads such as Wandsworth Bridge Road and propose mitigation measures if necessary.

The Council's Core Strategy (2011) recognises that the local environment (which includes air quality) requires protecting and enhancing. Any major development within SFR will therefore need to demonstrate its contribution to help reduce emissions and improve local air quality and a Low Emission Strategy (LES) will be required to assess the potential air quality impacts of development and outline measures to be implemented.

Impacts will principally be transport and energy related, and the strategy must include measures to reduce the need to travel by car and encourage sustainable travel (through implementation of a travel plan, the use of electric vehicles,

measures to encourage walking and cycling etc), and ensure high standards of energy efficiency and appropriate use of low emission energy generation systems.

The adoption of energy efficient building design and renewable heat technologies (photovoltaics, heat pumps etc) can assist in reducing NO2 emissions from domestic and commercial gas boilers. However, some renewable technologies such as large CHP plants and biomass energy systems (if proposed) could increase local emissions of NO2 and PM10, if not assessed and mitigated. LES's will need to show how impacts from these installations can be adequately mitigated.

13.3.3 Demolition and construction impacts

Local air quality impacts are likely during the demolition and construction phase of development. Construction management plans outlining best practise measures to control and monitor air pollution will need to be secured by condition of planning permission. The London Council's guidance document 'The Control of Dust and Emissions from Construction and Demolition' provides further guidance. Due to the likely extended construction phase and proximity of sensitive receptors, real time air quality monitoring (including baseline) may be

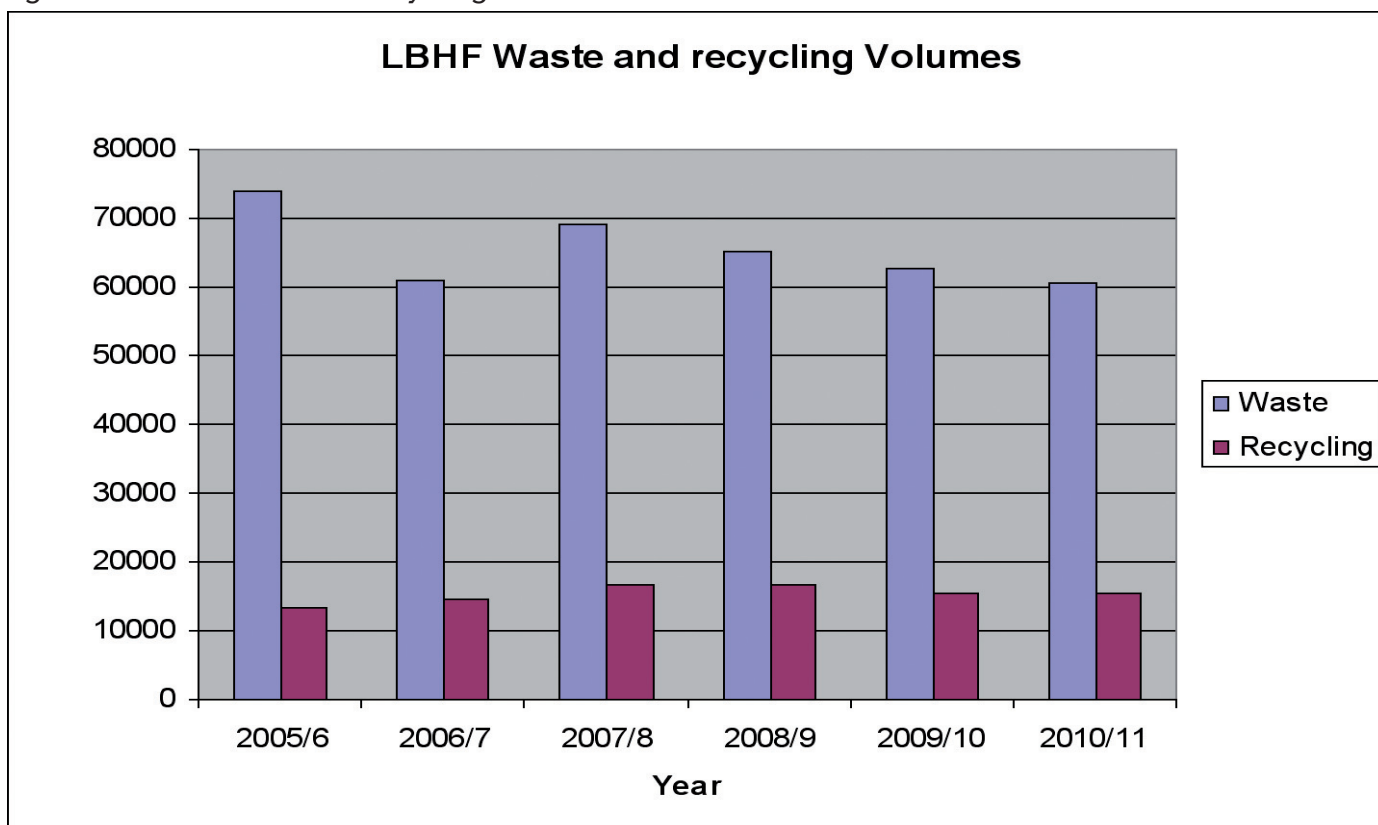
required. The location of monitoring equipment, site trigger levels and the enforcement approach (should an exceedance occur) will need to be agreed prior to construction and should also be secured by condition of planning permission.

13.3.4 General mitigation measures

Redevelopment of SFR should aim to improve air quality within and adjacent to the regeneration area. In addition to Low Emission Strategies and other development-specific mitigation measures, the following area wide measures should be considered:

- Ensure non-residential and/or mixed use developments front Wandsworth Bridge Road;
- Plant trees, establish planted areas and other green landscaping to act as buffer zones along major roads;
- Limit the ratio of off-street car parks to new dwellings in line with TfL guidance lower thus encouraging a low level of car ownership, while also encouraging alternative sources of fuel, by installing electric vehicle charging points;
- Ensure that any bus standing facilities within SFR are located away from residential uses or areas where people congregate;

Figure 13.3 LBHF waste and recycling volumes



- Consider implementation of 20mph zones and shared surface treatments on certain roads through the site to reduce through traffic; and
- Encouraging walking and cycling through improved permeability and connectivity throughout SFR, in particular away from major roads, and improving access to public transport.

13.4 WASTE

13.4.1 Overview and policy context

National waste policy is set out in PPS 10: Planning and Waste management. PPS 10 contains a number of important principles for waste planning and incorporates both European and global thinking on waste policy, and internalises the waste hierarchy as the basis for waste planning in the UK. The waste hierarchy is also fundamental to the 'Waste Strategy for England' (2007), which sets out steps to break the link between economic growth and growth in waste volumes. The waste hierarchy proposes the following behavioural responses in order of priority:

- Reduction;
- Re-use;
- Recycling;
- Energy Recovery; and
- Disposal

The London Plan and The Mayor's Municipal Waste Management Strategy for London (November 2011) set out objectives, policy and overarching targets for recycling and residual waste disposal in Greater London, and these are reflected in emerging LBHF waste policy and targets.

Key applicable London wide targets include:

- achieving zero municipal waste direct to landfill by 2025;
- reduce the amount of household waste by 20 percent by 2031;
- To recycle or compost at least 45 per cent of municipal waste by 2015, 50 per cent by 2020 and 60 per cent by 2031; and
- To reuse and recycle 95 per cent of construction, excavation and demolition waste by 2020.

LBHF Core Strategy (2011) Policy CC3 promotes sustainable waste management practices including sustainable demolition, ensuring all new developments provide suitable waste and recycling facilities and encouraging the movement of waste by sustainable means. The Code for Sustainable Homes (2006) and Building Regulations (Drainage and Waste Disposal, 2000) are also applicable and specify in detail how sustainable approaches to reducing waste and ensuring recycling facilities are accommodated in building design. The Mayor's Commercial Waste Strategy sets out specific guidance and targets for minimising and dealing with waste produced by the commercial sector which accounts for the majority of waste production. The Mayor of London has recently adopted a Business Waste Strategy for London (November 2011).

13.4.2 Borough trends

There is no information relating to waste generation and recycling at ward level so Borough figures are referred to below. The overall volume of household waste generated in LBHF has decreased by 18 percent since 2005 and the overall rate of household waste recycling has increased from 21 percent to 27 percent. These rates of recycling are higher than many other London Boroughs and greater levels of recycling are anticipated in the medium to long term although the London Plan target of 45 percent diversion rate by 2015 is likely to be optimistic.

(See Figure 13.3)

Residual waste generated within SFR is currently transported via the Thames by barge from two Western Riverside Waste Authority (WRWA) transfer stations in Wandsworth to a new river fed waste to energy incinerator at Belvedere, Bexley and are now diverted from landfill. Co-mingled dry recyclables collected via LBHF's kerbside and commercial recycling collection schemes are sorted at a new materials reclamation facility (MRF) at Smugglers Way in Wandsworth for onward transportation.

Existing arrangements for waste transfer, disposal, recycling and processing between LBHF and the WRWA are set in statute and will continue indefinitely. There are currently no dedicated waste or recycling handling facilities within SFR.

13.4.3 Waste management systems

Various waste collection and management systems could be implemented in SFR, and the following guiding principles should be used to assess any waste management solution

implemented for major schemes:

- Domestic waste collection systems should maximise recycling and waste diversion at source (e.g. in kitchens);
- Must be cost effective;
- Should integrate with current LBHF waste collection systems and infrastructure;
- Green waste diversion and composting should be accommodated;
- Refuse and recycling storage areas should be of sufficient size and easily accessible;
- Refuse vehicle movements should be minimised where possible;
- The highway network and building layout should be designed to accommodate refuse vehicles where necessary and prevent access being blocked by parked cars; and
- Bulky waste collection areas should be provided for major schemes.

The integration of waste collection and management systems should be fundamental to any major schemes in SFR. Dependant on the waste management system(s) selected, the internal layout of buildings, basements, communal areas and open space will need to accommodate the preferred system and be designed and implemented in accordance with the waste management principles set out above.

LBHF's SPD 'Storage of Refuse and Recyclables' (soon to be superseded by the Planning Guidance SPD in 2013) provides additional design criteria for bin stores, household storage, recycling facilities, vehicular access requirements including highway specifications and turning areas, and generally provide all necessary detail for the design of waste facilities. It does not provide detail with respect to chute based systems or underground storage systems, although design criteria for highways and vehicle access remains relevant.

13.4.4 Construction Demolition and Excavation Waste

The impact of construction, demolition and excavation activities will need to be considered and measures taken to mitigate their impact on the amenity of the surrounding population. These impacts could include noise, vibration, dust, air pollution, highway congestion, pedestrian/vehicular restrictions, light spill, ground movement, degraded water quality, potential

exposure of contaminated land and impacts on ecology.

Policy, Legislation, Standards and Guidance

- London Plan, Policy 5.18 (Construction, Excavation and Demolition Waste), Policy 5.3 (Sustainable Design and Construction)
- LBHF's Core Strategy 2011, Policy CC3 (Waste Management) and CC4 (Protecting and Enhancing Environmental Quality).
- The control of dust and emissions from construction and demolition; Best Practice Guidance (Mayor of London and London Councils 2006);
- The Construction (Design and Management) Regulations 2007;
- The Control of Asbestos Regulations (2006)
- The Definition of Waste: Development Industry Code of Practice, version 2 (CL:AIRE, 2011)
- Site Waste Management Plans Regulation (2008):
- BS5228: Control of Noise and Vibration on Construction and Open Sites
- Control; of Pollution Act 1974;
- Environmental Protection Act 1990

As a priority, construction, demolition and excavation waste should be remediated, recycled or reused on site and this will require measures to be taken to minimise any impacts from noise, vibration and dust on local residents.

The construction of individual sites in the regeneration area has the potential to disrupt and add significant pressure to the traffic network. Due to the scale of redevelopment anticipated within the regeneration area a number of sites are likely to be under construction at the same time. Where on-site remediation, recycling and re-use of materials is not possible, nearby locations should be sought, if materials must be transported, this should be undertaken using the most sustainable method.

Detailed construction, excavation and demolition logistics plans must be submitted for each development. They must deal with all aspects of construction and demolition vehicle management, including demolition transportation arrangements, delivery schedules, delivery bookings, routing of vehicles and delivery and turning facilities.

Developers will need to provide a Construction and Demolition Management Plan (CDMP) before any excavation, demolition or construction takes place. This is required to limit any negative impact regarding noise, light and air pollution on the residential and community uses surrounding the regeneration area.

Construction noise and hours of operation will be controlled by the borough's environmental health officers through Sections 60 and 61 of the Control of Pollution Act 1974.

Site Waste Management Plan Regulations (2008) require a Site Waste Management Plan (SWMP) to be prepared and implemented for projects over £300,000 in value. These must be prepared in accordance with Defra Guidance and will be secured by condition or through s106 planning obligations

The purpose of a Site Waste Management Plan:

- to improve the efficient use of resources and construction materials and methods so that waste is minimised and can be re-used, recycled or recovered in other ways before disposal options are explored; and
- reduce fly-tipping by restricting the opportunities available for the illegal disposal of waste by ensuring compliance with existing legal controls and providing a full audit trail of any waste that is removed from the construction site.

13.4.5 Encouraging waste minimisation, re-use and recycling

There are numerous non-regulatory and education based approaches that can be implemented throughout SFR as part of an integrated approach towards waste minimisation.

Waste minimisation within the home can be promoted in many ways. Specially designed kitchen cupboards with compartments for various recyclables as well as residual waste should be installed in every kitchen to encourage the separation of waste from recyclables at source. Information boards fitted inside cupboards should include information on what can/cannot be recycled and suggestions to limit the generation of waste, including buying loose fruit and vegetables as opposed to pre packaged; minimising packaging, using reusable bags and lunch boxes instead of plastic bags; buying goods in bulk; insisting on no junkmail; using tap or home filtered water rather than bottled water; buying products from recycled materials and

composting garden waste. Similar information could be included at the point of residential waste disposal e.g. adjacent to bin storage areas.

Waste minimisation measures could also be promoted by the on-site management team in consultation with LBHF waste and recycling officers.

13.4.6 Composting

Composting can be carried out through a variety of techniques and utilises bio-degradable waste that would otherwise be disposed of. The most common and abundant form of feedstock for residential compost is garden trimmings (green waste) but other feedstock is ideally suited to composting such as household kitchen waste, flower cuttings and some commercial waste.

Composting can be undertaken on a small scale domestic basis in areas with limited outdoor space, or alternatively on a community wide basis through green waste collection and disposal via dedicated green waste bins, and composting units can be located at communal points on open space close to residential dwellings. These units could be established in combination with public gardens and allotments, and managed on a community led basis. Located alongside gardens and allotments, the compost would have a clear end use and there would likely be a ready demand. There are a variety of schemes of this nature, many with the involvement/guidance of the Community Composting Network (CCN).

13.5 LAND CONTAMINATION

13.5.1 Overview

Redevelopment of SFR must include the remediation of land where it is potentially contaminated, the risks of which need to be assessed and addressed prior to redevelopment. Land may have become contaminated by activities such as improper chemical storage, handling or disposal as well as accidental chemical leaks or spills. Former industries may have also contaminated surrounding properties either by allowing pollutants to enter groundwater or via the down-wind deposition of particulate pollutants from industrial air emissions. Natural sources of contamination may also exist such as gas producing organic matter or naturally occurring heavy metals in the soil.

Developers need to ensure that the subject land is suitable for use and all risks are identified and

assessed, and that remediation is carried out to address these risks. Remediation should be sustainable and should not adversely impact the environment, for example through production of unnecessary waste which requires transport over large distances.

13.5.2 Policy guidance

A number of legislative and guidance documents control the development of potentially contaminated land or the development of land for a sensitive use as well as other relevant pollution matters, these include:

- The Town and country Planning Act 1990;
- Part IIA of the Environmental Protection Act 1990, Contaminated Land (England) Regulations 2006;
- Defra Circular 01/2006 Contaminated Land Statutory Guidance;
- CLR 11: Model procedures of the management of Contaminated Land (2004);
- BS10175, The Investigation of Potentially Contaminated Sites;
- Environmental Permitting (England and Wales) Regulations 2010;
- The Hazardous Waste (England and Wales) Regulations 2005;
- The Environmental Damage (Prevention and Remediation) Regulations 2009; and
- Building Regulations 1991 under the Building Act 1984.
- Guidance for Developers of Land where Contaminated Land may be an Issue (LBHF, Draft 2011), which is to be finalised in 2012.
- The Definition of Waste: Development Industry Code of Practice, version 2 (CL:AIRE, 2011).
- Assessing risks posed by hazardous ground gases to buildings (CIRIA 665, 2007)
- The VOCs Handbook. Investigating, assessing and managing risks from inhalation of Volatile Organic Compounds (VOCs) at land affected by contamination (CIRIA 682, 2009)

These regulations and documents and subsequent updates should be fully considered when addressing contaminated land issues and remediation. Although not directly associated with the planning process, Part IIA of the Environmental Protection Act (EPA) 1990 places

the responsibility on the Local Authority (LA) to identify areas of contaminated land where there is a significant possibility of significant harm being caused on a sensitive receptor. It is then the role of the LA to ensure that the site is remediated. This is implemented via an intensive process by which LAs review relevant local information to identify areas as being potentially contaminated and prioritise them for further assessment so that the areas of highest risk are addressed first. SFR should be appropriately remediated so that it does not become a LA Part IIA site.

13.5.3 Site remediation strategy

Parts of SFR have been designated as a potentially contaminated land sites under Part IIA of the EPA 1990 due to the probable risks associated with past and uses of the area. Further detail is provided in the historical environmental search records including details of past and present potential sources of land contamination. Potentially contaminated land should be assessed and remediated in accordance with the following seven stages each of which should be submitted and approved by the Council before the next phase is undertaken.

- **Desk Study:** Preliminary Risk Assessment; this assessment should include a desk top study which details the past and present uses at the site and the surrounding area to identify any potential sources of contamination. This should include a search of Council planning records. Any pollutants associated with these sources should be identified along with their potential related risks. It should then be determined what sensitive receptors are likely to be present at the development site such as humans, ecological receptors or building materials. Any pathway from potential on-site sources to off site sensitive receptors should also be identified. A conceptual site model should be produced to demonstrate where any pathway connects any of these sources to the sensitive receptors. This Source-Pathway-Receptor connection is known as a pollutant linkage. The conceptual site model should also include surface water drainage, proposed foundation design and borehole GSHP systems if these are proposed as part of a development. The desk study component should be submitted with any application for planning permission (whether full or outline).
- **Site Investigation Scheme:** This scheme is based upon the Preliminary Risk Assessment

and should set out how the site investigation will be carried out and should target the pollutant linkages identified in the conceptual site model.

- **Site Investigation:** This investigation should follow the approved scheme and be undertaken using current guidance and methods.
- **Risk Assessment:** The results of the site investigation should be assessed to determine the degree and nature of any contamination on the site and the risks posed by any contamination to human health, controlled waters and the wider environment. The conceptual site model should be revised with the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages.
- **Remediation Strategy:** A detailed method statement for any required remediation works identified through the risk assessment should be produced with the aim of breaking any pollutant linkages. Where remediation is deemed necessary, a sustainable remediation strategy should be implemented and a 'dig and dump' approach to addressing contaminated land should be avoided. In-situ remediation should be considered and implemented where possible and the use of 'soil hospitals' where ex-situ remediation is employed should be considered to enable the re-use of the material. Where a 'dig and dump' approach is the most sustainable or optimal, it should be undertaken in accordance with the waste hierarchy and requirement for Site Waste Management Plans (as discussed in the previous Waste section). Waste produced in remediating land should be recycled and reused on redevelopment sites where possible.
- **Verification:** A report should be produced which validates and verifies that all of the works outlined in the remediation strategy have been undertaken as agreed. This includes details such as analytical results confirming successful in-situ remediation or importation or clean top-soil cover, the proper placement of gas membranes and waste transfer tickets demonstrating a duty of care in handling any off site transfer of excavated soil.
- **On-going monitoring:** If, during development, contamination not previously

identified is found to be present on a site, the Council should be immediately informed and no further development (unless agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is agreed in writing by the Council. There may also be situations in which confirmation that remediation has been successfully achieved or abated is necessary and monitoring past the completion of development is required. The scope of any monitoring should be agreed in writing by the Council.

- These works should then be reported to and agreed in writing by the Council, when it is demonstrated that no residual adverse risks exist.

13.6 FLOOD RISK AND WATER MANAGEMENT

13.6.1 Overview

This following section sets out the background and underlying conditions relating to flooding, drainage infrastructure and water resources, and provides policy guidance and measures to:

- mitigate the risk of flooding from all sources, especially tidal flooding from the Thames but also sewer flooding, surface water flooding and groundwater flooding;
- encourage the conservation of water and the sustainable use of water for domestic and commercial purposes;
- ensure an efficient and sustainable drainage network
- minimise storm water discharge; and
- promote and encourage biodiversity and ecology. This approach is supported by LBHF's Core Strategy (2011) policy CC2 on water and flooding

13.6.2 Flood risk assessment, mitigation and adaptation

The River Thames adjoins the site and river levels at this location are dominated by tidal movements as fluvial flows are relatively insignificant. A joint Strategic Flood Risk Assessment (SFRA) for LBHF and RBKC was published in 2010. SFRA is a planning tool that enables boroughs to assess

the potential flood risk to strategic sites and development proposals, ensures the potential flood risk is understood, and identifies measures to mitigate flood risk.

(See Figure 13.4 below)

The majority of SFR regeneration area is located within Flood Zone 3 as defined by the Environment Agency (EA), and is highlighted in dark blue in Figure 13.4. Flood Zone 3 is an area with a high probability of flooding during a flood event with a greater than 0.5 percent chance of occurring annually (1 in 200 year event).

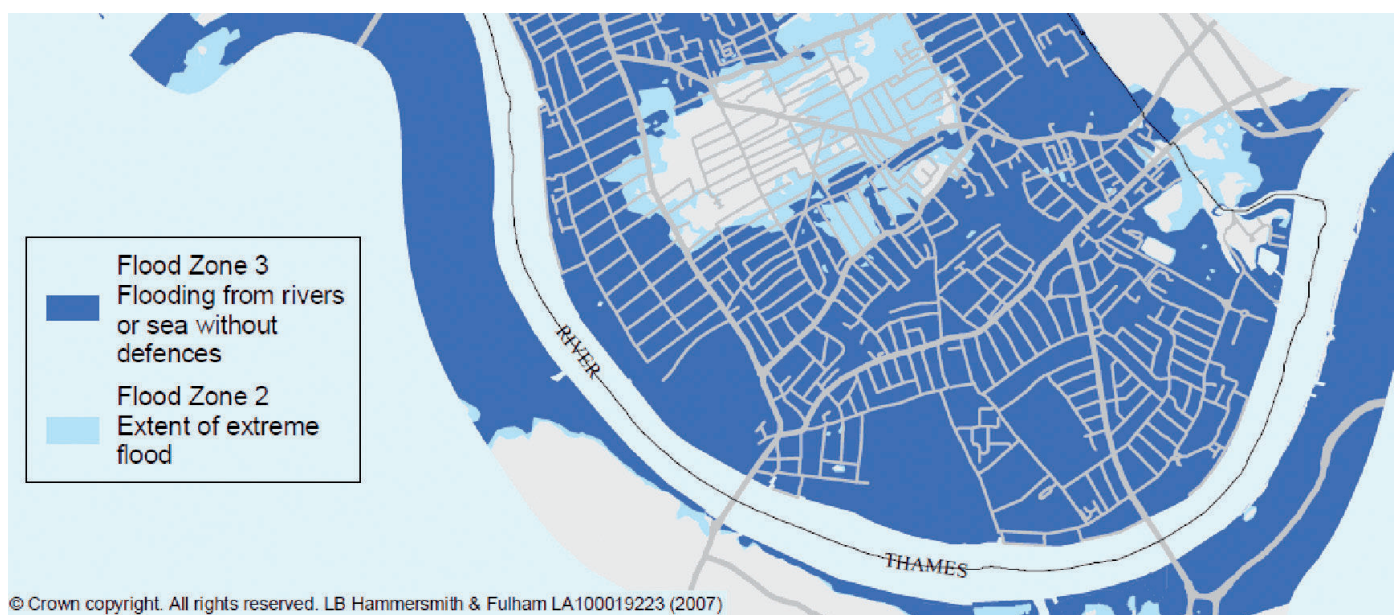
The statutory 'Sequential Test' required by the NPPF requires the local planning authority to prioritise development in ascending order from Flood Risk Zone 1 to 3. In response to this the LBHF Core Strategy notes that 60 percent of the borough lies within Flood Zones 2 and 3, and it would therefore be unreasonable to restrict development to the remaining 40 percent of the borough. The majority of the SFR regeneration area lies in Flood Zone 3.

A site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1 [and] for all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3 and these must be prepared in accordance with the NPPF and the LBHF SFRA. Any FRA must identify all potential sources of flood risk and consider approaches to mitigate flood risk, taking into account the impacts of climate change. The FRA must also consider the impact of the proposed

development on flood risk elsewhere, for example if excessive hard standing is proposed. The FRA must also show how surface water flows achieve greenfield run off rates or better, as required by the London Plan and in accordance with EA guidance.

In addition to a FRA, physical design measures should be incorporated into redevelopment of SFR to mitigate the potential impact of tidal flooding from the Thames. Flood defences along the embankment in the form of walls, gabion baskets and groynes protect this part of London from the risk of river and fluvial flooding associated with tidal and storm surge events, and redevelopment should not compromise these defences and where possible enhance them. Development proposals for sites adjacent or within 16m of the defences should include information regarding their current condition. Where this information indicates that the expected lifetime is less than that of the development, the developer will need to outline and submit a programme of works required to bring the defences up to an appropriate standard which is commensurate to the lifetime of the development. Any development adjacent to the defences will need to ensure that access is available for emergency maintenance, repairs, and renewal. Current advice is to allow for 0.6m raising of the defences to account for sea level rise as a result of climate change. Proposals will be expected to show that this will not be prevented by the development. For example, the 'managed retreat' of the Thames riverbank and flood defences should be considered where

Figure 13.4: Flood Risk in SFR



feasible, which increases the floodplain area whilst having the added benefit of providing habitat and promoting biodiversity.

Tidal flood risk can also be avoided and mitigated through other physical and design measures. Ground and basement floor uses should preferably be ancillary and non-residential in nature. Although the EA does not object in principle to residential units located 600mm above the statutory flood level provided they are not self-contained, alternative means of escape must be provided and non-return pumps and valves should be installed in basement accommodation. The EA and Thames Water will also need to be consulted on the content of any FRA, and any works proposed within 16m of the flood defence wall would require a Flood Defence Consent from the EA.

13.6.3 Hydrogeology

Much of West London is underlain by a 'shallow' aquifer contained within locally occurring river terrace deposits along with a 'deep' aquifer flowing through the Thanet Sand and Upper Chalk Formations. These aquifers are typically separated by significant depth of clay from the London Clay and Lambeth Group Formations. The EA website suggests that the river terrace deposits underlying SFR constitute a 'minor' aquifer of variable permeability and the presence of a deep aquifer (approximately 19m) is likely. The SFRA prepared for LBHF and RBKC notes that fluctuations in the water table within the permeable gravels in the historic floodplain of the River Thames may cause localised groundwater flooding, particularly in excavations and basements. The potential impact of groundwater flooding must therefore be avoided through construction and design measures.

13.6.4 Sewer and surface water drainage

Sewer infrastructure within and adjacent to SFR is largely Victorian and predominantly a combined system taking both storm water and foul water. Key sewers immediately bordering SFR run along Carnwath Road and Townmead Road which both drain to a sewer along Wandsworth Bridge Road before draining northward towards the Walham Green sewer. Sewer flooding has been recorded at properties on Wandsworth Bridge Road and as such there are known capacity issues immediately adjacent to SFR. Consequently redevelopment within SFR area could potentially exacerbate issues associated with existing sewer capacity. Thames Water are currently investigating local sewer capacity issues and

options as part of the Counters Creek Flood Alleviation Scheme and are preparing a bid to Ofwat to seek funding for the scheme.

Given the sizeable nature of the upstream combined sewer and water catchment and limited capacity in deeper storm relief sewers, storm water regularly backs up when it rains resulting in up to 50 overflow events per year. During such events combined sewer overflows discharge into the Thames.

The close proximity of the Thames provides the opportunity to discharge surface water run off into the river which will help alleviate the pressure on the combined sewer system. This option for development in SFR should be assessed in consultation with the EA and Thames Water.

The Environment Agency and Thames Water must be consulted on major schemes to ensure adequate water and waste water infrastructure is in place prior to occupation. Thames Water must also approve detailed matters including the design, capacity, size and construction of storm water and waste water networks. In addition developers may need to fund studies to ascertain whether proposed schemes will lead to overloading of existing water and waste water infrastructure. Failure to demonstrate that adequate water and waste water infrastructure is in place prior to occupation of schemes is contrary to Strategic Policy A Core Strategy, (2011) which states

“The acceptability of any development in the Borough will be dependent on a number of factors including...the provision of services, facilities and infrastructure to support new development”

13.6.5 Water conservation and management

The London Water Strategy promotes a simple hierarchy for strategic water management:

- Lose less: Reduce the loss of water through better leakage management;
- Use less: Improve the efficiency of water use in residential and commercial development;
- Reclaim more: Use reclaimed water for non-potable uses (grey water and rainwater).

The London Plan states that development should minimise the use of treated water by incorporating water saving measures and equipment and meeting water consumption targets of 105l/p/d in residential development, and also supports the supply of sustainable water supply (Policy 5:15).

LBHF's Core Strategy (2011) requires all water using appliances installed in residential and commercial buildings in SFR such as washing machines, dishwashers, WCs and shower heads should be water efficient and industry coded as such. Water butts, aerated and spray taps, low-flow and dual flush toilets, vacuum drainage systems and waterless urinals should also be installed where possible. These measures also help meet the requirements of the London Plan (2011) policies on minimising use of treated water.

Rainwater capture on commercial and residential buildings should be investigated and be integral to building design where practicable. Rainwater harvesting systems can be installed ranging from simple water butts to more complex systems linking buildings. Rainwater can be used for all non-potable uses including garden watering, car washing, toilet flushing and clothes washing. Gravity fed rain water systems are preferred to pumped systems as these use no energy.

Along with water conservation and management measures, it is essential that there is sufficient water supply infrastructure to support redevelopment within SFR and Thames Water must be consulted on the design and capacity of water supply infrastructure. Given the presence of a chalk aquifer beneath SFR, borehole abstraction as a supplementary source of potable water should also be investigated.

There is precedent for such abstractions, with one recently occupied residential scheme in Hammersmith sourcing all potable water from borehole abstraction. The Environment Agency must be consulted on any proposal for borehole abstraction and there is a need to protect water resources situated within shallow groundwater and the chalk aquifers. Any discharge direct to the River Thames must be designed to allow for the effects of tide-locking, and should avoid scour of the foreshore.

13.6.6 Sustainable urban drainage systems (SUDS)

LBHF Core Strategy Policy CC2 expects all development to minimise current and future flood risk from all sources, and in general will strive to mitigate flooding from surface water and foul water by promoting Sustainable Urban Drainage Systems (SUDS). In addition to requiring a FRA and Exceptions Test, development schemes will need to incorporate a range of SUDS measures to reduce both the volume and

speed of development related run-off to achieve Greenfield run off rates or better as required by the London Plan. Currently, SFR features a large amount of impermeable surfaces and hard standing which will need to be reduced in association with new development.

SUDS comprise a range of measures such as permeable surfaces and pavements; swales, basins and drainage channels; ponds, wetlands & rain gardens; infiltration trenches and filter drains; green roofs and walls and attenuation tanks. SUDS can either be integrated into areas of open space and planted areas or buildings to attenuate flows from intense and/or long duration rain events, encourage absorption of storm water and reduce the risk of surface water flooding. SUDS can also improve the quality of storm water run off, promote biodiversity and provide amenity to open space. See section 13.6.4 Sewer and surface water drainage.

Some SUDS measures also have the potential to provide water quality improvements by reducing sediment and contaminants from runoff – either through settlement or biological breakdown of pollutants. Techniques that control pollution close to the source, such as permeable surfaces or infiltration trenches, can offer a suitable means of treatment for runoff from low risk areas such as roofs and car parks.

Green roofs on commercial and domestic buildings require an impermeable membrane to be installed on roofs supporting a layer of substrate and vegetation. Green roofs and walls (including terraces and gardens) can also improve the thermal performance of buildings, reduce the urban heat island effect associated with built up urban areas, absorb rainfall and dissipate storm water runoff, enhance biodiversity and ecological value and also provide residential amenity.

NOTE: Contaminated land maybe unsuitable for some SUDS schemes and it is recommended that remediation is undertaken prior to an infiltration solution being implemented.

Figure 13.5: Vegetated drainage channel



Figure 13.6 Green roof



Figure 13.7: Edge treatment with drought tolerant species



13.7 NOISE AND VIBRATION

13.7.1 Policy context and legislation

In addition to planning policy, noise and vibration is controlled through a range of policy and legislation, including:

- World Health Organisation – Guidelines for Community Noise 1999
- BS 8233:1999 (Sound Insulation and Noise Reduction for Buildings – Code of Practice)
- GLA – The Mayor’s Ambient Noise Strategy
- BRE/ Ciria ‘Sound Control For Homes’
- BS 4142:1997 - Rating industrial noise affecting mixed residential and industrial areas
- BS 6472:2008 ‘Guide to Evaluation of human exposure in buildings (1Hz to 80Hz)’
- Building Bulletin 93 (BB93): Acoustic design of schools
- Approved Document E - Resistance to the passage of sound

13.7.2 Dwellings

All residential developments shall be designed to ensure that the internal noise levels are ‘good’ in accordance with BS8233, where individual noise events should not normally exceed 45 dB LAMax at night in bedrooms. The location, design and internal layout of residential accommodation should ensure that living areas are located away from primary noise sources. Buildings should also be laid out so that similar rooms are above each other (i.e. bedrooms over bedrooms) and avoid stairs / common parts next to noise sensitive rooms.

Developments shall be constructed so that the impact of vibration from existing road, rail and industrial / commercial premises (e.g. gyms) falls into the category of ‘Low Probability of adverse comment’ as defined in BS6472.

Private and communal gardens should be designed where practicable so that the steady noise level does not exceed the upper limit as cited in BS8233.

13.7.3 Industrial and commercial developments

All developments and/or associated plant should be designed to ensure the existing ambient background noise levels at the nearest noise sensitive premises are not increased (i.e. that the rated level is at least 10dB (A) below the

measured background level). Assessment shall be in accordance with BS4142.

Commercial servicing areas should be located away from residential areas and/or enclosed where possible. Delivery, goods handling operations and collection times will need approval as part of a servicing management plan to be secured by condition of planning permission.

13.7.4 Entertainment

Any development that provides music or entertainment (e.g. restaurants, pubs, clubs, and retail outlets) must be designed and constructed to ensure that the activities are inaudible at any noise sensitive premises.

13.7.5 Schools

New educational facilities or improvements to existing facilities should be done in accordance with Part E of the Building Regulations 2003 and Building Bulletin 93: Acoustic Design for Schools.

13.7.6 Construction

Activities on construction sites that result in noise that is audible beyond the boundary of the site can only be carried out during permitted hours: Monday to Friday (08:00 to 18:00); Saturday (08:00 to 13:00) and at no time on Sundays or Bank Holidays.

Before works commence contractors must submit a S61 Control of Pollution Act 1974 (with regard to BS5228). Information required will include

- Construction methodology;
- Information on the type of plant to be used and the proposed noise control measures;
- A programme of works indicating the noise and vibration levels and the location for each activity;
- Calculation of LAeq and LMax at specified noise sensitive sites as requested;
- Any noise measuring; and
- Measures to notify and keep informed noise sensitive receptors.

13.8 RIVERSIDE ENHANCEMENT AND BIODIVERSITY

13.8.1 Overview and policy context

SFR has a unique setting on the River Thames which is the dominant physical feature of the area. The Thames is a unique environment and recognised as London's greatest natural asset and most important ecological corridor. LBHF recognises the importance of the Thames in the Core Strategy; Borough Wide Strategic Policy RTC1. The overall objective of the policy is to increase public access and use of the Borough's waterways and enhance their environment, quality and character.

Policy RTC1 states:

“ The Council will work with its partner organisations, including the Environment Agency, Port of London Authority, British Waterways Board, Thames Water and landowners to enhance and increase access to, as well as use of, the waterways in the borough, namely the River Thames...and improve waterside environments, by:

- *Identifying the Thames Policy Area and setting out general criteria for the design of development in this area in the Development Management Policies DPD and in supplementary planning documents. In particular, there will be a planning framework for the South Fulham Riverside regeneration area which will provide more detailed design guidance for new development...*
- Protecting existing water dependent uses and requiring new development to provide opportunities for water based activities where appropriate and enhance river and canal related biodiversity...

The 'Borough wide Strategic Policy – OS1: Improving and protecting parks and open spaces' outlines proposals to protect and enhance parks, open spaces and biodiversity in the borough.

LBHF has defined the boundary of the Thames Policy Area within the Borough in line with strategic guidance, and has adopted the Thames Strategy - Kew to Chelsea as Supplementary Planning Guidance to the UDP and is likely to lose status in 2013 when the DM DPD replaces what is left of the UDP.

The GLA recognises the strategic importance to London of waterside spaces and routes in its policies for the Blue Ribbon Network, as set out in the London Plan. Relevant policies in the London Plan recognise the essential role that London's waterways have to play in delivering the mayor's vision of an exemplary, sustainable world city. Of particular relevance, Policy 7.28 states:

“Development proposals should restore and enhance the Blue Ribbon Network by:

- taking opportunities to open culverts and naturalise river channels;
- increasing habitat value: development which reduces biodiversity should be refused
- preventing development and structures into the wider space unless it serves a water related purpose;
- protects the value of the foreshore of the Thames and tidal rivers
- resisting the impounding rivers.
- Protecting the open character of the Blue Ribbon Network”

13.8.2 Riverside Enhancement

A recent LBHF report entitled ‘Riverside Walk Enhancement Report’ was prepared in line with the overarching policy objectives listed above. Its aim for the Thames riparian environment is to achieve a contiguous, high quality riverside walk with priority afforded to pedestrians. It also seeks to enhance the riverside character and improve biodiversity. It identifies numerous possible improvements to the ‘Sands End’ section of the Thames riverside which spans SFR, and breaks this section into three sub-areas:

- Sub-area A: Broomhouse Lane to Wandsworth Bridge Road;
- Sub-area B: Wandsworth Bridge Road to Imperial Crescent; and
- Sub-Area C: Imperial Crescent to Lots Road.

The report states that improvements to the riverside should fulfil the following objectives.

- Improve accessibility and connectivity;
- Create a sense of place;
- Improve the quality of the environment;
- Improve safety and security; and
- Protect and enhance biodiversity.

With respect to biodiversity, additional tree

planting and soft landscaping using indigenous species should be encouraged along the riverside reflecting and reinforcing the character of the area. Where the riverside walk is restricted in width, every effort should be made to ensure sympathetic planting and landscape management on the landside of the walk (where space allows).

With fewer working wharves along the Thames there is little commercial need for a vertical wall in places, and therefore opportunities to improve biodiversity exist using alternative designs for flood defence which ‘make space for water’, create habitats and promote biodiversity. This ‘managed retreat’ or ‘retiring of flood defences’ along the riverbank has been achieved on the Wandsworth side of the Thames in conjunction with the recently completed Battersea Reach scheme:

Figure 13.8: Managed retreat of the riverbank at Battersea Reach



Managed retreat of the riverbank incorporating soft landscaping enhancements encourages colonisation by plant, insect and bird species, and may even provide opportunities to encourage other animals such as the water vole *Arvicola* amphibious. The retiring of flood defences also has the dual benefit of increasing the capacity of the flood plain and providing some mitigation against tidal flooding.

The use of the river to facilitate the construction of riverside schemes and riparian enhancements should be encouraged in keeping with the London Plan (2011) although the consent of the Port of London Authority (PLA) will be required for any managed retreat or alteration to river walls.

Existing vertical riverside retaining walls can also be adapted to become habitat for plant and animal species. Timber fenders or battens can be attached to the river wall creating micro-habitats for plants and animals. Silt builds up on the battens in association with twice daily tidal movements forming a natural substrate allowing colonisation by plants, and seeds and seedlings can also be planted into the substrate. The dimensions of battens are determined by the length and height of the section of wall, and Elm is considered the most suitable type of wood for battens.

There are many opportunities to establish and reintroduce biodiversity along the Sands End section of the Thames in conjunction with landscaping and riverside walk improvements, and area wide measures are best achieved by pooling s106 contributions from individual schemes.

Redevelopment within SFR should be carried out taking account of the following ecological principles:

- Enhancing the function of the Thames as a wildlife corridor and introduce measures to encourage riparian biodiversity;
 - Investigate the managed retreat of the riverbank where practicable and establishment of areas of soft landscaping;
 - No loss of Local Sites of Nature Conservation Importance;
 - No negative ecological or environmental impact on the Local Sites of Nature Conservation Importance within the zone of influence of SFR;
 - Retention, protection and enhancement of all existing priority¹ habitats and species;
 - A net increase in open space including natural and semi-natural green space;
 - The incorporation of green Infrastructure and SUDs in developments;
 - Green roofs and other green design features are required on all buildings, where practicable. Building design should also incorporate nesting features (e.g. bird boxes) into the structure of buildings where practicable;
- Light spillage should be reduced within and adjacent to areas of ecological value, including green / blue ribbons (corridor linkages); and
 - An ecological and environment impact assessment must be submitted with any major planning application.

¹ UK Biodiversity Action Plan species and habitats

CHAPTER FOURTEEN Delivery and Implementation Strategy

14.1 INTRODUCTION

Development in the South Fulham Riverside Area will require sufficient infrastructure to support and handle the impact of 2,200 new homes and 300-500 additional jobs: e.g. improved transport, education, parks and play spaces, health facilities, emergency services and other community facilities and services. The Council commissioned CgMs in June 2011 to undertake a Delivery and Infrastructure Funding Study (DIF) in South Fulham Riverside Regeneration Area linked to the draft SPD. The purpose was to assess the overall infrastructure requirement, the extent to which there would need to be new infrastructure and how this could be funded, in particular from the development itself. A Transport Study was commissioned in November 2009 and that had highlighted the need for significant transport interventions to support growth in the regeneration area.

The DIF study was intended to assess the extent to which development could contribute to the cost of infrastructure provision, having regard to viability and to the costs, in particular, of providing affordable housing. It was anticipated that many items of infrastructure would require contributions on a pooled basis from a number of developments, and so part of the study was to examine the scope and rationale for introducing a tariff on development.

Although the target number of new homes for the South Fulham Riverside regeneration area identified in the Core Strategy is 2,200 due the large number of pre application discussions taking place on sites it is anticipated that the final number will most likely exceed this target. The number of new homes therefore assumed as a basis for the DIF study was 4,000 which is based on all circa 21 hectares of sites within the SHLAA coming forward for development within the plan period.

In the meantime, the Council has been preparing proposals for the introduction of a Community Infrastructure Levy (CIL) in the borough, in accordance with national legislation. This also seeks to effectively pool development contributions towards infrastructure. The first round of consultation on the CIL took place in Autumn 2012 leading to adoption in 2013.

Originally, the Council considered that there could be a benefit in introducing a S106 tariff in South Fulham Riverside, in advance of the CIL charge. However, such a tariff would now clearly only have a relatively short life. Therefore, the South Fulham Riverside DIF Study will contribute to, and be part of, the evidence for, the CIL charge schedule that will apply in this area.

14.2 PLANNING POLICY BACKGROUND

Historically planning obligations have been sought under S106 of the Town and Country Planning Act 1990 (as substituted by the Planning and Compensation Act 1991) to mitigate the effects of development, either by way of financial payments, or by restrictions on development which cannot be achieved by condition. Contributions must be related to the development under consideration.

ODPM Circular 05/2005 introduced new advice relating to the pooling of contributions. Pooled contributions were potentially reasonable where the combined impact of a number of developments created the need for infrastructure and pooling allowed the infrastructure to be secured in a fair and equitable way. It also encouraged the use of formulae and standard charges to demonstrate the level of contributions likely to be required towards the provision of infrastructure necessitated by new development.

Under regulation 122 of the CIL Regulations, from 6th April 2010, the five tests that a planning obligation must meet have been consolidated into three and given statutory force. A planning obligation must be;

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

14.3 COMMUNITY INFRASTRUCTURE LEVY (CIL)

The Planning Act 2008 introduced an entirely new approach to contributions with the Community Infrastructure Levy (CIL). Rather than assessing need on an individual application or through a formulae or standard charge, CIL is to be based on a wider assessment of need, is payable on virtually all developments, and is to be assessed having regard to general tests for the viability of development, rather than on a case by case basis. It is intended to give greater certainty to developers, and enable Local Planning Authorities to collect contributions from virtually all developments without the need to consider sites individually.

CIL is the government's preferred vehicle for the collection of pooled contributions with the target that by April 2014 CIL will apply in most areas. LBHF is currently preparing a borough CIL with a Charging Schedule planned for adoption in 2013. For up to date information on LBHF CIL, please see www.lbhf.gov.uk/cil.

14.4 INFRASTRUCTURE REQUIRED IN SOUTH FULHAM RIVERSIDE REGENERATION AREA

Figure 14.1 details infrastructure items identified through the DIF Study in South Fulham Riverside regeneration area requiring funding over the next 20 years. Further information regarding indicative phasing and prioritisation of infrastructure items can be found in the DIF study in Appendix 5.

(See Figure 14.1)

14.5 DIF STUDY CONCLUSION

The DIF study has played a valuable role in identifying and prioritising the necessary infrastructure as well as undertaking extensive viability testing that has contributed to and informed the CIL.

The outcome from the viability testing in the DIF study has established that development as a whole in the area should be able to make a substantial and satisfactory contribution to the cost of necessary physical and social

infrastructure, as well as providing 40% affordable housing and paying the Mayor's CIL for Crossrail. Abnormal factors such as exceptional remediation costs, may affect the viability of individual schemes, and would need to be taken into account. However, the Council is confident, on the basis of the DIF Study that a future CIL, and S106 contributions in the future and meantime, will be able to ensure provision of the infrastructure necessary to support the regeneration of the area in accordance with the Core Strategy and the principles and guidance set out in this SPD

Figure 14.1 Summary of Infrastructure Items

Category	Scheme
Transport	Highway Package 1 – Widening of the Wandsworth Bridge Road junction, Townmead/William Morris Way junction 100m
	Land acquisition and utility diversion costs to deliver Package 1
	Highway Package 2 – new link road through the National Grid site and a new signalised junction at Kings Road/Edith Road junction
	Bus Interventions Package 3
	Imperial Wharf platform lengthening
	Barclays Cycle Hire Scheme
	Chelsea Harbour Pier upgrade
	Cycle bridge alongside rail bridge across the Thames linking Imperial Wharf to Battersea
	Cantilevered Thames Path under Wandsworth Bridge
	Holistic Neighbourhood improvements (walking, cycling)
Education Primary	Extension to accommodate two forms of entry through expansion of existing schools or the development of a new school requiring land of circa 0.5 hectares
Education Secondary	Extension to accommodate one form entry accommodated through the expansion of secondary provision.
Education early years	LBHF support for the private and voluntary sector regarding provision for additional pre school nurseries and affordable spaces.
Open Space	Improvements to South Park in accordance with master plan
Business Training and Employment	Construction training, post construction placements, apprentices and workplace co-ordinators
Health	Invest in local GP services and the new Sands End Clinic.
Community Safety	CCTV
	New Community Safety Hub for the Sands End Safer Neighbourhoods Team, Anti-Social Behaviour, Street Outreach and Community Safety Teams.
Thames Path & street furniture	Thames Path linked to River Walk Enhancement Report 2010
	Litter bins
Contamination	Bore Hole
Environmental	CHP study
	CHP – Integration of a Heat Network
	Flood defence / maintenance of the Thames Wall

**South Fulham Riverside Supplementary Planning Document (SPD)
Consultation Summary Report – December 2012**

1 INTRODUCTION

This report summarises the outcome from the consultation on South Fulham Riverside draft SPD March 2012. The consultation period ran from Friday 30th March 2012 until Friday 11th May 2012. Representation after this deadline have been included in the Consultation Summary Report Schedules in full as well as included in this summary report.

2 METHOD OF CONSULTATION

A variety of consultation methods were used during the six week consultation period to ensure information regarding the draft SPD was made aware to a broad range of people.

2.1 Consultation Newsletter

A newsletter which included details regarding the impending consultation on the South Fulham Riverside Draft SPD was distributed to properties in and a substantial area around the regeneration area at the beginning of the consultation period.

The article in the newsletter provided background information to the SPD and explained the key priorities regarding new homes, roads and transport, design, use of the river and community facilities. It invited residents to comment on the future of South Fulham Riverside, set out the dates for drop in sessions and advised regarding how to view the documents through the website. It also provided an email address and postal address regarding where to send comments.

The Newsletter was also made available on LBHF's website.

2.2 Public Notice

A public notice was placed on the Hammersmith and Fulham Chronicle on Friday 30th March 2012. The public notice introduced the subject matter and area covered by the SPD, the period in which representations can be made, the address where comments need to be sent and where the SPD is available for inspection during the consultation period.

The Public Notice was also made available on LBHF's website.

2.3 Press Release

A press release encouraging residents to have their say on the future of South Fulham Riverside was released on 2nd April 2012. It also provided details regarding the drop in sessions, the deadline for comments and had a link to the South Fulham Riverside page on LBHF's web site.

2.4 SPD Distribution

A copy of the SPD and supporting information was sent to organisations who requested it.

Copies of the SPD and supporting documentation were also made available for inspection at the following locations.

- Fulham Library, 568 Fulham Road, Fulham, SW6 5NX.
- Duty Planner Office. First Floor, Hammersmith Town Hall Extension, King Street, London, W6 9JU

The draft SPD and supporting documents were made available online on the LBHF website www.lbhf.gov.uk/southfulhamriverside.

2.5 Letters and E mails

An e - mail was sent to all people who commented on the first draft of the South Fulham Riverside SPD in April/May 2011 notifying them of the consultation period, where to view the documents as well as the deadline and ways to comment.

Approximately 1,500 individually addressed letters were sent to statutory consultees and individuals and groups on the LBHF Local Development Framework database that included special interest groups and resident organisations.

The letter introduced the Revised Draft SPD, advised where to view the documents and invited comments.

2.6 Drop in Sessions

Three drop in sessions were held at the following times and locations during the consultation period. Each session was based around display boards summarising the key principles of the draft SPD. Hard copies of the draft SPD were made available. LBHF staff were on hand to answer queries.

- 12.00 – 2.00pm Tuesday 17th April 2012 – Wharf Rooms Imperial Road
- 5.00pm – 8.00pm Wednesday 18th April 2012 - Wharf Rooms Imperial Road
- 10.00am – 1.00pm Saturday 21st April 2012 – Wharf Rooms Imperial Road

3 **CONSULTATION FINDINGS**

3.1 In total of 83 written responses were received from a wide range of respondents including individuals, residents, landowners, developers, resident groups, statutory organisations and a range of special interest groups. Responses to each of these comments have been recorded separately in separate schedules for each chapter in the Consultation Summary Report Schedules which are available on LBHF's website. The following summary of comments by chapter identifies themes and trends.

3.2 **General Comments**

A total of 18 comments were received.

Four comments support the adoption of the South Fulham Riverside SPD. RBKC comments that the adoption of the SPD extends the collective vision

for high quality regeneration of the Thames riverside that is fully supported by them.

One comment registered deep concern regarding the council's summary of responses from the first round of consultation not including details regarding deep concern residents had regarding building heights. One comment raised concern that the SPD includes guidance and is not enforceable.

The Fulham Society welcomes the involvement of the Princes Foundation in the early stages of the preparation of the SPD and generally supports the second draft of the document. They are however concerned that the SPD is quite generic and capable of wide interpretation. They also recommend that low density development is proposed in keeping with the current area.

Thames Water Utilities commented that the SPD should be updated to have due regard to the policy support for the Thames Tunnel project, the DCLG Safeguarding Direction and the safeguarded wharf status of Hurlingham Wharf. The Environment Agency remains supportive of the SPD and is pleased that the majority of comments recommended in their previous response have been incorporated.

3.3 Chapter 1 – Vision

A total of 3 comments were received on this chapter.

Natural England welcomes the proposals for new public spaces and improvements to the Thames Path. The Port of London Authority expressed concern that the vision should highlight objectives in the London Plan and Core Strategy regarding a focus on transport uses, freight and passenger for the river rather than leisure, recreation and sport. One organisation supports the vision.

3.4 Chapter 2 – Introduction

A total of 10 comments were received on this chapter.

Two comments raised concern that although LBHF are consulting on the draft SPD they have not considered the comments and have made very few changes to the SPD as a result. Two comments believe LBHF has not fulfilled its obligation to proactively engage with local people setting out in simple terms the key impacts regarding height, density, transport and traffic. One organisation believes the council has not engaged effectively with the local community in the early stages of the preparation of the SPD in line with the NPPF and the Council's "Statement of Community Involvement" and the consultation methods were ineffective.

One comment supports the information in the Emerging Design Principles regarding "Architecture – Height Massing and Density". One organisation supports the Council's aspiration to enhance the Thames Path. The Port of London Authority raises concern that the set of "Emerging Design Principles" does not include the London Plan's policy that new developments adjacent to safeguarded wharves should be designed to mitigate any potential conflicts with cargo-handling.

3.5 Chapter 3 – Executive Summary – No Comments received.

3.6 Chapter 4 – Contextual Overview

A total of 27 comments were received on this chapter.

One comment opposes the closure of the Sands End Community Centre and its relocation of services to Hurlingham and Chelsea School as it is not centrally located. Two comments want to see improvements to youth club provision in the area and did not agree with the statement in the SPD that the area has numerous community halls. One comment believes the text implies the youth club in Townmead Road is council run and this should be amended. One organisation comments that the shopping facilities at Imperial Wharf should be recognised as providing neighbourhood shopping provision. One comment raised concern that low income households will be squeezed out of the area when the new 80% of market rents are introduced.

One comment requests the safeguarding of wharves on Carnwath Road lifted as the historic reason for safeguarding is no longer relevant in the contemporary context. One organisation raised concern that Swedish and Comley's wharves have not been identified as having the potential for redevelopment as is the case with Hurlingham Wharf. The Port of London Authority comments that the vacancy at Hurlingham Wharf has nothing to do with non viability for cargo handling as there is substantial operator interest in reactivating the wharf. Also Hurlingham is identified for development but the SPD does not identify any sites to relocate wharf capacity to hence it is contrary to the London Plan and Core Strategy. One organisation wants it emphasised in the SPD that the last occupier of Hurlingham Wharf vacated the site as they considered it no longer viable to operate from it. One comment requests details are included regarding the Mayors recent review of safeguarded wharves.

One comment believes that the area has a neglected run down feeling because of poor quality of development that has been allowed and a lack of maintenance of the riverside walk. One organisation commented that although the National Grid site is identified as potentially coming forward for redevelopment in 10-20 years that there is a good likelihood that this may come forward earlier. One organisation believes it is misleading to describe Piper building as seven storeys tall as the floor to ceiling heights are much greater than standard residential which means it is in fact 10/11 storeys. One organisation requests that as they intend to submit planning applications on Whiffin, Hurlingham and Carnwath Road Industrial Estate in the immediate future that these are identified as "current applications developed in 0-5 years". One organisation comments that the Land Use map implies Imperial Wharf is just residential rather than highlighting all the other commercial and leisure uses that it offers. One comment raised concern regarding the onerous restrictions on the use of Imperial Wharf Park.

One comment raised concern that from Chelsea Harbour it is hard for cyclists to access the riverside walk, also better cycle paths and better signage especially at Wandsworth Bridge should be sought. Two comments welcome improvements to the Thames Path. One comment wants more emphasis made of the congestion at Wandsworth Bridge Road and the importance of

diverting traffic elsewhere. One comment queried whether the Council had given up on the long term aim of a tube station on Crossrail 2. One comment requests that Clancarty, Settrington and Woolneigh Roads are classified as local roads to stop them from being used as through roads for motorists.

One organisation comments that the PTAL is higher demonstrating that the most accessible sites in the area as Albert and Swedish wharves however they are not considered as sites with potential for development and should be along with Comley's Wharf as the SPD states there are limited opportunities to increase the PTAL in the area. One organisation requests that the PTAL map is updated to reflect accurate PTAL ratings for Imperial Wharf and Chelsea creek sites.

3.7 Chapter 5 – Planning Policy Context

A total of 17 comments were received on this chapter.

Thames Water Utilities commented that Thames Tunnel (TT) is included in the now adopted National Policy Statement (NPS) for Waste Water (2012) as a nationally significant project. They recommend that the NPS for Waste Water should be referenced in this chapter of the SPD and afforded considerable weight and should be considered as part of the evidence base for development plan documents including South Fulham Riverside SPD. They also confirm that given the policy support for the TT at a regional level, the requirements in the NPPF and support in local policy Thames Water are keen to work proactively with LBHF to align the TT project with the aspirations of the Council for the South Fulham Riverside Area.

One comment wants recognition of the value of local shops included and that to ensure people have access to local shops small units must be included with rents set at realistic levels to encourage sole traders. One organisation comments that the references to London Plan and Core Strategy are not necessary as the SPD should be read alongside these development plan documents. The same organisation comments that Figure 5.2 should be updated to also show the Imperial Square and Gasworks Conservation Area as a large proportion of it covers the SPD area.

One comment raises concern that poor quality development has taken place in and around the regeneration area hence welcomes the emphasis on “a very high standard of urban design” in the SPD. H & F Disability Forum raised concern that London Plan Policy 7.2 on accessible environments has not been referred to throughout the SPD instead the Access for All SPD has been relied upon that will shortly be replaced LBHF Development Management SPD. One comment believes that the SPD should be clear regarding the types of development that should be prohibited and set clear guidance on the heights and density of new development. One comment proposes that due to the lack of open space and nature conservation areas that the whole of South Park is designated as a Nature Conservation Area.

One organisation commented that the 2,200 target for new homes identified in the Core Strategy should be identified as a minimum target as new homes would exceed this target.

One organisation objects to reference to a new link road and new area of green space on the National Grid site that will add an unreasonable financial burden threatening the viability of developing the site which is contrary to the NPPF.

3.8 Chapter 6 - Issues and Objectives

A total of 3 comments were received on this chapter.

Natural England supports the key objectives especially “protect and enhance biodiversity and nature conservation” and “promote high quality urban design and enhance the public realm. Emphasis should be placed on seeking opportunities to provide green infrastructure and soft landscaping in addition biodiversity and the natural environment can also provide opportunities in health, recreation, climate change adaptation and improving quality of life.

One organisation supports these key principles and demonstrates how potential redevelopment of the Curry/PC World site could deliver in response to these objectives. One organisation considers the objective “to increase the use of the river and riverside for leisure, transport and educational uses is too ambiguous and should be more specific.

3.9 Chapter 7 – Area Planning Framework and Land Use Strategy

A total of 65 comments were received on this chapter.

Two comments generally support the key principles regarding Area Planning Framework and Land Use. One comment supports the proposed residential development as opposed to the Thames Tunnel Sewer.

One comment wants to see the introduction of a pier from which a river bus can work effectively. One comment is concerned that expansion of the Wandsworth Bridge junction will bring more lorries down Carnwath Road.

One comment wants affordable housing and mixed communities to be prioritised. One comment states that the nature of housing typologies should be left to the developer to consider in response to the market. One organisation would like it to be clear that the council is not limiting new homes to an additional 2,200. The SPD should be explicit regarding the location of tall buildings.

One comment supports new open space in the regeneration area. One comment would like to see soft landscaping as opposed to hard landscaping. One comment is concerned that the regeneration area has inadequate open space and as well as new space in the east of the area there should also be additional space at the Wandsworth Bridge location. One organisation objects that children’s play space should not be available to the wider public but specific to the scheme.

One comment requests that genuine workspaces are provided that can be used by locals. One comment disagrees with the principle of retaining existing employment or seeking replacement opportunities as this conflicts with the overall aim to deliver residential led mixed use development. One

organisation wants the SPD to make clear that it is not a requirement to provide new retail in the western part of the regeneration area due to low footfall. One comment would like the PC World site and Industrial Park preserved for employment to protect jobs. One comment is concerned about destroying existing successful businesses.

Two comments request that the SPD is more specific regarding the types of community uses required to support the regeneration. One organisation is concerned that community facilities are not proposed in a location central to the regeneration area.

Fifteen comments support a river transport or river use on Hurlingham Wharf as it is a safeguarded wharf. Fourteen comments support similar land use restrictions on adjoining Whiffin Wharf. One comment rejects any residential development on the wharf sites. One comment supports the potential for dual use on safeguarded wharves but wants this to specifically apply to Comleys and Swedish Wharves. One organisation wants the three safeguarded wharves treated the same rather than as currently proposed “seeking consolidation on wharves east of Wandsworth Bridge” and to be informed by the Mayors review of safeguarded wharves. One organisation wants all safeguarded wharves to be identified as development opportunities for residential led mixed use development. The Port of London Authority (PLA) and GLA and another organisation would expect the SPD to include details regarding how consolidation east of Wandsworth Bridge Road could occur, at present it doesn’t conform to the London Plan. The GLA wants the SPD to emphasise the importance of development proposals adjoining safeguarded wharves. Two comments support the principle of consolidating wharf use east of Wandsworth Bridge. One comment notes that bringing Hurlingham back into wharf use is not feasible or viable. One comment notes lifting the safeguarding on Hurlingham Wharf is against the Mayors recommendation. The SPD is premature in its approach to remove the safeguarded status of Hurlingham and it should be removed from consideration for residential and commercial development. The GLA commented that they remain committed to bring safeguarded wharves back into river freight uses.

Four comments strongly oppose the location of the Thames Sewer Tunnel on Carnwath Road sites and one organisation wants the SPD to clearly state this opposition. Thames Water Utilities confirm their support for the regeneration of the area and believe the Thames Tunnel (TT) proposals can take place alongside and support the vision for South Fulham Riverside. The SPD should be amended to accommodate the TT and the SPD should be amended to ensure conformity with the NPS for Waste Water 2012 and other London Plan policies. The SPD is wrongly drafted in that no other adjoining sites to Whiffin, Hurlingham and Carnwath Road industrial estate will be required for TT.

3.10 Chapter 8 – Housing Strategy

A total of 17 comments were received on this chapter.

Two comments expressed concern that there will be a lack of social housing in the regeneration area. One comment expressed concern that there is not enough land available to provide for 2,200 new homes. One comment believes the SPD should be more explicit on the criteria for affordable housing

and set targets for each type of tenure. One comment expressed concern that affordable housing target is often ignored by developers.

One organisation opposes the reference to the percentage mix of units from the London Strategic Housing Market Assessment 2008 as instead a more flexible approach should be taken responding to the market.

One comment supported higher buildings on Chelsea Creek/National Grid site. One organisation expressed concern that lower buildings should apply west of Wandsworth Bridge Road in order to respond to local context.

One organisation expressed concern regarding the amenity space requirements of 36sqm and 14sqm as excessively onerous. One organisation objects to the provision of play space on all new residential development.

One comment objected that Watermeadow Court is being demolished and the opportunity has not been taken to provide large family homes or key worker accommodation. One comment expressed concern regarding who the new homes were being built for.

3.11 Chapter 9 – Urban Design Strategy

A total of 105 comments were received on this chapter.

Eight comments support the SPD's aim to open up the riverside and make it an appealing destination with buildings at 4 – 6 storeys and some at 7 on the riverfront and are not opposed to a couple of finer grain buildings at 10 storeys. One comment was on the poor quality of new development on the riverside that should not be repeated in the regeneration area. One comment noted there is no sense of community at the Imperial Wharf development as properties have been bought by investors who are often absent. One organisation wants Swedish and Comleys wharves identified as regeneration areas on the plans in the same way as Hurlingham.

RBKC felt that the design guidance in the chapter was too generic and woolly and may prove ineffective in managing development proposals to a high standard. The Key Principles should be revisited to ensure they are comprehensive and the principles are expanded upon in the remaining sections. The spatial framework could do more to ground the key design principles. A map illustrating preferred building heights would be helpful. There is insufficient justification provided for increased height on the riverside. RBKC are concerned that there is no definition of a tall building contained within the section and they are concerned regarding the impact of a tall building on the adjoining Royal Borough. The chapter underplays how connectivity could be improved with the wider Lots Road /Kings Road area.

Ten comments want to see lower rise housing. Four comments are concerned the proposed new buildings are too high and will dwarf and overshadow existing buildings. Five people comment that proposals for heights up to 7 storeys and even 10 are too high because the strip of land south of Carnwath Road is narrow and to the north there is predominantly 2 storey housing, two organisations therefore proposed there should be a height limit of 4 storeys. Two comments support the proposals put forward by the Princes Foundation for human scale development and want the guidance

amended to max five to six storeys. One comment raised concern that high buildings would cast shadows. Two comments profoundly disagree with buildings of 10 storeys, one considers most buildings should be around 4 storeys and seven should be the maximum for a few. One comment proposes that the area on the river in front of the Piper Building wants should be landscaped and buildings no higher than Broomhouse Lane Estate. One comment notes as a number of tall buildings have been approved and medium density is the maximum that can be supported due to highway constraints can the remaining areas are spared high rise buildings. One comment suggests that all buildings be limited to 6 storeys with all storeys above the 4th set back. One comment wants to see building heights on Carnwath Road not to exceed the residential buildings which they face stepping up to four storeys on the river and at low density. One comment disputes the guidance that buildings west of Imperial Road should be lower than west of Wandsworth Bridge Road when the local context has higher buildings. One comment notes that high rise new build developments do not attract local households or families with children.

One organisation supports increased height and massing fronting the Thames due to its setting and the scale of buildings on the Wandsworth side. One organisation feels the SPD is too restrictive in naming only two areas for increased height and massing and requests that as PTAL is highest at Wandsworth Bridge and the emerging townscape includes taller buildings that this is also highlighted as an area for increased height and massing. One organisation supports the proposal that taller elements could act as visual signals in the townscape and that Imperial Wharf should be one of these. One organisation raised concern that a limit of 10 storeys maximum west of Wandsworth Bridge Road will unnecessarily limit the residential output in the regeneration area; a high quality design led approach would enable the appropriate siting of buildings of variable height whilst optimising the density achieved. Also the SPD would benefit if it included details regarding the height of buildings as this allows more accurate comparison between existing and proposed development. One organisation supports buildings up to seven storeys in height however it should be recognised that there may be circumstances outside of focal point areas where greater than 7 storeys is acceptable.

The Fulham Society does not want tall buildings permitted close to the river walk. They consider there should be a maximum of 5 storeys and are against inward looking closed residential developments instead development should be open, encourage through access, small parks and main entrances should look out onto roads. They can find no reference to the Fulham Wharf Pontoon but want it retained and a suitable use found for it.

Two comments believe the river should not be cut off by a wall of high rise blocks. One comment believes that the guidance in the SPD will not achieve reconnection of the hinterland with the river as it intends. One comment believes people should be able to see the river and have greater access to the Thames Path. Natural England welcomes improvements and realignment to the Thames Path and the commitment to provide new public space. One comment wants seating on the public realm/river walkway to be designed to accommodate the elderly and disabled. One comment proposes gardens and green areas on top of buildings. One comment believes that Imperial Wharf Park is not serving the local community.

One comment highlighted the importance of buildings to human scale at ground floor level and that wording should be used to discourage the interpretation of “green buffer space” as invisible gardens behind fortress hedges.

One comment highlighted the importance of retaining existing heritage buildings connected to the past and wants Fulham Wharf to be rescued even if it's just a few facades. There are also river related artefacts along the river that should be preserved. The area should be encouraged to evolve as a high quality urban quarter at a scale sufficient to enclose the river. Concern was also expressed that public realm will be publically owned and managed which gives the opportunity to exclude people as is the case with Imperial Park. One comment thought event spaces on the river should include green space and that the SPD should stipulate that indigenous plants should be used and those that are known to attract pollinators. One organisation does not agree that all new development should provide a level of public space provision or that there should be general provision for play space on all development sites.

English Heritage has concerns regarding how heritage assets will be preserved and enhanced in accordance with the NPPF and that the Sustainability Appraisal has not appropriately assessed the potential impacts on heritage assets. To accord with the NPPF the word “conserve” should be substituted for the word “preserve”. They have concern regarding the contradiction between development of a sufficient scale to enclose the river and the aims of the Sands End Conservation Area Character Profile that new development should open up views of the river. The River Thames should be included as a heritage asset and the heritage section should demonstrate an understanding of heritage in the regeneration area in the broader context. English Heritage requests a fuller rationale for the two key focal points identified for tall buildings.

One comment would like to see a river bus service, water taxis, boating amenities, floating homes, urban beaches, restaurants with a proper river frontage. This area should offer a destination to visitors looking for riverside recreation. One comment wants Breer Street and Dymock Street to continue down to the river.

One comment states that architecture should borrow from the industrial vernacular. One comment wants more architecturally unique developments that encourage maximum use of the river. One comment wants more architecturally unique developments which will encourage use of the river and three comments want it to be an improvement on what's been produced on the other side of the river.

3.12 Chapter 10 – Development Capacity Study

A total of 14 comments were received on this chapter.

One comment expressed a desire to have visual variety in the regeneration area taking inspiration from existing tight knit grain and old wharves. One organisation supports the guidance regarding building heights east of Wandsworth Bridge Road at 3 – 7 storeys with some higher buildings but considers account needs to be taken of PTAL levels and density guidance in

the London Plan and surrounding context when considering tall buildings. Consequently they consider there should be a tall building as a visual marker on around Albert and Swedish wharves and this should be recognised in the SPD. One comment believes we have to be careful regarding the height of buildings as they relate to the hinterland as well as on the riverside. One organisation believes the SPD is too prescriptive regarding its approach to height and massing

Thames Water expressed concern that the Carnwath Road sites (identified by them as potential sites for the Thames Tideway Tunnel) are identified in the SPD for early development which they consider is not required as there are sufficient sites in the pipeline that will contribute to the early transport infrastructure required. In addition the SPD pre judges the outcome of the safeguarding review in its approach regarding the development of Hurlingham Wharf.

One organisation raises concern that the 40% affordable housing is a borough wide target and flexibility should be applied to reflect site circumstances including viability. One organisation considers that policy guidance provided in this chapter is duplication and should therefore be deleted. The same organisation believes that the massing models included in this chapter could be inappropriately used to prescribe layout and massing of development. One comment requires that open space and children's play space must conform to the latest London Plan guidance.

Two organisations believe there are flaws in the Transport Study that therefore unnecessarily restrict density. Two comments expressed concern that the proposed density will impact adversely on the infrastructure of the area, especially traffic. One organisation is concerned that the Core Strategy and Transport Study should not be solely used to direct the level of appropriate density; it should consider other issues like site specific characteristics and local need. One organisation believes the council can still meet its target housing numbers in the Core Strategy delivering a low density scenario.

3.13 Chapter 11 – Transport Interventions

A total of 98 comments were received on this chapter.

One organisation commented that the images in this section were poor and should be improved.

Three comments raised doubt that transport interventions can accommodate the increase in cars. H&F Disability Forum welcomes the proposed transport interventions as they are much needed to assist disabled people.

Four comments request that the SPD updates and strengthens its support for a new pedestrian and cycle bridge between Imperial Wharf and Battersea. RBKC also support this proposed intervention. One organisation points out that the railway bridge is a listed structure and that some of the land required to construct the bridge is in private ownership.

Three comments support the aim to deliver a fully connected riverside walk. One comment considers that as the Thames Path is a long distance

nationally designated walking route that priority should be given to pedestrians where it is not convenient or safe for multiple uses. Two comments suggest the riverside walk could include a cycle lane so that cyclists can avoid the main roads.

One comment disagreed with the proposed extension and enlargement of the 424 bus route and considers it is unclear regarding its entire route. H&F Disability Forum welcome the improvements to the 424 and 391 buses that will make a real difference to disabled people. It would be useful if these could be implemented to mitigate the adverse impact of the move of the library and other community facilities to Hurlingham and Chelsea School. One comment suggests the introduction of bus bays so buses can pull in and not make the traffic wait. RBKC consider that this chapter should also include details regarding the potential extension of the C3 bus route northwards that would increase the destinations available and another route that could serve the area is an express bus service via the embankment to Victoria that would help relieve capacity constraints on the District Line. One comment was not convinced that the 424 bus should operate outside the existing hours.

Seventeen comments support the use of Hurlingham Wharf as a terminal for transport on the River Thames.

One comment supports a new link road from Imperial Road to Kings Road. One organisation supports the new timescales identified in the Transport Addendum for a new link road through to Kings Road in 15 plus years when the National Grid site is developed. Although not opposed to improving physical linkages through the gasworks site to the Kings Road they are concerned that the current proposals are not acceptable. RBKC have serious concerns regarding the transport study findings that the medium density quantum of development would generate an 18% increase in eastbound traffic flows onto the Kings Road in the morning peak, this impact has not been modelled and there are no mitigation measures proposed in the transport interventions section.

Three comments are particularly concerned regarding additional traffic on the already busy Townmead and Carnwath Roads and one considers the Jacobs transport study underestimated the level of additional traffic significantly. In addition the data gathering was undertaken when schools were closed so there was less traffic than there would normally be. Two organisations support the expansion of the Wandsworth Bridge junction however one is concerned that Swedish and Comleys wharves would need to be highlighted as sites with potential for development if land were required from them and if the other objective were to be achieved of delivering a continuous riverside walk. Also the brief given to Jacobs may have pre-determined the preferred solution without a thorough technical appraisal of potential solutions. One comment believes there were flaws in the Jacobs transport studies that have skewed the results and that the increased density proposed in the area will dramatically worsen this situation. One organisation queried why the outcome from the transport studies put restrictions on medium density residential numbers and not just the commercial.

One organisation believes elements of the transport study have been overestimated regarding future traffic flows hence underestimating the ability of sites to be developed at higher density levels. They are concerned regarding the modelling assumptions, the design of the junction and the

accuracy of data presented in the Jacobs reports. They want to work with the Council to further limit the land take from the sites as proposed in the options presented in the draft SPD.

Another organisation is concerned regarding the potential detrimental impact on the operation of the Porcelanosa store and car park linked to the proposed junction expansion. They also question some of the evidence in the Jacobs transport studies especially regarding the modelling and the base data used and that the council have failed to consider alternative proposals.

One comment considers that car restraint policies would be very unpopular with existing residents and two comments propose there should be a parking space for every home built, these should be underground car parks. Two organisations comment that recent studies have show that there is no link between car ownership and car use hence providing car parking should not necessarily contribute to road congestion.

One comment considers that pedestrian crossings are needed now to assist in crossing Carnwath Road as this would provide a direct and quicker route to terminals on the river and would provide welcome relief to the already congested bus and underground routes. One comment raised concern that there should be a pedestrian crossing at the junction of Townmead and Imperial Roads. One comment considers it is important to make Wandsworth Bridge more acceptable to pedestrians.

One comment raises concern that the information regarding usage of Imperial Wharf station is out of date and therefore the impact of new residents on this station has not been adequately assessed. RBKC supports continued capacity enhancements to the West London Line and the District Line as well as identification in the DIF Study of contributions to lengthening platforms at Imperial Wharf station. One comment raised concern that the tube lines accessed by those living west of Wandsworth Bridge Road are already very overcrowded.

Thames Water Utilities point out that the early development and financial contribution from the Carnwath Road riverside sites is not vital to fund essential transport infrastructure improvements as a number of sites have already been approved that will fund these improvements as detailed in the DIF Study. Also the Council should review its strategy for South Fulham Riverside to ensure that assumptions regarding infrastructure funding reflect the delay to sites as a result of the Thames Tunnel construction.

One organisation queried the accuracy of the figure detailing PTAL levels as being too low on the Chelsea Creek sites. One comment considers the PTAL is not a useful measure and PAWP index should be used instead.

One comment raised concern that it would be useful if the road could be opened up for cars between Townmead Road into lots Road.

RBKC comment that there is an opportunity to create a link between the two boroughs across the West London Line which it strongly supports however this has not been identified in this chapter neither has funding been identified in the DIF study to deliver this.

One comment raised concern regarding the use of Dymock and Breer Streets for rat running.

3.14 Chapter 12 – Social Infrastructure

A total of 13 comments were received on this chapter.

Natural England welcomes the advice regarding open space in this chapter and has provided general guidance regarding considerations regarding access to open space. One organisation wants the SPD to be more specific regarding the requirements for new areas of open space. One organisation objects to the obligation to provide new areas of open space to meet the needs of new residents and a fair and reasonable approach would be to distribute the open space allocation across a number of new sites identified for development. One organisation objects to the provision of play space on all development sites.

One organisation advised that text and maps should be updated to reflect the closure of the Sands End Community Centre. One organisation advised that they could not find details regarding plans for further facilities relating to adult education, primary school space, nurseries or doctors surgeries. One organisation commented that information regarding Library and Community Services is incorrect and that promises given when the Sands End Community centre closed that appropriately accessible services would be provided has not been fulfilled. One organisation welcomes the proposal for a community safety hub.

RBKC support the approach taken in the SPD to ensure there are adequate social and community facilities to support the growth in new homes. In order to avoid putting pressure on adjoining RBKC these facilities need to be ready for use prior to the occupation of new units. RBKC also has concerns regarding the proposed location of education and health facilities which they consider relatively distant from sites in the east of the regeneration close to the boundary with RBKC.

The NHS Healthy Urban Development Unit question the assumption in the SPD that if there was growth in the area of 4,000 additional homes that this would not necessitate the provision of new health facilities.

3.15 Chapter 13 – Environmental Strategy

A total of 19 comments were received on this chapter.

Natural England would like the SPD to define “major development” that triggers the requirement for an Environment Impact Assessment.

Thames Water Utilities are pleased to see many changes have been made to the draft SPD following their comments on the first round of consultation. Thames Water Utilities wants the text amended that the combined sewer overflows do not cause sewer flooding but allow the sewers to overflow into storm relief sewers on the River Thames when capacity is exceeded.

The Port of London Authority (PLA) supports the SPD's approach to using the river for construction of riparian developments.

One organisation raised concern that as the regeneration area contains safeguarded wharves it is considered excessive to require that internal noise levels beyond "reasonable" in accordance with the BS8233 guidance are provided.

The Environment Agency support the way flood risk, biodiversity and contaminated land are dealt with in the chapter. However there are few changes to make to ensure the guidance is consistent with national policy, the section does not refer to Ground Source Heat Pumps in relation to decentralised energy. In addition the section remains incorrect in relation to when a site specific Flood Risk Assessment (FRA) is required. They also recommend that text is updated in relation to Flood Defence Consent within 16m of the River Thames tidal flood defences.

One comment raised the issue that new development should strengthen flood barriers and defences, in addition new high buildings should avoid creating wind tunnels. Two comments raised concern regarding the extra sewage and water capacity that will be required to cope with the growth. One person supports the key principles.

3.16 Chapter 14 – Delivery and Implementation Strategy

A total of 11 comments were received on this chapter.

RBKC welcomes the DIF study but believes it is important that it considers the potential impact on the adjoining borough's facilities by considering appropriate walking distances to services.

Friends of South Park greatly welcome the council's commitment to improve facilities and infrastructure in South Park detailed in the DIF study.

TfL welcomes the DIF study and associated Transport Study however requests more information on how this will work in practice. The GLA also welcomes the DIF study however they are concerned regarding there being no useful guidance to the council or certainty for developers in respect of how section 106 contributions would be negotiated prior to the borough CIL charge being adopted in 2013.

One comment requested that the St Michael's centre in Townmead Road is added to the list of recipients for infrastructure funding.

3.17 Chapter 15 – Appendices

A total of 8 comments were received on this chapter.

Port of London Authority (PLA) comments that the vacancy mentioned at Hurlingham Wharf relates to the aspiration of the owners rather than the viability of the wharf and operator demand.

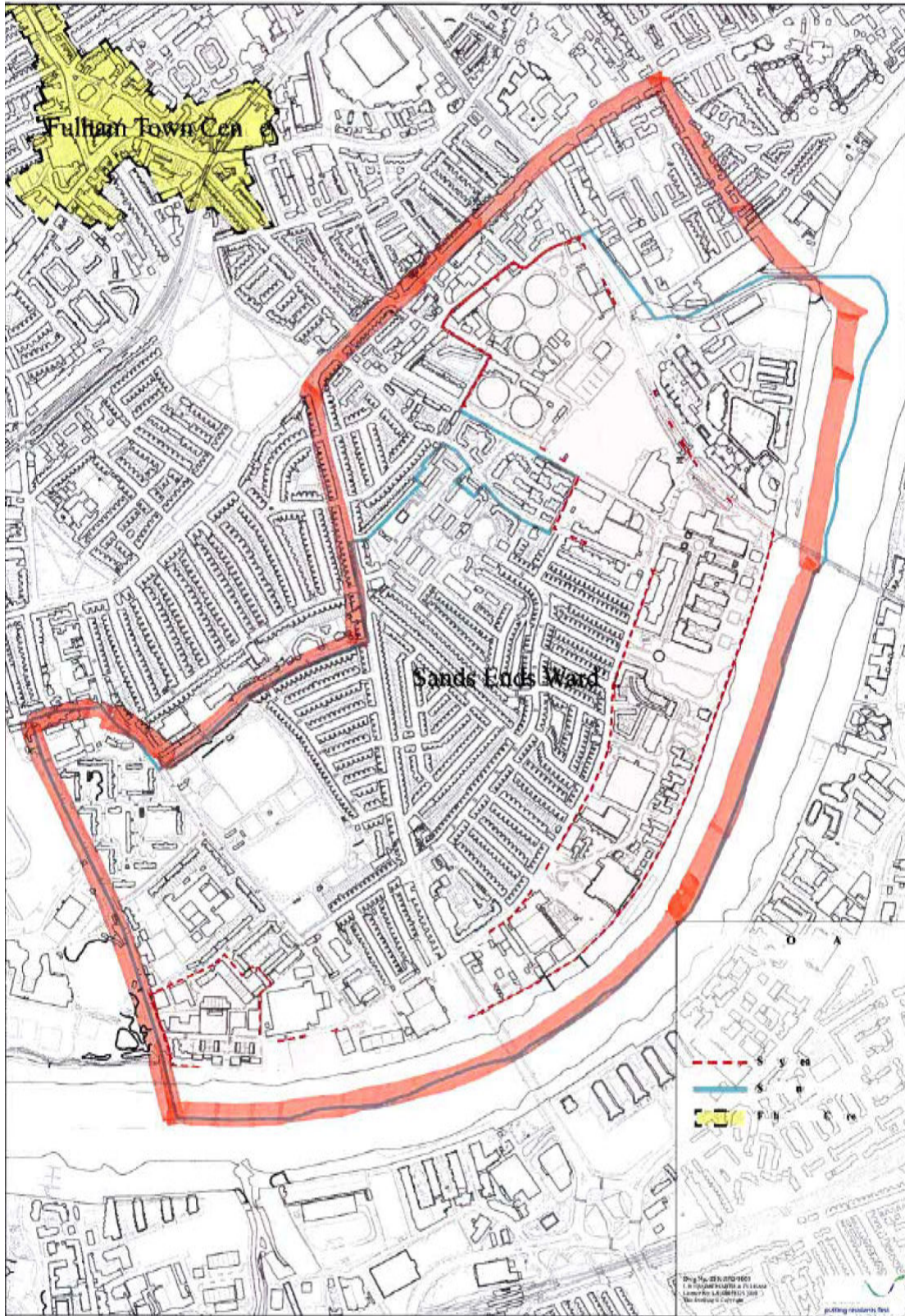
Friends of South Park (FOSP) comments that it states that South Park is well catered for in terms of sports facilities yet chapter 7 recognises that improved facilities are needed for South Park. Also FOSP experience is that facilities are not closely monitored to ensure they do not suffer from over use.

A comment has queried the description of building heights along Carnwath Road as not being accurately described. Another requested that the paragraph regarding the community centre should be updated regarding the closure of Sands End Community Centre.

3.18 Sustainability Appraisal – Supporting Document

A total of 4 comments were received.

English Heritage would recommend that the SA identify the role of the River as an undesignated heritage asset. The section on heritage and the built environment should include modelling of the potential mass and scale of the development, particularly along the waterfront, in order to identify and overcome any tension between proposals and the conservation and enhancement of heritage assets. Natural England believes overall the Sustainability Appraisal covers the issues and themes that they would expect to see considered by such a document.



Newsletter delivered to properties within the area surrounded in red.

CHAPTER 1 - VISION

The regenerated South Fulham Riverside area will have moved away from its industrial past and become a new residential mixed use area integrated with employment, community and leisure uses that adopt a waterfront character. The area will have a riverside focus that embraces the river offering leisure, recreational and sporting facilities linked to the river.

The local community will benefit from new and improved connections to the river walkway. The river walkway will be continuous from Broomhouse Dock to Chelsea Harbour with new public spaces for leisure and recreation fronting the river.

There will be a series of high quality buildings linked by well defined spaces to create a safe and secure environment with a distinctive riverside character. Taller buildings are possible in specific locations.

Transportation (public transport and highway capacity) will be improved in the area to accommodate the increase in residential and other uses which will ease congestion at junctions and improve connectivity to transport nodes. The potential to use the river for transport will have been maximised.

A local neighbourhood will have been created with more accessible local facilities. There will be a sustainable and varied mix of uses to support the community and create a sense of place. A much improved public realm with good links to green spaces and community facilities will encourage increased walking and cycling.

Existing open space will be upgraded and new open space and play space created to more adequately serve the local community.

CHAPTER 2 – INTRODUCTION

2.1 PURPOSE AND STATUS OF THE DOCUMENT

2.1.1 South Fulham Riverside is one of five regeneration areas identified in the adopted Core Strategy (2011) where a comprehensive approach to regeneration will take place guiding growth and change in the area. This document sets out the council's vision for the regeneration of the South Fulham Riverside.

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This document seeks to draw together the development plan policies and other guidance which are relevant to the regeneration area as identified in the Core Strategy, and considers the environmental, social, design and economic objectives which are relevant to the future development of the area. It will not form part of the statutory development plan for the area, but provides the more detailed guidance for the regeneration area anticipated in the Core Strategy.

2.1.2 As identified in strategic Policy SFR in the Core Strategy this SPD has been produced to emphasise the potential opportunities for regeneration within the area of the borough formerly designated as the Carnwath Road employment zone until September 2007, together with former Townmead Road/Imperial Road employment zone land to the east of Wandsworth Bridge Road and provide more detailed guidance. It should be read in conjunction with the saved policies under the, Unitary Development Plan (as amended in 2007 and 2011), The Development Management DPD Submission (July 2012), the London Plan (2011), the Core Strategy (2011) and the Council's adopted Supplementary Planning Documents and Supplementary Guidance on Thames Strategy: Kew to Chelsea.

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2.1.3 The primary aim of this SPD is to set out an approach to achieve the vision and deliver the objectives in the Strategic Policy SFR in the Core Strategy. It provides analysis of the area and outlines the key issues affecting the area. It aims to guide the future change including optimising and realising the full potential and benefits of the area, the changed emphasis away from its historic employment use and unlocking unused and under used land. The SPD also provides development and design guidance which should inform any future redevelopment proposals. These guidelines will be used together with the Core Strategy and other planning policy documents to help ensure a comprehensive approach to regeneration relating to the wider area.

2.1.4 This SPD is a material consideration in the determination of any planning application submitted in the regeneration area.

(See Figure 2.1: Identifies the South Fulham Riverside regeneration boundary)

Deleted: 2.1.4 The SPD has been prepared for adoption by LB Hammersmith & Fulham as a Supplementary Planning Document (SPD). It will become an SPD to the adopted Core Strategy (2011). Following the first round of public consultation during April/May 2011 the SPD has been revised in response to comments made and other material considerations, as well as to reflect changes to the LBHF Core Strategy following its Examination in Public. ¶

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2.2 PUBLIC CONSULTATION

2.2.1 This section outlines the process regarding involvement of the local community in the preparation of this SPD.

The Council has an adopted LDF Statement of Community Involvement (SCI) that sets out how the council will involve the community in planning matters. It stresses the importance of involving people in the initial stages of the preparation process of draft SPDs to maximise their influence on the planning document.

2.2.2 Core Strategy Consultation

The South Fulham Riverside regeneration area was included within the Draft Core Strategy Options 2009 and Proposed Submission Core Strategy 2010. Comments received in response to these two consultations have informed the SPD.

This draft of the SPD also includes amendments that were made to the Core Strategy following its Examination in Public (EiP) held in April 2011 and changes incorporated prior to its adoption in October 2011.

2.2.3 Workshops

In order to provide an opportunity for the local community and interest groups to have an early input into the preparation of the draft South Fulham Riverside SPD two workshops were held the first on 27th July 2010 and the second on 28th September 2010. The Princes Foundation was commissioned to facilitate both workshops and produce a summary report detailing the issues discussed at the workshops which were then brought together in a set of emerging design principles.

The workshops were attended by local developers, landowners, local residents, resident groups and local interest groups. The first workshop focussed on mapping the local context and the key opportunities and constraints of the regeneration area.

The second workshop focused on transport and design. The recommendations from the South Fulham Riverside Transport Study and the implications this has for the future development of the regeneration area were discussed and considered. Attendees also considered and put their preferences forward regarding issues related to land use, height, massing, density, connectivity, open space and public realm.

2.2.4 Set of Emerging Design Principles

The outcome from the workshops was summarised by the Princes Foundation as a set of emerging design principles that have informed this SPD and are detailed below.

- **Public Realm and Open Space** This item attracted the greatest interest at the workshops. There should be a clear definition between public and private space. There should be a coherent strategy for public realm improvements including street furniture, landscaping and tree planting. All new development should promote access to the Thames River Path. There should be active ground floor frontages to enliven open space. Improve the existing open spaces creating new spaces where appropriate and improving the pedestrian experience between spaces. New development should provide play areas for children.
- **Architecture - Height, Massing and Density** New development should respect the residential scale of buildings to the north of the regeneration area with a stepped up approach to building height towards the Thames. Materials used in new developments should reflect the prevailing examples in surrounding areas. Where possible historic buildings should be protected and used within new schemes. New development should adhere to a fine urban grain and promote variety in new buildings whilst ensuring an overall coherence.
- **Land Use** A rich variety of land uses throughout the area is welcomed provided they are appropriately located. Retail and high density residential should focus on two key mixed use locations, Fulham Wharf and Imperial Wharf Rail station. Additional commercial space and community facilities should be located on key routes through the area. Any future uses for wharves should be compatible with the surrounding residential community and include mitigation measures to lessen the impact of industrial uses alongside residential dwellings. Affordable

housing should be fully integrated in all new developments. The Thames River Path and associated open spaces should become a focus for river based activities.

- **Transport and Connectivity** New development should support sustainable transport rather than cars. Large car parks should be located underground. New development should seek to improve the existing cycle and pedestrian network. New development should contribute to a new foot/cycle path to the West London Railway Bridge. Higher density development should focus on Fulham Wharf/Townmead Road and Imperial Wharf Railway station in order to maximise access to public transport. New development should contribute to the required transport infrastructure improvements set out in the transport study.

2.2.5 Public Consultation Draft South Fulham Riverside SPD April 2011

An informal first round of public consultation was undertaken on the first draft of the SPD for 6 weeks from 8th April until 20th May 2011. This consultation exercise was advertised by a public notice in the local press, a newsletter was distributed to residents and businesses within and surrounding the regeneration area and letters were sent to statutory consultees, resident groups and other interest groups. A total of 119 responses were received and changes were incorporated within the draft of the SPD in response to comments received.

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2.2.6 Public Consultation Draft South Fulham Riverside SPD March 2012

A second round of (statutory) public consultation on a revised draft (March 2012) took place between 30th March and 11th May 2012. A total of 83 responses were received and the SPD was updated in response to the comments received.

Figure 2.2 Princes Foundation workshop

CHAPTER 3 Executive Summary

1 - VISION

Sets out the Council's aspirations for the regeneration area.

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2 - INTRODUCTION

This section introduces the SPD and sets out the purpose and status of the document. It outlines details and outcomes from two workshops held by the Princes Foundation during the preparation of this SPD attended by local developers/landowners, local residents, resident groups and local interest groups.

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3 - EXECUTIVE SUMMARY

4 - CONTEXTUAL OVERVIEW

Summarises details regarding the socio economic, physical and transport and movement context which provides the evidence base for the proposed interventions. Full details of these sections are included in the appendices.

5 - PLANNING POLICY CONTEXT

Sets out the current planning policy context detailing national, regional and local policy relevant to the regeneration area.

6 - ISSUES AND OBJECTIVES

Summarises the key issues affecting South Fulham Riverside which have informed the key objectives for the area.

7 - AREA PLANNING FRAMEWORK AND LAND USE STRATEGY

This chapter sets out the overarching principles regarding future development in the regeneration area. The key focus is to bring vacant and under used sites back into use by developing a mixed use neighbourhood connected to the river supported by necessary transport interventions to support this growth. The main land use will be medium density residential led mixed use, new small scale commercial in the most accessible areas and retail for day to day needs. Intensification in community uses will be required to support this growth with new open space, children's play space and leisure uses linked to the river.

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8 - HOUSING

This chapter sets out the key principles that will guide the new homes in the area in particular tenure mix, unit size mix, housing typologies, residential standards and amenity space

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9 - URBAN DESIGN STRATEGY

Outlines guiding principles regarding the future development including the creation of a riverside character, new links to the river walkway, protecting heritage assets, building heights relating to the local context, open space and upgraded public realm.

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10 - DEVELOPMENT CAPACITY STUDY

Considers the quantum of land with potential for future redevelopment in the regeneration area (21.8 hectares based on the Strategic Housing Land availability Assessment (SHLAA)) and tested the maximum development capacity that could be achieved taking into account principles already established regarding urban design, housing and transport capacity. The transport study outcome set the medium density option as the maximum quantum of development possible due to the limited capacity within the transport network and the lack of accessible public transport.

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11 - TRANSPORT INTERVENTIONS

Outlines the outcome from the Transport Study and Transport Study Addendum that was commissioned to inform the quantum of additional development that the current infrastructure could support within the regeneration area. Both studies concluded that the growth anticipated in the Medium Density option could be supported if a number of key transport interventions were made including expansion of the Wandsworth Bridge Road/Carnwath Road/ Townmead Road junction and a new route through to the Kings Road in the north east of the regeneration area.

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12 - SOCIAL INFRASTRUCTURE

Considers the social infrastructure (new schools, health facilities, open space, play space, library and community facilities, police facilities and employment and skills training) required to support the potential increase in homes and jobs.

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13 - ENVIRONMENTAL STRATEGY

Outlines requirements relating to climate change mitigation and adaption, air quality, waste, land contamination and construction, water, noise and vibration and ecology.

14 - DELIVERY AND IMPLEMENTATION STRATEGY

A Delivery and Infrastructure Funding Study was undertaken in 2011 which investigated the infrastructure required to support growth of homes and jobs in the area. The infrastructure required to support the anticipated growth is listed in this chapter. Details regarding how developer contributions will be assessed and collected are also detailed.

APPENDIX 1 – SOCIO ECONOMIC CONTEXT

Considers the socio economic context of the area including data on population, ethnicity, deprivation, employment and income, crime, housing and health. The social and community infrastructure has been mapped across the whole of the Sands End ward (that includes the regeneration area) identifying education facilities including schools and nurseries, health facilities, libraries and community halls/centres and shopping areas and highlighting gaps in provision and accessibility.

APPENDIX 2 - PHYSICAL CONTEXT

Details the physical context of the area including the history, heritage and archaeology. Open space and children's play space have been mapped across the area and gaps in accessibility and level of provision considered. Urban design issues considered in the area include infrastructure and connectivity, built form and urban grain, building heights, mass and scale, views and landmarks, these considerations have shaped the content of the urban design strategy (Chapter 9). Existing land use and land with potential for redevelopment has been considered including possible phasing of re-development. **Considerations regarding the** potential quantum of development identified has informed the Transport Interventions (Chapter 11) and the Development Capacity Study (Chapter 10)

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APPENDIX 3 - TRANSPORT AND MOVEMENT CONTEXT

Highlights the existing highway and public transport networks that are currently a key development constraint to growth in the regeneration area. The section considers the existing context regarding the highway network including stress points, underground, rail, buses, and riverboat, cycling, and walking. This section and the transport study informed the proposed transport interventions in chapter 11.

APPENDIX 4 - THE PRINCES FOUNDATION WORKSHOP CONSULTATION REPORT

Full details of the consultation workshops and their outcome.

APPENDIX 5 - DELIVERY AND INFRASTRUCTURE FUNDING STUDY (DIF)

CHAPTER 4 Contextual Overview

4.1 SOCIO ECONOMIC CONTEXT

4.1.1 The South Fulham Riverside regeneration area is located in the southern part of the Sands End ward. This ward provides the social and economic context for the regeneration area (Fig.2.1). Sands End ward is predominantly an area of terraced residential dwellings, as well as a number of post-war housing estates. At the time of the 2001 census about 45% of households in Sands End ward were owner occupiers, which is similar to the borough average but is much lower than the West London average of 60% owner occupation.

Since 2001, there is evidence to indicate that the proportion of houses and flats that are owner occupied may have decreased and the proportion of privately rented dwellings may have increased (H&F Housing Market Assessment: Section 10. Dec 2012).

In addition to significant numbers of private rented dwellings, there are a number of large housing estates in the ward with predominantly social rented accommodation. Almost 35% of the housing stock in Sands End is social rented housing, compared to 33% in the borough as a whole and 21.5% in West London. Of the 16 wards in the borough, Sands End ward ranks 6th in terms of the percentage of social rented housing and in the top half in relation to the number of social rented housing units (1,540).

Sands End ward is relatively deprived compared to other areas of the borough, particularly in relation to 'employment' and 'income'. Sands End ward has the 3rd highest proportion of households with an income of less than £20k pa (CACI Paycheck data 2010).

Despite being a relatively deprived ward, average property prices in the housing market in 2009 was £571,200. This was the fourth highest average property price amongst all H&F wards and 6% higher than the borough average of £540K. Average rentals for a two bedroom flat are £350-500 per week

4.1.2 Sands End has the third highest number of registered businesses in the borough (936) with a relatively large number of employees (6,200) in 2008. Some major employers include Sainsbury, St George, Conrad Hotel, Harbour Club, Laura Ashley and Jane Shilton. There is a high proportion of resident working age population in receipt of any of the key benefits with 14.7% same as the Borough as a whole.

4.1.3 Educational attainment of pupils in schools is slightly higher compared to the Borough average. There are two primary schools, one referral unit and one secondary school in the Sands End ward as well as two independent schools. In terms of early years education there are two state maintained nursery classes, a nursery in St Thomas's independent school and six private nurseries. The latest Child Sufficiency Assessment (CSA) identified a shortage of places for under 2s across the borough. Within the ward the identified gap in provision is for affordable childcare spaces for parents on a low income wishing to return to work.

(See Figure 4.1: Location of Schools)

4.1.4 The number of deaths from all causes is lower in Sands End ward than in the Borough as a whole. Sands End ward has a newly refurbished Primary Care Centre ([Sands End Clinic](#)) on Wandsworth Bridge Road with additional space for district nurses, school nurses and health visitors.

4.1.5 The Sands End Community centre ~~has now closed and services have been~~ relocated to alternative venues within the ward. Hurlingham and Chelsea School ~~has~~ become a community hub ~~with~~ library services and ~~adult/family~~ learning. There ~~are~~, ~~three youth clubs in the Sands End Ward one at~~ Townmead Youth Club, ~~St Michaels Centre managed by two Fulham churches the other two are commissioned by the~~ Council, ~~a community based project operated by the Harrow Club and a school based project at Hurlingham and Chelsea School.~~ There ~~are~~, numerous community halls in the Sands End Ward.

4.1.6 Regarding access to shopping areas the Borough's Core Strategy aims for residents to be in walking distance of 400 metres from a Town Centre, Key Local Centre, Neighbourhood Parade or Satellite Parade to ensure access to a range of facilities. The far west and far east of the regeneration area fall short of this requirement.

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CHAPTER 4 Contextual Overview

4.2 PHYSICAL CONTEXT

4.2.1 The South Fulham Riverside regeneration area is located in the south of the borough next to the River Thames. It is bounded in the west by Broomhouse Drawdock and the grounds of the Hurlingham Club and in the east by the West London Line embankment and Cremone Railway Bridge. The northern boundary generally follows the line of Carnwath Road and Townmead Road extending along Imperial Road incorporating the National Grid site. The area has a south facing river frontage of 1,700 metres and the sweeping curve of the river is a particularly important feature defining the character of the area.

4.2.2 Historical development of the area

The riverside area was originally part of the Town Meadows in the Fulham area that consisted of open land dissected by creeks and was liable to flooding. The riverside area was gradually developed through the 1890s taking advantage of the river frontage and was a fully developed industrial area by 1916. A ready supply of water and the ease of delivery of raw materials, particularly coal by river and rail made Sands End a convenient industrial location for warehouses, factories, breweries, oil storage, chemical production and power generation. By 1916 extensive residential areas to the north of the study area were also complete occupied by workers in the riverside industries. The land within the study area remained predominantly in industrial use until the 1980s when the decline of traditional industries led to the dereliction and clearance of many riverside sites.

4.2.3 Heritage Assets

The majority of the study area lies within the Sands End Conservation Area, while part of the north east section is included within the Imperial Square & Gasworks Conservation Area. There are a number of listed buildings in the gas works site that are Grade II listed which include No 2 Gasholder, the office building and research laboratory of the former Gas Light and Coke Company and Fulham Gas Works War Memorial. The Cremone Bridge, also known as Battersea Railway Bridge was recently listed at Grade II*. The regeneration area also contains a number of buildings on the Local Register of Buildings of Merit (BoM). These are Fulham Wharf warehouse, the electricity substation on Townmead Road, No 7 gasholder on the gas works site, Broomhouse Drawdock and five sets of bollards near ~~Sainsbury's~~. An evidence base of heritage assets and a full character analysis is contained within Appendix 2.

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4.2.4 Archaeology

There are currently two Archaeological Priority Areas (APA) within the study area. At the western end the Broomhouse APA has the potential for discoveries from a medieval possibly Saxon settlement. The gas works site partly lies in the Sandford Manor APA which relates to the curtilage of a medieval manor house. The River Thames, its foreshore and the riverside has significant potential to yield archaeological finds and the site of the former Imperial Gas Works also has significant interest on account of its industrial archaeology. Buildings, places and sites positively identified as having significance in terms of archaeological interest are considered to be heritage assets.

4.2.5 Open Space and Play Space

The study area is in proximity to two large areas of open space, Hurlingham Park (7.9 hectares) to the west and South Park (8.0 hectares) to the north. William Parnell Park (1.03 hectares) is located to the north of the regeneration area, there is also a new riverside park Imperial Wharf Park (2.4 hectares) on Townmead Road that adjoins the Thames Path. There is also a new area of open space on the eastern boundary of the regeneration area Imperial Wharf Railway Parkland (0.2 hectares) as well as Sands Wharf open space (0.2 hectares) next to the riverside and Regent on the River. The regeneration area is deficient in access to local parks in the gasworks area and around Carnwath Road. All parks within and around the regeneration area have a publically accessible **children's** play space. The area is deficient in playgrounds for 0-8 year olds especially around the gas works site and Carnwath Road.

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Figure 4.2: Imperial Wharf Park

4.2.6 Nature Conservation.

The River Thames (including its foreshore, draw docks and inlets, including Chelsea Creek) is designated as a Nature Conservation Area of Metropolitan Importance however there is limited access to it. The former British Gas Pond at the end of Chelsea Creek, rail side habitats along the West London line and Hurlingham Club Grounds are designated areas of Grade 1 Borough wide importance. South Park is designated as an area of local importance.

4.2.7 Thames Path

The Thames Path is an important feature in the borough and it is a key borough objective to have an uninterrupted path alongside the river. Within the regeneration area there are currently two incomplete sections of the river walk, these occur predominantly where there are safeguarded wharves (Hurlingham, Swedish and Comleys wharves) and adjoining non safeguarded wharves (Whiffin and Albert).

4.2.8 Safeguarded Wharves

Comleys, Swedish and Hurlingham wharves are subject to wharf safeguarding policy in the London Plan which protects these wharves for cargo handling uses. All three wharves are subject to a direction that requires the local planning authority to refer all planning applications to the Mayor of London prior to a decision being taken on them. Of the three safeguarded wharves only one (Comleys Wharf) currently uses the river for freight movements. Swedish Wharf is in use as an oil storage depot but does not currently use the river for transport. Hurlingham Wharf has been vacant since 1997.

Figure 4.3: Comleys Wharf

4.2.9 Hazardous Substances

There are three sites within the regeneration area identified by the Health and Safety Executive (HSE) as major hazards; these are Swedish Wharf and Fulham North and South Holder Stations, Townmead Road. Whilst they are subject to stringent controls under existing health and safety legislation, it is important to control the kinds of development permitted in the vicinity of these installations.

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Compliance with Council Directive 96/82/EC on the control of major-accident hazards involving dangerous substances is also required.

4.2.10 Infrastructure and Connectivity

Within the study area, existing industrial/ commercial and vacant sites, due to their nature and large footprint, currently prevent physical and visual access to the river from the hinterland creating a largely impermeable barrier to the riverside and Chelsea Creek. Where there are existing connections from the riverside walk to the hinterland these are largely unattractive and not always obvious.

Figure 4.4: Access to the river from Carnwath Road

4.2.11 Built Form and Urban Grain

The area north of the regeneration area is characterised by predominantly two storey terraced housing in long comparatively narrow streets which has created a fine urban grain. This contrasts with the development within the regeneration area where the predominantly commercial development has been characterised by larger building plots with no clear arrangement or street pattern. Appropriate and carefully designed redevelopment of vacant and underused sites could improve connectivity and provide vistas and high quality links that invite pedestrians to access the river walkway.

4.2.12 Building Heights, Mass and Scale

To the west of Wandsworth Bridge Road building heights are significantly lower than those found to the east of the bridge reflecting the amount of vacant and underused land. Commercial buildings are two or three storeys in height, whilst the residential buildings are generally three or four storeys, a notable exception is the Piper Building which is seven storeys high (based on commercial floor to ceiling heights) and forms a significant element of massing in the street scene. To the east of Wandsworth Bridge there are a variety of building heights across the retail, industrial and leisure uses that exist ranging from the single storey Sainsbury's store to the derelict Fulham Wharf buildings that form particularly large elements of massing in the street scene. The residential development Regent on the River is substantial in height and consists of three similar nine/ten storey blocks, this height continues with the riverside blocks of Imperial Wharf which rise to twelve storeys in places. Imperial Square and the buildings at the gas holder's site have a contrasting mass and scale to each other with the two storey cottages on Imperial Square dominated by the bulk and height of the gas holders.

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4.2.13 River Edge Definition

An examination of the wider LBHF and Wandsworth riversides reveals a legacy of larger scale buildings that respond successfully in height to the width of the river and create strong edge definition and a comfortable relationship with the riverside walk. Mansion blocks of apartments and wharf buildings have historically lined the rivers edge and lower scale buildings of between 2 and 3 storeys were and still are typical of the hinterland behind them.

6 storey Victorian Mansion Blocks at Hurlingham Court and 8 storey mansions at Rivermead Court are typical of the historic scale of riverside development on the LBHF side. 7 storey Mansions on Lower Richmond Road and 6 Storey Mansions of

Kenilworth Mansions, show the same historic pattern on the Wandsworth side of the river with areas of 2/3 storey Victorian development still remaining behind them.

Some modern developments such as the 7 storey apartments at Mendip Court and Prospect Quay have achieved a similar successful response to the scale of the river. There are also many examples of buildings of less than 7 storeys which have achieved a less successful response to the scale of the river and only provide weak definition for the rivers edge.

It is apparent that some buildings which respond well to the scale of the river in terms of height respond better than others of similar height where their roofline and the articulation of their facades creates visual interest and softens the impact of their scale. The size of gaps between buildings and their massing behind the river facade also has an impact on their relationship with definition of the river's edge and their combined mass in views must be considered.

Figure 4.5 Hurlingham Court and Rivermead Court blocks lining the river's edge.

4.2.14 Views and Landmarks

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The River Thames forms a key part of the character of the study area and views from Wandsworth Bridge up and downstream of the river are important views. The Sands End Conservation Area Character Profile emphasises the importance of views of and along the riverbank and that new development should open up views of the River Thames. Wandsworth Bridge is identified as a landmark within the Conservation Area and the Belvedere Tower in views out of the Conservation Area. Cremone Bridge is a significant landmark in views along the River Thames. Gasholders and other listed buildings on the former Imperial Gas Works site are landmarks important to the character and appearance of the Imperial Square and Gasworks Conservation Area.

Figure 4.6: National Grid Site

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4.2.15 Land Use

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Several sites at the east end of the long riverside frontage have been developed either as part of the mixed use residential led Imperial Wharf development which includes a new riverside park or as part of the Regent on the River housing scheme. At the far west of the regeneration area the Petrofina Wharf site was redeveloped for housing in the 1990s. The remaining riverside sites in the central section were formerly primarily in commercial use which reflects their previous employment zone designation. Derelict buildings, vacancy and underuse characterise the area which has led to a neglected run down feel about the area. The gasworks site contains a mixture of commercial offices and various uses associated with the supply and storage of gas and east of Imperial Road much of the land is being developed for a residential led scheme as part of the Imperial Wharf development. The amount of vacant land is high which can be attributed to the changing character of the area from the traditional riverside industrial and warehouse uses to the most recent introduction of residential and leisure uses. Land Use is shown in Figure 4.8.

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Figure 4.7: Petrofina Wharf

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Figure 4.8: Land Use

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<p>Figure 4.9: <u>Key sites linked to the Development Capacity Study, Transport Study, Social Infrastructure and DIF Studies (Chapters 10, 11, 12, and 14).</u></p>	<p>Deleted: 8</p>
<p>Figure 4.10: <u>Carnwath Road Industrial Estate with the Piper Building behind</u></p>	<p>Deleted: Land Ownership and Land with Potential for Re-Development</p>
<p>Figure 4.11: <u>Comleys & Fulham Wharves</u></p>	<p>Deleted: 9</p>
<p>Figure 4.12: <u>Regent on the River</u></p>	<p>Deleted: 0</p>
<p>4.2.16 <u>Land with potential for redevelopment</u></p>	<p>Deleted: 5</p>
<p>As can be seen from Figure 4.9, the regeneration area consists of many small parcels of land (although there are some larger ones) which equates to relatively fragmented land ownership. The <u>redevelopment of a number of keys sites has been assumed as a basis for the Development Capacity Study, Transport Study, Social Infrastructure and DIF Studies (Chapters 10, 11, 12 and 14).</u> <u>These sites are highlighted in blue, and orange on Figure 4.9 and amount to 21.8 hectares of land. This selection of sites is broadly similar to those included in the Strategic Housing Land Availability Assessment (SHLAA) that was used to inform the Core Strategy although some of these sites within the SHLAA were considered unlikely to come forward for development during the plan period due to significant site constraints. The role of this SPD is not allocating sites for development but to consider where development might be proposed.</u></p>	<p>Deleted: 8</p>
<p>The <u>orange land represents four sites that occupy 8.1 hectares of the regeneration area where planning permission has recently been granted and hence redevelopment proposals are well advanced.</u></p>	<p>Deleted: land likely to come forward for redevelopment over the lifetime of the SPD is</p>
<p>The <u>blue land represents sites that occupy the remaining 13.7 hectares. As a result of pre application discussions held with landowners/developers it is anticipated that these sites could come forward for redevelopment during the 20 year lifespan of this SPD although some have constraints to resolve before they can be developed. Within the Development Capacity Study, Transport Study, Social Infrastructure and DIF Studies (Chapters 10, 11, 12 and 14) these sites have been phased over 0 -10 and 10 -20 to try and more accurately predict the impact of their development on the regeneration area however this is a rough estimate that will need to be regularly reviewed.</u></p>	<p>Deleted: red</p>
<p><u>It is possible that sites not identified in figure 4.9 may well come forward for redevelopment during the plan period.</u></p>	<p>Deleted: 8</p>
<p><u>(See Figure 4.9: Key sites linked to the Development Capacity Study, Transport Study, Social Infrastructure and DIF Studies (Chapters 10, 11, 12, and 14).</u></p>	<p>Deleted: s</p>
<p><u>(See Figure 2.18 in Appendix 2 for "Current Use and Ownership of sites in South Fulham Riverside Regeneration Area)</u></p>	<p>Deleted: re are currently</p>
<p><u>(See Figure 2.18 in Appendix 2 for "Current Use and Ownership of sites in South Fulham Riverside Regeneration Area)</u></p>	<p>Deleted: that occupy 8.1 hectares of the regeneration area</p>
<p><u>(See Figure 4.9: Key sites linked to the Development Capacity Study, Transport Study, Social Infrastructure and DIF Studies (Chapters 10, 11, 12, and 14).</u></p>	<p>Deleted: ¶</p>
<p><u>(See Figure 2.18 in Appendix 2 for "Current Use and Ownership of sites in South Fulham Riverside Regeneration Area)</u></p>	<p>Deleted: 8:</p>
<p><u>(See Figure 2.18 in Appendix 2 for "Current Use and Ownership of sites in South Fulham Riverside Regeneration Area)</u></p>	<p>Deleted: Land Ownership and Land with Potential for Re-Development)</p>
<p><u>(See Figure 2.18 in Appendix 2 for "Current Use and Ownership of sites in South Fulham Riverside Regeneration Area)</u></p>	<p>Deleted: 9</p>

4.3 TRANSPORT AND ACCESSIBILITY CONTEXT

4.3.1 Transport Overview

One of the key development constraints of the area is the existing highway and public transport networks. The area currently has a Public Transport Accessibility Level (PTAL) broadly ranging from 2 to 4, as shown in figure 4.13. There has been significant recent investment in a new rail station (Imperial Wharf) which is served by both TfL Overground and Southern (National Rail) services. Furthermore, there are numerous bus routes serving the area and beyond. Only Wandsworth Bridge provides vehicle and pedestrian access across the River Thames into Wandsworth Borough, consequently highway capacity is limited. Many of the junctions in the area operate close to capacity and rat running is prevalent to avoid delays on the existing Strategic Road Network

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Significant funding will be required for any additional connections and improvements to sustainable networks and highway network capacities which will be obtained through redevelopment of the area.

Insert Figure 4.13: 2012 Public Transport Accessibility (PTAL)

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4.3.2 Highway Network

There are two strategic roads that serve the area, Wandsworth Bridge Road and New Kings Road. These routes carry substantial through traffic and are key arteries into and out of Central London. See Figure 3.1 in Appendix 3 which shows the existing traffic flows on the key links for the highway network in and around South Fulham Riverside.

Insert Figure 4.14: Strategic Highway Network

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Due to congestion on the strategic road network many motorists use local roads in particular Townmead Road and Imperial Road to the east and Carnwath Road, Broomhouse Lane and Peterborough Road to the west. Townmead Road, Imperial Road, the northern end of Bagley's Lane and Harwood Terrace are currently classified in the UDP as "Local Access Roads" which retain an essential through traffic function in the short to medium term. The key junctions within the study area which are considered to be the principle stress points within the network, are as follows and illustrated in Figure 4.15.

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- New Kings Road/Wandsworth Bridge Road/ Bagley's Lane/Harwood Road;
- Townmead Road / Carnwath Road /Wandsworth Bridge Road;
- Peterborough Road/Carnwath Road;
- Edith Row/New Kings Road

Insert Figure 4.15: Existing stress points on the highway network (size of circle indicates the degree of congestion)

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4.3.3 Underground

There are no underground stations within the study area. The nearest are Fulham Broadway to the north, Parsons Green to the north-west and

Putney Bridge to the west which exceed the 960 metres or 12 minute walk assessment to rail stations as used for the PTAL calculation. All three stations are served by the District Line (Wimbledon branch). The Wimbledon branch line, has a typical peak hour frequency of one train every 4 minutes. The line currently experiences peak time congestion particularly at Fulham Broadway and West Brompton encountering the worst of this congestion during the morning peak. See figures 3.3 and 3.4 in Appendix 3 showing the degree of existing saturation for the Wimbledon Branch Line and the crowding levels on the underground network for the Am busiest peak.

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TFL introduced improvements to the Wimbledon branch Line branch in December 2011 which have provided measurable improvements which will be discussed in detail within Chapter 11.

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4.3.4 Rail

The opening of the Imperial Wharf West London Line station in 2009 has improved accessibility to the east of the regeneration area with a resulting increase in PTAL levels in proximity to the station due to the decreased distance and increased frequency of rail services. The line is served by London Overground and Southern railway Services to destinations including Clapham Junction, Willesden Junction and Stratford. See figure 3.2 in Appendix 3 for a map showing the existing underground and rail networks to/from the area. Wandsworth Town and Clapham Junction Stations are situated within a 20 minute bus ride from the regeneration area.

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4.3.5 Bus Network

There are five daytime bus routes and one night bus that serve the study area, see Figure 3.6 and 3.7 in Appendix 3 showing the bus routes and service frequencies serving South Fulham Riverside. Due to the nature of traffic flow in the area and narrow roads, bus journey times in the area can be adversely affected by congestion. The majority of bus routes serve the north eastern section of the study area. It should be noted that, delays occur at the junction of Wandsworth Bridge Road, Carnwath Road and Townmead Road as well as Bagley's Lane and New Kings Road. Travel data from the area indicates that bus usage is the primary public transport mode as 29% of all trips taken are by bus. Buses are considered a key public transport mode where improvements may bring significant benefits. The Council will work closely with TFL on planning and implementing bus service enhancements within the Study Area.

4.3.6 River Boat

There is an existing river boat service from Chelsea Harbour Pier (eastern boundary of the regeneration area) running to Blackfriars (25 – 40 minute journey time). This operates limited services during the AM and PM peak; see figure 3.8 and 3.9 in Appendix 3 showing the river boat route and service frequency information. Travel data from the area indicate that river boat usage is currently very low with 0.5% modal share usage which may not be helped by the fact that the operators of the riverboat service changed in January 2012 and a new timetable has resulted in a reduced service with only 3 boats in the AM instead of 6 to central London. There is only 1 boat westbound in the AM instead of 4 previously. The new service does not run eastbound in the PM although the PM westbound service is the same.

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4.3.7 Cycling

Townmead Road is part of a recommended local route which passes through the Chelsea Harbour barrier which leads into the Royal Borough of Kensington and Chelsea; see figure 3.10 in Appendix 3 showing the cycle routes in and around South Fulham Riverside. Townmead Road is not ideal for cyclists due to its narrow width and busy through traffic. Through regeneration of the area, the Council is seeking a continuous riverside walk along the River Thames in South Fulham as part of the Thames National Path which will provide an uninterrupted route for pedestrians and cyclists.

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There is also an existing cycle route, on segregated lanes, over Wandsworth Bridge and along Wandsworth Bridge Road, connecting the area to Putney and beyond. Through the regeneration additional formal cycling routes will be secured and existing routes enhanced to, encourage more people to cycle in order to achieve the cycling targets set by the Mayor of London. See figure 3.11 in Appendix 3 showing the cycle times to local stations. The London Cycle Hire Scheme is being expanded into the London Borough of Hammersmith and Fulham which provide additional cycling benefits to the area and aid in securing the proposed enhancements.

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4.3.8 Walking

Accessibility is compromised by barriers resulting from major roads, rail transport corridors, the river and land use patterns which serve to reduce connectivity and legibility through the area. The Thames Path, which runs through the study area from Hurlingham Park to Chelsea Creek, is part of the strategic Thames Path National Trail.

At various points the Thames Path is disconnected from the river and varies in quality along the route. Apart from Wandsworth Bridge there are no pedestrian links to or from the south side of the Thames. See Appendix 3.12 showing the walking times to local stations from South Fulham Riverside. The junction at Wandsworth Bridge / Townmead and Carnwath Roads provides a barrier to pedestrians with limited pedestrian priority, compounded by significant volumes of traffic. A high quality public realm in the area is fundamental to encouraging more and longer walking journeys.

CHAPTER **FIVE** Planning Policy

Key issues of relevance from a policy analysis are detailed below.

5.1 NATIONAL POLICY

5.1.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The Government published a National Planning Policy Framework on the 27th March 2012. It seeks to streamline national planning policy into a consolidated set of priorities to consider when planning for and deciding on new development.

The NPPF is designed to help ensure that planning decisions reflect genuine national objectives, such as the need to safeguard the natural environment, combat climate change, and to support sustainable local growth, while allowing for local authorities and communities to produce their own plans, reflecting the distinctive needs and priorities of different parts of the country. The Framework makes clear that local councils should be positive and proactive in encouraging sustainable growth and addressing barriers to investment. They should set a clear economic vision and strategy for their area based on understanding of business needs across their areas.

5.1.2 NATIONAL POLICY STATEMENT (NPS) WASTE WATER

This NPS sets out Government policy for the provision major waste water infrastructure. It will be used by the decision maker as the primary basis for deciding development consent applications for waste water developments that fall within the definition of Nationally Significant Infrastructure Projects (NSIP) as defined in the Planning Act 2008.

5.2 REGIONAL POLICY

5.2.1 The key principles and policies encapsulated in the London Plan of relevance to the Study Area are as follows: -

PLACE-SHAPING

Chapter 7 of the London Plan is particularly relevant to the study area. It includes policies on how people use the places they live work and visit and focuses on the function of neighbourhoods, design, local character and specifically the blue ribbon network.

Policy 7.1 (*Building London's neighbourhoods and communities*) states that development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

Policy 7.2 (*An inclusive environment*). The Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design.

Policy 7.4 (*Local Character*) Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features.

Policy 7.5 (*Public Realm*) Developments should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks to help people find their way.

Policy 7.7 (*Location and design of tall and large buildings*) Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations, and should not have an unacceptably harmful impact on their surroundings.

HOUSING

Policy 3.3 (*Increasing housing supply*) replicates the stance of previous London Plan policy 3A.2 by encouraging mixed use development of surplus commercial capacity. The target for Hammersmith and Fulham is now 615 homes per annum.

Policy 3.4 (*Optimising Housing Potential*) seeks to optimise housing in accordance with local context and density parameters within table 3.2 of the London Plan.

LOSS OF INDUSTRIAL PREMISES

Policy 4.4 (*Managing industrial land and premises*) adopts a more rigorous approach to industrial land management to ensure sufficient stock of industrial land and premises is available to meet future needs. It states that the mayor will work with boroughs to plan, monitor and manage the release of surplus industrial land to help meet strategic and local requirements for a mix of other uses such as housing and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal.

Hammersmith and Fulham is identified as within the “restricted transfer” of industrial land in map 4.1 of the London Plan.

BLUE RIBBON POLICIES

Policy 7.24 (*Blue Ribbon Network*) states that the Blue Ribbon Network should contribute to the overall quality and sustainability of London by prioritising uses of the water space and land alongside it for water related purposes, in particular for passenger and freight transport. Regard should be paid to the emerging Thames River Basin Management Plan.

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Policy 7.25 (*Increasing the use of the Blue Ribbon Network for passengers and tourism*) is relevant regarding the use of the Blue Ribbon Network for passenger and tourist river services.

Policy 7.26 (*Increasing the use of the Blue Ribbon Network for freight transport*) is particularly relevant to the study area due to the presence of 3 safeguarded wharves. In this policy the Mayor seeks to increase the use of the Blue Ribbon Network to transport freight. The policy also states that the redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for water-borne freight handling, (the criteria for assessing the viability of Wharves are set out in paragraph 7.77). The policy goes on to state that development proposals that are adjacent or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance.

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The Mayor has stated in Para 7.76 that the safeguarding of wharves will be reviewed and updated approximately every 5 years. On 7th October 2012 the Mayor commenced consultation on the results of the latest Safeguarded Wharves Review.

On 24th April 2012 the Secretary of State for Communities and Local Government (DCLG) served a Safeguarding Direction on Hurlingham and Whiffin Wharves

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preventing the granting of planning permission on these sites without specific authorisation from DCLG. This direction will be reviewed in March 2013.

5.2.2 Mayor's Housing SPG (November 2012)

The Mayor published the Housing SPG in November 2012 which sets out guidance to supplement policies in the London Plan (2011).

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Deleted: The design guide seeks to provide the basis for minimum standards for the design of new build publicly subsidised housing across London. This is replicated in part in the Housing section of the London Plan 2011. ¶

5.3 LOCAL POLICY

5.3.1 Core Strategy (adopted October 2011)

REGENERATION AREA POLICY

Core Strategy Strategic Policy SFR for South Fulham Riverside is as follows:

Development in the area will be expected to take place on the following basis:

- Most development sites should be developed for predominantly residential purposes and contribute to the South Fulham Riverside target of 2,200 additional dwellings by 2032;
- 40% of new housing should be affordable with an emphasis on forms of intermediate housing in accordance with Strategic Policy H2;
- Employment based uses that are compatible with residential use will be required in the most accessible parts of the area, particularly in the vicinity of Imperial Wharf Station; The Core Strategy has an indicative new jobs target of 300 – 500 new jobs
- River related uses will be encouraged where they are compatible with the objectives of the policy;
- The riverside should be opened up to public use with continuation of the Thames Path National Trail (riverside walk) and provision of open spaces and leisure uses that create interest and activity, and opportunities taken for educational and leisure use of the river; and
- Improvements to existing major retail stores in the area and their surface level car parks will be encouraged to secure visual improvements and better permeability through to the River Thames, where this would form part of comprehensive mixed use regeneration. No new additional major stores should be constructed, but new shopping for day to day needs and other uses to create activity can be provided.

On the riverside, especially, a very high standard of urban design will be necessary, together with linkages to the river and riverside walk. In some locations higher buildings may be considered, if it can be demonstrated that a taller building would be a key design element in a master plan for regeneration and that it would have a positive relationship to the riverside. All new development should create a high quality urban environment and accord with the urban design principles of the Borough-wide Strategic Policy on the Built Environment – BE1.

All developments must be acceptable in terms of their transport impact and will be expected to contribute to any necessary improvements to public transport accessibility and highway capacity in the area. The extension of the river bus service will be encouraged if feasible.

HOUSING

Policy H1 (Housing supply) states that the council will work with partner organisations and landowners to exceed the London Plan target of 615 additional dwellings a year up to 2021 and continue to seek at least 615 additional dwellings a year up to 2031. This policy outlines the methods by which new homes will be achieved and of relevance to the study area is the objective to develop windfall sites and change the use of buildings where land and premises are shown to be surplus to the requirements of other land uses.

Policy H3 (Housing quality and density) states that the council will expect all housing development to respect the local setting and context, provide a high quality residential environment, be well designed and energy efficient.

LOCAL ECONOMY AND EMPLOYMENT

Policy LE1 (Local Economy and Employment) seeks to retain premises capable of providing continued accommodation for local services or significant employment unless for example, it can be satisfactorily demonstrated that the property is no longer required for employment purposes.

RIVER THAMES AND GRAND UNION CANAL

Policy RTC1 (River Thames and Grand Union Canal) states that the council will work with partner organisations and landowners to enhance and increase access to, as well as use of, the waterways in the borough. The policy indicates that there will be a planning framework for South Fulham Riverside Regeneration Area and that there will be a presumption against tall buildings along the waterways. However, the policy does indicate that tall buildings may be appropriate in limited parts of South Fulham Riverside Regeneration Area if it can be demonstrated that a tall building would be a key design element in a master plan for regeneration and that it would have a positive relationship to the riverside.

BUILT ENVIRONMENT

Policy BE1 (Built Environment) states that all development in the borough, including in the regeneration areas should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. The policy reiterates the presumption against tall buildings except in limited parts of South Fulham Riverside Regeneration Area.

TRANSPORT

Policy T1 (Transport) states that the council will work with strategic partners to improve transportation provision and accessibility in the borough. The policy seeks increased use of the Thames and the Grand Union Canal for passenger services and freight use where this is compatible with the capacity of the connecting road network. The policy also seeks to increase the opportunities for walking, for example extending the Thames Path National Trail.

5.3.2 Unitary Development Plan (as amended in 2007 and 2011)

The study area is designated as falling within the Thames Policy Area (EN31X). Much of the study area is located within the Sands End Conservation Area (EN2) and part is located within the Imperial Square and Gasworks Conservation Area (EN2). Parts of the study area fall within one of two Archaeological Priority Areas (APA). The UDP transport policy TN31 safeguards the three wharf sites for their continued use for transshipment of freight including waste. This policy is in line with the London Plan policy and the Safeguarding Directions.

BIODIVERSITY AND NATURE CONSERVATION

The Thames and its foreshore are a major wildlife habitat, distinct in character and extent from other nature conservation areas. The river is a nature conservation area of metropolitan importance and as such is subject to the criteria put forward in UDP policy EN27. EN27 states that such areas will be protected from development likely to cause demonstrable harm to their wildlife value.

ARCHAEOLOGY

A large area between Sullivan Road and the River Thames at the western end of the study area is designated as an Archaeological Priority Area as defined by the UDP. This location was a medieval and possible Saxon settlement. Part of Sandford Manor Archaeological Priority Area is located in the north east corner of the study area. Policy EN7 (Nationally and Locally important Archaeological remains) is therefore applicable in these areas and the need to preserve them is recognised as a material consideration when determining planning applications.

[The UDP will cease to exist when the Development Management Development Plan Document \(DPD\) and Planning Guidance SPD are adopted in Summer 2013.](#)

5.3.3 SUPPLEMENTARY PLANNING GUIDANCE (SPG)

The Thames Strategy – Kew to Chelsea is an adopted SPG (July 2002) which seeks, amongst other things, the retention of freight handling facilities and safeguarded wharves to encourage freight movement by river.

Sands End Conservation Area Character Profile (1997) and Imperial Square and Gasworks Conservation Area Character Profile (2005) are both adopted SPGs.

Also of relevance is adopted Supplementary Planning Document (SPD) "Access for All (2006) which provides guidance on making the environment accessible to disabled people.

5.4 EMERGING POLICY

Given that the South Fulham area is likely to be regenerated over the course of a number of years, it is considered pertinent to bear in mind within this consultation draft SPD, emerging policy which is likely to come forward in the next 12 months and which could in time have a significant bearing on developments taking place within the regeneration area. More detail will be provided in the final SPD to reference all the relevant adopted policies.

DEVELOPMENT MANAGEMENT DEVELOPMENT PLAN DOCUMENT (DPD)

The emerging Development Management DPD sets out proposed development management policies to be used in determining individual planning applications in conjunction with the policies included in the adopted Core Strategy. It is anticipated that this DPD will be adopted in [summer 2013](#).

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PLANNING GUIDANCE SPD

The Planning Guidance SPD supports the Core Strategy and Development Management DPD and covers a variety of topics including residential standards, design and heritage and environmental pollution. It will replace any existing UDP SPDs and SPGs when it is adopted at the same time as the Development Management DPD anticipated in summer 2013.

(Local Development Framework Designations are identified in Figure 5.1 and Figure 5.2)

Deleted: GLA DRAFT HOUSING SPG 2011 ¶
The Mayor published the Draft Housing Supplementary Planning Guidance in December 2011 which sets out proposed guidance to supplement the housing policies in the London Plan 2011. ¶

CHAPTER 6 – KEY ISSUES AND OBJECTIVES

KEY OBJECTIVES

Considering the key issues identified in Figure 6.1 affecting the South Fulham Riverside Regeneration area alongside the outcome from the public consultation workshops emerge the following Key Objectives for the regeneration area.

- To bring vacant and underused sites into use for residential-led mixed use development optimising regeneration opportunities and providing a choice of housing options
- Identify capacity limitations in the highway network and public transportation system and the required strategic transport infrastructure improvements to address these and thereby optimise the regeneration potential of the area
- To promote high quality urban design and enhance the public realm
- To improve connectivity to the river through new access points and complete unfinished sections of the riverside walk
- Increase the use of the river and riverside for leisure, transport and educational uses.
- Ensure the social infrastructure including community facilities in the area and physical infrastructure such as parks are adequate to accommodate the needs arising from growth in new homes.
- To protect and enhance biodiversity and nature conservation
- To preserve and enhance heritage assets.

CHAPTER 7 Area Planning Framework and Land Use Strategy

7.1 AREA PLANNING FRAMEWORK

KEY PRINCIPLES

All key principles below support the objectives in the Core Strategy 2011, Strategic Policy for South Fulham Riverside.

- Bring vacant land back into use and develop under utilised sites. (potential 21.8 hectares) to deliver objectives in Core Strategy Strategic Policy H1 Housing Supply.
- Deliver a mixed use residential neighbourhood of an additional 2,200 new homes and 300-500 additional jobs (as stated in the Core Strategy (2011) whilst optimising site development opportunities and the range of housing provided.
- Provide new community facilities at Fulham Wharf and Hurlingham and Chelsea School in line with Core Strategy Strategic Policy CFI, Supporting Community Facilities and Services.
- Undertake a series of transport improvements including highway infrastructure and public transport improvements to accommodate the planned growth
- Reconnect the hinterland with the river through new connections, improved public realm and completion of the river walk
- Provide new public green space and along the riverside in particular, a series of public/event spaces in line with Core Strategy Strategic Policy OS1 Improving and Protecting Parks and Open Spaces.
- Open up the riverside and river for water based uses
- New development to provide high quality, accessible and inclusive urban design in line with Core Strategy Strategic Policy BE1 Built Environment.
- Retain areas of significant existing employment or seek replacement opportunities in redevelopment schemes including for small businesses in accordance with Core Strategy Strategic Policy LE1 Local Economy and Employment.
- Focus for additional growth in job opportunities to be primarily in the east

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The Development Capacity Study (Chapter 10) will consider how to accommodate growth in new homes and jobs over the SPD time period of 20 years. The outcome of the South Fulham Riverside Transport Study and Transport Study Addendum will also impact on the scale of growth that can be supported in new homes and jobs.

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It will also assess compliance with the London Plan requirements regarding open space provision and the Mayor's SPG "Shaping Neighbourhoods: Play and Informal Recreation SPG September 2012, on children's play space. New public open space will be sought, as well as a series of event spaces opening onto the river walkway focussed in areas which currently have limited access to existing open space. Amenity space will be integrated within new residential developments. Additional play space will be required within new developments (public and private).

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The Development Capacity Study assumes that residential led mixed use development can be delivered in the regeneration area on vacant and underused land which is significant within the area. It identifies a range of options regarding the quantum of new homes and commercial space that can be accommodated and the potential scale and massing required to deliver this growth. The assumed quantum's of additional retail, office, leisure and commercial space are relatively small scale and will be integrated within residential led mixed use developments where the public accessibility is greatest, to provide active frontages and provide community uses where required.

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With the closure of the Sands End Community Centre it is planned that community facilities could be relocated to Fulham Wharf/Sainsbury's and/or Hurlingham and Chelsea School.

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The population growth envisaged and the demand this will place on community infrastructure has been assessed in detail in the DIF Study.

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Any retail will be for day to day needs only and commercial space located in the most accessible parts of the regeneration area.

In terms of highway infrastructure and public transport the South Fulham Riverside Transport Study (2010) and Transport Study Report Addendum (2012) recommends a number of key transport interventions. Two key interventions involve the expansion of the junction at Carnwath Road/ Townmead Road and Wandsworth Bridge Road, junction improvements around the National Grid site on Imperial Road and links to Kings Road.

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Enhancement of key bus routes is also required in order to connect residents with tube and train stations.

The new mixed use residential development will connect with the predominantly residential hinterland providing new opportunities to connect through to the river. Improved connectivity through to the river, links to the river walk and upgraded public realm are key elements of the area planning framework

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Core Strategy supporting text to Strategic Policy SFR advises that the council will promote the consolidation of wharf capacity onto fewer and better located wharf sites while acknowledging that any proposals for non-river use on the safeguarded wharf sites will need to be supported by viability assessments in accordance with London Plan Policy 7.26. Swedish, Comleys and Hurlingham continue to be safeguarded for cargo handling purposes in the Mayors consultation document published on 7th October 2011 setting out the results of a review of the safeguarding of wharves on London's waterways.

(Figure 7.1 demonstrates the development concepts key to delivering the vision for South Fulham Riverside)

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7.2 LAND USE STRATEGY

KEY PRINCIPLES

- Optimisation of land use through residential led mixed use within the regeneration area (medium density).
- Retail to serve local need and other uses to create activity are encouraged to provide active frontages especially along the riverside
- Commercial to meet primarily local need in the most accessible areas
- Community uses to support growth in residential

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- Leisure uses encouraged that link to the river
- New public green space, additional play space and public/event spaces on the river
- Retain areas of significant existing employment or seek replacement opportunities in redevelopment schemes including for small businesses.

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7.2.1 Overview

The land use strategy for the area is governed by two key policy changes.

- The area was previously designated within the Council's UDP as an employment zone. This was removed in 2007 to enable greater flexibility and a mixed use approach.
- The area is one of the five regeneration areas identified in the Core Strategy with the opportunity to accommodate growth in housing and smaller growth in employment.

The Core Strategy identifies mixed use housing led development as the predominant land use for this regeneration area. This land use proposal is predicated on the improvements taking place to the transport infrastructure.

7.2.2 Land Use Strategy

This section illustrates where growth and change will take place in the South Fulham Riverside Regeneration Area.

The land use strategy for the area is based on the change of use of the majority of sites in the area, from commercial/light industrial to residential led mixed use development. This will include the replacement of commercial/retail and its integration with residential development so as to retain employment in the area and the provision of accommodation for small businesses.

Figure 7.1 Demonstrates the development concepts key to delivering the vision for South Fulham Riverside

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The growth assumptions within the Core Strategy (2011) include an additional 300 – 500 jobs in the regeneration area. Recent planning **permissions granted** at Sainsbury's/Fulham Wharf and Chelsea Creek include proposals for retail/commercial use which will significantly contribute towards replacement / additional jobs. However, in order to maintain the existing job opportunities in the area it will be important to assess any potential loss of employment space on sites that come forward for redevelopment and consider its appropriate re-provision including any locations where any shortfall could be relocated. The Council considers that suitable locations for new/ replacement commercial space that could be provided alongside residential are **in the east of the regeneration area**, and sites close to the Wandsworth Bridge Road / Carnwath Road / Townmead Road junction.

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On the river frontage, uses will be encouraged to provide a link with the river. Residential uses will be supplemented at ground floor level by small scale retail, café/restaurant, office and leisure uses that are linked to the river and/or provide active frontages to the roads in the regeneration area. This regeneration should ensure the replacement of existing employment provision as a minimum unless there are demonstrably greater benefits for regeneration of not doing so.

Key community uses will be focussed around the Sainsbury's/Fulham Wharf and Chelsea and Hurlingham School.

Retail to accommodate for day to day needs will be located in areas where access to local shops is limited. The previous Key Local Shopping Centre at Wandsworth Bridge Road South has been re-designated under the Core Strategy (2011) as a neighbourhood parade which is intended to provide a wide range of key local services to residents.

Public open space is required with notable deficiency in the east of the regeneration area.

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7.2.3 Housing

The Core Strategy (2011) highlights the need for new homes in the South Fulham Riverside Regeneration Area and limited employment as the area is not accessible for significant new employment.

There is a limited amount of existing housing in the regeneration area predominantly due to its previous inclusion in an employment zone although this position has started to change more recently. The area to the north of the regeneration area however is predominantly residential two storey terraced housing with a number of flatted post war residential estates.

The key strand in the Land Use strategy is the growth in housing mixed with some commercial to provide a vibrant liveable residential area. This will be predominantly at mid density levels and higher densities in areas where public transport accessibility is highest. A range of housing typologies will be supported including modern mansion blocks (1/2/3 bed apartments) and some maisonettes up to 7 storeys with some taller blocks. Some terraced housing at low to medium density will also be supported.

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New housing should provide a range and diversity of housing tenure and types providing a range of ownership options in line with policy.

There could be potential for the provision of new permanent residential moorings on the river to assist in meeting housing need and adding vitality to this part of river and riverside. Any proposals will be considered in line with the policy criteria detailed in Policy F3 of the Submission Development Management DPD and will also need to take into account the policy guidance and the requirements of the PLA and Environment Agency.

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7.2.4 Social and Community Facilities

- Community Facilities

To support the growth in new homes it is essential that adequate social and community infrastructure is provided to ensure there are sufficient facilities to support the population and that a sense of community can be maintained (Chapter 12 Social Infrastructure). The closure of the Sands End Community Centre which served the Sands End ward which includes the regeneration area has provided an opportunity to create new community facilities particularly at Hurlingham and Chelsea Secondary School to serve the existing residents north of the regeneration area and the new community created within the regeneration area. Shared facilities across all age ranges at the school and co-location of community facilities is encouraged in the Core Strategy 2011 Strategic Policy CFI where opportunities arise. The Fulham Wharf/ Sainsbury's site provides an opportunity to create further new community facilities; it has the benefit of a riverside location, and is easily accessible by all the community in the Sands End ward. The recent planning approval for Fulham Wharf/Sainsbury's includes a crèche, training centre and gym.

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- Open Space, Leisure and Sport

There are many sports clubs and facilities in the local area although the majority are privately run. The master plan for South Park identifies opportunities to improve sports facilities. Use of the river for water sports facilities is also encouraged. The area within the South Fulham Riverside Regeneration Area with least accessibility to public open space is in the east of the regeneration area. It is therefore anticipated that a new area of public open space could be provided here. All green spaces throughout the area should incorporate native species planting elements that attract insects/ birds and bat roosting boxes. Improvements to public realm are required and new links to be provided between the hinterland and river. Completion of the riverside walk will be sought in all riverside developments, including a link under Wandsworth Bridge.

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As prioritised in the Princes Foundation report (which details feedback from local residents and amenity groups regarding their priorities for the area) a series of public/event spaces are proposed along the river integrated with new residential led developments as they come forward. The recently approved Sainsbury's/Fulham Wharf planning application includes, a public square fronting the river. Integrated within new residential uses will be small areas of hard and soft landscaping incorporating children's play facilities. Play areas for 0-8 years and 8 plus years are required. Leisure and other uses to create activity on the river frontage that are linked to the river are encouraged.

• Schools and Health

The increase in children is likely to require two extra forms of entry at primary school and an additional form of entry at secondary school which can be accommodated either through the expansion of existing schools or new provision. Additional nursery provision however would be required to accommodate the needs of parents with children under 2 years old and affordable spaces for parents on low incomes. A new secondary school, Chelsea Academy has recently opened, in the Lots Road area of RBKC although close to the regeneration area the current admissions criteria will exclude the majority of children in LBHF.

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The Primary Care Trust has a new expanded and improved health centre on Wandsworth Bridge Road (Sands End Clinic) serving the regeneration area. Further ongoing analysis of population growth and corresponding demand will be required to assess whether additional provision may be required.

7.2.5 Retail

The regeneration area is a significant walking distance from Fulham Town Centre although buses do provide links.

The shopping area closest to the regeneration area is Wandsworth Bridge Road South, however this has been identified in the "West London Retail Needs, May 2010 as falling short in meeting the needs of local residents. Council shopping policies will aim to sustain and improve the variety of goods in neighbourhood parades such as Wandsworth Bridge Road South.

The Sainsbury's retail store on Townmead Road provides for local needs and there is no need for an additional large store in the regeneration area. In line with Strategic Policy South Fulham Riverside within the Core Strategy (2011) there is a need to seek improvements to the appearance and permeability of existing major retail stores as part of comprehensive mixed use regeneration in the area.

The far west and east of the regeneration area are not within a 400m catchment area of a Town Centre, Key Local Centre, Neighbourhood Parade or Satellite Parade and hence facilities for day to day needs could be provided in these localities if

considered viable. New retail could be integrated into residential led mixed use schemes to provide active frontages and local shopping for day to day needs. In addition there could be a small grouping of retail units focussed around the new Imperial Wharf train station. New cafes, bars and restaurants are encouraged to bring vitality to the river.

7.2.6 Business/Commerce

The land use policy changes in the regeneration area have led to the de-designation of employment zones and the identification of mixed use housing led regeneration. However there are a number of premises capable of providing continued accommodation for significant employment and the Council will seek their retention in accordance with Core Strategy Policy LE1.

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The council will expect new or replacement employment opportunities to be provided as part of mixed use schemes and integrated into residential communities adding vitality at ground floor level. Those proposals that are for business/ employment uses only are most likely to be acceptable in the most accessible parts of the area particularly in the vicinity of Imperial Wharf Station. A secondary location for employment uses is around the junction with Wandsworth Bridge Road usually as part of mixed use development with residential.

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Core Strategy (2011) Borough Wide Strategic Policy - LE1 requires that accommodation is made available for all sizes of business including small and medium sized businesses. This will be especially important where existing small business complexes may be lost as a result of development proposals. Replacement business accommodation should provide for an appropriate mix of smaller units based on an assessment of demand in the area and existing occupation of premises.

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As the transport network is relatively crowded and the PTAL for the area relatively low as each site comes forward for redevelopment it will be important that a Transport Assessment considers the impact of any proposed use on the transport network's capacity.

7.2.7 Wharf Use

Of the three safeguarded wharves identified in the London Plan, only one (Comleys Wharf) uses the river for freight movements. Cemex the owner of Comleys Wharf has recently received planning permission for the erection of a replacement concrete plant which will increase its use of the river. Swedish Wharf is in use as an oil storage depot but does not currently use the river for transport. Hurlingham Wharf has been vacant since 1997. London Plan policies protect these wharves for cargo handling uses.

The Mayor of London published on 7th October 2011 a consultation document setting out the results of a review of the safeguarding of wharves on London's waterways. This review updates the 2005 London Plan Implementation Report on safeguarded wharves; it considers the long term water freight trade forecasts and associated wharf capacity requirements and distribution to 2031. There are 10 safeguarded wharves in the west sub region which includes the three safeguarded wharves in this Borough.

Within the draft review it is proposed that all 10 safeguarded wharves are retained, with non-operational wharves reactivated to meet projected demand for construction and waste transhipment to 2031.

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The Core Strategy (paragraph 7.140) however indicates that the council

“will promote the consolidation of wharf capacity onto fewer and better located wharf sites where road access to the strategic road network can be improved”

It will be the responsibility of the developers of the affected safeguarded wharves to justify the viability of any proposed scheme for the consolidation of replacement capacity onto an alternative site. Alternatively London Plan Policy 7.26 Ba states “The redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight handling (criteria for assessing the viability of wharves are set out in paragraph 7.77)”.

Any proposal to consider the potential dual use of safeguarded wharves, integrating other compatible uses with the river related cargo handling use where capacity can be maintained will need to comply with London Plan Policy 7.26 “Increasing the Use of the Blue Ribbon Network for Freight Transport.”

Sites identified with the potential for development alongside or opposite safeguarded wharves (see Figure 4.9) should be designed to minimise the potential for conflicts of use and disturbance in line with London Plan Policy 7.26c.

7.2.8 Thames Tideway Sewer Tunnel

The Thames Tunnel project will comprise a storage and transfer waste water tunnel from west to east London the purpose of which is to reduce the volume and frequency of foul sewage being discharged into the Thames. The London Plan (2011) Policy 5.14 states that “The development of the Thames Tideway Sewer Tunnels to address London’s combined sewer overflows should be supported in principle” by relevant Boroughs. The Council’s Core Strategy (2011) adds that “the council will work with Thames Water and other stakeholders to ensure that the pollution of the Thames from sewage is reduced in accordance with the EU Urban Waste Directive”.

Thames Water in the second phase of consultation switched one of their three preferred main drive sites from Barn Elms Playing Fields in Wandsworth to Carnwath Road in the South Fulham Riverside regeneration area. The Carnwath Road site was confirmed as a main drive shaft site in the recent Section 48 (of the Planning Act 2008) publicity of the Thames Tunnel. Affected sites that are likely to be required to accommodate the drive site are Whiffin Wharf, Hurlingham Wharf and Carnwath Rd Industrial Estate (sites 8,9 and 10 identified on Figure 4.9). It is currently anticipated that if chosen these sites would be in use by Thames Water until 2022 however the current proposal also involves siting a permanent access building and air shaft on the eastern part of Whiffin Wharf (site 8).

In March 2012 Parliament approved the Waste Water National Policy Statement which established the need for the proposed Thames Tideway Tunnel, which is now a designated Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

On 24th April 2012 the Secretary of State for Communities and Local Government (DCLG) served a Safeguarding Direction on sites 8, 9 and 10. The Council cannot grant planning permissions on these sites without specific authorisation from DCLG. The Direction will be reviewed in March 2013.

On 21st December 2012 DCLG served a Safeguarding Direction for all Tunnel Alignments that form part of the Thames Tideway Tunnel (TTT). This Directive remains in force until 31st March 2013.

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and possibly further adjoining sites may also be required. LBHF are opposing the inclusion of Carnwath Road as a preferred main drive site as it would significantly disrupt the regeneration proposals in this SPD to deliver the vision for South Fulham Riverside. The Carnwath Road sites are coming forward in the first stages of regeneration and are vital to create the stimulus and resources to fund the vital transport infrastructure improvements.

There is also concern regarding the detrimental impact significant lorry movements would have on the strategic road network and the negative impact the Tunnel works would have upon the local residents.

KEY PRINCIPLES

- Core Strategy Strategic Objective 8.4 is to increase the supply and choice of high quality housing and ensure that new housing meets local needs and aspirations particularly the need for affordable home ownership and for homes for families.
- Core Strategy Policy H2 requires that 40% of residential units on sites with the capacity for 10 or more self contained units should be affordable subject to viability and in accordance with strategic policy H2.
- Intermediate Housing will be expected to cover a range of intermediate products including shared equity, key worker, discounted market sale/rent and shared ownership affordable to a range of household incomes.
- New housing should aim to meet the preferred mix of units outlined in Policy DM A3 of ~~the~~ Development Management Development Plan Document (DPD) ~~Submission July 2012~~.
- Market housing should provide a range of unit sizes with special consideration given to the provision of larger family units (3 bedrooms or more).
- Building types should include 1/2/3 bed apartments, some maisonettes and 3, 4 and 4 plus bed town houses.
- All new housing should comply with the standards set out in the London Plan (2011) and The Mayor's ~~Housing~~ SPG (~~November~~ 2012).
- All new housing should be built to Lifetime Homes standards with 10% to be wheelchair accessible or easily adaptable for residents that are wheelchair users.
- The Core Strategy H3 requires gardens and shared amenity space to be included within development proposals. New communal children's play space is required in new residential development that provides family accommodation.

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8.1. OVERVIEW

As new residential development is the major land use in the South Fulham Riverside Regeneration Area, there is an opportunity to build a substantial quantity of new housing in high quality residential areas, providing for a mixed and balanced socially inclusive community. This should happen in ways that extend the housing opportunities in the locality with a good range of affordable homes; helping to overcome social and economic polarisation, and increasing social mobility.

New homes should meet the Decent Neighbourhood principles outlined in the Core Strategy. They should achieve high quality design and environmental standards and be provided in well laid out permeable neighbourhoods, with supporting amenities and open space that are well connected to transport routes and local facilities. The new housing needs to respond to the local context especially its riverside frontage.

The approach to housing in London is set out in London Plan (2011) policies 3.5, 3.8, 3.9, 3.10, 3.11, 3.12, 3.13 and 3.14, and in the Housing Supplementary Planning Guidance (November 2012). Local policy is in the H&F's Core Strategy (2011) and Proposed Submission Development Management DPD.

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8.2 SOUTH FULHAM RIVERSIDE LOCAL CONTEXT

The regeneration area is characterised by a mixture of land uses including business and commercial, industrial, office, retail, vacant land and a relatively limited amount of housing. Key housing developments on Carnwath Road are Broomhouse Dock and Petrofina Wharf, on Townmead Road/Imperial Road, Regent on the River and Imperial Wharf. Watermeadow Court is a Borough owned affordable rented estate that is currently being decanted due to the poor quality of the accommodation.

The Sands End ward is characterised by predominantly terraced residential streets with a number of large mono tenure (social rented) housing estates.

The tenure mix in the Sands End ward is 34.7% social rented, 45.1% owner occupied and 20.3% private rented (2001 Census).

8.3 MIXED AND BALANCED COMMUNITIES

The Core Strategy aims to increase the supply and choice of high quality housing and to ensure that new housing meets local needs and aspirations, particularly the need for affordable home ownership and for homes for families. Core Strategy policy H2 aims to achieve more mixed and balanced communities and to reduce social and economic polarisation by improving the mix of affordable housing in the borough.

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It is important that new housing development in South Fulham Riverside regeneration area increases the number and proportion of intermediate dwellings affordable to middle income earners, in order to create a more mixed and balanced community in Sands End. As outlined in Section 4.1 and Appendix 1 of this SPD, there are high levels of deprivation, of economic and social polarisation and high proportions of rented housing in Sands End ward. The council will encourage the provision of a variety of intermediate housing products that will assist people who cannot afford market housing to buy and which will reduce the existing tenure imbalance.

8.4 HOUSING STRATEGY FOR SOUTH FULHAM RIVERSIDE REGENERATION AREA

LBHF's Core Strategy (2011) has an indicative target of 2,200 additional homes for South Fulham Riverside by 2032. This indicative target was based on the Strategic Housing Land Availability Assessment (SHLAA) October 2010 which identified 21.4 hectares of land with potential for residential development. Based on densities of between 350 and 550 habitable rooms per hectare it was estimated that the 21.4 hectares of land could accommodate 3,857 residential units. A further assessment was then made regarding the probability of sites coming forward for development within the plan period which equated to the indicative target of 2,200 homes.

Due to the large number of sites within the regeneration that are engaged in pre application discussions it is possible that the majority of sites identified within the

SHLAA could potentially come forward for redevelopment during the plan period which could deliver 3,857 homes. In order to ensure that adequate transport capacity and social infrastructure is considered to accommodate this potential growth the Development Capacity Study (Chapter 10), Transport Studies (Chapter 11) Social Infrastructure (Chapter 12) and Delivery and Infrastructure Funding Study (DIF) (Chapter 14) have all modelled a figure of circa 4,000 new homes.

The development capacity of the area is primarily restricted by the transport capacity. Further details regarding the outcome from the Transport Study and Transport Study Addendum can be found in Chapter 11. A number of transport interventions are proposed that will improve the capacity of the area. With these in place the Transport Study supports maximum development at an average of 550 habitable rooms per hectare. The Development Capacity Study will assess whether these aspirations are achievable. (See Chapter 10)

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AFFORDABLE HOUSING

The London Plan Policy 3.11 on affordability seeks to maximise affordable housing provision within London, and ensure an average of at least 13,200 more affordable homes per year within the plan period. The Council's Core Strategy (2011) states that 40% of residential units on sites of more than 10 self contained units should be affordable in accordance with strategic policy H2.

As sites come forward for development the Council will consider the appropriate mix of housing taking into account the need to achieve mixed and balanced communities, site constraints and financial viability. The intermediate housing will be expected to cover a range of intermediate products including shared equity, key worker, discounted market sale/rent and shared ownership and be affordable to a range of household incomes.

Policy DM A3, Housing Mix of the Development Management Development Plan Document (DPD) Submission July 2012, provides details of the preferred mix of units that new housing should aim to meet.

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MARKET HOUSING

The Council's Core Strategy has a strategic objective that relates to the need to increase the supply and choice of housing, with a particular emphasis on the need for family sized housing.

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The London Strategic Housing Market Assessment 2008 shows the market housing demand to be 39% 1 bed, 47% 2 beds and 14% 3 beds. The Council will therefore expect to see a mix of unit sizes, with a significant quantum of larger family units.

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Any application will be expected to provide a range of unit sizes within the market housing provision and special consideration should be given to the provision of larger family units (3 bedrooms or more).

8.5 HOUSING TYPOLOGIES

The transport capacity is one of the key drivers restricting the density of new housing in the regeneration area. With a number of transport interventions we can achieve an average density within the regeneration area of 550 habitable rooms per hectare on new and redeveloped sites.

Deleted: The development capacity study in Chapter 10 has modelled a range of housing typologies that can achieve the target number of new homes.

~~The Council's~~ Core Strategy (2011) defines Decent Neighbourhoods as types of residential developments that are predominantly low or medium rise. (3-6 storeys) consisting of houses and small scale developments of flats and maisonettes, modern form of traditional mansion block, with gardens and shared amenity space in street based layouts. Also it refers to well designed buildings with active streets that respect their surroundings.

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The Urban Design Strategy Chapter 9 proposes west of Wandsworth Bridge that building heights would generally be appropriate at 4 to 7 storeys with additional height in specific places but not above 10 storeys.

East of Wandsworth Bridge Road it anticipates 3 to 7 storeys are generally appropriate with some higher buildings. The area west of Imperial Road is likely to be more suitable for lower rise buildings, including houses. Higher buildings could be accommodated on the Fulham Wharf/ Sainsbury's site and Chelsea Creek/National Grid sites on Imperial Road.

Building types include 1/2/3 bed apartments, some maisonettes and 3, 4 and 4 plus bed town houses. There could be potential for the provision of new permanent residential moorings on the river to assist in meeting housing needs.

Within ~~the~~ Core Strategy (2011) strategic policy for the South Fulham Riverside Area states that in some locations higher buildings may be considered, if it can be demonstrated that a taller building would be a key design element in a master plan for regeneration and that it would have a positive relationship to the riverside. Further details are provided in 9.6

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8.6 RESIDENTIAL STANDARDS

The London Plan emphasises the quality of new homes and includes minimum space and design standards for all new housing detailed in Policy 3.5 and Table 3.3 within The London Plan (2011) ~~which~~ provides minimum space standards for all new homes and is shown in Table 8.1

The Mayor has published ~~Housing Supplementary Planning Guidance~~ (November 2012) which sets out ~~guidance to supplement the housing policies in the London Plan 2011.~~

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As detailed in strategic policy H4 Core Strategy all new build housing should be built to "Lifetime Homes" standards, with 10% to be wheelchair accessible or easily adaptable for residents that are wheelchair users. Further advice on achieving Lifetime Homes standards is set out in ~~the Council's~~ "Access for All" SPD, ~~which will be superseded by the Planning Guidance SPD in 2013.~~

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Table 8.1

Source: The London Plan (2011) Table 3.3 Minimum space standards for new development.

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8.7 AMENITY SPACE

~~Draft Planning Guidance Supplementary Planning Document states that "all new dwellings should have access to an area of amenity space, appropriate to the type of housing being provided. Every new family dwelling should have access to amenity or garden space of not less than 36 square metres. Dwellings with accommodation at~~

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ground floor level should have at least one area of private open space with direct access to it from the dwelling. For family dwellings on upper floors this space may be provided either as a balcony or terrace and/or communally within the building's carilage".

Regarding space standards the Mayor's Housing Supplementary Planning Guidance (2012) standard 4.10.1 sets out a requirement for a minimum of 5sq.m of private outdoor space that should be provided for each 1-2 person dwelling and an extra 1sq.m should be provided for each additional occupant. The Council's Core Strategy (2011) Policy H3 requires gardens and shared amenity space to be included within development proposals.

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New communal children's play space will normally be required in new residential development that provides family accommodation, Policy DM E2 Development Management Development Plan Document (DPD) Submission July 2012. Open spaces and play spaces must be accessible, inclusive, well related to buildings and users, safe, secure and capable of being well maintained.

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Children's play space should cater for the different needs of all children, including children in younger age groups, older children and disabled children. Policy 3.6 in The London Plan (2011) supports this approach linking provision to expected child population generated by the scheme and an assessment of future needs.

CHAPTER 9 Urban Design Strategy

9.1 CONTEXT

9.1.1 Policy Background

The riverside is the unifying element connecting the individual sites in the regeneration area. The importance, prominence and sensitivity of the riverside is reflected in the level of policy statements contained in the London Plan, The Thames Strategy – Kew to Chelsea, and the Councils Unitary Development Plan. Each of the policy statements requires the highest quality of design, but also a connected and permeable townscape which recognises the riverside as a recreational resource.

9.1.2 Potential for change

The areas industrial base once occupied the entire riverfront. Upon its decline it left vacant and derelict sites and an inaccessible riverfront. Since the industrial decline, there have been significant new developments, mainly residential-led, on several of the underused riverside sites. These have created opportunities to open up the riverside for new uses and new facilities, and recognised the amenity value of the river.

There is already considerable momentum for change which will bring an improved riverside environment. The momentum must be sustained as considerable potential for further change remains. A new wave of regeneration could bring substantial new benefits and begin the process of transformation on several key sites

The opportunity to bring a new urban form to the riverside is recognised. Careful thought now needs to be given to the way in which this regeneration can be turned to the benefit of the riverside, the local townscape, the local community and those using the riverside.

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9.2 OPPORTUNITIES AND CONSTRAINTS

9.2.1 The Riverside

The riverside is a much valued amenity resource with enormous potential. The area is emerging as a significant regeneration opportunity. There are considerable benefits to be derived from an attractive riverside location. The key objective is to ensure that the redevelopment of individual sites combines to create a new and attractive quarter.

9.2.2 The Pattern of Development

The boundaries of the regeneration area are strong. The riverside and river wall provide a clear definition, and would remain so. Townmead Road and Carnwath Road are the main access spine routes and similarly, provide a strong definition. However these routes also bring a degree of severance.

The area was shaped by its industrial heritage and layout and this pattern remains apparent today. The existing urban form separates much of the riverside from the hinterland, and without positive intervention, the danger of isolating communities both new and existing is the most probable outcome. Successive phases of piecemeal redevelopment could leave the area disjointed and unattractive.

In this respect, it will be important to avoid inward looking development. Development should draw on the character of the hinterland where perimeter blocks predominate

with a clear separation between the active/public fronts of buildings and the private rears containing amenity space for residents.

Any scheme for an individual site must have regard to its setting and context in order to avoid an unconnected series of disparate components. The aim of the plan is to provide a strong and sustainable urban structure.

Figure 9.1: Ensure the re-development of individual sites combines to create a new attractive quarter.

Figure 9.2: The riverside is a much valued amenity resource with enormous potential

Figure 9.3: Without positive intervention the danger of isolating communities both new and existing is the most probable outcome

9.3 KEY URBAN DESIGN PRINCIPLES

The Core Strategy 2011 includes design guidance that should inform any future redevelopment proposals in the regeneration area. These policies should be considered alongside design guidance in the saved policies under the Unitary Development Plan (as amended 2007 and 2011), the London Plan 2011 and the Development Management DPD Submission July 12.

In order to develop a strong urban structure, development should aspire to the following key urban design principles.

Development:

- Any proposal in the area must respect the architectural and historic context and conserve and enhance the character and appearance of the area. Development proposals should be designed to create a coherent and integrated place and thereby contribute to the development of a sense of place for the whole of South Fulham riverside.
- The River Thames is London's defining heritage asset and all development should demonstrate how it contributes to conserving and enhancing the strategic importance of the Thames.
- Heritage assets should be retained and re-used in any scheme and special regard paid to enhancing their setting.
- The architectural character of new development should enhance the appearance of the area and complement the riverside setting. Brick is the predominant building material however some building typologies will lend themselves to other materials. Development should be of the highest urban design quality and in responding to the setting designers will be encouraged to be imaginative and innovative.
- Massing, form and design of new development should respect the scale of the existing townscape especially the residential scale of buildings to the north and west of the regeneration area.

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- Should provide for a high level of connectivity and permeability. New schemes need to be well-related to their riverside settings and surroundings providing public access and uses along the riverside and physical connections to the surrounding community. Schemes should offer tangible benefits to the local townscape in terms of providing attractive places to live and work. ¶
- Should provide a high quality public realm and spaces appropriate to the intensity of the use. ¶
- Should provide a mix of uses to create a vibrant and attractive environment. This would be particularly important at ground floor level where active frontages are sought. Public uses at key nodes and interfaces between adjoining sites would help to connect individual sites and assist in breaking down single use character. ¶
- Should provide an accessible and connected urban structure for all users and modes of transport. ¶
- Should be sustainable, providing sustainable patterns of living and working where the community can live and enjoy their local environment with a full range of local facilities available nearby. Schemes would need to employ best practice for sustainable construction. ¶

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- Generally building heights of 4/5/6 and 7 storeys, with reduced massing at upper levels, could be satisfactorily accommodated throughout the area. Two key focal points at Fulham Wharf and Imperial Wharf/Chelsea Harbour could accommodate increased massing and height. West of Wandsworth ~~Bridge~~, building heights would generally be appropriate at 4 to 7 storeys. Additional height could be accommodated in specific places, but should not exceed 10 storeys. East of Wandsworth Bridge Road, 3 to 7 storeys would be generally appropriate with some higher buildings at key locations.
- Building height can be **increased** towards the riverfront where buildings need to be of a scale to give appropriate definition and presence to the riverside.
- Development must provide for a high level of connectivity, permeability, legibility and accessibility for all users. New developments will need to provide direct access to the riverside through continuation of existing streets where possible.
- The layout of new development should be of a fine grain supported by defined active edges at ground floor level of an appropriate scale. The most appropriate built form is outward looking perimeter blocks which provide permeability and an attractive urban structure.
- Development should provide a mix of uses to create a vibrant and attractive environment particularly at ground floor level. Public uses at key nodes and interfaces between adjoining sites would help to connect individual sites and assist in breaking down single use character.
- The riverside walk should be consolidated and strengthened as a route and recreational resource. A new link at Chelsea Creek could improve permeability to Kings Road and Fulham Town Centre. There is potential for an additional pedestrian bridge across the Thames.
- New development should improve the existing network of open spaces, create new spaces and improve the pedestrian experience between spaces. The riverside in particular can accommodate a variety of spaces that will provide vitality and interest to the riverfront. A high quality of public realm and spaces should be provided appropriate to the intensity of the use.
- All new development should seek to provide play space for children.
- All new development should provide a clear definition between public and private space.

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Figure 9.4: Active frontages at Accordia, Cambridge (David Millington Photography Ltd)

Figure 9.5: Barking Central. High quality soft and hard landscaping in new town square adjacent to new public routes (Steven Davies)

Figure 9.6: High quality public realm at City Point, Brighton (Olli Hellman)

Figure 9.7: New Public Space outside Bluefin Building Bankside (Steve Davies)

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9.4 SPATIAL FRAMEWORK

9.4.1 Creation of Sense of Place

South Fulham is the most “urban” stretch, in terms of scale and character, of the Boroughs riverside. It should therefore be encouraged to evolve as a high quality urban quarter at a scale that respects the existing townscape, especially to the north and west of the regeneration area, whilst achieving a scale sufficient to give appropriate definition and presence to the riverside. The development framework should promote a high degree of legibility to assist in the understanding of the new urban form and the creation of a sense of place. In providing attractive buildings and spaces, it will be important that the interface between the two is meaningful and a series of hard built edges create well-defined routes and spaces.

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The morphology of past industrial uses of large disconnected impenetrable sites is no longer relevant. Permeability, both visual and physical is essential for the success of the area. This should be based on a richer, finer-grained urban pattern where each site contributes a range of building typologies to add interest and avoid the over-reliance on bulky large-footprint buildings.

The built form on the riverside should provide a clear edge to the riverside walk and address the river. Similarly, the built form along both Carnwath and Townmead Roads needs to be mindful of the existing residential development along these routes and respect their more domestic scale.

Deleted: These buildings should be of an appropriate height and scale for the riverside in order to have an appropriate presence to enclose the space.

9.4.2 Connections and Routes

The historic street pattern in the neighbourhood, based on rectangular street blocks, breaks down at the riverfront. South Fulham Riverside is severed from the surrounding streets. Regeneration provides the opportunity for better integration. New routes should be seen as continuation of surrounding streets and would thereby relate to established movement patterns and desire lines. Such routes would also provide visual permeability and connection to the riverside and riverside walk. With such legible connections to the river side, the role of the river as a focus for the local community can be enhanced. In creating a route network places should have well defined routes, spaces and entrances that provide for convenient movement without compromising security

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Each development should identify key spaces and nodes where routes intersect or are prominent. It would be appropriate to locate public uses at these points. On some sites, where appropriate, these locations could possibly accommodate taller elements to act as visual signals in the townscape (subject to Key Principles on building heights).

The unifying elements connecting the sites within the regeneration area are the river and Townmead and Carnwath Roads. The townscape potential of these linkages should be maximised. The provision of a connected riverside walk is a long-standing objective of the Council. A connected walkway should open to a series of public spaces along its length to provide relief from the built frontage and to accommodate the active uses to provide interest to the linear space. Tree planting would be encouraged to provide a green chain linking sites and spaces throughout the area.

Townmead and Carnwath Roads could be redesigned as impressive and contemporary streets and a focus for new and existing communities. Active frontages are necessary to animate the street.

Our proposals remain conceptual and flexible, deliberately so. However the spatial framework provides a design philosophy and background for site specific proposals to adopt.

(See *Figure 9.8 Spatial Plan*)

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Figure 9.8: Spatial Plan

9.5 PROTECTING HERITAGE

9.5.1 Sands End Conservation Area

A substantial part of the regeneration area lies within the Sands End Conservation Area. The Conservation Area was designated in 1991 “because of the importance of protecting the riverside from unsympathetic development.” [Conservation area character profile]. The character profile identifies eight opportunity sites within the designated area where visual improvements are desirable and could be achieved through redevelopment or refurbishment. Upon designation it was recognised that significant parts of the area would be redeveloped.

Part of the Imperial Square and Gasworks Conservation Area also lies within the regeneration area. There is a rich history of industrial archaeology on the Gas Works site which includes statutory and locally listed buildings. The Conservation Area character profile identifies those buildings and structures which make a positive contribution to the character and appearance of the Conservation Area as well as opportunity sites for infill and redevelopment.

Designation ensures that any proposal respects its setting and the architectural and historic context of the wider area. Conservation Areas are heritage assets and the underlying conservation principle of preservation or enhancement of character and appearance of the Conservation Area applies.

Deleted: Any proposal in the area must respect the architectural and historic context and preserve and enhance the character and appearance of the area. ¶ Heritage assets should be retained and re-used in any scheme and special regard paid to enhancing their setting. ¶

9.5.2 Protecting Heritage Assets

The heritage assets within the framework area, described in Chapter 4 of this report, serve as a reminder and memory of the area’s historic past, and can add to the richness and diversity of the built form. It is essential that these assets are retained and reused in any scheme.

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Figure 9.9: Fulham Wharf, Building of Merit

The area has already supported the successful conversion of part of the Fulham Power station building. The former Fulham Wharf building, despite its derelict condition, is a much-valued and prominent elevation in the local street scene; it should be preserved. Similarly, there are several river related artefacts along the river frontage which should be preserved and included in any public realm improvement schemes relating to new proposals. In addition to protecting the heritage assets in the framework area, special regard should be paid to enhancing their setting such that they are better revealed. The townscape in the framework area will change significantly. The heritage assets can provide a focus and catalyst for the regeneration, and inspire the new urban form and designs.

9.6 MASSING URBAN FORM

9.6.1 Massing form and design

The massing, form and design of all new development should reflect the role of the riverside in this part of the Borough and London as a whole. To some extent, increased height and massing could be satisfactorily accommodated along this stretch of the South Fulham Riverside given the scale of the Thames which provides the setting.

It would need to be urban in character and scale in order to maximise the potential of the area. In achieving this objective it would need to be mindful of surrounding development and respect the scale of the existing townscape surrounding the framework area.

South Fulham is characterised by low rise residential streets and in places, higher density mansion block development. There is also a historic relationship with the river which could be represented in any new development.

Development should be of the highest urban design quality. The highest standards of design will be a fundamental objective. In responding to the setting and context of the site, developers and designers will be encouraged to be imaginative and innovative. Urban quality will need to be sustained by high quality urban management.

Development should be designed to create a coherent and integrated place and thereby, contribute to the development of a sense of place for the whole of South Fulham Riverside. The regeneration area should develop as a place with its own character and identity.

Figure 9.10 Converted warehouses at Shad Thames

The architectural style of new development should enhance the character and appearance of the area and compliment the riverside setting while providing higher density living (such examples can be found in other riparian parts of London such as Shad Thames and Butlers Wharf).

Figure 9.11: Historic townscape at Shad Thames (Photograph by Adrian Welch)

Deleted: Massing, form and design of new development should respect the scale of the existing townscape especially the residential scale of buildings to the north of the regeneration area. ¶

Building height can be stepped up towards the riverfront where buildings need to be of a scale to give appropriate definition and presence to the riverside. ¶

The architectural style of new development should enhance the character and appearance of the area and complement the riverside setting. Generally building heights of 4/5/6 and 7 storeys, with reduced massing at upper levels, could be satisfactorily accommodated throughout the area. Two key focal points at Fulham Wharf and Imperial Wharf/Chelsea Harbour could accommodate increased massing and height. ¶

The layout of new development should be of a fine grain supported by defined active edges at ground floor level of an appropriate scale. The most appropriate built form is outward looking perimeter blocks which provide permeability and an attractive urban structure. ¶ Brick is the predominant building material however some building typologies will lend themselves to other materials. ¶

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Figure 9.12: Stepped massing at Butlers Wharf

Figure 9.13: Stepped massing at Royal Arsenal Riverside (Olli Hellman)

Figure 9.14: Stepped massing at Gunwharf Quays, Portsmouth (Olli Hellman)

The Townmead Road interface with the framework area is predominantly two storeys composed of either terraces addressing the street or the paired flank ends of adjacent terraces. The traditional rectangular urban street block found in this part of the neighbourhood is of a consistent form and scale. The Carnwarth Road interface, on the other hand, is more fragmented in form, alignment and scale. All new developments should respect the residential scale of buildings to the north of the framework area with a “stepped massing” to building heights, which have the potential to increase as they move away from the domestic scale of the existing housing towards the riverfront where the buildings would need to be of a scale which gives appropriate definition and presence to the riverside.

Figure 9.15: Edwardian housing at Townmead Road

Figure 9.16: 1970’s housing estate at Carnwarth Road

Figure 9.17: Royal Arsenal Riverside (Photograph by (Olli Hellman)

Figure 19.18: Adelaide Wharf (Photograph by Olli Hellman)

9.6.2 Riverside development

The most appropriate form for the riverside development to take would be one which aligns with the riverside to give definition and a legible edge, rather than the form seen in some recent developments of blocks arranged perpendicular to the riverside which apart from allowing views from the apartments to the river, does little for the townscape of the riverside. This has resulted in a new and varied scale for the riverside but a lack of definition for the river edge. It appears that some height can be satisfactorily accommodated in response to the scale of the Thames, however, height and massing must be carefully balanced with block alignment to create successful edge definition.

All new buildings along the riverfront will benefit from views of the river. They should equally respond to the visually prominent location by providing a distinctive and interesting riverside frontage of high design quality. The riverside buildings should address the Thames Path and provide active ground floor uses which enhance overlooking of the riverside walkway. These buildings provide enhanced opportunities for river-based uses.

9.6.3 Key focal points and tall buildings

The townscape analysis of the framework area suggests that South Fulham Riverside has two key focal points - one at Fulham Wharf, where the supermarket provides a draw and focus of activity, and the other at Imperial Wharf/Chelsea Harbour based around the new development, park and station. These areas, in view of the townscape significance could accommodate increased massing and height.

Deleted: The increased scale of riverside development is most apparent on the opposite bank of the Thames in Wandsworth, where the riverside has accommodated large scale individual buildings of various forms to line the edge of the river. To some extent, increased height and massing could be satisfactorily accommodated along this stretch of the South Fulham riverside given the scale of the Thames which provides the setting, and the new scale which now exists on the opposite bank

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The Imperial Wharf station location already supports development of an increased massing and height and this could be consolidated. At Fulham Wharf, it would be appropriate to accommodate increased massing and height which is related more to the attraction and activity generated by the supermarket, the provision of increased connectivity and the provision of new riverside spaces. Fulham Wharf would thereby become a point of townscape focus. It is in these locations where proposals for tall buildings could be considered. Any proposals for tall buildings in these locations would provide a positive statement in the regeneration area and are unlikely to cause harm to the heritage assets or their setting. Proposals for tall buildings would need to be accompanied by the appropriate townscape justification in accordance with the English Heritage / CABE guidance, and comprehensive impact studies. The designs would need to be appropriate in terms of proportion, silhouette and architectural quality.

Elsewhere in the framework area, the general scale, height, and massing should have a closer relationship to the existing townscape. There is a variation in building height in the area, and it would be appropriate for new development to adopt a similar variety of scale. Following the analysis of the existing building heights it is considered that a general building height of 4/5/6 and 7 storeys, with reduced massing at the upper levels, could be satisfactorily accommodated throughout the area. Buildings of this scale would relate well to the built form. West of Wandsworth Bridge, building heights would generally be appropriate at 4 to 7 storeys. Additional height could be accommodated in specific places, but should not exceed 10 storeys. East of Wandsworth Bridge Road, 3 to 7 storeys would be generally appropriate with some higher buildings at key locations. The area west of Imperial Road is likely to be more suitable for lower rise buildings, which could include a range of typologies, including houses. Higher buildings could be accommodated at the Fulham Wharf site and the Chelsea Creek/National Grid sites on Imperial Road.

9.6.4 Fine grain development

Proposals should seek to provide a range of building typologies and forms. Any new developments should continue the existing fine urban grain of the area and promote variety in new buildings whilst ensuring an overall coherence. A “warehouse” style design and massing, with distinctive but simple facades, is traditionally associated with waterside development and would be appropriate here. However, it is considered that architectural styles should be varied, but all related to context. In some locations the context is looser than in others. A fine grain development layout, related to the human scale is more important than any particular architectural style.

The fine grain development needs to be supported by defined active edges at ground floor level of an appropriate scale. Residential development occupying the ground floor of buildings should have direct access to the new street, such that the space is overlooked and animated by a series of front doors.

Threshold spaces along the edge of buildings should also reflect the fine grain and should be subdivided to relate to individual ground floor units. Communal spaces for residents around the public edges of buildings are discouraged as they prevent the development of fine grain character. Communal or private garden spaces which are purely for residents of the block should be placed at the rear of the buildings.

It is accepted that residential developments need to have a degree of privacy at ground floor level and could include green buffer threshold spaces which would also contribute to the street scene. Typically such spaces should be narrow with low walls/railings or fences which is typical of the local urban character.

Figure 19.19: Old Haymarket, Liverpool

9.6.5 Materials

Brick is the predominant building material in the area. The use of brick for the new development would be the most appropriate and obvious choice. However, there will be some building typologies which lend themselves to other materials, and the introduction of new materials is not precluded. Parts of the riverside may benefit from materials which give a lighter less solid appearance and which might benefit from the reflections from the water.

9.6.6 The Role and context of the site

The built form which would be most appropriate to the framework area is one of outward looking perimeter blocks which would combine to give a new permeable and attractive urban structure to this part of the Borough (see figure 9.21). All new developments would need to demonstrate that the design is a result of a carefully considered analysis of the role of the site and context, and that they satisfy the principal conservation test of enhancement of the character and appearance of the area.

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Figure 9.20: Traditional materials at Gunwharf Quays, Portsmouth (Olli Hellman)

Figure 9.21: The external face of a perimeter block at Mastmaker Road, London (Steven Davies)

Figure 9.22: Inside the perimeter block at City Point, Brighton (Olli Hellman)

Figure 9.23: Inside the perimeter block at Bagleys Lane, South Fulham (Yvette Ruggins)

Figure 9.24: Inside the perimeter block at St Andrews, Bromley-By-Bow (A&M Photography)

9.7 CONNECTIVITY & PERMEABILITY

9.7.1 Riverside Walk

The riverside walk connects the sites within the framework area. It is therefore essential to consolidate and strengthen the riverside walk as a route and recreational resource, completing it where necessary and where possible. The aim will be to create a revitalised vibrant riverside edge. The unifying character of the linear route is vital and to this extent, the detailed design of the route should be carried out to Streetsmart [The Councils street design guidance] standards.

Deleted: The riverside walk should be strengthened as a route and recreational resource. A new link at Chelsea Creek could improve permeability to Kings Road and Fulham Town Centre. There is potential for an additional pedestrian bridge across the Thames. ¶

9.7.2 Visual permeability

A key objective for the new urban form is to reconnect the hinterland, comprising the residential neighbourhood within the Sands End ward, to the river. This involves promoting access through new developments, and where possible introducing direct access to the riverside from Townmead and Carnwath Roads. Visual permeability is also important from these roads. The view of the riverside from Broomhouse Lane to Broomhouse Dock, and the more recent view through Imperial Wharf Park are two of the limited visual connections available at present. The benefit of such views establishing a sense of location and place is apparent. Visual permeability to the river is maximised where the new routes are formed as a continuation of existing streets. Access to the riverside from the streets to the west of Wandsworth Bridge such as Peterborough Road, Dymock Street and Breer Street would be best achieved

¶ New developments will need to provide direct access to the riverside through continuation of existing streets where possible to provide visual permeability. ¶

through direct continuation of the existing streets, which would also enable longer vistas to the riverside to be opened up.

9.7.3 New links

Improved permeability at the northern end of the framework area where the existing railway viaduct has a significant visual presence, but also severs links to the adjoining development, will be important on the Stephendale to Imperial Road link. There currently exists a link at the riverside walk through an arch to Chelsea Harbour, and an additional access point is available through the viaduct at Imperial Wharf station to Chelsea Harbour. A further link could be made at Chelsea Creek where the water course runs beneath the viaduct. This would link any future development on this site to the riverside via an enhanced Creekside route formed as part of the proposed public realm improvements of the Lots Road development master plan. Development on this site should also provide improved links with a new attractive and safe pedestrian route to Kings Road and onto Fulham Town Centre.

(see Figure 9.25: Connectivity and Permeability)

9.7.4 Improving existing streets

The primary linkages would then form the spine around which a network of well designed, safe, pedestrian friendly streets and spaces could be established. Improved connections to the riverside would need to cross Townmead Road and Carnwath Road. These roads are likely to experience increased levels of traffic as the area becomes developed. Measures to reduce pedestrian / vehicular conflict and to improve the environment for the pedestrian should be incorporated into any proposals. The riverside walk is diverted away from the riverside at Wandsworth Bridge. Pedestrian crossings at Wandsworth Bridge Road and Townmead Road would need to be re-examined with a view to improving conditions for the pedestrian.

9.7.5 Potential for new river crossing

In looking at the wider area, links across the river remain restricted solely to Wandsworth Bridge and Battersea Bridge. The potential for an additional pedestrian bridge across the Thames has been examined previously. It may be timely to re-examine the feasibility of such a link.

Fig 9.25: Connectivity and Permeability

9.8 PUBLIC REALM AND OPEN SPACE

9.8.1 High quality public realm

South Fulham's public realm includes parks and playgrounds as well as transport-related spaces such as roads, pavements, paths and riverside routes. It also concerns the ability of public space to interact with its surrounding buildings. Good quality public realm is of considerable importance as this is where most residents, employees and visitors experience the environment in which they are living, working or visiting. It is also the public realm which provides the setting for buildings, and the glue which binds an area together. The provision of good public realm was one of the main issues debated by stakeholders attending the consultation workshops on South Fulham Riverside facilitated by the Prince's Foundation. There are existing open

**Deleted: New development should improve the existing network of open spaces, create new spaces and improve the pedestrian experience between spaces. The riverside in particular can accommodate a variety of spaces that will provide vitality and interest to the riverfront. ¶
All new development should seek to provide play space for children. ¶
All new development should provide a clear definition between public and private space. ¶**

spaces which would serve the regeneration area in some capacity for recreational use. All new developments should seek to improve and enhance existing public spaces through Section 106 funding where appropriate.

9.8.2 Provision of new spaces

Imperial Wharf Park has made a contribution to the provision of open space in the framework area although it has not provided all the public amenities that a space of this size could achieve to deliver residents aspirations. Other developments should seek to better this standard in terms of public benefits and seek to improve the existing network of open spaces by creating new spaces where appropriate and improving the pedestrian experience between the spaces. The aim is one of a series of safe and accessible connected spaces which feel generous and well-designed and clearly signal that the riverside and its local environment is a public space. All such spaces should be designed to generate the level of human activity appropriate to location to create a reduced risk of crime and sense of safety at all times. All new developments should promote access to the Thames River Path. (See Figure 9.29)

The riverside, in particular can accommodate a range of types of spaces, from new areas of parkland, new riverside squares with restaurants and cafes to smaller spaces for more passive recreation and quiet contemplation. Each would bring a level of vitality and interest to the riverfront. All new developments should provide a level of public space provision commensurate with the intensity of use. The new spaces would be most appropriately accommodated at the intersections of linking routes through the site providing an “event” at key nodes. A coherent structure can then be developed across the whole regeneration area.

All new developments should seek to provide play space for children. These can be incorporated within the enclosed communal spaces at the rear of buildings within perimeter blocks where they are purely for resident’s children. Play spaces can also be incorporated within other new spaces where they are providing for a wider public benefit.

(See Figure 9.29: Public Realm and open space)

9.8.3 Design and materials

All new developments should provide a clear definition between public and private space. Schemes for work on the public highway should be to adopted Streetsmart standards, in terms of the paving, street furniture and landscaping. Where routes through developments are on private land the design should convey that the public are welcome to walk through. To encourage this, routes should be simply designed to match the appearance of the public highway and designing to Streetsmart standards would therefore be appropriate. This could be particularly effective where new routes are the continuation of existing streets. If surface level car parking is incorporated in new routes it should be linear and along the kerb edge to reinforce the prevailing urban character. Echelon parking and car parking courtyards should be avoided as they are out of character and may convey that the route is purely for residents.

All buildings, streets and public spaces should be designed to be inclusive and accessible for all and all proposals should have regard to the Council’s Access for All SPD ~~which will be superseded by the Planning Guidance SPD in 2013.~~

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Figure 9.26: Barking Central from above. New Town square incorporating areas of soft and hard landscaping, logs for informal play, seating and routes through the square (Steven Davies)

Figure 9.27: Lace Market Square, Nottingham (David Millington Photography Ltd.)

Figure 9.28: Barking Central, public route to Town Hall adjacent to new town square (Steven Davies)

Figure 9.29: Public Realm and open space

9.8.4 Landscaping

A planting strategy for the framework area can be developed from proposals on individual sites. Street tree planting along Townmead and Carnwath Roads should be carried out where appropriate and where possible. Further tree planting and soft landscaping on the riverside will be encouraged. Native tree species should be chosen as a priority and existing trees replaced where practicable. The mature trees retained on the riverside at the Imperial Wharf Park river frontage have a significant presence in views along the riverside and from the opposite bank. [Trees of significant scale may be required to provide sufficient definition to the riverside walk.](#)

Figure 9.30: Royal Arsenal Riverside (Olli Hellman)

Figure 9.31: City Point, Brighton (Olli Hellman)

Fig 9.32: Street trees in Germany (Steve Davies)

Figure 9.33: Street trees in Germany (Steve Davies)

9.8.5 Active frontages

In order to provide a good quality environment for the public realm it will be important that the enclosing public facades are appropriately designed. All new developments should create an attractive safe and overlooked pedestrian environment and provide active ground floor frontages to enliven open space and the street scene. New routes through sites should also be designed to incorporate active frontages with a fine grain appearance incorporating main entrance doors and individual thresholds for all ground floor units.

Figure 9.34: Gunwharf Quays (Olli Hellman)

9.8.6 Upgrading existing streets

A coherent strategy for public realm improvements to Townmead and Carnwath Roads including paving, lighting, street furniture, landscaping and tree planting should be developed and implemented. This should involve increasing the width of the pavements where possible, and improving the experience of the pedestrian as much as possible.

- Should provide for a high level of connectivity and permeability. New schemes need to be well-related to their riverside settings and surroundings providing public access and uses along the riverside and physical connections to the surrounding community. Schemes should offer tangible benefits to the local townscape in terms of providing attractive places to live and work.
- Should provide a high quality public realm and spaces appropriate to the intensity of the use.
- Should provide a mix of uses to create a vibrant and attractive environment. This would be particularly important at ground floor level where active frontages are sought. Public uses at key nodes and interfaces between adjoining sites would help to connect individual sites and assist in breaking down single use character.
- Should provide an accessible and connected urban structure for all users and modes of transport.
- Should be sustainable, providing sustainable patterns of living and working where the community can live and enjoy their local environment with a full range of local facilities available nearby. Schemes would need to employ best practice for sustainable construction.
- Should preserve and enhance heritage assets within the area

CHAPTER TEN Development Capacity Study

10.1 INTRODUCTION

The purpose of the development capacity study is to use a 3D model to test the spatial capacity of the area to see if it can accommodate different options regarding housing and employment growth. Key considerations from Chapters 8 and 9 on Housing and Urban Design have set key parameters that will inform the level of growth that can be supported through the development capacity study. The outcome from the transport study will then inform whether the proposed level of growth in the number of residential units and jobs can be accommodated.

10.2 KEY CONSIDERATIONS

These key considerations below need to be taken into account when establishing whether the density levels in the three development options proposed are acceptable. These principles were established in Chapters 8 and 9, Housing and Urban Design.

- Approach to height and massing
- Able to accommodate a mix of acceptable housing typologies and sizes
- Other urban design and place making principles
- Sites available for development
- Transport capacity in the area

10.3 APPROACHES TO HEIGHT AND MASSING

- **Building Heights** In order to respond to local context and urban design principles building heights of 3/4 storeys adjoining low rise residential properties for example at Sullivan Road and Bagley's Lane are required. Increased height and massing could be satisfactorily accommodated along this stretch of the riverside given the scale of the Thames which provides the setting. The Urban Design Strategy Chapter 9 proposes west of Wandsworth Bridge that building heights would generally be appropriate at 4 to 7 storeys with additional height in specific places but not above 10 stories. East of Wandsworth Bridge Road it anticipates 3 to 7 storeys are generally appropriate with some higher buildings. The area to the immediate west of Imperial Road is likely to be more suitable for lower rise buildings including houses. Higher buildings could be accommodated on the Fulham Wharf/Sainsbury's site and Chelsea Creek/ National Grid sites on Imperial Road.
- **Perimeter Blocks** The requirement is to have a series of perimeter blocks establishing a finer grain to the urban layout. This is also linked to ownership of sites to ensure the overall concept scheme can be delivered with sites coming forward for redevelopment at different times. Within the blocks private or communal amenity space can be created including children's play space.
- **Connectivity** This approach using perimeter blocks allows new routes to be established connecting the hinterland to the river creating a series of new links for pedestrians and cyclists.

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10.4 ACCOMMODATING A MIX OF ACCEPTABLE HOUSING TYPOLOGIES

- **Typologies** The requirement ~~for affordable housing is that in~~ the Core Strategy, ~~namely~~ 40% affordable ~~housing as set out~~ in strategic policy H2. Housing typologies include one, two and three bed apartments, some maisonettes, and three, four and four plus bed houses.
- **Housing Standards** Compliance with Lifetime Homes standards and minimum space and design standards for all new housing detailed in Policy 3.5 and Table 3.3 of the London Plan (2011).

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10.5 OTHER URBAN DESIGN AND PLACE MAKING PRINCIPLES

- **Open space** ~~New areas of public open space should be considered to address deficiencies in access to open space as identified in Figure 2.4 in Appendix 2. There is a lack of provision in the east of the regeneration area and on the~~ riverside at least two new public spaces open to the river should be ~~considered~~, one is already proposed on the Sainsbury's/ Fulham Wharf site.
- **Children's play space** New communal children's play space is required in new residential development that provides family accommodation. Compliance with requirements regarding children's play space as set out in the Mayor's SPG ~~'Shaping Neighbourhoods: Play and Informal Recreation 2012~~.
- **Amenity Space** ~~Draft Planning Guidance Supplementary Planning Document states that "all new dwellings should have access to an area of amenity space, appropriate to the type of housing being provided. Every new family dwelling should have access to amenity or garden space of not less than 36 square metres. Dwellings with accommodation at ground floor level should have at least one area of private open space with direct access to it from the dwelling. For family dwellings on upper floors this space may be provided either as a balcony or terrace and/or communally within the building's curtilage". The~~ Mayor's Housing SPG (2012) standard 4.10.1 sets out a requirement for a minimum of 5sqm of private outdoor space to be provided for 1-2 person dwellings and an extra 1sqm to be provided for each individual occupant.
- **Heritage Buildings** The layout needs to ~~accommodate~~ protect and integrate heritage buildings within the block arrangements.

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10.6 SITES AVAILABLE FOR DEVELOPMENT

The regeneration area was previously designated an employment zone in Hammersmith & Fulham's UDP. In 2007 this designation ceased which will have a significant impact on the anticipated level of future development likely to take place in the regeneration area.

An assessment has been made regarding the development areas where it is anticipated that development may take place at some time within the plan period. (Up to 2032). Approximately 21.8 hectares of land ~~have been~~ identified as likely to come forward for development (see Figure 4.9). ~~This assessment of sites is broadly similar to those included in the Strategic Housing Land Availability Assessment (SHLAA).~~ Approximately 8 hectares ~~of land within~~ the regeneration area ~~has~~ recently received planning permission ~~for residential led mixed use development~~.

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10.7 TRANSPORT CAPACITY

Within the South Fulham Riverside regeneration area the key constraint to future growth within the area is the transport capacity. Public Transport accessibility level (PTAL) is relatively low and key junctions within the highway network are already operating at capacity. The priority therefore was to commission a Transport Study early in 2010 to identify its likely restraint on future growth in the area.

The transport study considered the three development options and considered various transport interventions necessary to support the three development options. The Transport Study concluded that medium density (550 habitable rooms per hectare on average across the area) was the maximum level of growth achievable based on the modelling undertaken as part of the transport study.

A ratio of 0.5 parking spaces per unit residential and the more restrictive end of the London Plan range for commercial is assumed within the Transport Study and will need to be taken into account in the development capacity modelling.

10.8 DEVELOPMENT OPTIONS

Three development options Low, Medium and High Density were identified below (See *Figure 10.1*) with differing numbers of residential units and commercial floor space. The Core Strategy (2011) and outcome from the Transport Study informed this selection.

Within the Core Strategy 2011 the expected minimum growth within the South Fulham Regeneration Area over the next 20 years is 2,200 new homes. This information is based on the Strategic Housing Land Availability Assessment (SHLAA) which identified 21.4 hectares of land suitable for residential development which could accommodate 3,857 homes (based on density of between 350 and 550 habitable rooms per hectare). The Core Strategy 2011 estimated that about 2,200 homes out of a possible 3,857 were likely to come forward for redevelopment over the next 20 years.

The outcome from the Transport Study established that an average of 550 habitable rooms per hectare (3888 residential units) and 21,200 of commercial space) was the maximum achievable and this was also dependent on a number of highway interventions being implemented.

The Core Strategy looked at average densities of 350 and 550 habitable rooms per hectare within the SHLAA which is why these densities were chosen for the low and mid density options. A further higher density option of average 750 habitable rooms per hectare (5,303 residential units) was included as this level of density had been approved on sites within the South Fulham Riverside area previously.

Figure 10.1: Development Options

The Core Strategy 2011 assumes the regeneration area will support minimum growth of between 300 to 500 new jobs. The assumptions regarding commercial space included in the three development options are derived from the Core Strategy 2011. Based on the assumption that 18.5sqm of commercial equates to one workspace the 300 to 500 jobs equates to 5,550sqm and 9,250sqm respectively. Although the commercial floor space assumptions used in the medium and higher density options are higher than this they are still represent relatively low levels of commercial space.

The development options have also been used to test public transport, highways, open space and social infrastructure requirements associated with new development.

10.9 BLOCK MODEL THEORETICAL TESTING

As the outcome from the Transport Study concluded that the transport capacity would place a maximum limit on the number of homes and jobs detailed in Option 2 - Mid Density this was the development option that was used to test the maximum capacity of the area.

A 3D block model was developed based on Option 2 – Medium Density based around the sites within the regeneration boundary identified as likely to come forward for development within the next 20 years (as identified in 10.6 above).

Since the 3D modelling exercise was undertaken three large sites have received planning permission Sainsbury's/Fulham Wharf (site 16 in Figure 4.9) and 26 Sullivan Road and 92 - 116 Carnwarth Road (sites 2,5 and 6 in Figure 4.9) and the Chelsea Creek site (part of site 24 in Figure 4.9). The additional commercial space anticipated within the regeneration area remains roughly in line with 21,200sqm modelled. The additional residential units anticipated have slightly increased but not at a level to have any significant effect on the outcome of the 3D modelling exercise.

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10.10 KEY OUTCOME

Figure 10.2 to 10.5 3D Axonometric demonstrates how Option 2 – Medium Density could be applied to the South Fulham Regeneration area. It demonstrates in spatial terms the type of layout, scale and massing that could be developed for the regeneration area that complies with all the key considerations identified in 10.3 to 10.7.

However each proposal which comes forward in the regeneration area will need to demonstrate that it is in compliance with the development plan and has had regard to the principles set out in this SPD.

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CHAPTER ELEVEN Transport Interventions

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KEY PRINCIPLES

- ~~All~~ development proposals should ~~demonstrate accompanied~~ by ~~way of~~ a robust transport assessment ~~(TA) clearly demonstrating~~ the impact of ~~the~~ development on all modes ~~of travel~~, in particular ~~ly~~ the ~~transport highway~~ network ~~and~~.
- ~~All set out phase by phase what the cumulative impact of development will be and how it will be mitigated at each phase. n~~New developments should ~~fund~~contribute towards environmental ~~and highway~~ improvements ~~as outlined in the DIF study~~ and deliver wider, clearer and high quality accessibility.
- ~~Travel Planning is a fundamental element to harness the accessibility of the regeneration area. All developments should be underpinned with robust residential and workplace travel plans, and contribute towards highway interventions~~
- ~~Development infrastructure within SFR should be accessible to all with appropriate gradients where changes in level are experienced, generous footway widths and accessible crossing facilities. Connections should provide safe and direct movements for pedestrians and cyclists and integrate well into the surrounding streets.~~
- ~~Development should not worsen traffic conditions to unacceptable levels on existing streets. The existing road network within SFR has been assessed and development traffic cannot be accommodated on the existing road network without significant capacity improvements. Interventions have been identified with an appropriate funding mechanism.~~
- ~~New development should facilitate the delivery of new pedestrian crossings in particular at the Wandsworth Bridge Road/ Carnwath Road and Townmead Road junction and improve existing crossings in and around SFR in order to meet the increase in demand from the development and significantly improve the pedestrian environment and access into and out of SFR.~~
- Regeneration will harness the potential of the area, as per the Core Strategy Policy SFR, with the river being opened up and development encouraging river related uses along with the continuation of the Thames National Path to facilitate walking and cycling connections.
- ~~New development should deliver increased levels of cycle parking to London Plan and Local Development Plan Standards. Particularly at key public transport interchanges and the mayors cycle hire scheme should be extended into the SFR to deliver improved onward connections for cyclists into the streets surrounding the SFR~~
- ~~Development in the SFR should not result in excessive overcrowding or delay on the London Underground or Overground networks. New development should delivery physical improvements to Imperial Wharf Station which is the only train station within the SFR. These improvements should include the lengthening of the platform to accommodate 8 car trains and potential for additional access points; this is to accommodate the forecast increase in passenger numbers.~~
- ~~Additional bus services, routes and stops funded by the regeneration will be necessary within and around the SFR. Specific focus will be placed on the existing 391 and 424 bus routes to incorporate increased frequency and capacity within the SFERRA given the increase in usage from development trips with particular focus on increasing accessibility to Fulham Broadway, Wandsworth, Clapham Junction, Putney and Earls Court stations.~~
- Car parking levels should be minimised in order to restrain car trips, except for parking for car clubs vehicles, which are encouraged in order to provide an alternative to private car ownership. As per the London Plan 2011, electric charging points should also be incorporated. Management and access strategies for developments may be required to mitigate the impact of new, intensified vehicular accesses on the highway network.
- Development proposals should be supported by substantial measures to minimise the impact of freight during the servicing and delivery for the developments on the road network and particularly during the construction period with the use of rail and river networks strongly encouraged.

Key principles of the transport study

- To outline the aims and objectives of the South Fulham Riverside transport study;
- To understand the likely impacts on public transport and highway networks as a result of the development scenarios;
- To demonstrate the need for new transport services and infrastructure;
- To identify the key strategic infrastructure required to support development within the regeneration area;
- To identify the optimum transport packages to support the development scenarios;
- To set out a series of transport recommendations to support the preferred option.

11.1 OVERVIEW

The London Plan, the ~~Local Development Framework~~ Core Strategy and the current saved policies within the UDP seek to ensure regeneration of the borough encompasses comprehensive integration between transport and development ~~When adopted, the Local Development Framework will replace the Borough's UDP and will be used together with the London Plan~~ to shape the future of Hammersmith and Fulham. This will be encouraged through patterns and forms of development that are sustainable as well as improving public transport, walking and cycling accessibility in areas of greatest demand such as South Fulham Riverside.

High density development, by virtue of its nature, would lead to increased trip generation and is only considered acceptable in locations which have good access to public transport and where the existing levels of transport capacity are sufficient to absorb the impacts of development.

All major developments are assessed by ~~the Hammersmith and Fulham~~ Council and the Greater London Authority, which includes Transport for London, as one of a number of statutory consultees in the planning process. Proposals are assessed against relevant Local and Regional planning policies and if required provide adequate mitigation or transport improvements to ensure any impact can be acceptably absorbed on the networks to allow the development to proceed.

The Transport and Movement Context (Chapter 4 and Appendix 3.0) sets out an overview of the existing transport characteristics in and around the regeneration area. Whilst the sites surrounding Wandsworth Bridge have good access to public transport and the new station at Imperial Wharf has improved Public Transport accessibility levels to the east, the lack of significant public transport capacity in the regeneration area, coupled with capacity problems on the highway network, could present a potential barrier to development and sustainable growth within the regeneration area unless significant enhancements and improvements are facilitated.

PTAL is a TFL approved quantitative measuring tool based on walking access time and service availability to public transport services. Although a package of improvements to highway and sustainable networks will be outlined to support the regeneration, in reality this may not significantly increase the PTAL levels within the area due to the fact that PTAL is based on a numerical calculation based on distance to and frequency of services; for buses this is 8 minutes walk or 640 metres and for rail this is 12 minutes walk or 960 metres and any services beyond these distances/walking times are rejected. Accessibility is defined as the ease to which a service can be reached or obtained, this distance could differ depending on a number of factors, including mobility and travel choice.

11.2 TRANSPORT STUDY AND ADDENDUM

In order to inform the development of the South Fulham Riverside ~~Planning Framework Supplementary Planning Document~~, an independent transport study was commissioned in 2010 to better understand the cumulative impacts of a range of development scenarios over ~~the 20 year plan period~~ a defined period of time.

A ~~follow follow on Addendum to the study on report~~ was undertaken in 2011 which refined the study work ~~with revised development content and phasing of the sites~~ to ensure consistency in line with the latest assumptions. Development impacts within the Transport Assessments for those sites within South Fulham Riverside where planning permissions had been approved were included ~~which planning applications have been approved were considered~~ to provide a more robust assessment in place of the forecasts within the 2010 Transport Study. The deduction of vehicular trips generated by existing uses wherefor which planning permission approval has been granted and for a change of use and updated traffic counts from 2011 were also included in the refined assessment.

~~Consultation~~ Feedback from the first draft of public consultations for the SPD also formed a valuable element in scoping the Transport Addendum and potential improvement proposals ~~of the updated survey work~~. Further

~~refined~~ assessments within the SFRRRA ~~will~~ may be required ~~to take forward the conclusions from the Transport study and Addendum; particularly in regard to defining the details of high priority transport interventions.~~
~~to refine the issues raised and take forward the conclusions from the Transport study and Addendum.~~

The aim of the Transport Study was to identify the impact of ~~three land use / regeneration~~ development scenarios ~~within South Fulham Riverside~~, highlighting the impact on public transport and ~~the~~ highway networks. The study also investigated ~~is and promotes~~ a range of possible transport ~~interventions packages / interventions~~ against each of the development scenarios, identifying an optimum transport solution for each, which ~~has been~~ was refined within the addendum.

~~▲~~ **Figure 11.1: Summary of comparative residential land use sites from TRAVL**

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The transport study involved five key work streams;

- Travel demand forecasting for each development scenario
- Strategic and local modelling using various software packages
- Definition of a range of transport packages/ initiatives to support the various quanta of development;
- Appraisal of the mitigation packages with key objectives;
- Consultation with TfL and other key stakeholders.

~~The Transport Study and Addendum provide a strategic overview of the regeneration of South Fulham Riverside and further refinement work will be required throughout the plan period which will include the deduction of all existing trips from development sites, approved quanta of trips for sites that secure planning permission and specific modelling to focus on defining the detail for certain transport enhancements.~~

~~Every development proposal needs to be accompanied by a robust transport assessment considering existing site uses compared to the proposed quantum of development, with impact analysis on the existing highway and other modal networks. The transport assessments provide site specific analysis which is used in conjunction with the Transport Study, Addendum and any future refinement work to assess in detail the impact of any proposed development within the context of South Fulham Riverside and the appropriate amount of funding to secure the infrastructure improvements to absorb the impacts generated.~~

~~It was considered that given the relatively low trip rates exhibited by the vast majority of the exiting sites within the study area, the study would use a methodology to forecast new development trips and assign them to the various networks without removing existing trips, apart from sites where planning approval has been granted. This could show an inflated impact for some sites in particular, which will need to be taken into consideration when future site proposals are considered. However on balance it was considered that this would give a robust, worst case situation for each scenario and a starting point for each site within the SPD to consider its own impacts on the network.~~

11.3 DEVELOPMENT SCENARIOS

In order to assess the quantum of new development in the regeneration area, the ~~original Transport Sstudy~~ has modelled three development scenarios based on the assumption that up to 21 hectares of land within the regeneration area could be redeveloped with housing led mixed use developments and a limited amount of new commercial use as follows;

- **Scenario 1 Low Density** – 350 habitable rooms per hectare, 2,474 homes, 10,600sqm commercial
- **Scenario 2 Mid Density** – 550 habitable rooms per hectare, 3,888 homes, 21,200sqm commercial
- **Scenario 3 High Density** - 750 habitable rooms per hectare, 5,303 homes, 41,000sqm commercial

~~For the purposes of the Transport Study and providing an indicative assessment on the potential impact of regenerating South Fulham Riverside, potential development sites were considered based on feedback from discussions in 2009-10 with landowners and prospective developers. This was refined within the Transport Addendum 2012⁴ taking into consideration updated opinions on potential development timescales and the recent planning permissions at the time of the 2011 assessment for the Chelsea Creek, Fulham Wharf and Baltic Sawmills development sites.~~

~~These potential development sites were divided into two phases within the Transport study 0-5 years and 5-10 years and 3 phases within the Transport Addendum; 0-5 years, 5-15 years and 15-20 years.~~

~~For the 2010 Transport Study the SFRRRA was split into 22 individual sites which were divided into two phases; 0 to 5 years and 5 to 10 years, based on the understanding on the likelihood of when development may take place. This was refined for the follow-on study taking into consideration the London Plan 2011 policy 7.26, the Safeguarded Wharves review 2011 and recent planning permissions that have been granted for sites within the SFRRRA.~~

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~~The number of sites has however risen to 25 with sites 14 and 15, Swedish and Comleys Wharf not being considered for redevelopment, as they are safeguarded, and 3 new sites, 21- Laura Ashley, 22- Council Mortuary and 23- Council depot being highlighted for redevelopment.~~

~~The phasing has also been altered with the 25 sites being split into 3 phases; phase one 0-5 years, phase two 5-15 years and phase three 15-20 years. The phasing alteration is due to the fact that three sites may come forward for development earlier than anticipated, sites 8, 9 and 11 and~~

~~sites 7, 17, 18, 19 and 25 are now thought to be developed much later. Site 25 is the gasworks site on Imperial Road and this area is thought to not be available for redevelopment until 15-20 years and therefore is not considered in the assessment as it falls within phase 3. (sites are identified in figure 4.8)~~

~~The total residential and commercial floorspace for the entire SFRRA is however broadly consistent with the medium density development scenario which is the preferred option based on the modelling conclusions. Option 2, based on the amended phasing and increase in the number of sites, excluding the safeguarded wharves has 172 fewer residential units but 1243sqm of additional commercial floor space.~~

~~Amended scenario 2 recommended density is 3716 homes and 22,443 sqm commercial.~~

~~A trip-rate based approach, using information from both TRAVL (Trip Rate Assessment Valid for London) - a unique, multi-modal trip generation database designed specifically for use in the capital - and the TRICS database (National database equivalent), was adopted to determine the travel demand associated with the three development scenarios. Sites with similar characteristics were chosen to give the best representation of the likely trip rate for the area. Trips were predicted for the residential (C3 use class) element from the comparator sites as indicated in figure 11.1.~~

~~It should be noted that the Imperial Wharf survey was undertaken just after the Imperial Wharf Station opened and therefore the PTAL has increased for that area to 2.~~

~~For the 2010 Transport Study it was recommended that data for The Imperial Wharf site on TRAVL should be used as this site is located within the study area and it was considered that this provided a suitable representation of current travel patterns. The Imperial Wharf Station opened in 2009 just before the survey data was undertaken. The station has increased the public transport accessibility level to the east of the SFRRA from 1 to 2. The Transport Addendum did include up to date station usage surveys. However it should be noted that a sensitivity assessment had been commissioned to show increased rail usage from Imperial Wharf Station within the follow on Transport Study Addendum given that since the station has opened and the 2009 survey was undertaken, and developments sites within South Fulham Riverside will need to be accompanied by a robust TA including mode share impact surveys. experience has shown rail usage has increased from 11%. This will be discussed in more detail.~~

The parking provision for the residential element was modelled at 0.5 spaces per unit which was considered acceptable for testing purposes based on current car ownership in the area and is in line with national, regional and local transport policies to encourage a shift away from the private car. Commercial parking provision was based on the London Plan standards. Given the public transport accessibility level range throughout the SFRRA, car parking and cycle parking levels will be assessed in site specific terms, based on the UDP and London Plan 2011 standards. See Figure 11.2.

Figure 11.2 Development trip forecast for 2020

Figure 11.2 illustrates new peak hour two way trips for the entire regeneration area split into three modes of travel; car, public transport and walking, for each development scenario. It shows the number of trips grow steadily with the increasing density of each development scenario, with the steepest incline increases attributable to the highest density scenario (3). The bar chart which represents a step change in the level of housing and employment respectively.

The residential modal share from the regeneration area compared to the borough as a whole is shown in figure 11.3. This shows that rail, bus and train usage are much higher than the Borough average. It needs to be remembered that the SFRRA is a regeneration area given the number of current vacant and underutilised sites and there is clearly huge potential for improvement with regards to all sustainable travel choices, particularly cycling and walking which will be supported by the proposed highway interventions.

Figure 11.3 Mode share comparisons – South Fulham Riverside/Hammersmith & Fulham (TRAVL Data – Imperial Wharf, 2009) & (Benchmarking data for London Boroughs, July 2010).

11.4. TRANSPORT IMPACTS WITHOUT NEW TRANSPORT INFRASTRUCTURE – ALL SCENARIOS 11.4. TRANSPORT AND HIGHWAY IMPACTS FROM THE REGENERATION ON EXISTING NETWORKS.

This section will explain the impact of increased development on public transport, highway, bus and rail networks.

It should be noted that the impact of other regeneration areas within the borough and the removal of the western extension congestion charging on 24th December 2010, have not been considered as part of the transport study. A zero background growth rate was applied to the existing traffic demand following discussions with TfL. A separate strategic study is currently underway by TfL investigating the combined effect of the various proposed west London regeneration areas (The Western Arc).

Highway

The VISSIM modelling (~~microscopic multi-modal traffic flow simulation software~~) within the Transport Study indicates that with development, traffic impact will range from 5 – 25% depending on the development scenario, on the key corridors of New King's Road and Wandsworth Bridge Road as shown in Figure 11.4 and 11.5 for the AM and PM peaks. With the current highway layout the key areas under the most pressure from development remain the major junctions:

- Wandsworth Bridge Road / New King's Road
- Wandsworth Bridge Road / Townmead Road/ Carnwath Road.

Carnwath Road is most significantly affected in the PM peak due to the increased demand on Townmead Road which restricts the opportunities for right turning traffic onto Wandsworth Bridge Road.

Furthermore there would be increased congestion and delays at Harwood Terrace and New King's Road, which are currently susceptible to queuing within peak periods. Without highway capacity enhancements increases to serve the regeneration area, particularly at the junctions mentioned above, any substantial development would result in significant and unacceptable delay and congestion to the highway network.

Figure 11.4 Future impact of Development trips AM peak from/to regeneration area

Figure 11.5 Future impact of Development trips PM peak from/to regeneration area

Underground

The degree of maximum saturation experienced on any section of the District Line (eastbound morning peak from Fulham Broadway to West Brompton) ranges from 91% to 94%. The greatest impact is on the eastbound line with a 3.8% increase in passenger numbers during the AM peak.

~~However,~~ TfL introduced improvements to the Wimbledon Line branch in December 2011 with 5 additional trains providing space for 4,000 extra passengers during the Am peak. There are additional trains during the Pm peak-late evening with 6 trains an hour until 23:30hrs and an additional train on the Ealing Broadway branch providing for an extra 800 passengers who travel on the Wimbledon Branch and 700,000 passengers on the District Line as a whole. In particular, the removal of the poorly used weekday Olympia service has dealt with bottlenecks in the Earl's Court area which LUL state held up more than 20% of District Line trains entering Earl's Court behind an Olympia train. It is reported that t~~his wait in the tunnel, will be-~~ has reduced, directly speeding up journeys for the 150,000 customers who are affected by delays at the station. Figure 11.6 shows the development trip impact on the underground services and stations within the Am and Pm peaks

Figure 11.6 Peak hour development trips on the Underground and Rail-

As part of further improvements to the line, TfL will be introducing new air-conditioned trains from 2013 and a new signalling system by 2018 which combined will deliver 24% more capacity to the line. The nearest stations as shown in figure 11.6 are on average around a 25 minute walk from the development area, a 10-15 minute cycle ride or a 10 to 25 minute bus journey. Therefore the potential increases are manageable given the recent and future improvements to capacity on the Wimbledon branch of the District line that TfL are proposing.

Rail

The West London Line (WLL) is currently operating within capacity, with a maximum degree of saturation of 67% experienced on the northbound services during AM peak. However the station surveys, as referenced in the Transport Study, were undertaken just after the station opened in September 2009 when the Imperial Wharf site was still under construction and as such it was stated that the actual current demand could be higher than reflected by the data. Chelsea Creek, which has been granted planning permission, was supported by updated station surveys at Imperial Wharf that have shown usage is above the 11% modal share from the 2009 Imperial Wharf site survey data. This has been reinforced by consultation with TfL, who have confirmed that trains on this line have been observed to be heavily loaded during the peak periods and survey data in 2010 shows passenger numbers are predominantly northbound in the AM peak and southbound in the PM peak.

In July 2011, Network Rail published the London and South East Route Utilisation Strategy (RUS). The purpose of the RUS is to provide a high-level overview and consistent approach to capacity planning for the next 20 years for all rail routes into London and is based upon adding capacity to meet growing demand where it can be justified and achieved.

The RUS considered existing and future capacity and demand on the WLL, which serves Imperial Wharf station and concluded that with all committed improvements in place this line will still have a peak capacity gap (where demand exceeds 85% of the total capacity of the route over the high-peak hour) in excess of 3,000 passengers by 2031. The RUS therefore identified the following interventions were required to address the capacity gap.

- Lengthening of Southern Services trains on the WLL to 8 cars
- Lengthening London Over ground service trains (West and North London Line routes) to 6 cars.

~~This is supported by the sensitivity test within the transport addendum showing higher rail use age than the 2009 survey data.~~ Subject to the platform extension, it has been assessed that Imperial Wharf Station can cater for the increased demand. The platform extension at Imperial Wharf Station is estimated to cost approximately £2.9 million which will be funded through developer contributions as noted in the DIF study.

Given that Imperial Wharf is the key station serving the SFRRRA, and has greatly improved public transport accessibility across the eastern section of the area, increasing access to services will be essential in reducing dependency on the private car. It is therefore considered that the necessary platform extension be included in the package of recommended transport initiatives.

Buses

TfL London Buses have undertaken an assessment of the impact of development trips on the bus network. Key issues identified by this assessment include:

- Existing service frequencies to the west of the study area would be insufficient to accommodate an increase in the region of 30 – 40 new bus trips;
- Developments considered as part of Phase 1 (0 to 5 years) would result in capacity issues on the 391;
- The 424 is a local service and would not be able to cater for increased trips resulting from significant development.

The results of this assessment have been used to identify enhancements to bus services to mitigate the impact of development within the study area. It should be noted that TFL undertake their own recurrent assessment of bus services. The aspirations highlighted within this SPD for bus service enhancements were provided directly by TFL in 2010 to aid the assessment within the Transport Study. The Council and TFL will continue to work closely to agree on the form and timescales of bus service enhancements within the regeneration area. Specific changes to existing bus services or introduction of new services will be subject to specific consultation to be carried out by London Buses.

11.5 TRANSPORT MODELLING - KEY CONCLUSIONS

A strategic VISSIM model was developed for the Transport study and updated in ~~line with the Transport Study the Addendum. All development scenarios and transport packages were considered.~~ The following summary suggests the best approaches to addressing sustainable development within the study area and the transport and highway enhancements will be discussed in more detail within this chapter: It should be noted that the Transport Study and Addendum required assumptions on the level and location of development to attribute development trips accordingly. As stated further refinement work and specific junction modelling will be required throughout the plan period to provide details on the type and level of improvements required to accommodate the regeneration taking into consideration development sites and quantum that are brought forward.

--Scenario 1 low density:

Could be accommodated with provision of local highway interventions to improve capacity of the network, along with enhancements to capacity and frequency of bus services.

- Scenario 2 medium density:

Would require significant additional capacity improvements over and above enhancements from Scenario 1. Car use restraint policies, highway capacity increases, and junction improvements are necessary to maintain the traffic within the regeneration area. This should be combined with a restructuring of the bus routes.

--Scenario 3 high density:

An increase in vehicular trips (mainly by commercial) of approximately 50% between the medium and high density development scenarios is significant. As a result, an unacceptable level of queuing and delay, particularly at the Townmead Townmead Road/Wandsworth Bridge Road / Carnwath Road junction, would result, as shown in Figure 11.7. ~~This is even with significant highway capacity improvements and investment and is considered in excess of that for which a potential solution could be developed.~~

Figure 11.7 Average Total Junction Queue Lengths (represented in Passenger Car Units (pcu)) for the critical junctions with the proposed highway interventions, for each scenario.

Detailed modelling and appraisal of the impacts associated with the development scenarios and packages of transport interventions demonstrated that high density development (at average 750 habitable rooms per hectare) is not recommended due to significant congestion on the network as seen in figure 11.7. The preliminary recommendations of the study were therefore that the:

- Low density scenario (average 350 habitable rooms per hectare) is the maximum which can be accommodated in Phase 1 (0 to 5 years), primarily due to the limited options for improving capacity at the Wandsworth Bridge Road / Townmead Road / Carnwath Road junction before specific sites come forward for development in Phase 2; and
- medium density scenario (average 550 habitable rooms per hectare) is the maximum which can be accommodated in Phase 2 (5 to 10 years), when delivered in conjunction with the recommended package of transport interventions.

Both the Rail and Underground networks can support Scenario 2 given the committed transport improvements by TfL and Network Rail and the Platform extension at Imperial Wharf station.

Therefore the conclusion of the Transport Study and Addendum, based on strategic modelling highlighted thatBased on the scenarios modelled, Scenario 2 is the optimum density could be supported from a transport and highways perspective. The transport study and subsequent review suggests there is sufficient scope to increase highway capacity to accommodate the level of trips predicted whilst maintaining an acceptable level of service subject to the proposed transport interventions as will be discussed.

11.6. PROPOSED NEW SERVICES AND INFRASTRUCTURE TO SUPPORT SCENARIO 2 PROPOSED HIGHWAY NETWORK INFRASTRUCTURE IMPROVEMENTS TO SUPPORT THE REGENERATION

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The Transport Study and Addendum have identified and assessed a range of transport enhancement packages for the regeneration area based on assumptions made to the scale and location of development. These comprise highway, bus, river, and pedestrian/ cycle improvements, and are outlined as follows;

11.6.1 HIGHWAY INTERVENTIONS

The interventions have been split within phases 1 and 2 and highlight highway and bus improvements; more detail is then provided on each initiative. It should be noted that the northern link road will be facilitated with the regeneration of the Gas works site and for the purposes of the Transport Study this has been highlighted for redevelopment 15+ time within a third phase.

All these interventions have been prioritised with appropriate timescales for implementation as shown in figure 11.9 - these timescales and priorities are subject to change depending on funding availability and requirement through development sites progressing**HIGHWAY INTERVENTIONS**

Figure 11.8 illustrates the proposed improvements to the highway network to achieve sufficient capacity on the network to support improved north/south and east/west movement.

Figure 11.8 Overview-Highway Interventions

Key Transport/Highway Interventions for Phase 1 (0-5 years)

- Wandsworth Bridge Road Bus Lane – Reduction in the length of the southbound bus lane on Wandsworth Bridge Road to remove the existing bottleneck affecting capacity of the junction;
- Townmead Road / Imperial Road Roundabout – Replacement of the existing roundabout with a priority junction with refuge islands and a ghost island; this is intended to address safety concerns with the high number of cycle and motorcycle collisions at this location. Further refinement work is required to assess the detail of this intervention and potential link to the proposed improvements on Wandsworth Bridge Road.
- Wandsworth Bridge Road / Townmead Road / Carnwath Road Junction – Widening to provide two lanes for traffic turning left and right from Townmead Road and Carnwath Road respectively improvements to junction radii, particularly for left hand turn movements into Carnwath Road and allow for the incorporation of appropriately controlled pedestrian crossing facilities;

~~In the Transport Study this particular transport intervention was highlighted under phase 2 due to the land constraints adjacent to the junction. However, progress has been made to make this a plausible transport intervention to some degree under phase 1. This will be discussed in more detail.~~

~~Bus:-~~

- ~~• Increasing the frequency of the 424 to 3 buses per hour plus an evening and weekend service. In addition, it is proposed that the single-decker buses on the 391 route are replaced with double-decked vehicles.~~

The Key Highway/transport interventions for Phase 2 (5-15 years) ~~comprise:~~

~~Highway:-~~

- ~~• Townmead Road / Sainsbury's Access Junction – Replacement of the existing roundabout with a signalised junction incorporating pedestrian crossing facilities;~~
- ~~• Townmead Road / William Morris Way Roundabout – Replacement of the roundabout with a signalised junction, which will incorporate controlled pedestrian crossing facilities, to control and regulate the traffic flow to the signalised junction of Wandsworth Bridge Road;~~

Key Highway Interventions for Phase 3 (15-20 years)

- Northern Link Road facilitated by gas works regeneration. The National Grid site however may come forward for redevelopment earlier than 15-20 years. The northern link road will be required when the site is redeveloped.

~~Bus:-~~

- ~~• Restructuring the 424 to create a split scheme, with an increase in frequency to 3 buses per hour along each of the two corridors, and replacement of the single-decker buses on the 391 route with double-decked vehicles.~~

11.6.2 Description of highway interventions

Wandsworth Bridge Road/Townmead Road/Carnwath Road Junction

The capacity of the Wandsworth Bridge Road / Townmead Road / Carnwath Road signalised junction effectively constrains the capacity of the road network within the study area and therefore securing additional capacity and appropriate pedestrian crossing facilities at the junction is a principal objective of the interventions and underpins the regeneration. The existing junction is constrained by the land available, lack of pedestrian crossing facilities, confined radii at the junction corners and ~~the~~ Wandsworth Bridge. To obtain the additional capacity required, and provide the desired controlled pedestrian crossing facilities, land would have to be obtained from the adjacent development development sites. ~~The sites adjacent to the junction are due for development allowing land to be taken to increase capacity at this junction.~~ The widening of the Townmead Road and Carnwath Road approaches will provide additional queue capacity and prevent blocking back at the junction and give the opportunity to provide bus priority measures.

If this solution is chosen then there will need to be will require in-depth discussions with the landowners to facilitate the land take required to provide the level of capacity and safety enhancements necessary to accommodate the regeneration of South Fulham Riverside. The three junction improvement options produced by Jacobs and included within the Transport Addendum have been produced based on the results from the strategic VISSIM modelling. Further refinement work will be required to specifically model the Wandsworth Bridge Road/Carnwath Road/Townmead Road junction and the Townmead Road/Sainsbury's roundabout. This additional work will need to include the progression of development sites at the time of modelling, the reduction of all existing trips within the area and discussions with relevant landowners to understand the actual level of enhancement that can be facilitated which meets the aspirations of the SPD. It is clear however that land take will be required if significant improvements are made at the Wandsworth Bridge Road junction-which underpins the regeneration.

~~It is important that any improvements maintain the existing access to the PC World site and limit land take as much as possible due to financial implications; however land will be required to ensure significant improvements are made. There is potential for realignment of Wandsworth Bridge Road approach through land take from Site 13 and it is imperative that any proposal does not affect the bridge structure.~~

~~The Transport Study addendum assesses in detail three separate options for improving capacity; option 3 has the strongest highway merit as segregation of cyclists and pedestrians is achieved along with the optimum alignment on the arms of the junction to reduce vehicle conflict; see Appendix B of the Transport Study Addendum.~~

Wandsworth Bridge Road Bus Lane

It is proposed that the southbound bus lane on Wandsworth Bridge be reduced to maintain two lanes of traffic in the southbound direction. This therefore creates capacity for other approaches to the junction that will see a significant increase in vehicles. In particular, Townmead Road will see a large increase in development traffic; however with the introduction of further traffic management and the re-phasing of the signals at the junction, this could be accommodated.

A further study is being undertaken (as advised by TfL) to determine whether bus journey times are affected by the reduction in the bus lane over Wandsworth Bridge. It should be noted that the initial view is that the removal of the bus lane will increase capacity at this junction considerably thereby reducing queuing for all vehicles including buses. Further localised capacity studies may also be required to fine tune the phasing of signals to further reduce queue lengths at the junction which can be incorporated into the refinement work.

William Morris Way Diversion

The Transport Study proposed that the priority of Townmead Road be changed to divert through traffic via William Morris Way and Watermeadow Lane, and that Townmead Road be closed to general traffic between these junctions. This was not a critical improvement but proposed to reduce rat running along Townmead Road. However following the first consultation of this SPD strong objections were raised to this proposal and as such this is no longer a recommended transport intervention.

Northern Link Road

The priority of Edith Row, Harwood Terrace, Sands End Lane and Waterford Terrace was proposed to be changed to make Waterford Terrace and the residential section of Harwood Terrace less desirable to traffic. It was felt that a northern link road was essential to mitigate the impact of development traffic on the network as and when the largest potential development site within South Fulham Riverside is brought forward.

~~However it is now clear that the gas works site 25 will most likely not be available for redevelopment for potentially up to 20 years hence there is now an additional phase. Therefore an alternative option has been assessed linking the current cul-de-sac of Emden Street to Sands Ends Lane for the period up to site 25 being redeveloped. The transport study addendum has assessed this option in detail and concluded from the~~

~~modelling that the proposed Northern Link road is not necessary within the 0-15 year phases and therefore it is not being pursued. The Northern Link Road will be facilitated as and when the gas works site is brought forward for regeneration. Given the size of the site, the impact could be significant given the existing low level of trips. Further assessment work will be required for to assess any Northern Link Road options and potential inclusion of nearby junctions.~~

~~A direct link is proposed to allow Cambria Street to form a secondary link to the Chelsea Creek site, which should ensure a balanced spread of traffic on the network. A direct link between Cambria Street and Imperial Road is not proposed for general traffic. However, a link could be created for pedestrians, cyclists and public transport to increase permeability to the regeneration area. The alternative link to Kings Road provides opportunities for new attractive and safe walking and cycling routes that are segregated from most vehicular traffic.~~

Imperial Road / Townmead Road roundabout

It is also proposed to redesign the junction between Townmead Road and Imperial Road, in order that through traffic will have priority. This is to increase the north/south capacity for vehicular trips generated by development traffic. The roundabout would be replaced with a T-junction with refuge islands. The existing roundabout has a high level of cycle and motorcycle collisions and a change in priority will remove the onus on cyclists to give way, ensuring their safety. This measure is desirable from a safety perspective but does not increase capacity significantly.

Townmead Road/Sainsbury's Access Junction

Replacement of the existing roundabout with a signalised junction incorporating pedestrian crossing facilities. These signals will be linked to the signals at the Wandsworth Bridge Road/ Townmead Road/Carnwath Road junction to ensure the free flow of traffic on Townmead Road given that the William Morris Way diversion is no longer recommended. This will ease the capacity concerns along Townmead Road and improve pedestrian safety. ~~As noted this element will be included within the refinement work to assess the link to the Wandsworth Bridge Road junction improvements. Fulham Wharf has been granted planning permission for a mixed use development incorporating a new Sainsbury's superstore and residential development. Any alterations to this junction will need to acknowledge and be modelled alongside the regeneration of the Fulham Wharf site and adjacent development sites.~~

11.7 PROPOSED BUS NETWORK INFRASTRUCTURE IMPROVEMENTS TO SUPPORT THE REGENERATION

11.7.1 Buses

~~TfL were approached to provide input for the Transport Study and Addendum with regard to their aspirations for improvements to bus services within South Fulham Riverside as a result of the regeneration to increase capacity and frequency.~~

~~However, it should be noted that these timescales and priorities are subject to change depending on funding availability and requirement through development sites progression. As noted, the Council is working closely with TfL given that several sites have already progressed through the planning process to be redeveloped. It will ultimately be for TfL to progress with bus service enhancements within South Fulham Riverside in line with the aspirations of this SPD.~~

BUSES

~~With buses being the dominant public transport mode in the area, the public transport interventions have focused on improvements to the existing service. The proposed improvements to buses are outlined in below~~

~~It is proposed to increase the capacity of the 391 by converting the service to a double decker. This is essential to meet the increase in bus trips associated with the regeneration area.~~

~~There is a much greater constraint on capacity in the west of the regeneration area than the east, which has a high frequency bus corridor. Thus, it is proposed to increase the frequency of the 424 to 3 buses per hour from the existing 2 peak and 1-2 off peak, plus introducing an evening and weekend service, and an additional bus during weekday AM and PM peaks. This is essential and should be proportionate to when development takes place (especially along Carnwath Road).~~

~~Another proposal is the restructuring of the 424, to create a split in the route. This will provide an increase in frequency along each of the two corridors that are created. This would give the area to the west of Wandsworth Bridge Road a significantly improved service. The 424 is currently a local service filling gaps in the network.~~

~~Introducing significant residential development would change the nature of this service. Some form of restructuring of services is recommended if medium density is to be achieved in this area. (See figure 11.10)~~

Phase 1 (0-5 years):

Bus:-

- Increasing the frequency of the 424 to 3 buses per hour plus an evening and weekend service. In addition, it is proposed that the single decker buses on the 391 route are replaced with double-decked vehicles

Phase 2 (5-15 years):

Bus:-

- Restructuring the 424 to create a split scheme, with an increase in frequency to 3 buses per hour along each of the two corridors, and replacement of the single decker buses on the 391 route with double decked vehicles.

~~There is a much greater constraint on bus capacity in the west of the regeneration area than the east, which has a high frequency bus corridor along Townmead Road and Imperial Road from Wandsworth Bridge Road and New Kings Road. Therefore ultimately any bus service enhancements should potentially provide an even service throughout the regeneration area improving accessibility and capacity with a greater choice of destinations and improved frequency to meet the increased demand.~~

11.8 PROPOSED SUSTAINABLE NETWORK INFRASTRUCTURE IMPROVEMENTS FOR MEDIUM DENSITY REGENERATION

This section includes proposed initiatives to the sustainable walking, cycle and river bus networks. These timescales and priorities are subject to change depending on funding availability and requirement through development sites progressing.

11.8.1 River Boat

There is an existing river boat service from Chelsea Harbour Pier (eastern boundary of the study area) running to Blackfriars (approximately 25-35 minute journey time). The Council would wish for the service to be retained and enhanced due to the potential it would provide for the South Fulham Riverside Regeneration Area ~~given the difficulties in increasing PTAL levels~~. An enhanced riverboat service by the provision of a new pier is a long term aspiration– this is seen as a way in which to encourage river related uses and improve accessibility and could be incorporated within the regeneration of a riverside site. ~~See figure 11.9 showing the existing pier at Chelsea Harbour in the context of South Fulham Riverside. Figures 3.8 and 3.9 in Appendix 3 show the route and service frequency.~~

Figure 11.9 – Satellite Image of existing Chelsea Harbour Pier

RIVER BOAT

~~There is an existing river boat service from Chelsea Harbour Pier (eastern boundary of the study area) running to Blackfriars (approximately 25-35 minute journey time). The Council would wish for the service to be retained and enhanced due to the potential it would provide for the South Fulham Riverside Regeneration Area given the difficulties in increasing the PTAL levels.~~

~~A new pier would also promote river related transport and improve accessibility. Fulham Wharf is in the best position to provide a new pier and access to a river boat service.~~

11.8.2 Thames Path;

Thames Path;

~~Any development will be required to be in line with the objectives of the boroughs Supplementary Planning Guidance Thames Strategy— Kew to Chelsea (June 2002), and the Borough's Riverside Walk— Enhancement Report (August 2010). The provision of a fully connected, high quality Riverside Walk is the key underlying objective of the borough. Where new developments are proposed on riverside sites, their design should respect the riverside setting, ensure the built form allows for connection to the riverside and continues the~~

~~width of the Riverside Walk at no less than six metres in width. The Council will adopt and maintain the route as a public highway.~~

Any development will be ~~expected~~ required to be in line with the objectives of the boroughs Supplementary Planning Guidance Thames Strategy – Kew to Chelsea (June 2002), and the Borough's Riverside Walk – Enhancement Report (August 2010). The provision of a fully connected, high quality Riverside Walk as highlighted in Local Development Framework Core Strategy policy SFR is the key underlying objective of the borough. Where new developments are proposed on riverside sites, their design should respect the riverside setting, ensure the built form allows for connection to the riverside and continues the width of the Riverside Walk at no less than six metres in width. The Council will adopt and maintain the route as a public highway.

11.8.3 Pedestrian/Cycle Bridge over River Thames;

Bridge over River Thames;

~~A pedestrian cycle bridge link provided over the River Thames, where the existing rail bridge is located would improve connectivity for the regeneration area. See figure 11.12. It should be noted that the existing bridge is listed and any connection improvements may involve land in private ownership.~~

~~It would enhance links between Imperial Wharf, Chelsea Harbour and Clapham Junction, and bring wider benefits through encouraging more walking and cycling in the area and allowing access to Chelsea Harbour Pier from the area south of the Thames.~~

~~Feasibility studies have previously been undertaken for a pedestrian / cycle bridge. Figure 11.13 shows the two options that were considered. These were not progressed at the time due to the high costs involved. Substantial funding would need to be identified if either were to go ahead. Network Rail is currently examining the potential for improving transport links in this respect and it may be that a method of funding of the pedestrian / cycle bridge could be identified bearing in mind that a substantial element of the costs for the bridge were envisaged as payments to Network Rail for line closures.~~

~~A pedestrian/cycle bridge link over the River Thames the rail bridge to the east of the regeneration area would provide a desirable connection to/from Wandsworth and Clapham encouraging more walking and cycling in the area and allowing access to Chelsea Harbour Pier from the area south of the Thames. A new sustainable link would provide easier access to Imperial Wharf station from Wandsworth Borough and provide a link to the facilities within Wandsworth and Clapham for the east of the regeneration area and RBKC. It should be noted that Cremorne bridge is listed and any connection improvements may involve land in private ownership.~~

A Feasibility study for a pedestrian/cycle bridge near to Cremorne Bridge was undertaken in 2004 by Wandsworth Borough Council and two potential options were assessed with cantilevered and separate footings. This study has recently been updated by Wandsworth Borough Council ~~in view of the bridge being progressed.~~

11.8.4 Link under Wandsworth Bridge;

Link under Wandsworth Bridge;

~~Pedestrian and cycle accessibility through the study area is also compromised by the severance created by Wandsworth Bridge Road. One potential solution is the provision of a link under the bridge to provide a continuous route along the river as part of the Thames Path National Trail, this will involve third party land. Although this would address the severance caused by Wandsworth Bridge, the improvement to the overall accessibility of the area is not likely to be significantly improved. This is due to the intermittent River Walk in this vicinity caused by the working wharves which are likely to stay for the foreseeable future. If this were to be taken forward a separate study would need to be undertaken to determine the feasibility of this option.~~

~~Other walking and cycling interventions which have been identified for consideration include:~~

- ~~• Potential cycle route along the section of Townmead Road subject to partial closure;~~
- ~~• Advance stop lines provided at all new junctions.~~
- ~~• Potential provision of toucan / puffin crossings at the Wandsworth Bridge Road / Townmead Road / Carnwath Road junction;~~
- ~~• Potential cycle lanes / tracks through sites 21 & 22 to provide connection with the LCN on New Kings Road;~~
- ~~• Signing review focusing on pedestrian and cycle routes to tube and railway stations.~~
- ~~• High quality parking at all employment locations, including showers and lockers for cyclists.~~

~~These interventions would improve pedestrian and cycle access to the study area, enhance connectivity to transport networks (including underground, rail, bus and cycle) and improve the safety of vulnerable road users within the area.~~

Pedestrian and cycle accessibility through the study area is also compromised by the severance created by Wandsworth Bridge Road. One potential solution is the provision of a link under the bridge to provide a continuous route along the river as part of the Thames Path National Trail, this will however involve third party land and require serious consideration to reduce conflict with the safeguarded wharves. Although a link under Wandsworth the bBridge would address the severance caused by the Wandsworth bBridge, the improvement this would bring to the overall accessibility of the area is not likely to be significantly improved. This is due to the intermittent River Walk in this vicinity caused by the working wharves which are likely to stay for the foreseeable future. If this were to be taken forward a separate study would need to be undertaken to determine the feasibility of this option.

11.8.5 Extension of London Cycle Hire Scheme

In July 2010 the Mayor of London launched the London Cycle Hire Scheme and in November 2010 it was announced that the intention would be to widen the scheme to the west of London. Barclays have agreed to provide another £25 million of sponsorship and that money would be used to widen the scheme to the west and south west of London by Summer 2013. This will boost the LBHF Get Moving Campaign which aims to improve the local transport network and ease accessibility. It is therefore proposed that this will form an important element of the transport strategy for the SFRRA. However, further funding through developer contributions will be required to support this initiative.

11.9 PROPOSED COMPLIMENTARY INFRASTRUCTURE IMPROVEMENTS FOR MEDIUM DENSITY REGENERATION

These are considered to be desirable as part of an integrated approach to transport enhancement in the study area subject to funding and justification through development. See table 11.15 showing the prioritisation and timescales for the complimentary initiatives. Timescales and priorities are subject to change depending on funding availability and requirement through development sites progressing

- Holistic neighbourhood improvements for Sands End and South Park areas incorporating accessibility including walking and cycling improvements; for example cycle lanes, footway improvements, Wayfinding.
- Development of an area travel plan framework and delivery of supporting initiatives sSuch as workplace travel plans, local development related travel plans and associated area wide improvements which are highlighted within the monitoring and review of such travel plans.
- Potential cycle route along the section of Townmead Road subject to partial closure;
- Advance stop lines provided at all new junctions.
- Potential cycle lanes / tracks through sites 21 & 22 to provide connection with the LCN on New Kings Road;
- Signing review focusing on pedestrian and cycle routes to tube and railway stations.
- High quality cycle parking at all employment locations, including showers and lockers for cyclists.
- Expansion of car club provision within new development off street and support for on street car club provision to supplement the Council's Borough Wide Car Club strategy.
- Measures to provide for electric vehicles within all new development in line with current planning policy guidance for passive and active provision.
- Support for reduced parking provision within new developments and car permit free agreements to ensure on street parking stresses are not exacerbated due to the regeneration.

Complementary initiatives-

These are considered to be desirable as part of an integrated approach to transport enhancement in the study area, were identified as:

- ▲ An enhanced riverboat service by the provision of a new pier — This is seen as a way in which to emphasise river related uses and improve accessibility. The current service is limited, with little scope to improve this, at this time. Fulham Wharf is in the best position to provide a new pier and access to a river boat service. This is desirable; however it will have limited ability to alter modal share;
- ▲ A cross-river pedestrian/cycle bridge — This would provide improved accessibility to the area and provide safety benefits, which would be highly desirable. However, the feasibility studies have produced costs that are prohibitive, if only the South Fulham Riverside regeneration area were contributing to the scheme. It is understood the Network Rail are currently looking for potential capital programme schemes for the 2014 to 2019 period, and may significantly reduce the costs. Until this is achieved, it is unlikely to be cost effective;
- ▲ Holistic neighbourhood improvements for Sands End incorporating accessibility including walking and cycling improvements.

- ▲ Cycle facilities (as an integral part of the highways package introduced) and way-finding improvements; and
- ▲ Development of an area travel plan framework and delivery of supporting initiatives.

The impact of new development on the local and strategic highways is expected to be considerable without mitigation, however with the requirements listed below the network can cope and provide benefits to other modes of transport. In addition to physical highways changes, approaches such as car permit free development, and travel demand measures will be expected. The recommendations for key roads in the area are included in figure 11.9 below.

BUSES

With buses being the dominant public transport mode in the area, the public transport interventions have focused on improvements to the existing service. The proposed improvements to buses are outlined in below

It is proposed to increase the capacity of the 391 by converting the service to a double decker. This is essential to meet the increase in bus trips associated with the regeneration area.

There is a much greater constraint on capacity in the west of the regeneration area than the east, which has a high frequency bus corridor. Thus, it is proposed to increase the frequency of the 424 to 3 buses per hour from the existing 2 peak and 1-2 off-peak, plus introducing an evening and weekend service, and an additional bus during weekday AM and PM peaks. This is essential and should be proportionate to when development takes place (especially along Carnwath Road).

Another proposal is the restructuring of the 424, to create a split in the route. This will provide an increase in frequency along each of the two corridors that are created. This would give the area to the west of Wandsworth Bridge Road a significantly improved service. The 424 is currently a local service filling gaps in the network. Introducing significant residential development would change the nature of this service. Some form of restructuring of services is recommended if medium density is to be achieved in this area. (See figure 11.10)

Figure 11.9: Requirements 1—Transport Interventions

Figure 11.10 : Requirements 2

RIVER BOAT

There is an existing river boat service from Chelsea Harbour Pier (eastern boundary of the study area) running to Blackfriars (approximately 25-35 minute journey time). The Council would wish for the service to be retained and enhanced due to the potential it would provide for the South Fulham Riverside Regeneration Area given the difficulties in increasing the PTAL levels.

A new pier would also promote river related transport and improve accessibility. Fulham Wharf is in the best position to provide a new pier and access to a river boat service.

Figure 11.11: table showing requirements for provision of new pier

WALKING & CYCLING

Thames Path;

Any development will be required to be in line with the objectives of the boroughs Supplementary Planning Guidance Thames Strategy — Kew to Chelsea (June 2002), and the Borough's Riverside Walk — Enhancement Report (August 2010). The provision of a fully connected, high quality Riverside Walk is the key underlying objective of the borough. Where new developments are proposed on riverside sites, their design should respect the riverside setting, ensure the built form allows for connection to the riverside and continues the width of the Riverside Walk at no less than six metres in width. The Council will adopt and maintain the route as a public highway.

Bridge over River Thames;

A pedestrian cycle bridge link provided over the River Thames, where the existing rail bridge is located would improve connectivity for the regeneration area. See figure 11.12. It should be noted that the existing bridge is listed and any connection improvements may involve land in private ownership.

It would enhance links between Imperial Wharf, Chelsea Harbour and Clapham Junction, and bring wider benefits through encouraging more walking and cycling in the area and allowing access to Chelsea Harbour Pier from the area south of the Thames.

Feasibility studies have previously been undertaken for a pedestrian / cycle bridge. *Figure 11.13* shows the two options that were considered. These were not progressed at the time due to the high costs involved. Substantial funding would need to be identified if either were to go ahead. Network Rail is currently examining the potential for improving transport links in this respect and it may be that a method of funding of the pedestrian / cycle bridge could be identified bearing in mind that a substantial element of the costs for the bridge were envisaged as payments to Network Rail for line closures.

The improvements to walking and cycle times with a new pedestrian / cycle bridge are shown in figures 11.14 and 11.15

Figure 11.14 Existing and possible future (with bridge) 30-minute walk travel time catchments for Imperial Wharf and Clapham Junction

Figure 11.15 Existing and possible future (with bridge) 30-minute cycle travel time catchments for Imperial Wharf and Clapham Junction

Link under Wandsworth Bridge;

Pedestrian and cycle accessibility through the study area is also compromised by the severance created by Wandsworth Bridge Road. One potential solution is the provision of a link under the bridge to provide a continuous route along the river as part of the Thames Path National Trail, this will involve third party land. Although this would address the severance caused by Wandsworth Bridge, the improvement to the overall accessibility of the area is not likely to be significantly improved. This is due to the intermittent River Walk in this vicinity caused by the working wharves which are likely to stay for the foreseeable future. If this were to be taken forward a separate study would need to be undertaken to determine the feasibility of this option.

Other walking and cycling interventions which have been identified for consideration include:

- Potential cycle route along the section of Townmead Road subject to partial closure;
- Advance stop lines provided at all new junctions.
- Potential provision of toucan / puffin crossings at the Wandsworth Bridge Road / Townmead Road / Carnwath Road junction;
- Potential cycle lanes / tracks through sites 21 & 22 to provide connection with the LCN on New Kings Road;
- Signing review focusing on pedestrian and cycle routes to tube and railway stations.
- High quality parking at all employment locations, including showers and lockers for cyclists.

These interventions would improve pedestrian and cycle access to the study area, enhance connectivity to transport networks (including underground, rail, bus and cycle) and improve the safety of vulnerable road users within the area.

Extension of Barclays Hire Cycle Scheme

In July 2010 the Mayor of London launched the London Cycle Hire Scheme and in November 2010 it was announced that the intention would be to widen the scheme to the west of London. Barclays have agreed to provide another £25 million of sponsorship and that money would in widening the scheme to the west and south west of London by Summer 2013. This will boost the LBHF Got Moving Campaign which aims to improve the local transport network and ease accessibility. It is therefore proposed that this will form an important element of the transport strategy for the SFERRA.

TRAVEL DEMAND MANAGEMENT & 'SOFTER' INITIATIVES

Catering for future growth in travel demand through the provision of physical highway changes is only one element of supporting the redevelopment of the study area. Initiatives to manage demand are also vital, particularly in relation to the volume of vehicular trips given the constraints on the highway network.

In accordance with current planning and transport policies, redevelopment in the study area should promote more sustainable travel. These could include;

- Reduced parking provision
- Framework area travel plan
- Car club provision
- Measures to support the use of electric cars

(See Requirements: Figure 11.16 and 11.17)

Figure 11.16: Requirements

Figure 11.17: Requirements:

11.710 CONCLUSIONS

All these interventions noted in sections 11.6-11.9 would improve pedestrian and cycle access to the study area, enhance connectivity to transport networks (including underground, rail, bus and cycle) and improve the safety of vulnerable road users within the area. The impact of new development on the local and strategic highways is expected to be considerable without mitigation, however with the proposed improvements as highlighted within the DIF study the network can cope and provide benefits to other modes of transport. In addition to physical highways changes, approaches such as car permit free developments, and travel demand measures will be expected.

A key objective of London Plan policy is to ensure that there are adequate levels of transport capacity to support the level of development proposed in regeneration areas such as the South Fulham Riverside Area. However any capacity improvements need to be balanced with encouraging the use of sustainable travel and increasing accessibility where possible.

This chapter has summarised the findings of the Transport Study 2010 and Transport Study ~~Addendum~~ Addendum 2011 which have outlined the constraints of the area and recommended that in order to support regeneration or to enable and support scenario 2 (medium density) development, a package of local highway, walking, cycling and public transport measures are required. This will help support sustainable growth and development in the study area. The proposed interventions overall provide modal choice help to create an area that is not solely reliant on private motor vehicles, but rather, provides choices and encourage as modal shift towards sustainable forms of transport that are both safe and accessible for future generations. These improvements will be funded as part of developer contributions through the regeneration of the area as outlined within the Transport Addendum and supporting DIF Study.

These include:

- An optimised package of highway interventions including capacity enhancements at key junctions, a new link road, and re-routing of through traffic.
- Bus service enhancements by TFL including the restructuring of a route and an increase in capacity and frequency
- An approach to development which reduces the need to travel by car and reduces the number of private vehicle trips within the area.
- A step change in the walking and cycle environment both within and to / from the regeneration area and ensuring improved legibility and connections.

- Private investment to enable these improvements to be secured and delivered in line with the vision for the future redevelopment of the area.

CHAPTER TWELVE Social Infrastructure

KEY PRINCIPLES

- Child yield formulas are used to estimate educational needs arising from development to ascertain the anticipated increase in the nursery, primary and secondary school numbers. Growth assumptions in this SPD would require two extra forms of entry for primary and an additional form of entry at secondary level.
- Investment will be required in the new Bridge House Primary Care Centre that serves the regeneration area as well as existing GP services to accommodate anticipated growth.
- In order to accommodate deficiencies in access to public open space in accordance with table 7.2 of the London Plan (2011), a new area of public open space may be required in the east of the regeneration area as well as a series of open spaces fronting the river walkway.
- Given the current deficiency in access to play space provision across the regeneration area measured in accordance with Table 4. 4 of Shaping Neighbourhoods: Play and Informal Recreation SPG 2012, on site play space will be required on new developments in accordance with the Mayors SPG.
- Provision of high quality, accessible community facilities and services will be provided through the co-location of facilities following the closure of the Sands End Community Centre including a new community hub at Hurlingham and Chelsea School.
- Developers will be required to consult with the Council's Economic Development Team at an early stage and demonstrate how through partnership work and funding they can maximise employment and training opportunities. This will specifically involve direct funding of apprenticeships / trainee positions and outreach programmes including careers and job fairs to raise aspiration and awareness of job opportunities.
- Provision of a new local Community Safety Hub and provision of additional CCTV within the regeneration area.

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12.1 OVERVIEW

In order to support the growth in new homes in the regeneration area an increase in social infrastructure and local community services (education, health, open and play space, community facilities, police facilities and employment and skills training) will be required to accommodate the increase in population.

New development must contribute to the provision of social infrastructure to support the expanding residential and working population. The Council commissioned a "Delivery and Infrastructure Funding" (DIF) study to investigate in more detail the social infrastructure required to support the increase in population, how this will be phased and establish a mechanism for a proportionate contribution from developers (further details in Chapter 14).

The proposed comprehensive redevelopment of South Fulham Riverside provides opportunities to locate community facilities in accessible and convenient locations. Core Strategy (2011). Borough Wide Strategic Policy – CF1 encourages the co-location of community facilities and services where opportunities arise. These will be

encouraged in appropriate locations where they have maximum accessibility for their potential users.

As already detailed in Chapters 8, 9 and 11 although the target number of new homes for the South Fulham Riverside regeneration area identified in the Core Strategy is 2,200 due the large number of pre application discussions taking place on sites it is anticipated that the final number will most likely exceed this target. The number of new homes therefore assumed as a basis for the DIF study was 4,000 which is based on all circa 21 hectares of sites within the SHLAA coming forward for development within the plan period. This assessment of sites and phasing will be regularly reviewed to ensure the infrastructure is in place when new residential units are provided.

12.2 CONSULTATION FEEDBACK

At the Princes Foundation workshops held in July and August 2010 participants were generally happy with the existing public space although they supported the idea of a new space around Imperial Road sites that could include a café, playground and area for ball games.

They also proposed a series of event spaces on the riverfront alongside the river walkway to encourage use of the river. It was recognised that play space for children needed to be improved. The area focussed around Wandsworth Bridge Road /Carnwath Road/Townmead Road was proposed as a good accessible location for community facilities.

12.3 EDUCATION

Figure 4.1 in Chapter 4 shows the location of nursery, primary and secondary provision within the Sands End Ward which contains the South Fulham Riverside regeneration area. The population growth envisaged as a result in the potential growth of up to 4,000 new homes increases the number of children of school attending age hence any development will need to cater for their educational needs. Child yield formulas are used to estimate possible educational needs arising from any development. Any planning application submitted for a site would have to be assessed against these child yield formulas in order to ascertain the anticipated increase in the nursery, primary and secondary school numbers and seek suitable financial contributions in order to create the additional capacity to cater for this demand.

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The child yield formulas are detailed below in *Figure 12.1*.

The development capacity study undertaken in Chapter 10 which modelled Option 2 – Medium Density based on the above formulas would generate a child yield of 1,098 children.

In relation to primary school provision it is envisaged that the consequential population growth from Option 2 – Medium Density, (4,000 new homes) would require a total of two extra forms of entry. This could be accommodated through the

expansion of existing schools or the development of a new school requiring land of circa 0.5 hectares and funding in the region of £10m at 2011 prices.

In relation to secondary school provision it is envisaged that the consequential population growth from Option 2 – Medium Density, (4,000 new homes) would require an additional form of entry. Given Parental Choice and the transport infrastructure, secondary school choice can be much broader and as such this would be accommodated through the expansion of secondary provision within the Borough and requisite funding of £5m.

It is envisaged based on the child yield formulas detailed in Figure 12.1 that an additional three nurseries would be required to accommodate the growth in the number of children of pre school age between 0 and 3 years.

12.4 HEALTH

Within the Sands End ward there is a new Primary Care Centre at 115 Wandsworth Bridge Road called the Sands End Clinic, that as well as accommodating GPs has additional space for district nurses, school nurses and health visitors. It is not anticipated that potential growth of circa 4,000 new homes would necessitate the provision of new health facilities in the ward and can be accommodated through investing in existing GP services and the new Sands End Clinic. This position however will need to be regularly reviewed in relation to population projections to ensure that local facilities can still accommodate the growth.

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12.5 OPEN SPACE

Open space is an important community resource. The only areas of public open space within the South Fulham Riverside regeneration area are Imperial Wharf Park, Imperial Wharf railway parkland on the eastern boundary of the regeneration area and Sands Wharf open space next to Regent on the River. Within the hinterland there is Hurlingham Park and South Park to the west of the Sands End Ward and William Parnell Park to the east that also serves the regeneration area.

The deficiency analysis undertaken as part of the borough's "Open Space Audit 2006" identified a deficiency in access to "local parks" around the gasworks site (Imperial Road) and Carnwath Road.

The Core Strategy seeks to enhance parks and open spaces and biodiversity in the area by requiring a mix of new public and private open space in the South Fulham Riverside regeneration area when development takes place. (Core Strategy Borough Wide Strategic Policy OS1).

The London Plan (2011) requires local authorities to ensure that future open space needs are planned for in areas with the potential for substantial change, such as regeneration areas (London Plan, Policy 7.18). In accordance with table 7.2 of the London Plan (2011) 'local parks and open spaces' of two hectares should be located within 400m of homes. These spaces need to provide for court games, children's play, sitting out areas and nature conservation. The east of the regeneration area is considered further deficient in access to open space as William Parnell Park is only 1.03 hectares.

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There is no guidance at either regional or local level that sets out what overall quantity of public open space provision should be provided by a development of this size. The Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG 2012

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sets out standards for access to play. One such standard is that 10sqm of dedicated play space should be provided per child living in the development. It is considered that this provides a useful aggregation for the calculation of the overall quantity of public open space provision. Using the child yield formulas already identified (Child yield 1,098 children) this standard generates an open space requirement of 1.098 hectares. In order to address deficiencies in access to open space a new area of public open space should be identified in the east of the regeneration area, as well as a series of open spaces fronting onto the river walkway as identified in Section 9, Urban Design Strategy.

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LBHF will not take on the management of public open space in the regeneration area hence these arrangements must be put in place by developers.

12.6 PLAY SPACE

It is the Mayor of London's strategic policy that all children and young people have safe access to good quality, well designed, secure and stimulating play and informal recreation provision, incorporating trees and greenery wherever possible (London Plan 2011, Policy 3.6).

The provision of children's play space will be determined using the Mayor of London's Shaping Neighbourhoods : Play and Informal Recreation SPG 2012. The design of play facilities will need to meet the design guidance contained in Design for Play: A guide to creating successful play spaces, 2008.

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The Mayor's SPG (Table 4.4 Accessibility to Play Space (Future Provision)) assesses the provision of play space against the following standards as shown in Figure 12.2.

Figure 12.2 - Table 4.4 Accessibility to Play Space (Future Provision), Shaping Neighbourhoods: Play and Informal Recreation SPG 2012

The location of all current play spaces within the Sands End ward which includes the South Fulham Riverside regeneration area are identified in Figure 2.4 Appendix 2. Within the regeneration area there is just one under 8 children's play space at Imperial Wharf Park and two within housing estates at Petrofina Wharf and Guernev Road which therefore have limited access.

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The Mayors SPG sets out standards that new play standards are required to meet. Given the current deficiency in play space provision across the regeneration area (measured in accordance with the requirements set out in the table above) and the anticipated growth in population, new play space will need to be considered and a play strategy submitted with each planning application. On site play space will be required in accordance with the Mayors Shaping Neighbourhoods: Play and Informal Recreation SPG 2012.

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12.7 LIBRARY AND COMMUNITY SERVICES

The Core Strategy seeks to provide high quality community facilities and services by among other things encouraging the co-location of community facilities and services where opportunities arise (Core Strategy Policy CF1).

The Sands End Community centre has now, closed and the range of Council services operating from the premises, library, gym, children's centre and adult education have been relocated. This has provided an opportunity to re-provide these services in more up to date premises in more accessible localities.

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The library ~~has been~~ re-provided in a community setting at Hurlingham & Chelsea School. Consultation conducted in connection with the library showed that there was support for library provision and that the local community valued it. The increase in dwellings, in particular family homes, being proposed in the regeneration area further impacts on the demand for this service.

Other services ~~have also moved~~ to this locality which ~~has~~ provided an opportunity to forge a strong cluster of services at the Hurlingham & Chelsea School creating a community hub.

Adult learning classes ~~have been~~ relocated at the school, ~~including~~ Pottery classes, Stained Glass and Jewellery classes. These classes ~~are~~ offered as part of a programme of ~~health & community wellbeing~~ and ~~have been~~ introduced alongside an ambition to develop skills for life and employment support activities over time.

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12.8 EMPLOYMENT & SKILLS TRAINING

The Core Strategy Policy LE1 (Local Economy and Employment) detail the Council's commitment to supporting initiatives that encourage local employment, skills development and training opportunities. The regeneration of South Fulham Riverside provides a significant opportunity to target local residents for skills and qualification training and employment opportunities during the construction phases as well as in any end user development.

The closure of the Sands End Community Centre, where much of the adult education classes took place, has meant that other community hub venues have been sought. The Council requires developers to support communications and activities which assist both existing and new residents to participate in local community life whether through volunteering or other forms of community engagement and access accredited and non accredited learning, particularly those which enhance employment prospects for local unemployed residents. In this way the economic growth and regeneration envisaged has wider community benefit across all demographic groups.

Any application submitted ~~should~~ demonstrate how partnership work and funding will maximise employment and learning opportunities for adults, specifically the direct funding of apprenticeships /trainee positions and outreach programmes including careers and jobs fairs to raise aspirations and awareness of job opportunities. In addition a demonstrable commitment to enhancing business and area competitiveness as well as practical support for local entrepreneurship and enterprise will be required.

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12.9 POLICE FACILITIES

Core Strategy Policy CF1 (Supporting Community Facilities and Services) states that the Council will work with its strategic partners to provide Borough wide high quality accessible and inclusive facilities and services for the community by supporting the Metropolitan Police and Her Majesty's Court Service to deal with crime and anti-social behaviour.

Currently there is no fixed CCTV provision within the South Fulham Riverside Area however additional CCTV will be required to meet the standards set by the Borough's Emergency Planning Department and to accommodate the anticipated growth in the number of residents in the regeneration area. Currently residential areas are

monitored/patrolled by the Neighbourhood Wardens and the Sands End Safer Neighbourhood Team. The parks are controlled by the Parks Constabulary.

A new local Community Safety Hub is therefore proposed that will become a base for the Sands End Safer Neighbourhood Team, the Anti Social Behaviour Team, the Street Outreach and Community Safety Teams. A site has yet to be identified however it is envisaged that the new hub and CCTV will need to be provided within the next five years.

CHAPTER 13 Environmental Strategy

KEY PRINCIPLES

- The Core Strategy requires that developments make the fullest possible contribution to the mitigation of and adaption to climate change including the use of low and zero carbon technologies. London Plan policies require that buildings are constructed to meet zero carbon standards from 2016 (residential) and 2019 (non-residential).
- The use of low carbon, Decentralised Energy (DE) technologies such as Combined Heat & Power (CHP), Combined Cooling, Heat & Power (CCHP or tri-generation) will need to be considered on a site wide basis. All major residential development within the regeneration area should be built to ensure it can connect to a CHP network in future.
- Consideration will also need to be given to further reducing CO2 emissions through the use of on-site renewable energy generation.
- The London Plan requires development to be “air quality neutral” and not lead to further deterioration of air quality. Any major development will need to help reduce emissions and improve local air quality and will require a Low Emissions Strategy (LES) to demonstrate this.
- The Core Strategy Policy CC3 promotes sustainable waste management practices including sustainable demolition, ensuring all new developments provide suitable waste and recycling facilities and encouraging the movement of waste by sustainable means.
- The impact of construction, demolition and excavation activities will need to be considered and measures taken to mitigate their impact on the surrounding community.
- Detailed construction, excavation and demolition logistics plans must be submitted for each development.
- Construction, demolition and excavation waste should be remediated, recycled or reused on site and this will require measures to be taken to minimise any impacts from noise, vibration and dust on local residents.
- Redevelopment of South Fulham Riverside must include the remediation of land where it is potentially contaminated, the risks of which need to be assessed and addressed prior to redevelopment.
- SFR is located within Flood Zone 3 hence a Flood Risk Assessment (FRA) is required for each site to identify all potential sources of flood risk and consider approaches to mitigate flood risk, taking into account the impacts of climate change. Development schemes will need to incorporate a range of Sustainable Urban Drainage Systems (SUDS) measures to reduce both the volume and rate of development related run-off to achieve or better the run off rates required by the London Plan (2011).
- Consideration should be given to water conservation and management including water efficiency, potential use of reclaimed water and borehole abstraction.
- Development must be designed and constructed to mitigate and adequately control noise and vibration.
- In line with Core Strategy (2011) policy RTC1 the overall objective is to increase public access and use of the Borough’s waterways and enhance

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their environment, quality and character. Development will be expected to protect and enhance ecology and biodiversity.

13.1 CLIMATE CHANGE

13.1.1 Overview

Planning policy at all levels – national, regional and local – requires new developments to contribute towards mitigating and adapting to climate change. The regeneration provides an opportunity to create a high quality development based on the principles of sustainable design and construction, helping to minimise carbon dioxide emissions and building new developments that can cope with the expected impacts of climate change.

The Core Strategy includes a strategic objective of reducing and mitigating the local causes of climate change. Policy CC1 requires developments to make the fullest possible contribution to the mitigation of and adaptation to climate change, including the use of low and zero carbon technologies such as combined heat and power and renewable energy systems, as well as the integration and use of a decentralised energy (DE) networks.

These requirements are also reinforced by the London Plan policies which require developments to meet a series of increasingly stringent carbon reduction targets over the next 20 years, culminating in buildings being constructed to meet zero carbon standards from 2016 (residential) and 2019 (non-residential).

As well as being low/zero carbon, new buildings must also be designed and constructed to withstand the potential impacts of hotter, drier summers and milder, wetter winters which could increase the number of heat waves, droughts and flood events in London.

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13.1.2 Climate Change Mitigation

The Government has set national carbon reduction targets of 34% reduction by 2020 and 80% by 2050. The London Plan also sets an intermediate target of 60% (below 1990 levels) by 2025. To help meet these targets it is important that new developments follow the Mayor of London's energy hierarchy to minimise the increase in carbon emissions and, where possible, aim to achieve low or zero carbon levels.

As *Figure 13.1* shows, both London's homes and workplaces are significant sources of CO₂ emissions. All new buildings constructed in SFR should therefore be designed to minimise energy use by maximising passive design measures, making best use of natural daylight and solar gain (without causing overheating).

Figure 13.1: London's CO₂ emissions by sector

Energy efficiency measures such as high performance insulation and air-tight construction will also need to be integrated into building design to ensure that heat loss is minimised. Lighting and appliances also need to be energy efficient. Compliance with the relevant carbon reduction targets, as outlined in the London Plan (2011) will be expected for all new buildings.

The use of low carbon, Decentralised Energy (DE) technologies such as Combined Heat & Power (CHP), Combined Cooling, Heat & Power (CCHP or 'tri-generation') will also need to be considered on a site-wide basis. DE schemes which produce energy close to demand are more efficient than centralised electricity generation where both heat and energy are wasted in production and transmission. The Mayor

of London expects 25% of London's heat and power to be generated by DE systems by 2025.

13.1.3 Climate Change Adaptation

As well as reducing energy use and CO2 emissions, development in SFR needs to be designed for the warmer, wetter winters and hotter, drier summers and be able to cope with heat waves, droughts and flooding. Climate change adaptation is particularly relevant to SFR given its proximity to the Thames and the potential for tidal flooding (see section 13.6 on flood risk and water management).

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The Mayor of London's cooling hierarchy should be implemented to ensure that overheating will be avoided. Use of green roofs, particularly on commercial buildings, should be encouraged to help reduce the impact of the urban heat island effect. Buildings should be designed to avoid the need for air conditioning systems where possible as these increase CO2 emissions and also pump waste heat into the atmosphere.

Integrating green space and soft landscaping areas into SFR will also help reduce the impact of overheating, along with providing open space for recreation and amenity, enhancing biodiversity and aiding storm water attenuation.

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The likelihood of more intense storms in the future may lead to increased risks of surface water flooding. Making adequate provision for drainage across SFR will therefore be an important consideration, although the close proximity of the Thames as the receiving water body for storm water discharges is a mitigating factor. An assessment should be undertaken to identify whether there are locations in SFR where there are particular surface water management issues, and the Mayor of London's drainage hierarchy should be used to develop measures to manage run-off (see section on flood risk and water management) in consultation with the Environment Agency and Thames Water.

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Climate change predictions suggest that there could be a higher likelihood of droughts in the future, meaning that water supplies will need to be conserved and water use minimised. Water saving measures need to be integrated into redevelopment including rainwater harvesting and dual potable and grey water recycling systems. The Mayor of London's Water Strategy provides guidance on sustainable drainage and water efficiency measures that can be integrated into developments. Further details on requirements can be found in the section on Flood Risk and Water Management.

13.1.4 Sustainable Design & Construction

Development within SFR will need to take account of broader sustainability issues in terms of design and construction to ensure that all buildings meet high levels of environmental performance. For example, use of appropriate building materials (such as those with low embodied energy) should be prioritised, pollution minimised (during both the construction phase and occupation of the development), waste generation minimised and recycling (or re-use of materials during construction) should be maximised. The implementation of national standard schemes such as the Code for Sustainable Homes and BREEAM via planning policies in the LBHF Core Strategy (2011) and London Plan (2011) will help ensure that new buildings are designed and constructed to meet sustainability requirements. The Mayor of London's SPG on Sustainable Design and Construction also outlines key principles and required standards.

13.2 DECENTRALISED ENERGY

13.2.1 Overview

One of the Mayor's top priorities for reducing London's CO2 emissions is to reduce the capital's reliance on centralised power stations. This means increasing the use of local, low carbon energy supplies through DE systems and the establishment of Combined Heat and Power (CHP) for community heating. Accordingly, a target has been set in the London Climate Change Action Plan (CCAP) to meet a quarter of London's energy needs from decentralised sources by 2025.

Figure 13.2: London annual mean NO2 emissions

There are a number of key considerations which contribute to an evidence based understanding of local feasibility and potential for DE in LBHF, and it is particularly important to understand the heat and power demands of existing buildings and existing (and possibly under-used) DE sources, as there may be opportunities to link existing and new developments together.

LBHF has produced a heat mapping study of the borough which will be subsequently incorporated into the London Heat Map (www.londonheatmap.org.uk); an interactive platform displaying high level data on DE across London. The heat map has been recently developed to address the lack of information and certainty surrounding London's heat loads. It is intended to be used by boroughs, landowners and developers to help identify opportunities for DE and CHP across London and to support the development of new DE schemes. It also enables the development industry to make informed investment decisions without risking significant development costs.

13.2.2 DE in South Fulham Riverside

The heat mapping exercise undertaken in SFR identifies large consumers of gas, and identifies large hotels (Wyndham Grant Hotel, the Belvedere and Jury's Inn Chelsea) along with major residential schemes, namely Imperial Wharf, Sullivan Court and Chelsea Harbour. Most buildings/developments with large heat demands in SFR are clustered to the east of this zone within a relatively small area (i.e. within a radius of 150m to 200m), with the remainder of buildings distributed throughout SFR primarily fronting the Thames. Three energy centres are currently located in SFR: the CHP at Wyndham Grant Hotel, and two community boiler systems serving the Philpot Square and Manor Court estates.

Public buildings within this zone include schools ~~only, and,~~ the heat demand associated with these uses is not large enough to support anchor load provision. At the time of construction, the Imperial Wharf development was not required to incorporate the necessary infrastructure to allow connection to CHP, however all further residential development on the Imperial Wharf site should be built with the ability to connect to a CHP network in the future.

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Gas demand (to provide space and water heating) in SFR is expected to increase over the next 20 years as regeneration takes place. Depending on the exact nature of the regeneration scheme that comes forward in terms of building types, heat demand profiles, ability to link existing and new sites together on a single heating system etc, a DE network may be feasible. If not, a number of smaller scale communal systems may be feasible in certain buildings, based on energy efficient CHP units. The viability of integrating DE into SFR will therefore need to be assessed as it could potentially offer substantial CO2 emissions savings, delivering savings of 20% against current estimated baseline CO2 emissions. For this reason all major residential development within the SFR should be built to ensure it can connect to a CHP network in the future.

Consideration will also need to be given to further reducing CO2 emissions through the use of on-site renewable energy generation. A range of technologies such as solar PV panels, heat pumps (these produce an efficient and low carbon source of heating and cooling however the potential impact on the water environment needs to be recognised and mitigated) etc should be assessed for their feasibility in providing heating, cooling and electricity generation in SFR. Potential impacts of any planned renewable energy installations will also need to be taken into account when assessing their suitability

13.3 AIR QUALITY

13.3.1 Overview

In common with many other London Boroughs, LBHF experiences periods of poor air quality when concentrations of nitrogen dioxide (NO2) and particulates (PM10) breach the Government's air quality objectives. LBHF is designated an Air Quality Management Area (AQMA) for these pollutants and Action Plans are in place to help reduce emissions, improve local air quality and meet air quality objectives.

The figure 13.2 (extracted from the 2008 London Atmospheric Emissions Inventory) shows the expected exceedence areas of the NO2 annual mean objective in Greater London, which includes SFR.

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(See Figure 13.2)

SFR does not contain many busy roads, although Wandsworth Bridge Road (A217) and New Kings Road (A308) are responsible for NO2 exceedences and, to a lesser extent, PM10 exceedences in this part of the borough. Buildings are also responsible for a significant level of local emissions, in particular NO2 emissions from gas boilers. PM10 exceedences are less extensive than those for NO2.

Although improvements are expected over time due to reductions in emissions (improved vehicle technology, cleaner fuels, more energy efficient buildings etc), local measures will be required along with national and regional measures to ensure objectives are met consistently.

13.3.2 Policy context and low emission strategies

The London Plan requires development to be 'air quality neutral' and not lead to further deterioration of air quality, particularly in AQMA's. The London Plan also sets out a requirement for development schemes that plan to incorporate biomass boilers to include a detailed air quality assessment comparing forecast pollutant concentrations with that of conventional gas boilers (London Plan Policy 7.14). The Core Strategy also seeks to reduce levels of local air pollution and improve air quality in accordance with the London Plan (*Core Strategy Policy CC4*).

Any development within SFR that includes sensitive receptors (such as housing and schools) needs to consider whether there could be any potential health impacts of exposure to poor air quality alongside main roads such as Wandsworth Bridge Road and propose mitigation measures if necessary.

The Council's Core Strategy (2011) recognises that the local environment (which includes air quality) requires protecting and enhancing. Any major development within SFR will therefore need to demonstrate its contribution to help reduce emissions and improve local air quality and a Low Emission Strategy (LES) will be required to assess the potential air quality impacts of development and outline measures to be implemented.

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Impacts will principally be transport and energy related, and the strategy must include measures to reduce the need to travel by car and encourage sustainable travel

(through implementation of a travel plan, the use of electric vehicles, measures to encourage walking and cycling etc), and ensure high standards of energy efficiency and appropriate use of low emission energy generation systems.

The adoption of energy efficient building design and renewable heat technologies (photovoltaics, heat pumps etc) can assist in reducing NO₂ emissions from domestic and commercial gas boilers. However, some renewable technologies such as large CHP plants and biomass energy systems (if proposed) could increase local emissions of NO₂ and PM₁₀, if not assessed and mitigated. LES's will need to show how impacts from these installations can be adequately mitigated.

13.3.3 Demolition and construction impacts

Local air quality impacts are likely during the demolition and construction phase of development. Construction management plans outlining best practise measures to control and monitor air pollution will need to be secured by condition of planning permission. The London Council's guidance document 'The Control of Dust and Emissions from Construction and Demolition' provides further guidance. Due to the likely extended construction phase and proximity of sensitive receptors, real time air quality monitoring (including baseline) may be required. The location of monitoring equipment, site trigger levels and the enforcement approach (should an exceedance occur) will need to be agreed prior to construction and should also be secured by condition of planning permission.

13.3.4 General mitigation measures

Redevelopment of SFR should aim to improve air quality within and adjacent to the regeneration area. In addition to Low Emission Strategies and other development-specific mitigation measures, the following area wide measures should be considered:

- Ensure non-residential and/or mixed use developments front Wandsworth Bridge Road;
- Plant trees, establish planted areas and other green landscaping to act as buffer zones along major roads;
- Limit the ratio of off-street car parks to new dwellings in line with TfL guidance lower thus encouraging a low level of car ownership, while also encouraging alternative sources of fuel, by installing electric vehicle charging points;
- Ensure that any bus standing facilities within SFR are located away from residential uses or areas where people congregate;
- Consider implementation of 20mph zones and shared surface treatments on certain roads through the site to reduce through traffic; and
- Encouraging walking and cycling through improved permeability and connectivity throughout SFR, in particular away from major roads, and improving access to public transport.

Figure 13.3 LBHF waste and recycling volumes

13.4 WASTE

13.4.1 Overview and policy context

National waste policy is set out in PPS 10: Planning and Waste management. PPS 10 contains a number of important principles for waste planning and incorporates both European and global thinking on waste policy, and internalises the waste hierarchy as the basis for waste planning in the UK. The waste hierarchy is also fundamental to the 'Waste Strategy for England' (2007), which sets out steps to break the link between economic growth and growth in waste volumes. The waste hierarchy proposes the following behavioural responses in order of priority:

- Reduction;
- Re-use;
- Recycling;
- Energy Recovery; and
- Disposal

The London Plan and [The Mayor's Municipal Waste Management Strategy for London \(November 2011\)](#) set out objectives, policy and overarching targets for recycling and residual waste disposal in Greater London, and these are reflected in emerging LBHF waste policy and targets.

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Key applicable London wide targets include:

- achieving zero municipal waste direct to landfill by 2025;
- reduce the amount of household waste by 20 percent by 2031;
- To recycle or compost at least 45 per cent of municipal waste by 2015, 50 per cent by 2020 and 60 per cent by 2031; and
- To reuse and recycle 95 per cent of construction, excavation and demolition waste by 2020.

LBHF Core Strategy (2011) Policy CC3 promotes sustainable waste management practices including sustainable demolition, ensuring all new developments provide suitable waste and recycling facilities and encouraging the movement of waste by sustainable means. The Code for Sustainable Homes (2006) and Building Regulations (Drainage and Waste Disposal, 2000) are also applicable and specify in detail how sustainable approaches to reducing waste and ensuring recycling facilities are accommodated in building design. The Mayor's Commercial Waste Strategy sets out specific guidance and targets for minimising and dealing with waste produced by the commercial sector which accounts for the majority of waste production. The Mayor of London [has recently adopted a Business Waste Strategy for London \(November 2011\)](#).

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13.4.2 Borough trends

There is no information relating to waste generation and recycling at ward level so Borough figures are referred to below. The overall volume of household waste generated in LBHF has decreased by 18 percent since 2005 and the overall rate of household waste recycling has increased from 21 percent to 27 percent. These rates of recycling are higher than many other London Boroughs and greater levels of recycling are anticipated in the medium to long term although the London Plan target of 45 percent diversion rate by 2015 is likely to be optimistic.

(See Figure 13.3)

Residual waste generated within SFR is currently transported via the Thames by barge from two Western Riverside Waste Authority (WRWA) transfer stations in Wandsworth to a new river fed waste to energy incinerator at Belvedere, Bexley and are now diverted from landfill. Co-mingled dry recyclables collected via LBHF's kerbside and commercial recycling collection schemes are sorted at a new materials reclamation facility (MRF) at Smugglers Way in Wandsworth for onward transportation.

Existing arrangements for waste transfer, disposal, recycling and processing between LBHF and the WRWA are set in statute and will continue indefinitely. There are currently no dedicated waste or recycling handling facilities within SFR.

13.4.3 Waste management systems

Various waste collection and management systems could be implemented in SFR, and the following guiding principles should be used to assess any waste management solution implemented for major schemes:

- Domestic waste collection systems should maximise recycling and waste diversion at source (e.g. in kitchens);
- Must be cost effective;
- Should integrate with current LBHF waste collection systems and infrastructure;
- Green waste diversion and composting should be accommodated;
- Refuse and recycling storage areas should be of sufficient size and easily accessible;
- Refuse vehicle movements should be minimised where possible;
- The highway network and building layout should be designed to accommodate refuse vehicles where necessary and prevent access being blocked by parked cars; and
- Bulky waste collection areas should be provided for major schemes.

The integration of waste collection and management systems should be fundamental to any major schemes in SFR. Dependant on the waste management system(s) selected, the internal layout of buildings, basements, communal areas and open space will need to accommodate the preferred system and be designed and implemented in accordance with the waste management principles set out above.

LBHF's SPD 'Storage of Refuse and Recyclables' ([soon to be superseded by the Planning Guidance SPD in 2013](#)) provides additional design criteria for bin stores, household storage, recycling facilities, vehicular access requirements including highway specifications and turning areas, and generally provide all necessary detail for the design of waste facilities. It does not provide detail with respect to chute based systems or underground storage systems, although design criteria for highways and vehicle access remains relevant.

13.4.4 Construction Demolition and Excavation Waste

The impact of construction, demolition and excavation activities will need to be considered and measures taken to mitigate their impact on the amenity of the surrounding population. These impacts could include noise, vibration, dust, air pollution, highway congestion, pedestrian/ vehicular restrictions, light spill, ground movement, degraded water quality, potential exposure of contaminated land and impacts on ecology.

Policy, Legislation, Standards and Guidance

- London Plan, Policy 5.18 (Construction, Excavation and Demolition Waste), Policy 5.3 (Sustainable Design and Construction)
- LBHF's Core Strategy 2011, Policy CC3 (Waste Management) and CC4 (Protecting and Enhancing Environmental Quality).
- The control of dust and emissions from construction and demolition; Best Practice Guidance (Mayor of London and London Councils 2006);
- The Construction (Design and Management) Regulations 2007;
- The Control of Asbestos Regulations (2006)
- The Definition of Waste: Development Industry Code of Practice, version 2 (CL:AIRE, 2011)
- Site Waste Management Plans Regulation (2008):
- BS5228: Control of Noise and Vibration on Construction and Open Sites
- Control; of Pollution Act 1974;
- Environmental Protection Act 1990

As a priority, construction, demolition and excavation waste should be remediated, recycled or reused on site and this will require measures to be taken to minimise any impacts from noise, vibration and dust on local residents.

The construction of individual sites in the regeneration area has the potential to disrupt and add significant pressure to the traffic network. Due to the scale of redevelopment anticipated within the regeneration area a number of sites are likely to be under construction at the same time. Where on-site remediation, recycling and re-use of materials is not possible, nearby locations should be sought, if materials must be transported, this should be undertaken using the most sustainable method.

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Detailed construction, excavation and demolition logistics plans must be submitted for each development. They must deal with all aspects of construction and demolition vehicle management, including demolition transportation arrangements, delivery schedules, delivery bookings, routing of vehicles and delivery and turning facilities.

Developers will need to provide a Construction and Demolition Management Plan (CDMP) before any excavation, demolition or construction takes place. This is required to limit any negative impact regarding noise, light and air pollution on the residential and community uses surrounding the regeneration area.

Construction noise and hours of operation will be controlled by the borough's environmental health officers through Sections 60 and 61 of the Control of Pollution Act 1974.

Site Waste Management Plan Regulations (2008) require a Site Waste Management Plan (SWMP) to be prepared and implemented for projects over £300,000 in value. These must be prepared in accordance with Defra Guidance and will be secured by condition or through s106 planning obligations

The purpose of a Site Waste Management Plan is:

- to improve the efficient use of resources and construction materials and methods so that waste is minimised and can be re-used, recycled or recovered in other ways before disposal options are explored; and

- reduce fly-tipping by restricting the opportunities available for the illegal disposal of waste by ensuring compliance with existing legal controls and providing a full audit trail of any waste that is removed from the construction site.

13.4.5 Encouraging waste minimisation, re-use and recycling

There are numerous non-regulatory and education based approaches that can be implemented throughout SFR as part of an integrated approach towards waste minimisation.

Waste minimisation within the home can be promoted in many ways. Specially designed kitchen cupboards with compartments for various recyclables as well as residual waste should be installed in every kitchen to encourage the separation of waste from recyclables at source. Information boards fitted inside cupboards should include information on what can/ cannot be recycled and suggestions to limit the generation of waste, including buying loose fruit and vegetables as opposed to pre packaged; minimising packaging, using reusable bags and lunch boxes instead of plastic bags; buying goods in bulk; insisting on no junkmail; using tap or home filtered water rather than bottled water; buying products from recycled materials and composting garden waste. Similar information ~~could~~ be included at the point of residential waste disposal e.g. adjacent to bin storage areas.

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Waste minimisation measures ~~could~~ also be promoted by the on-site management team in consultation with LBHF waste and recycling officers.

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13.4.6 Composting

Composting can be carried out through a variety of techniques and utilises bio-degradable waste that would otherwise be disposed of. The most common and abundant form of feedstock for residential compost is garden trimmings (green waste) but other feedstock is ideally suited to composting such as household kitchen waste, flower cuttings and some commercial waste.

Composting can be undertaken on a small scale domestic basis in areas with limited outdoor space, or alternatively on a community wide basis through green waste collection and disposal via dedicated green waste bins, and composting units can be located at communal points on open space close to residential dwellings. These units could be established in combination with public gardens and allotments, and managed on a community led basis. Located alongside gardens and allotments, the compost would have a clear end use and there would likely be a ready demand. There are a variety of schemes of this nature, many with the involvement/guidance of the Community Composting Network (CCN).

13.5 LAND CONTAMINATION

13.5.1 Overview

Redevelopment of SFR must include the remediation of land where it is potentially contaminated, the risks of which need to be assessed and addressed prior to redevelopment. Land may have become contaminated by activities such as improper chemical storage, handling or disposal as well as accidental chemical leaks or spills. Former industries may have also contaminated surrounding properties either by allowing pollutants to enter groundwater or via the down-wind deposition of particulate pollutants from industrial air emissions. Natural sources of contamination

may also exist such as gas producing organic matter or naturally occurring heavy metals in the soil.

Developers need to ensure that the subject land is suitable for use and all risks are identified and assessed, and that remediation is carried out to address these risks. Remediation should be sustainable and should not adversely impact the environment, for example through production of unnecessary waste which requires transport over large distances.

13.5.2 Policy guidance

A number of legislative and guidance documents control the development of potentially contaminated land or the development of land for a sensitive use as well as other relevant pollution matters, these include:

- The Town and country Planning Act 1990;
- Part IIA of the Environmental Protection Act 1990, Contaminated Land (England) Regulations 2006;
- Defra Circular 01/2006 Contaminated Land Statutory Guidance;
- CLR 11: Model procedures of the management of Contaminated Land (2004);
- BS10175, The Investigation of Potentially Contaminated Sites;
- Environmental Permitting (England and Wales) Regulations 2010;
- The Hazardous Waste (England and Wales) Regulations 2005;
- The Environmental Damage (Prevention and Remediation) Regulations 2009; and
- Building Regulations 1991 under the Building Act 1984.
- Guidance for Developers of Land where Contaminated Land may be an Issue (LBHF, Draft 2011), which is to be finalised in 2012.
- The Definition of Waste: Development Industry Code of Practice, version 2 (CL:AIRE, 2011).
- Assessing risks posed by hazardous ground gases to buildings (CIRIA 665, 2007)
- The VOCs Handbook. Investigating, assessing and managing risks from inhalation of Volatile Organic Compounds (VOCs) at land affected by contamination (CIRIA 682, 2009)

These regulations and documents and subsequent updates should be fully considered when addressing contaminated land issues and remediation. Although not directly associated with the planning process, Part IIA of the Environmental Protection Act (EPA) 1990 places the responsibility on the Local Authority (LA) to identify areas of contaminated land where there is a significant possibility of significant harm being caused on a sensitive receptor. It is then the role of the LA to ensure that the site is remediated. This is implemented via an intensive process by which LAs review relevant local information to identify areas as being potentially contaminated and prioritise them for further assessment so that the areas of highest risk are addressed first. SFR should be appropriately remediated so that it does not become a LA Part IIA site.

13.5.3 Site remediation strategy

Parts of SFR have been designated as a potentially contaminated land sites under Part IIA of the EPA 1990 due to the probable risks associated with past and uses of the area. Further detail is provided in the historical environmental search records including details of past and present potential sources of land contamination. Potentially contaminated land should be assessed and remediated in accordance with the following seven stages each of which should be submitted and approved by the Council before the next phase is undertaken.

- **Desk Study:** Preliminary Risk Assessment; this assessment should include a desk top study which details the past and present uses at the site and the surrounding area to identify any potential sources of contamination. This should include a search of Council planning records. Any pollutants associated with these sources should be identified along with their potential related risks. It should then be determined what sensitive receptors are likely to be present at the development site such as humans, ecological receptors or building materials. Any pathway from potential on-site sources to off site sensitive receptors should also be identified. A conceptual site model should be produced to demonstrate where any pathway connects any of these sources to the sensitive receptors. This Source- Pathway-Receptor connection is known as a pollutant linkage. The conceptual site model should also include surface water drainage, proposed foundation design and borehole GSHP systems if these are proposed as part of a development. The desk study component should be submitted with any application for planning permission (whether full or outline).
- **Site Investigation Scheme:** This scheme is based upon the Preliminary Risk Assessment and should set out how the site investigation will be carried out and should target the pollutant linkages identified in the conceptual site model.
- **Site Investigation:** This investigation should follow the approved scheme and be undertaken using current guidance and methods.
- **Risk Assessment:** The results of the site investigation should be assessed to determine the degree and nature of any contamination on the site and the risks posed by any contamination to human health, controlled waters and the wider environment. The conceptual site model should be revised with the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages.
- **Remediation Strategy:** A detailed method statement for any required remediation works identified through the risk assessment should be produced with the aim of breaking any pollutant linkages. Where remediation is deemed necessary, a sustainable remediation strategy should be implemented and a 'dig and dump' approach to addressing contaminated land should be avoided. In-situ remediation should be considered and implemented where possible and the use of 'soil hospitals' where ex-situ remediation is employed should be considered to enable the re-use of the material. Where a 'dig and dump' approach is the most sustainable or optimal, it should be undertaken in accordance with the waste hierarchy and requirement for Site Waste Management Plans (as discussed in the previous Waste section). Waste produced in remediating land should be recycled and reused on redevelopment sites where possible.
- **Verification:** A report should be produced which validates and verifies that all of the works outlined in the remediation strategy have been undertaken as agreed. This includes details such as analytical results confirming successful in-situ remediation or importation or clean top-soil cover, the proper placement

of gas membranes and waste transfer tickets demonstrating a duty of care in handling any off site transfer of excavated soil.

- **On-going monitoring:** If, during development, contamination not previously identified is found to be present on a site, the Council should be immediately informed and no further development (unless agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is agreed in writing by the Council. There may also be situations in which confirmation that remediation has been successfully achieved or abated is necessary and monitoring past the completion of development is required. The scope of any monitoring should be agreed in writing by the Council.
- These works should then be reported to and agreed in writing by the Council, when it is demonstrated that no residual adverse risks exist.

13.6 FLOOD RISK AND WATER MANAGEMENT

13.6.1 Overview

This following section sets out the background and underlying conditions relating to flooding, drainage infrastructure and water resources, and provides policy guidance and measures to:

- mitigate the risk of flooding from all sources, especially tidal flooding from the Thames but also sewer flooding, surface water flooding and groundwater flooding;
- encourage the conservation of water and the sustainable use of water for domestic and commercial purposes;
- ensure an efficient and sustainable drainage network
- minimise storm water discharge; and
- promote and encourage biodiversity and ecology. This approach is supported by LBHF's Core Strategy (2011) policy CC2 on water and flooding

Deleted: mitigate the risk of flooding from all sources, especially tidal flooding from the Thames but also combined sewer overflows and surface water flooding and groundwater flooding

Deleted: stormwater

13.6.2 Flood risk assessment, mitigation and adaptation

The River Thames adjoins the site and river levels at this location are dominated by tidal movements as fluvial flows are relatively insignificant. A joint Strategic Flood Risk Assessment (SFRA) for LBHF and RBKC was published in 2010. SFRA is a planning tool that enables boroughs to assess the potential flood risk to strategic sites and development proposals, ensures the potential flood risk is understood, and identifies measures to mitigate flood risk.

(See Figure 13.4 below)

The majority of SFR regeneration area is located within Flood Zone 3 as defined by the Environment Agency (EA), and is highlighted in dark blue in Figure 13.4. Flood Zone 3 is an area with a high probability of flooding during a flood event with a greater than 0.5 percent chance of occurring annually (1 in 200 year event).

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The statutory 'Sequential Test' required by the NPPF requires the local planning authority to prioritise development in ascending order from Flood Risk Zone 1 to 3. In response to this the LBHF Core Strategy notes that 60 percent of the borough lies within Flood Zones 2 and 3, and it would therefore be unreasonable to restrict

development to the remaining 40 percent of the borough. The majority of the SFR regeneration area lies in Flood Zone 3.

A site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1 [and] for all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, and these must be prepared in accordance with the NPPF and the LBHF SFRA. Any FRA must identify all potential sources of flood risk and consider approaches to mitigate flood risk, taking into account the impacts of climate change. The FRA must also consider the impact of the proposed development on flood risk elsewhere, for example if excessive hard standing is proposed. The FRA must also show how surface water flows achieve greenfield run off rates or better, as required by the London Plan and in accordance with EA guidance.

Deleted: A site specific Flood Risk Assessment (FRA) is required for all development sites greater than 1ha in Flood Zones 2 and 3

Figure 13.4: Flood Risk in SFR

In addition to a FRA, physical design measures should be incorporated into redevelopment of SFR to mitigate the potential impact of tidal flooding from the Thames. Flood defences along the embankment in the form of walls, gabion baskets and groynes protect this part of London from the risk of river and fluvial flooding associated with tidal and storm surge events, and redevelopment should not compromise these defences and where possible enhance them. Development proposals for sites adjacent or within 16m of the defences should include information regarding their current condition. Where this information indicates that the expected lifetime is less than that of the development, the developer will need to outline and submit a programme of works required to bring the defences up to an appropriate standard which is commensurate to the lifetime of the development. Any development adjacent to the defences will need to ensure that access is available for emergency maintenance, repairs, and renewal. Current advice is to allow for 0.6m raising of the defences to account for sea level rise as a result of climate change. Proposals will be expected to show that this will not be prevented by the development. For example, the 'managed retreat' of the Thames riverbank and flood defences should be considered where feasible, which increases the floodplain area whilst having the added benefit of providing habitat and promoting biodiversity.

Tidal flood risk can also be avoided and mitigated through other physical and design measures. Ground and basement floor uses should preferably be ancillary and non-residential in nature. Although the EA does not object in principle to residential units located 600mm above the statutory flood level provided they are not self-contained, alternative means of escape must be provided and non-return pumps and valves should be installed in basement accommodation. The EA and Thames Water will also need to be consulted on the content of any FRA. and any works proposed within 16m of the flood defence wall would require a Flood Defence Consent from the EA.

13.6.3 Hydrogeology

Much of West London is underlain by a 'shallow' aquifer contained within locally occurring river terrace deposits along with a 'deep' aquifer flowing through the Thanet Sand and Upper Chalk Formations. These aquifers are typically separated by significant depth of clay from the London Clay and Lambeth Group Formations. The EA website suggests that the river terrace deposits underlying SFR constitute a 'minor' aquifer of variable permeability and the presence of a deep aquifer (approximately 19m) is likely. The SFRA prepared for LBHF and RBKC notes that fluctuations in the water table within the permeable gravels in the historic floodplain of the River Thames may cause localised groundwater flooding, particularly in

excavations and basements. The potential impact of groundwater flooding must therefore be avoided through construction and design measures.

13.6.4 Sewer and surface water drainage

Sewer infrastructure within and adjacent to SFR is largely Victorian and predominantly a combined system taking both storm water and foul water. Key sewers immediately bordering SFR run along Carnwath Road and Townmead Road which both drain to a sewer along Wandsworth Bridge Road before draining northward towards the Walham Green sewer. Sewer flooding has been recorded at properties on Wandsworth Bridge Road and as such there are known capacity issues immediately adjacent to SFR. Consequently redevelopment within SFR area could potentially exacerbate issues associated with existing sewer capacity. Thames Water are currently investigating local sewer capacity issues and options as part of the Counters Creek Flood Alleviation Scheme and are preparing a bid to Ofwat to seek funding for the scheme.

Given the sizeable nature of the upstream combined sewer and water catchment and limited capacity in deeper storm relief sewers, storm water regularly backs up when it rains resulting in up to 50 overflow events per year. During such events combined sewer overflows discharge into the Thames.

The close proximity of the Thames provides the opportunity to discharge surface water run off into the river which will help alleviate the pressure on the combined sewer system. This option for development in SFR should be assessed in consultation with the EA and Thames Water.

The Environment Agency and Thames Water must be consulted on major schemes to ensure adequate water and waste water infrastructure is in place prior to occupation. Thames Water must also approve detailed matters including the design, capacity, size and construction of storm water and waste water networks. In addition developers may need to fund studies to ascertain whether proposed schemes will lead to overloading of existing water and waste water infrastructure. Failure to demonstrate that adequate water and waste water infrastructure is in place prior to occupation of schemes is contrary to Strategic Policy A Core. Strategy, (2011) which states

“ The acceptability of any development in the Borough will be dependent on a number of factors including...the provision of services, facilities and infrastructure to support new development’

13.6.5 Water conservation and management

The London Water Strategy promotes a simple hierarchy for strategic water management:

- Lose less: Reduce the loss of water through better leakage management;
- Use less: Improve the efficiency of water use in residential and commercial development; and
- Reclaim more: Use reclaimed water for non-potable uses (grey water and rainwater).

The London Plan states that development should minimise the use of treated water by incorporating water saving measures and equipment and meeting water consumption targets of 105l/p/d in residential development, and also supports the supply of sustainable water supply (Policy 5:15).

LBHF's Core Strategy (2011) requires all water using appliances installed in residential and commercial buildings in SFR such as washing machines, dishwashers, WCs and shower heads should be water efficient and industry coded as such. Water butts, aerated and spray taps, low-flow and dual flush toilets, vacuum drainage systems and waterless urinals should also be installed where possible. These measures also help meet the requirements of the London Plan (2011) policies on minimising use of treated water.

Rainwater capture on commercial and residential buildings should be investigated and be integral to building design where practicable. Rainwater harvesting systems can be installed ranging from simple water butts to more complex systems linking buildings. Rainwater can be used for all non-potable uses including garden watering, car washing, toilet flushing and clothes washing. Gravity fed rain water systems are preferred to pumped systems as these use no energy.

Along with water conservation and management measures, it is essential that there is sufficient water supply infrastructure to support redevelopment within SFR and Thames Water must be consulted on the design and capacity of water supply infrastructure. Given the presence of a chalk aquifer beneath SFR, borehole abstraction as a supplementary source of potable water should also be investigated.

There is precedent for such abstractions, with one recently occupied residential scheme in Hammersmith sourcing all potable water from borehole abstraction. The Environment Agency must be consulted on any proposal for borehole abstraction and there is a need to protect water resources situated within shallow groundwater and the chalk aquifers. Any discharge direct to the River Thames must be designed to allow for the effects of tide-locking, and should avoid scour of the foreshore▼

Deleted: The close proximity of the Thames provides the opportunity to discharge surface water run off into the river which will help alleviate the pressure on the combined sewer system. This option for development in SFR should be assessed in consultation with the EA and Thames water ¶

13.6.6 Sustainable urban drainage systems (SUDS)

LBHF Core Strategy Policy CC2 expects all development to minimise current and future flood risk from all sources, and in general will strive to mitigate flooding from surface water and foul water by promoting Sustainable Urban Drainage Systems (SUDS). In addition to requiring a FRA and Exceptions Test, development schemes will need to incorporate a range of SUDS measures to reduce both the volume and speed of development related run-off to achieve Greenfield run off rates or better as required by the London Plan. Currently, SFR features a large amount of impermeable surfaces and hard standing which will need to be reduced in association with new development.

SUDS comprise a range of measures such as permeable surfaces and pavements; swales, basins and drainage channels; ponds, wetlands & rain gardens; infiltration trenches and filter drains; green roofs and walls and attenuation tanks. SUDS can either be integrated into areas of open space and planted areas or buildings to attenuate flows from intense and/or long duration rain events, encourage absorption of storm water and reduce the risk of surface water flooding. SUDS can also improve the quality of storm water run off, promote biodiversity and provide amenity to open space. See section 13.6.4 Sewer and surface water drainage.▼

Some SUDS measures also have the potential to provide water quality improvements by reducing sediment and contaminants from runoff – either through settlement or biological breakdown of pollutants. Techniques that control pollution close to the source, such as permeable surfaces or infiltration trenches, can offer a suitable means of treatment for runoff from low risk areas such as roofs and car parks.

Deleted: The close proximity of the Thames also provides the opportunity to discharge surface water run-off into the river which will help relieve the pressure on the combined sewer system. This option for development in SFR should be assessed in consultation with the EA and Thames Water. ¶

Green roofs on commercial and domestic buildings require an impermeable membrane to be installed on roofs supporting a layer of substrate and vegetation. Green roofs and walls (including terraces and gardens) can also improve the thermal

performance of buildings, reduce the urban heat island effect associated with built up urban areas, absorb rainfall and dissipate storm water runoff, enhance biodiversity and ecological value and also provide residential amenity.

NOTE: Contaminated land maybe unsuitable for some SUDS schemes and it is recommended that remediation is undertaken prior to an infiltration solution being implemented.

Figure 13.5: Vegetated drainage channel

Figure 13.6 Green roof

Figure 13.7: Edge treatment with drought tolerant species

13.7 NOISE AND VIBRATION

13.7.1 Policy context and legislation

In addition to planning policy, noise and vibration is controlled through a range of policy and legislation, including:

- World Health Organisation – Guidelines for Community Noise 1999
- BS 8233:1999 (Sound Insulation and Noise Reduction for Buildings – Code of Practice)
- GLA – The Mayor’s Ambient Noise Strategy
- BRE/ Ciria ‘Sound Control For Homes’
- BS 4142:1997 - Rating industrial noise affecting mixed residential and industrial areas
- BS 6472:2008 ‘Guide to Evaluation of human exposure in buildings (1Hz to 80Hz)’
- Building Bulletin 93 (BB93): Acoustic design of schools
- Approved Document E - Resistance to the passage of sound

13.7.2 Dwellings

All residential developments shall be designed to ensure that the internal noise levels are ‘good’ in accordance with BS8233, where individual noise events should not normally exceed 45 dB LAMax at night in bedrooms. The location, design and internal layout of residential accommodation should ensure that living areas are located away from primary noise sources. Buildings should also be laid out so that similar rooms are above each other (i.e. bedrooms over bedrooms) and avoid stairs / common parts next to noise sensitive rooms.

Developments shall be constructed so that the impact of vibration from existing road, rail and industrial / commercial premises (e.g. gyms) falls into the category of ‘Low Probability of adverse comment’ as defined in BS6472.

Private and communal gardens should be designed where practicable so that the steady noise level does not exceed the upper limit as cited in BS8233.

13.7.3 Industrial and commercial developments

All developments and/or associated plant should be designed to ensure the existing ambient background noise levels at the nearest noise sensitive premises are not increased (i.e. that the rated level is at least 10dB (A) below the measured background level). Assessment shall be in accordance with BS4142. Commercial servicing areas should be located away from residential areas and/or enclosed where possible. Delivery, goods handling operations and collection times will need approval as part of a servicing management plan to be secured by condition of planning permission.

13.7.4 Entertainment

Any development that provides music or entertainment (e.g. restaurants, pubs, clubs, and retail outlets) must be designed and constructed to ensure that the activities are inaudible at any noise sensitive premises.

13.7.5 Schools

New educational facilities or improvements to existing facilities should be done in accordance with Part E of the Building Regulations 2003 and Building Bulletin 93: Acoustic Design for Schools.

13.7.6 Construction

Activities on construction sites that result in noise that is audible beyond the boundary of the site can only be carried out during permitted hours: Monday to Friday (08:00 to 18:00); Saturday (08:00 to 13:00) and at no time on Sundays or Bank Holidays.

Before works commence contractors must submit a S61 Control of Pollution Act 1974 (with regard to BS5228). Information required will include

- Construction methodology;
- Information on the type of plant to be used and the proposed noise control measures;
- A programme of works indicating the noise and vibration levels and the location for each activity;
- Calculation of LAeq and LMax at specified noise sensitive sites as requested;
- Any noise measuring; and
- Measures to notify and keep informed noise sensitive receptors.

13.8 RIVERSIDE ENHANCEMENT AND BIODIVERSITY

13.8.1 Overview and policy context

SFR has a unique setting on the River Thames which is the dominant physical feature of the area. The Thames is a unique environment and recognised as London's greatest natural asset and most important ecological corridor. LBHF recognises the importance of the Thames in the Core Strategy; Borough Wide Strategic Policy RTC1. The overall objective of the policy is to increase public access and use of the Borough's waterways and enhance their environment, quality and character.

Policy RTC1 states:

“The Council will work with its partner organisations, including the Environment Agency, Port of London Authority, British Waterways Board, Thames Water and landowners to enhance and increase access to, as well as use of, the waterways in the borough, namely the River Thames...and improve waterside environments, by:

- Identifying the Thames Policy Area and setting out general criteria for the design of development in this area in the Development Management Policies DPD and in supplementary planning documents. In particular, there will be a planning framework for the South Fulham Riverside regeneration area which will provide more detailed design guidance for new development...”*
- Protecting existing water dependent uses and requiring new development to provide opportunities for water based activities where appropriate and enhance river and canal related biodiversity...*

The ‘Borough wide Strategic Policy – OS1: Improving and protecting parks and open spaces’ outlines proposals to protect and enhance parks, open spaces and biodiversity in the borough.

LBHF has defined the boundary of the Thames Policy Area within the Borough in line with strategic guidance, and has adopted the Thames Strategy - Kew to Chelsea as Supplementary Planning Guidance to the UDP and is likely to lose status in **2013** when the DM DPD replaces what is left of the UDP.

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The GLA recognises the strategic importance to London of waterside spaces and routes in its policies for the Blue Ribbon Network, as set out in the London Plan. Relevant policies in the London Plan recognise the essential role that London’s waterways have to play in delivering the mayor’s vision of an exemplary, sustainable world city. Of particular relevance, Policy 7.28 states:

“Development proposals should restore and enhance the Blue Ribbon Network by:

- taking opportunities to open culverts and naturalise river channels;*
- increasing habitat value: development which reduces biodiversity should be refused*
- preventing development and structures into the wider space unless it serves a water related purpose;*
- protects the value of the foreshore of the Thames and tidal rivers*
- resisting the impounding rivers.*
- Protecting the open character of the Blue Ribbon Network”*

13.8.2 Riverside Enhancement

A recent LBHF report entitled ‘Riverside Walk Enhancement Report’ was prepared in line with the overarching policy objectives listed above. It’s aim for the Thames riparian environment is to achieve a contiguous, high quality riverside walk with priority afforded to pedestrians. It also seeks to enhance the riverside character and improve biodiversity. It identifies numerous possible improvements to the ‘Sands End’ section of the Thames riverside which spans SFR, and breaks this section into three sub-areas:

- Sub-area A: Broomhouse Lane to Wandsworth Bridge Road;
- Sub-area B: Wandsworth Bridge Road to Imperial Crescent; and
- Sub-Area C: Imperial Crescent to Lots Road.

The report states that improvements to the riverside should fulfil the following objectives.

- Improve accessibility and connectivity;
- Create a sense of place;
- Improve the quality of the environment;
- Improve safety and security; and
- Protect and enhance biodiversity.

With respect to biodiversity, additional tree planting and soft landscaping using indigenous species should be encouraged along the riverside reflecting and reinforcing the character of the area. Where the riverside walk is restricted in width, every effort should be made to ensure sympathetic planting and landscape management on the landside of the walk (where space allows).

With fewer working wharves along the Thames there is little commercial need for a vertical wall in places, and therefore opportunities to improve biodiversity exist using alternative designs for flood defence which 'make space for water', create habitats and promote biodiversity. This 'managed retreat' or 'retiring of flood defences' along the riverbank has been achieved on the Wandsworth side of the Thames in conjunction with the recently completed Battersea Reach scheme:

Figure 13.8: Managed retreat of the riverbank at Battersea Reach

Managed retreat of the riverbank incorporating soft landscaping enhancements encourages colonisation by plant, insect and bird species, and may even provide opportunities to encourage other animals such as the water vole *Arvicola amphibious*. The retiring of flood defences also has the dual benefit of increasing the capacity of the flood plain and providing some mitigation against tidal flooding.

The use of the river to facilitate the construction of riverside schemes and riparian enhancements should be encouraged in keeping with the London Plan (2011) although the consent of the Port of London Authority (PLA) will be required for any managed retreat or alteration to river walls.

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Existing vertical riverside retaining walls can also be adapted to become habitat for plant and animal species. Timber fenders or battens can be attached to the river wall creating micro-habitats for plants and animals. Silt builds up on the battens in association with twice daily tidal movements forming a natural substrate allowing colonisation by plants, and seeds and seedlings can also be planted into the substrate. The dimensions of battens are determined by the length and height of the section of wall, and Elm is considered the most suitable type of wood for battens.

There are many opportunities to establish and reintroduce biodiversity along the Sands End section of the Thames in conjunction with landscaping and riverside walk improvements, and area wide measures are best achieved by pooling s106 contributions from individual schemes.

Redevelopment within SFR should be carried out taking account of the following ecological principles:

- Enhancing the function of the Thames as a wildlife corridor and introduce measures to encourage riparian biodiversity;
- Investigate the managed retreat of the riverbank where practicable and establishment of areas of soft landscaping;
- No loss of Local Sites of Nature Conservation Importance;

- No negative ecological or environmental impact on the Local Sites of Nature Conservation Importance within the zone of influence of SFR;
- Retention, protection and enhancement of all existing priority1 habitats and species;
- A net increase in open space including natural and semi-natural green space;
- The incorporation of green Infrastructure and SUDs in developments;
- Green roofs and other green design features are required on all buildings, where practicable. Building design should also incorporate nesting features (e.g. bird boxes) into the structure of buildings where practicable;
- Light spillage should be reduced within and adjacent to areas of ecological value, including green / blue ribbons (corridor linkages); and
- An ecological and environment impact assessment must be submitted with any major planning application.

CHAPTER 14 Delivery and Implementation Strategy

14.1 INTRODUCTION

Development in the South Fulham Riverside Area will require sufficient infrastructure to support and handle the impact of 2,200 new homes and 300-500 additional jobs: e.g. improved transport, education, parks and play spaces, health facilities, emergency services and other community facilities and services. The Council commissioned CgMs in June 2011 to undertake a Delivery and Infrastructure Funding Study (DIF) in South Fulham Riverside Regeneration Area linked to the draft SPD. The purpose was to assess the overall infrastructure requirement, the extent to which there would need to be new infrastructure and how this could be funded, in particular from the development itself. A Transport Study was commissioned in November 2009 and that had highlighted the need for significant transport interventions to support growth in the regeneration area.

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The DIF study was intended to assess the extent to which development could contribute to the cost of infrastructure provision, having regard to viability and to the costs, in particular, of providing affordable housing. It was anticipated that many items of infrastructure would require contributions on a pooled basis from a number of developments, and so part of the study was to examine the scope and rationale for introducing a tariff on development.

Although the target number of new homes for the South Fulham Riverside regeneration area identified in the Core Strategy is 2,200 due the large number of pre application discussions taking place on sites it is anticipated that the final number will most likely exceed this target. The number of new homes therefore assumed as a basis for the DIF study was 4,000 which is based on all circa 21 hectares of sites within the SHLAA coming forward for development within the plan period.

In the meantime, the Council has been preparing proposals for the introduction of a Community Infrastructure Levy (CIL) in the borough, in accordance with national legislation. This also seeks to effectively pool development contributions towards infrastructure. The first round of consultation on the CIL took take place in Autumn 2012 leading to adoption in 2013.

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Originally, the Council considered that there could be a benefit in introducing a S106 tariff in South Fulham Riverside, in advance of the CIL charge. However, such a tariff would now clearly only have a relatively short life. Therefore, the South Fulham Riverside DIF Study will contribute to, and be part of, the evidence for, the CIL charge schedule that will apply in this area.

14.2 PLANNING POLICY BACKGROUND

Historically planning obligations have been sought under S106 of the Town and Country Planning Act 1990 (as substituted by the Planning and Compensation Act 1991) to mitigate the effects of development, either by way of financial payments, or by restrictions on development which cannot be achieved by condition. Contributions must be related to the development under consideration.

ODPM Circular 05/2005 introduced new advice relating to the pooling of contributions. Pooled contributions were potentially reasonable where the combined

impact of a number of developments created the need for infrastructure and pooling allowed the infrastructure to be secured in a fair and equitable way. It also encouraged the use of formulae and standard charges to demonstrate the level of contributions likely to be required towards the provision of infrastructure necessitated by new development.

Under regulation 122 of the CIL Regulations, from 6th April 2010, the five tests that a planning obligation must meet have been consolidated into three and given statutory force. A planning obligation must be;

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

14.3 COMMUNITY INFRASTRUCTURE LEVY (CIL)

The Planning Act 2008 introduced an entirely new approach to contributions with the Community Infrastructure Levy (CIL). Rather than assessing need on an individual application or through a formulae or standard charge, CIL is to be based on a wider assessment of need, is payable on virtually all developments, and is to be assessed having regard to general tests for the viability of development, rather than on a case by case basis. It is intended to give greater certainty to developers, and enable Local Planning Authorities to collect contributions from virtually all developments without the need to consider sites individually.

CIL is the government's preferred vehicle for the collection of pooled contributions with the target that by April 2014 CIL will apply in most areas. LBHF is currently preparing a borough CIL with a Charging Schedule scheduled for adoption in 2013.

[For up to date information on the LBHF CIL, please see www.lbhf.gov.uk/cil.](http://www.lbhf.gov.uk/cil)

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14.4 INFRASTRUCTURE REQUIRED IN SOUTH FULHAM RIVERSIDE REGENERATION AREA

Figure 14.1 details infrastructure items identified through the DIF Study in South Fulham Riverside regeneration area requiring funding over the next 20 years. Further information regarding indicative phasing and prioritisation of infrastructure items can be found in the DIF study in Appendix 5.

(See Figure 14.1)

14.5 DIF STUDY CONCLUSION

The DIF study has played a valuable role in identifying and prioritising the necessary infrastructure as well as undertaking extensive viability testing that has contributed to and informed the CIL.

The outcome from the viability testing in the DIF study has established that development as a whole in the area should be able to make a substantial and satisfactory contribution to the cost of necessary physical and social infrastructure, as well as providing 40% affordable housing and paying the Mayor's CIL for Crossrail. Abnormal factors such as exceptional remediation costs, may affect the viability of individual schemes, and would need to be taken into account. However, the Council is confident, on the basis of the DIF Study that a future CIL, and S106 contributions in the future and meantime, will be able to ensure provision of the infrastructure

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necessary to support the regeneration of the area in accordance with the Core Strategy and the principles and guidance set out in this SPD



Equality Impact Analysis Full Tool with Guidance

Overview

This Tool has been produced to help you analyse the likelihood of impacts on the protected characteristics – including where people are represented in more than one – with regard to your new or proposed policy, strategy, function, project or activity. It has been updated to reflect the new public sector equality duty and should be used for decisions from 6th April 2011 onwards. It is designed to help you analyse decisions of high relevance to equality, and/or of high public interest.

General points

1. 'Due regard' means the regard that is appropriate in all the circumstances. In the case of controversial matters such as service closures or reductions, considerable thought will need to be given the equalities aspects.
2. Wherever appropriate, and in all cases likely to be controversial, the outcome of the EIA needs to be summarised in the Cabinet/Cabinet Member report (section 08 of this tool) and equalities issues dealt with and cross referenced as appropriate within the report.
3. Equalities duties are fertile ground for litigation and a failure to deal with them properly can result in considerable delay, expense and reputational damage.
4. Where dealing with obvious equalities issues e.g. changing services to disabled people/children, take care not to lose sight of other less obvious issues for other protected groups.

Timing, and sources of help

Case law has established that having due regard means analysing the impact, and using this to inform decisions, thus demonstrating a conscious approach and state of mind ([2008] EWHC 3158 (Admin), [here](#)). It has also established that due regard cannot be demonstrated after the decision has been taken. Your EIA should be considered at the outset and throughout the development of your proposal, through to the recommendation for decision. It should demonstrably inform, and be made available when the decision that is recommended. This tool contains guidance, and you can also access guidance from the EHRC [here](#). If you are analysing the impact of a budgetary decision, you can find EHRC guidance [here](#). Advice and guidance can be accessed from the Opportunities Manager: PEIA@lbhf.gov.uk or ext 3430.

Full Equality Impact Analysis Tool

Overall Information	Details of Full Equality Impact Analysis			
Financial Year and Quarter	2012/13, Q4			
Name and details of policy, strategy, function, project, activity, or programme	South Fulham Riverside Supplementary Planning Document ('SFR SPD'). A new policy which has been consulted on with the public twice. The aim of the SPD is to set a framework for redevelopment in the designated area, which is in Sand's End Ward in the London Borough of Hammersmith & Fulham.			
Lead Officers	<table border="1"> <tr> <td>Name: Carly Fry Position: Opportunities Manager Email: PEIA@lbhf.gov.uk Telephone No: 020 8753 3430</td> <td>Name: Jackie Simkins Position: Special Projects Officer (Planning) Email: jackie.simkins@lbhf.gov.uk Telephone No: 020 8753 3460</td> </tr> </table>		Name: Carly Fry Position: Opportunities Manager Email: PEIA@lbhf.gov.uk Telephone No: 020 8753 3430	Name: Jackie Simkins Position: Special Projects Officer (Planning) Email: jackie.simkins@lbhf.gov.uk Telephone No: 020 8753 3460
Name: Carly Fry Position: Opportunities Manager Email: PEIA@lbhf.gov.uk Telephone No: 020 8753 3430	Name: Jackie Simkins Position: Special Projects Officer (Planning) Email: jackie.simkins@lbhf.gov.uk Telephone No: 020 8753 3460			
Date of completion of final EIA	20/12/2012			
Section 02	Scoping of Full EIA			
Plan for completion	<p>Timing: November and December 2011, February 2012 and December 2012.</p> <p>Resources: Officer time, data and information as given at Section 03 of this EQIA</p> <p>Lead Officers: Carly Fry and Jackie Simkins</p>			
What is the policy, strategy, function, project, activity, or programme looking to achieve?	<p>Analyse the impact of the policy on the protected characteristics (including where people / groups may be in more than one protected characteristic). You should use this to determine whether the policy will have a positive/neutral/negative impact and whether it is of low/medium/high relevance to equality.</p> <p>You should also use this section when your policy may not be relevant to one or more protected characteristics. If this applies, case law has established that you must give your reasoning. It is not sufficient to state 'N/A' without saying why.</p> <p>Information: Protected characteristics and PSED The public sector equality duty (PSED) states that in the exercise of our functions, we must have due regard to the need to:</p>			

- Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited under the Act;
- Advance equality of opportunity between people who share a protected characteristic and those who do not; and
- Foster good relations between people who share a protected characteristic and those who do not.

Having due regard for advancing equality involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristics;
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low

The Act states that meeting different needs involves taking steps to take account of disabled people's disabilities. It describes fostering good relations as tackling prejudice and promoting understanding between people from different groups. It states that compliance with the duty may involve treating some people more favourably than others.

EQIA of Draft SPD for second round of consultation

Given in more detail in Chapter 2: Introduction, the draft SPD sets out LB Hammersmith & Fulham's vision for the redevelopment of the South Fulham Riverside. This is one of five regeneration areas identified in the adopted Core Strategy (2011) where a comprehensive approach to regeneration will take place guiding growth and change in the area.

The SFR SPD has been produced in order to identify the potential opportunities for regeneration within the area of the borough formerly designated as the Carnwath Road employment zone until September 2007, together with former employment zone land to the east of Wandsworth Bridge Road, along Townmead Road. It should be read in conjunction with the saved policies under the Unitary Development Plan (as amended in 2007 and 2011), The Submission Development Management DPD (July 2012), the London Plan (2011), the Core Strategy (2011) and the Council's adopted Supplementary Planning Documents and Supplementary Guidance on Thames Strategy: Kew to Chelsea.

This EQIA looks at the following chapters and their relevance to, and impact on, the relevant protected characteristics:

- Chapter 8: Housing Strategy
- Chapter 9: Urban Design Strategy
- Chapter 10: Development Capacity Study
- Chapter 11: Transport Interventions
- Chapter 12: Social Infrastructure

Other chapters in the draft SPD provide an overview and context, and so only the chapters above are analysed here. For completeness, a summary of Chapters 7, 13 and 14 is given here:

Chapter 7: Area Planning Framework and Land Use Strategy

This chapter sets out the key principles for land use in the area. It is likely to be of relevance to protected groups such as Age and Disability, in terms of its vision for accessible design. It is potentially of relevance to all protected groups where issues such as creating employment, more housing, public green space, improvements to transport, schools and health. However, the detail of these issues are discussed elsewhere in the document (e.g. Chapter 8: Housing Strategy or Chapter 10: Urban Design Strategy, as examples) and so this Chapter is not further analysed below.

Chapter 13: Environmental Strategy

This chapter sets out the aims regarding reducing and mitigating the local causes of climate change. Much of this chapter is statutory provision, or requires building solutions to protect people against weather. As such, this chapter will have an overall benefit to all groups but not to any specific group.

Chapter 14: Delivery and Implementation Strategy

This Chapter sets out how delivery and implementation of the policy aims would work, and as such it is the detail of the aims of the draft SFR SPD that is of relevance to protected groups. The Council will continue to consult with the public and to be mindful of issues that are raised.

Age	<p>Analysis of impact on age including due regard to PSED (above).</p> <p>The age profile for Sands End ward very closely mirrors that of the borough. Those under 18 are not currently protected under the Equality Act 2010 in terms of age and so impacts on children are covered under Children’s Rights (below)</p> <p><u>Chapter 8: Housing Strategy</u></p>
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This chapter contains several aims that are relevant to various age groups. For example, the intermediate housing is expected to cover a range of intermediate housing products including shared equity, key worker, discounted market sale/rent and shared ownership and be affordable to a range of household incomes. The diverse range of delivery methods for housing as given here will help younger people who may have less capital than middle age groups due to being in the workplace for less time, for example. This, balanced with market housing which is open to all age groups, will help to promote equality of opportunity between younger and older people. As set out in the SFR SPD, any application will be expected to provide a range of unit sizes within the market housing provision and special consideration should be given to the provision of family units (3 bedrooms or more). This will help couples with children.

As per strategic policy H4 (Core Strategy 2011), all new housing should be built to lifetime homes standards, with a minimum of 10% of those units to be wheelchair accessible or easily adaptable for residents that are wheelchair users. This also has other benefits for those with small children as such units are more accessible for people with buggies and pushchairs. This will benefit new residents who may develop an age-related mobility impairment later on in their lives, which means that they require accessible housing. This may be of benefit to those in the ward who reported that their health was not good (8.25%) and possibly also to those who reported that they had a limiting long-term illness (14.76%) during the 2001 census count.

This chapter requires amenity space as per current UDP and proposed DM DPD, and the Mayor's minimum standards. It also requires new communal children's play space will normally be provided in new residential development that requires family accommodation. Children's play space should be accessible and cater for younger, older, and disabled children. As such, this will have an indirect positive benefit for parents.

Chapter 9: Urban Design Strategy

This chapter aims to facilitate high quality design, a connected waterfront, and a high level of connectivity and permeability. It also refers to the provision of play spaces, which this EqIA deals with under Chapter 8: Housing Strategy and there is nothing additional to analyse in this regard for Chapter 9.

This chapter requires that all buildings, streets and public spaces should be designed to be inclusive and accessible for all, with all proposals having regard to the Council's Access For All SPD. In this regard, this chapter is of medium relevance to older people and to children (see:

Children's Rights) as they are more likely to have age-related mobility impairments (older people) or to find physical barriers (e.g. large steps) difficult to navigate (children).

Chapter 10: Development Capacity Study

The purpose of this chapter is to use a 3D model to test the spatial capacity of the area to see if it can accommodate different options regarding housing and employment growth. Given that these are directly linked with Chapters 8 and 9, and will depend on other factors such as the transport study, equality impacts are given elsewhere in this EqIA.

Chapter 11: Transport Interventions

This Chapter sets out the potential development scenarios and improvements to transport. The improvements to transport are mainly given in terms of capacity and the balance with the amenity of the area. Fulham Broadway has lift access between the platform and the street. Parsons Green and Putney Bridge do not however have step free access. Imperial Wharf is within the SFRRRA and given it only opened in 2009 this does have step free access. Improvements are not proposed to Parsons Green or Putney Bridge, (e.g. step-free access and so on), which would usually have a positive impact on older people with age-related mobility impairments. Imperial Wharf is accessible and Fulham Broadway underground station which can be reached via a bus or walking is also step free. In terms of the river service all piers are wheelchair accessible, most riverboats are accessible, and most new riverboats have dedicated wheelchair spaces. As such, the relevance to Age will be low, since although the extra capacity would have a positive impact on all age groups, there are no specific, further improvements or elements of further relevance to Age.

Chapter 12: Social Infrastructure

This Chapter deals with the increase in social and community infrastructure required to support growth in new homes in the SFRRRA. The first round of consultation identified uses for public space (12.2 of SPD: café, playground and areas for ball games) which would have a positive impact on people of all ages and those with small children, as these would provide places to meet and to socialise. These would of course be subject to planning applications and so on. In terms of education and providing capacity to cope with the increase in numbers of children, child yield formulas will be used. Any planning application submitted on a SFR site would have to be assessed against these formulas in order to ascertain the anticipated increase in the nursery, primary and secondary school numbers and seek suitable financial contributions in order to create the capacity for this additional demand and as such any potential negative impact on various age groups should be mitigated. Further, the Mayor's SPG Shaping Neighbourhoods : Play and

		<p>Informal recreation 2012 will be used to determine levels of play space required (12.6 of SPD), which will benefit those with children, and other relevant policy (e.g. London Plan Policy 7.18 as given at 12.5 of the SPD) will be used to determine public space requirements, which will benefit all age groups. Again this will depend on planning applications that may be presented to the Council for consideration. The Chapter also assesses and notes that the new Primary Care Centre should be able to accommodate the additional GP/district nurses that are required alongside growth in the area, giving reassurance to all age groups however the position will need to be regularly reviewed in relation to population projections to ensure local facilities can still accommodate the growth. Further, the Chapter is mindful of the changes in service provision (library and children's centre at 12.7 of the SPD) and is flexible and refers to CF1 of the Core Strategy which can respond to any future needs. As such, proposals for social infrastructure are of medium relevance to all age groups, with outcomes expected to be positive and dependent on any related planning application.</p>
	Disability	<p>Analysis of impact on disability including due regard to PSED (above).</p> <p>4.93% of residents in H&F identified as permanently sick/disabled (2001 Census). In Sands End, 8.25% reported that their health was not good and 14.76 said they had a limiting long-term illness (2001 Census). However, this does not directly correspond to a disability as is defined by the Equality Act 2010, as the question in the census did not ask respondents if they were registered disabled.</p> <p><u>Chapter 8: Housing Strategy</u></p> <p>This chapter contains several aims that are relevant to disabled people. For example, the intermediate housing is expected to cover a range of intermediate housing products including shared equity, key worker, discounted market sale/rent and shared ownership and be affordable to a range of household incomes. This will also help those disabled people who may be in different types of work due to their disability. This, balanced with market housing which is also open to disabled people, will help to promote equality of opportunity between disabled and non-disabled people.</p> <p>As per strategic policy H4 (Core Strategy 2011), all new housing should be built to lifetime homes standards, with a minimum of 10% of those units to be wheelchair accessible or easily adaptable for residents that are wheelchair users. This will benefit new residents who may be disabled or develop a disability.</p>

This chapter requires amenity space as per current UDP and proposed DM DPD, and the Mayor's minimum standards. Children's play space will normally be provided and should be accessible and cater for disabled children. As such, this will have a positive impact on disabled children.

Chapter 9: Urban Design Strategy

This chapter aims to facilitate high quality design, a connected waterfront, and a high level of connectivity and permeability. It also refers to the provision of play spaces, which this EqIA deals with under Chapter 8: Housing Strategy and there is nothing additional to analyse in this regard for Chapter 9.

This chapter requires that all buildings, streets and public spaces should be designed to be inclusive and accessible for all, with all proposals having regard to the Council's Access For All SPD. In this regard, this chapter is of high relevance to disabled people as it requires consideration of disabled people's needs at the outset of any new proposals and designs. This will be positive and promote equality of opportunity between disabled and non-disabled people by promoting and requiring equal access.

Chapter 10: Development Capacity Study

The purpose of this chapter is to use a 3D model to test the spatial capacity of the area to see if it can accommodate different options regarding housing and employment growth. Given that these are directly linked with Chapters 8 and 9, and will depend on other factors such as the transport study, equality impacts are given elsewhere in this EqIA.

Chapter 11: Transport Interventions

This Chapter sets out the potential development scenarios and improvements to transport. The improvements to transport are mainly given in terms of capacity and the balance with the amenity of the area. Fulham Broadway has lift access between the platform and the street. Parsons Green and Putney Bridge do not however have step free access. Imperial Wharf is within the SFRRRA and given it only opened in 2009 this does have step free access. Improvements are not proposed to Parsons Green or Putney Bridge, (e.g. step-free access and so on), which would usually have a positive impact on disabled people. Imperial Wharf is accessible and Fulham Broadway underground station which can be reached via a bus or walking is also step free. In terms of the river service all piers are wheelchair accessible, most riverboats are accessible, and most new riverboats have dedicated wheelchair spaces. As such, the relevance to Disability will be low, since although the extra capacity would have a positive impact on all disabled people (e.g. more bus

connections as buses are accessible), there are no specific, further improvements or elements of further relevance to Disability.

Chapter 12: Social Infrastructure

This Chapter deals with the increase in social and community infrastructure required to support growth in new homes in the SFRRA. The first round of consultation identified uses for public space (12.2 of the SPD: café, playground and areas for ball games) of which the café would be of most relevance to disabled people, with the playground requiring an assessment of disabled people's needs, and the area for ball games of more use to some disabled people than others (e.g. this may not be of relevance to those who cannot partake in such activity. All would provide places to meet and to socialise, thereby increasing opportunities for disabled people to participate in public life. These would of course be subject to planning applications and so on. In terms of education and providing capacity to cope with the increase in numbers of children, child yield formulas will be used. Further, the Mayor's SPG Shaping Neighbourhoods: Play and Informal recreation 2012 will be used to determine levels of play space required (12.6 of the SPD), which will benefit those with children, and other relevant policy (e.g. London Plan Policy 7.18 as given at 12.5 of the SPD) will be used to determine public space requirements, which will benefit disabled people whose specific needs will be taken into account. Again this will depend on planning applications that may be presented to the Council for consideration. The Chapter also assesses and notes that the new Primary Care Centre should be able to accommodate the additional GP/district nurses that are required alongside growth in the area, giving reassurance to all age groups however the position will need to be regularly reviewed in relation to population projections to ensure local facilities can still accommodate the growth. Further, the Chapter is mindful of the changes in service provision (library and children's centre at 12.7 of the SPD) and is flexible and refers to CF1 of the Core Strategy which can respond to any future needs. As such, proposals for social infrastructure are of high relevance to disabled people, with outcomes expected to be positive and dependent on any related planning application.

Gender
reassignment

Analysis of impact on gender reassignment including due regard to PSED (above).

Research relating to LGBT (lesbian, gay, bisexual, transgender) population estimates notes that:

In 2005, the Department for Trade and Industry published a figure of 6% as the percentage of LGBT people in the general population as part of its research in relation to new equalities legislation. The number of LGBT people in London is thought to be anywhere between 6% and 10% of the total population, increased by

disproportionate levels of migration. This equates to an urban population of between 450,000 and 750,000 people.

[Kairos in Soho: p27, 2007]

This estimate does include other groups (LBG).

None of the chapters has, so far, emerged as relevant to this protected characteristic. However, people who are protected here may find improvements to housing (lifetime homes), transport, urban design, and social infrastructure of a small indirect benefit in that they (and all other policies) collectively seek to improve the area and make it safer, more attractive, and greener.

Marriage and Civil Partnership

Analysis of impact on marriage and civil partnership including due regard to PSED (above).

The draft SPD is not seeking to provide a service for married people or civil partners, and so no Chapters are relevant to this protected characteristic

Pregnancy and maternity

Analysis of impact on pregnancy and maternity including due regard to PSED (above).

Live Births by Usual Area of Residence 2010

Age of mother at birth								
All ages	Under 18	Under 20	20-24	25-29	30-34	35-39	40-44	45+
2,773	18	69	300	521	964	740	165	14

Chapter 8: Housing Strategy

This chapter contains several aims that are relevant to women who are pregnant or breastfeeding. For example, the intermediate housing is expected to cover a range of intermediate housing products including shared equity, key worker, discounted market sale/rent and shared ownership and be affordable to a range of household incomes. The diverse range of delivery methods will help women who may have less capital than other groups for periods of time due to maternity leave payments, though this will vary from individual to individual. As set out in the SPD, any application will be expected to provide a range of unit sizes within the market housing provision and special consideration should be given to the provision of family units (3 bedrooms or more)., will also

benefit women with infants.

As per strategic policy H4 (Core Strategy 2011), all new housing should be built to lifetime homes standards, with a minimum of 10% of those units to be wheelchair accessible or easily adaptable for residents that are wheelchair users. This will benefit pregnant women with reduced mobility in the latter stages of pregnancy, as well as those with infants and small children as such units are more accessible for people with buggies and pushchairs.

This chapter requires amenity space as per current UDP and proposed DM DPD, and the Mayor's minimum standards. It also requires new communal children's play space will normally be provided in new residential development that requires family accommodation. Children's play space should be accessible and cater for younger, older, and disabled children. As such, this will have an indirect positive benefit on women with this protected characteristic as this will serve as a place to meet other women with small infants and children who may or may not have a disability.

Chapter 9: Urban Design Strategy

This chapter aims to facilitate high quality design, a connected waterfront, and a high level of connectivity and permeability. It also refers to the provision of play spaces, which this EqIA deals with under Chapter 8: Housing Strategy and there is nothing additional to analyse in this regard for Chapter 9. This chapter requires that all buildings, streets and public spaces should be designed to be inclusive and accessible for all, with all proposals having regard to the Council's Access For All SPD. In this regard, this chapter is of medium relevance to pregnant women and those with small infants, as it seeks to facilitate ease of access in the urban environment and remove physical barriers.

Chapter 10: Development Capacity Study

The purpose of this chapter is to use a 3D model to test the spatial capacity of the area to see if it can accommodate different options regarding housing and employment growth. Given that these are directly linked with Chapters 8 and 9, and will depend on other factors such as the transport study, equality impacts are given elsewhere in this EqIA.

Chapter 11: Transport Interventions

This Chapter sets out the potential development scenarios and improvements to transport. The improvements to transport are mainly given in terms of capacity and the balance with the amenity of the area. Fulham Broadway has lift access between the platform and the street. Parsons Green

and Putney Bridge do not however have step free access. Imperial Wharf is within the SFRRRA and given it only opened in 2009 this does have step free access. Improvements are not proposed to Parsons Green or Putney Bridge, (e.g. step-free access and so on), which would usually have a positive impact on pregnant women with reduced mobility, as well as those women who have small infants. Imperial Wharf is accessible and Fulham Broadway underground station which can be reached via a bus or walking is also step free. In terms of the river service all piers are wheelchair accessible, most riverboats are accessible. As such, the relevance to Pregnancy and Maternity will be low, since although the extra capacity would have a positive impact on women protected here, there are no specific, further improvements or elements of further relevance to those women.

Chapter 12: Social Infrastructure

This Chapter deals with the increase in social and community infrastructure required to support growth in new homes in the SFRRRA. The first round of consultation identified uses for public space (12.2 of the SPD: café, playground and areas for ball games) which would have a positive impact on pregnant women and those with small infants, as these would provide places to meet and to socialise. These would of course be subject to planning applications and so on. In terms of education and providing capacity to cope with the increase in numbers of children, child yield formulas will be used. Any planning application submitted on a SFR site would have to be assessed against these formulas in order to ascertain the anticipated increase in the nursery, primary and secondary school numbers and seek suitable financial contributions in order to create the capacity for this additional demand and as such any potential indirect negative impact on women with small children should be mitigated. Further, the Mayor's SPG Shaping Neighbourhoods: Play and Informal recreation 2012 will be used to determine levels of play space required (12.6 of SPD), which will benefit pregnant women and those with small infants, and other relevant policy (e.g. London Plan Policy 7.18 as given at 12.5 of the SPD) will be used to determine public space requirements, which will also benefit this group. Again this will depend on planning applications that may be presented to the Council for consideration. The Chapter also assesses and notes that the new Primary Care Centre should be able to accommodate the additional GP/district nurses that are required alongside growth in the area, giving reassurance to women protected here however the position will need to be regularly reviewed in relation to population projections to ensure local facilities can still accommodate the growth. Further, the Chapter is mindful of the changes in service provision (library and children's centre at 12.7 of the SPD) and is flexible and refers to CF1 of the Core Strategy which can respond to any future needs. As such, proposals for social infrastructure are of relevance to all women with this protected characteristic, with outcomes expected to be positive and dependent on any related planning

application.

Race

Analysis of impact on race including due regard to PSED (above).

The breakdown of race groups in the Ward is as follows:

Ethnic Group 2001: % total population	Ward	LBHF
White	79.88	77.83
White: British	62.26	58.04
White: Irish	3.65	4.83
White: Other White	13.97	14.95
Mixed	3.93	3.81
Mixed: White and Black Caribbean	1.54	1.22
Mixed: White and Black African	0.70	0.63
Mixed: White and Asian	0.73	0.97
Mixed: Other Mixed	0.96	1.00
Asian or Asian British	3.25	4.44
Asian or Asian British: Indian	1.21	1.65
Asian or Asian British: Pakistani	0.70	1.04
Asian or Asian British: Bangladeshi	0.72	0.61
Asian or Asian British: Other Asian	0.62	1.14
Black or Black British	10.14	11.13
Black or Black British: Caribbean	4.35	5.16
Black or Black British: African	4.76	4.88
Black or Black British: Other Black	1.03	1.08
Chinese or Other Ethnic Group	2.80	2.79
Chinese or Other Ethnic Group: Chinese	0.91	0.79
Chinese or Other Ethnic Group: Other Ethnic Group	1.89	2.00

(Census 2001: Table UV09P)

Chapter 8: Housing Strategy

This chapter contains several aims that are relevant to different race groups. This chapter contains several aims that are relevant to various age groups. For example, the intermediate housing is

expected to cover a range of intermediate housing products including shared equity, key worker, discounted market sale/rent and shared ownership and be affordable to a range of household incomes. The diverse range of delivery methods for housing as given here will help people of different race groups who may have less capital than other groups due to economic factors, for example. This, balanced with market housing which is open to all race groups, will help to promote equality of opportunity. As set out in the SPD, any application will be expected to provide a range of unit sizes within the market housing provision and special consideration should be given to the provision of family units (3 bedrooms or more), this will help people of all race groups who need family size units. The breakdown of race groups (aged 16-74) by employment in the Ward is as follows:

	Total	Total White	White Irish	Black	Asian	Chinese	Mixed	Other
LBHF		%	%	%	%	%	%	%
Economically active	69.4	72.1	56.5	59.9	53.9	62.0	60.7	59.0
Economically inactive	30.6	27.9	43.5	40.1	46.2	38.1	39.4	41.0

(Table A10 of Appx 2 of Census 2001: Economic Activity of People Aged 16-74 by Ethnic Group)

This may give an indication that some groups who are less economically active than others would be less likely to access market housing. However, there will be other race groups who will benefit from the provision of market housing. As such the mix of housing proposed by the SPD is of high relevance to race and will be positive for all groups.

As per strategic policy H4 (Core Strategy 2011), all new housing should be built to lifetime homes standards, with a minimum of 10% of those units to be wheelchair accessible or easily adaptable for residents that are wheelchair users. This chapter also requires amenity space as per current UDP and proposed DM DPD, and the Mayor’s minimum standards. It also requires new communal children’s play space will normally be provided in new residential development that requires family accommodation. Neither is directly related to race but will have a small positive effect.

Chapter 9: Urban Design Strategy

This chapter aims to facilitate high quality design, a connected waterfront, and a high level of connectivity and permeability. It also refers to the provision of play spaces, which this EqIA deals with under Chapter 8: Housing Strategy and there is nothing additional to analyse in this regard for Chapter 9. This chapter requires that all buildings, streets and public spaces should be designed to

be inclusive and accessible for all, with all proposals having regard to the Council's Access For All SPD. In this regard, this chapter is of low relevance to race and will have a small positive impact on all race groups

Chapter 10: Development Capacity Study

The purpose of this chapter is to use a 3D model to test the spatial capacity of the area to see if it can accommodate different options regarding housing and employment growth. Given that these are directly linked with Chapters 8 and 9, and will depend on other factors such as the transport study, equality impacts are given elsewhere in this EqIA.

Chapter 11: Transport Interventions

This Chapter sets out the potential development scenarios and improvements to transport. The improvements to transport are mainly given in terms of capacity and the balance with the amenity of the area. Fulham Broadway has lift access between the platform and the street. The accessibility issues are given under Age, Disability, Pregnancy and Maternity, and Sex, and there is no evidence to suggest that these are race-specific. As such, this Chapter will have a low relevance to race, and the extra capacity will be positive for all race groups.

Chapter 12: Social Infrastructure

This Chapter deals with the increase in social and community infrastructure required to support growth in new homes in the SFRRRA. None of the proposals has merged as of specific benefit to any race group thus far. The first round of consultation identified uses for public space (12.2 of the SPD: café, playground and areas for ball games) which would have a positive impact on people of all race groups, as these would provide places to meet and to socialise. These would of course be subject to planning applications and so on. In terms of education and providing capacity to cope with the increase in numbers of children, child yield formulas will be used. Further, the Mayor's SPG Shaping Neighbourhoods : Play and Informal recreation 2012 will be used to determine levels of play space required (12.6 of SPD), which will benefit those with children, and other relevant policy (e.g. London Plan Policy 7.18 as given at 12.5 of the SPD) will be used to determine public space requirements, which will benefit all race groups. Again this will depend on planning applications that may be presented to the Council for consideration. The Chapter also assesses and notes that the new Primary Care Centre should be able to accommodate the additional GP/district nurses that are required alongside growth in the area, giving reassurance to all race groups however the position will need to be regularly reviewed in relation to population projections to ensure local facilities can still accommodate the growth. Further, the Chapter is mindful of the

	<p>changes in service provision (library and children’s centre at 12.7 of the SPD) and is flexible and refers to CF1 of the Core Strategy which can respond to any future needs. As such, proposals for social infrastructure are of relevance to all race groups, with outcomes expected to be positive and dependent on any related planning application.</p>																														
<p>Religion/belief (including non-belief)</p>	<p>Analysis of impact on religion including due regard to PSED (above).</p> <p>The breakdown for groups in this Ward is as follows:</p> <table border="1" data-bbox="734 467 1462 882"> <thead> <tr> <th></th> <th>Ward</th> <th>LBHF</th> </tr> </thead> <tbody> <tr> <td>Christian</td> <td>67.18%</td> <td>63.65%</td> </tr> <tr> <td>Buddhist</td> <td>0.78%</td> <td>0.77%</td> </tr> <tr> <td>Hindu</td> <td>0.67%</td> <td>1.09%</td> </tr> <tr> <td>Jewish</td> <td>0.83%</td> <td>0.79%</td> </tr> <tr> <td>Muslim</td> <td>5.71%</td> <td>6.85%</td> </tr> <tr> <td>Sikh</td> <td>0.15%</td> <td>0.19%</td> </tr> <tr> <td>Any other religion</td> <td>0.39%</td> <td>0.43%</td> </tr> <tr> <td>No religion</td> <td>15.97%</td> <td>17.64%</td> </tr> <tr> <td>Religion not stated</td> <td>8.31%</td> <td>8.59%</td> </tr> </tbody> </table> <p>(Census, 2001. Table KS07. Data may not be representative as responding to the Census question relating to religion was voluntary)</p> <p>The ward is broadly in line with the borough, although there are some differences. There is a slightly higher proportion of Christians in the ward as compared to the borough (+3.53%), a lower proportion Muslims (-1.14), as well as of people with no religion (-1.67). There are some other differences but none is stark. The SPD will not be wholly relevant to this protected characteristic, however, people who are protected here may find improvements to housing (lifetime homes), transport, community facilities, and urban design of a small indirect benefit in that they (and all other policies) collectively seek to improve the area and make it safer, more attractive, and greener.</p>		Ward	LBHF	Christian	67.18%	63.65%	Buddhist	0.78%	0.77%	Hindu	0.67%	1.09%	Jewish	0.83%	0.79%	Muslim	5.71%	6.85%	Sikh	0.15%	0.19%	Any other religion	0.39%	0.43%	No religion	15.97%	17.64%	Religion not stated	8.31%	8.59%
	Ward	LBHF																													
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<p>Sex</p>	<p>Analysis of impact on sex</p> <p>Ward and borough data for gender is as follows:</p>																														

	Ward	Borough
All males count	4,538	83,700
All males %	46.67%	49.6%
All females count	5,185	84,900
All females %	53.33%	50.4%

(Ward data – Census 2001. Table UV03. All comparative data – Revised Mid Year Estimates 2008)

There is a disparity between numbers of men and women for this Ward. There are more women than men (+2.93%) as compared to the borough profile. This may be explained by the difference in life expectancy for men and for women:

Life expectancy for men and women:

	Male Life Expectancy in Years	Female Life Expectancy in Years
H&F	78.1	84.3

(London Health Observatory, 2009)

This may also be explained by the proportions of lone parents households with dependant children, which is this ward is 10.32% as compared to 8.36% for the borough: a difference of +1.96%. With reference to gender, 91% of single parent households of all age groups are headed by women, of whom only 16% are in full-time employment in the borough (2001 census).

Chapter 8: Housing Strategy

This chapter contains several aims that are relevant to men and women. For example, the intermediate housing is expected to cover a range of intermediate housing products including shared equity, key worker, discounted market sale/rent and shared ownership and be affordable to a range of household incomes. The diverse range of delivery methods for housing as given here will help women proportionately more, who may be in lower paid jobs as compared to men. The gender pay gap is at just under 10% (ONS, Nov 2011). This, balanced with market housing which is open to all age groups, will help to promote equality of opportunity between younger and older

people. As set out in the SPD, any application will be expected to provide a range of unit sizes within the market housing provision and special consideration should be given to the provision of family units (3 bedrooms or more). This will help men and women.

As per strategic policy H4 (Core Strategy 2011), all new housing should be built to lifetime homes standards, with a minimum of 10% of those units to be wheelchair accessible or easily adaptable for residents that are wheelchair users. This also has other benefits for those with small children as such units are more accessible for people with buggies and pushchairs. This will benefit men and women with small children.

This chapter requires amenity space as per current UDP and proposed DM DPD, and the Mayor's minimum standards. It also requires new communal children's play space will normally be provided in new residential development that requires family accommodation. Children's play space should be accessible and cater for younger, older, and disabled children. As such, this will have an indirect positive benefit for parents.

Chapter 9: Urban Design Strategy

This chapter aims to facilitate high quality design, a connected waterfront, and a high level of connectivity and permeability. It also refers to the provision of play spaces, which this EqIA deals with under Chapter 8: Housing Strategy and there is nothing additional to analyse in this regard for Chapter 9. This chapter requires that all buildings, streets and public spaces should be designed to be inclusive and accessible for all, with all proposals having regard to the Council's Access For All SPD. In this regard, this chapter is of medium relevance to parents with small children, as it seeks to facilitate ease of access in the urban environment and remove physical barriers.

Chapter 10: Development Capacity Study

The purpose of this chapter is to use a 3D model to test the spatial capacity of the area to see if it can accommodate different options regarding housing and employment growth. Given that these are directly linked with Chapters 8 and 9, and will depend on other factors such as the transport study, equality impacts are given elsewhere in this EqIA.

Chapter 11: Transport Interventions

This Chapter sets out the potential development scenarios and improvements to transport. The improvements to transport are mainly given in terms of capacity and the balance with the amenity of the area. Fulham Broadway has lift access between the platform and the street. Parsons Green

and Putney Bridge do not however have step free access. Imperial Wharf is within the SFRRRA and given it only opened in 2009 this does have step free access. Improvements are not proposed to Parsons Green or Putney Bridge, (e.g. step-free access and so on), which would usually have a positive impact on parents with small children in buggies and pushchairs. Imperial Wharf is accessible and Fulham Broadway underground station which can be reached via a bus or walking is also step free. In terms of the river service all piers are wheelchair accessible, most riverboats are accessible. As such, the relevance to men and women will be low, since although the extra capacity would have a positive impact on all, there are no further specific elements of relevance to Sex.

Chapter 12: Social Infrastructure

This Chapter deals with the increase in social and community infrastructure required to support growth in new homes in the SFRRRA. The first round of consultation identified uses for public space (12.2 of SPD: café, playground and areas for ball games) which would have a positive impact on parents, as these would provide places to meet and to socialise. These would of course be subject to planning applications and so on. In terms of education and providing capacity to cope with the increase in numbers of children, child yield formulas will be used. Any planning application submitted for a SFR site would have to be assessed against these formulas in order to ascertain the anticipated increase in the nursery, primary and secondary school numbers and seek suitable financial contributions in order to create the capacity for this additional demand and as such any potential indirect negative impact on male and female parents should be mitigated. Further, the Mayor's SPG Shaping Neighbourhoods : Play and Informal recreation 2012 will be used to determine levels of play space required (12.6 of SPD), which will benefit those with children, and other relevant policy (e.g. London Plan Policy 7.18 as given at 12.5 of the SPD) will be used to determine public space requirements, which will benefit parents. Again this will depend on planning applications that may be presented to the Council for consideration. The Chapter also assesses and notes that the new Primary Care Centre should be able to accommodate the additional GP/district nurses that are required alongside growth in the area, giving reassurance to men and women however the position will need to be regularly reviewed in relation to population projections to ensure local facilities can still accommodate the growth. Further, the Chapter is mindful of the changes in service provision (library and children's centre at 12.7 of the SPD) and is flexible and refers to CF1 of the Core Strategy which can respond to any future needs. As such, proposals for social infrastructure are of relevance to Sex, with outcomes expected to be positive and dependent on any related planning application.

Sexual Orientation	<p>Analysis of impact on sexual orientation</p> <p>Research relating to LGBT (lesbian, gay, bisexual, transgender) population estimates notes that:</p> <p><i>In 2005, the Department for Trade and Industry published a figure of 6% as the percentage of LGBT people in the general population as part of its research in relation to new equalities legislation. The number of LGBT people in London is thought to be anywhere between 6% and 10% of the total population, increased by disproportionate levels of migration. This equates to an urban population of between 450,000 and 750,000 people.</i></p> <p>[Kairos in Soho: p27, 2007]</p> <p>This estimate does include other groups (Transgender).</p> <p>None of the chapters has, so far, emerged as relevant to this protected characteristic. However, people who are protected here may find improvements to housing (lifetime homes), transport, urban design, and social infrastructure of a small indirect benefit in that they (and all other policies) collectively seek to improve the area and make it safer, more attractive, and greener.</p>
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Human Rights and Children's Rights

Will it affect Human Rights, as defined by the Human Rights Act 1998?

No: none of the chapters within the SFR SPD is expected to have an impact on Human Rights.

Will it affect Children's Rights, as defined by the UNCRC (1992)?

Yes: see below

Chapter 8: Housing Strategy

This chapter contains several aims that are relevant to children, both directly and indirectly. As set out in the SFR SPD, any application will be expected to provide a range of unit sizes within the market housing provision and special consideration should be given to the provision of family units (3 bedrooms or more). This will help younger people with children to be housed in suitable accommodation, and this will indirectly benefit children who will have

more space to grow. This chapter requires amenity space as per current UDP and proposed DM DPD, and the Mayor's minimum standards. It also requires new communal children's play space will normally be provided in new residential development that requires family accommodation. Children's play space should be accessible and cater for younger, older, and disabled children. As such, this will have a direct positive impact on children. In this regard, this Chapter supports Children's Rights to survival and development, to leisure, and upholds the rights of disabled children.

Chapter 9: Urban Design Strategy

This chapter aims to facilitate high quality design, a connected waterfront, and a high level of connectivity and permeability. It also refers to the provision of play spaces, which this EqIA deals with under Chapter 8: Housing Strategy and there is nothing additional to analyse in this regard for Chapter 9. This chapter requires that all buildings, streets and public spaces should be designed to be inclusive and accessible for all, with all proposals having regard to the Council's Access For All SPD. In this regard, this chapter supports children in general, and upholds the rights of disabled children by removing physical barriers in the urban environment.

Chapter 10: Development Capacity Study

The purpose of this chapter is to use a 3D model to test the spatial capacity of the area to see if it can accommodate different options regarding housing and employment growth. Given that these are directly linked with Chapters 8 and 9, and will depend on other factors such as the transport study, equality impacts are given elsewhere in this EqIA.

Chapter 11: Transport Interventions

This Chapter sets out the potential development scenarios and improvements to transport. The improvements to transport are mainly given in terms of capacity and the balance with the amenity of the area. Fulham Broadway has lift access between the platform and the street. Parsons Green and Putney Bridge do not however have step free access. Imperial Wharf is within the SFRRRA and given it only opened in 2009 this does have step free access. Improvements are not proposed to Parsons Green or Putney Bridge, (e.g. step-free access and so on), which would usually have a positive impact on children who may not find the built environment as easy to navigate as adults. Imperial Wharf is accessible and Fulham Broadway underground station which can be reached via a bus or walking is also step free. In terms of the river service all piers are wheelchair accessible, most riverboats are accessible, and most new riverboats have dedicated wheelchair spaces. As such, this Chapter would not specifically engage Children's Rights, since although the extra capacity would have a positive impact on children; there are no specific elements of further relevance to them.

Chapter 12: Social Infrastructure

This Chapter deals with the increase in social and community infrastructure required to support growth in new

homes in the SFRRRA. The first round of consultation identified uses for public space (12.2 of SPD: café, playground and areas for ball games) which would have a positive impact on children, as these would provide places to meet and to socialise, and to exercise, upholding their right to development. These would of course be subject to planning applications and so on. In terms of education and providing capacity to cope with the increase in numbers of children, child yield formulas will be used. Any planning application submitted for a SFR site would have to be assessed against these formulas in order to ascertain the anticipated increase in the nursery, primary and secondary school numbers and seek suitable financial contributions in order to create the capacity for this additional demand and as such any potential negative impact on children should be mitigated. Further, the Mayor's SPG Shaping Neighbourhoods : Play and Informal recreation 2012 will be used to determine levels of play space required (12.6 of SPD), which will benefit children, and other relevant policy (e.g. London Plan Policy 7.18 as given at 12.5 of the SPD) will be used to determine public space requirements, which will benefit all children, including disabled children. Again this will depend on planning applications that may be presented to the Council for consideration. The Chapter also assesses and notes that the new Primary Care Centre should be able to accommodate the additional GP/district nurses that are required alongside growth in the area, upholding children's health rights however the position will need to be regularly reviewed in relation to population projections to ensure local facilities can still accommodate the growth. Further, the Chapter is mindful of the changes in service provision (library and children's centre at 12.7 of the SPD) and is flexible and refers to CF1 of the Core Strategy which can respond to any future needs. As such, proposals for social infrastructure are of relevance to all children, considering their best interests, with outcomes expected to be positive and dependent on any related planning application.

Section 03	Analysis of relevant data and/or undertake research
Documents and data reviewed	<ul style="list-style-type: none"> ▪ SFR SPD ▪ Borough profile 2010 ▪ Census data 2001 ▪ Ward Profile: Sands End Ward ▪ Live Births by Area of Residence 2010. From table 2a: http://www.ons.gov.uk/ons/publications/reference-tables.html?edition=tcm%3A77-222793 ▪ London Health Observatory, 2009 ▪ Office for National Statistics (ONS) <i>Gender pay gap falls below 10 per cent in 2011</i> http://www.ons.gov.uk/ons/rel/mro/news-release/annual-survey-of-hours-and-earnings-2011/ashe-2011-nr.html (23 November 2011), (accessed 09 December 2011) ▪ Kairos in Soho, <i>London's LGBT Voluntary Sector Infrastructure Project</i>, 2007

New research	No new research, although this final revised version of the SFR SPD has already been informed by two rounds of public consultation as well as feedback from two workshops facilitated by the Princes Foundation.
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Section 04	Undertake and analyse consultation
Consultation	<p>The first draft of The South Fulham Riverside SPD April 2011 went through a full public consultation exercise for six weeks during April/May 2011. A total of 119 responses were received. A schedule of comments received and the response to these comments including any changes required to the revised SPD are available on LBHF's website. The Consultation Summary Report and Statement of Consultation outline the method and outcome of the consultation including analysis of consultation responses. Summarised below are responses most likely to have relevance regarding equality.</p> <ol style="list-style-type: none"> 1. There was doubt expressed whether a continuous river walkway could be achieved due the safeguarded wharves 2. There was concern that the proposed expansion of the Wandsworth Bridge/Townmead and Carnwath Road junction could worsen the pedestrian environment. 3. Concern was expressed that the proposals for the new library to be located at Hurlingham & Chelsea School was not in a central enough location to serve the whole community. Concern that a new library at Hurlingham & Chelsea School due to its location would discriminate against older and disabled people. 4. Chelsea Academy in RBKC would be unlikely to receive any children from LBHF therefore all future growth in school places should be accommodated within LBHF. 5. Concern was expressed regarding adhering to space standards in the Housing Design Guide (2009) for non grant funded residential units. 6. London Plan requires 10% of homes need to be adaptable to rather than designed to meet wheelchair standards 7. Objection to further development as existing infrastructure cannot accommodate it. 8. Objection that new areas of public space would be maintained by private developers who may lose interest and place restrictions on their operation. 9. Would expect all pedestrian routes to be accessible and inclusive. 10. There was concern that there were no proposals for step free access at underground stations. <p>The second draft of The South Fulham Riverside SPD went through a public consultation exercise for 6 weeks between March – May 2012. A total of 83 responses were received .The Consultation Summary Report and Statement of Consultation outline the method and outcome of the consultation including analysis of consultation responses. Summarised below are responses most likely to have relevance regarding equality.</p> <ol style="list-style-type: none"> 1. Concern regarding the closure of the Sands End Community Centre and its relocation of services to

	<p>Hurlingham and Chelsea School as it is not centrally located. Improvements are required to youth club provision in the area.</p> <ol style="list-style-type: none"> 2. Concern regarding the onerous restrictions on the use of Imperial Wharf Park that means it does not serve the local community. 3. Concern that from Chelsea Harbour it is hard for cyclists to access the riverside walk, also better cycle paths and better signage especially at Wandsworth Bridge should be sought. 4. Requests that affordable housing and mixed communities to be prioritised. 5. Request that the nature of housing typologies should be left to the developer to consider in response to the market. 6. Would like it to be clear that the council is not limiting new homes to an additional 2,200. 7. The regeneration area has inadequate open space, as well as new space in the east of the area there should also be additional space at the Wandsworth Bridge location. 8. Children’s play space should not be available to the wider public but specific to the scheme. 9. The SPD underplays how connectivity could be improved with the wider Lots Road /Kings Road area. 10. Concern that high rise new build developments do not attract local households or families with children 11. Seating on the public realm/river walkway should be designed to accommodate the elderly and disabled. 12. Concern that the proposed density will impact adversely on the infrastructure of the area, especially traffic 13. H&F Disability Forum welcome the improvements to the 424 and 391 buses that will make a real difference to disabled people. 14. Important to make Wandsworth Bridge more acceptable to pedestrians. 15. RBKC also has concerns regarding the proposed location of education and health facilities which they consider relatively distant from sites in the east of the regeneration close to the boundary with RBKC. 16. There is concern that if there was growth in the area of 4,000 additional homes that this could necessitate the provision of new health facilities.
<p>Analysis</p>	<p><u>First Round of Consultation</u></p> <ol style="list-style-type: none"> 1. The objective remains in the SPD to have a continuous riverside walk from Broomhouse Dock to Chelsea Harbour. Currently cyclists and pedestrians have to leave the river walk where the safeguarded wharves are located and rejoin it further down. When safeguarded wharves come up for redevelopment at planning application stage the option to continue the path will be considered however where not possible it will be important to ensure a accessible and inclusive alternative is provided. This will benefit all groups but

- specifically the elderly and disabled.
2. The expansion of the junction at Wandsworth Bridge/Townmead and Carnwath Roads is essential to accommodate the growth in homes and jobs in the area. The proposed improvement to the junction will provide formal pedestrian crossing facilities which should benefit all equality groups but especially the elderly and disabled
 3. The decision to close the Sands End Community Centre and re-provide the facilities in various locations was a decision taken prior to the draft SPD and a dedicated Equalities Impact Assessment was undertaken as part of the Cabinet approval process.
 4. The SPD has taken into account that the admissions policy to Chelsea Academy in RBKC will restrict access from children in LBHF. The SPD has considered child yield linked to the anticipated growth in new homes to predict the impact this will have on school numbers to ensure adequate capacity is in place to accommodate this increase within LBHF and not impact negatively on any groups.
 5. The London Plan (2011) includes minimum space standards for all new housing in Policy 3.5 which has been emphasised in the SPD and will benefit all equality groups.
 6. The SPD has been updated to reflect strategic policy H4 in the Core Strategy that all new housing should be built to “Lifetime Homes” standards with 10% to be wheelchair accessible or easily adaptable for residents that are wheelchair users.
 7. Concern has been expressed that the existing infrastructure in area cannot accommodate the anticipated growth in the SPD which could adversely affect all equality groups. The SPD however fully considers existing provision, identifies gaps and proposes new infrastructure to accommodate the proposed growth in homes and jobs. Chapter 11 identifies required transport interventions and chapter 12 considers social infrastructure. Chapter 14 outlines the outcome from the Delivery Infrastructure Funding (DIF) Study which lists the required infrastructure items and the mechanism to collect contributions.
 8. Concern has been raised regarding the intention in the SPD that new areas of public open space would be maintained by private developers. The concern is that developers may lose interest and place restrictions on their operation. When planning applications are submitted conditions will be attached to approvals that relate to detailed design, maintenance and opening hours etc.
 9. The SPD already makes it clear in section 9.8 that all buildings, streets and public spaces should be designed to be inclusive and accessible for all and all proposals should have regard to the Council’s “Access for All” SPD. It is important that this is considered in more detail at planning application stage. This will benefit all equality groups but specifically the elderly and disabled.
 10. As regards step free access at underground stations it is detailed in the text above that Fulham Broadway and Imperial Wharf have step free access but Putney Bridge and Parsons Green do not. There are no

proposals in the SPD to fund this as there are other transport and infrastructure funding priorities.

Second Round of Consultation

1. The decision to close the Sands End Community Centre and re-provide the facilities in various locations was a decision taken prior to the draft SPD and a dedicated Equalities Impact Assessment was undertaken as part of the Cabinet approval process. The process was started in the Delivery and Infrastructure Funding (DIF) Study (background paper to the SPD) regarding the anticipated infrastructure required linked to the anticipated growth in new homes. This position will be regularly reviewed to ensure adequate services are in place and available linked to actual growth.
2. The guidance in the SPD makes it clear that new areas of public open space will need to improve on the standards provided at Imperial Park.
3. There are proposals in the SPD for a step change in the walking and cycling environment both within and to/from the regeneration area and ensuring improved legibility and connections.
4. This SPD does not create new policy but provides more detailed guidance to support the objectives in the Core Strategy. A key principle in Chapter 8 relates to Core Strategy Policy H2 that requires 40% of residential units on sites with the capacity for 10 or more self contained units should be affordable subject to viability and in accordance with strategic policy H2. In addition Core Strategy policy H2 aims to achieve more mixed and balanced communities and to reduce social and economic polarisation by improving the mix of affordable housing in the borough.
5. The Core Strategy has a strategic objective that relates to the need to increase the supply and choice of housing, with particular emphasis on the need for family sized housing. Rather than relying on the developer to choose the nature of housing typologies in response to the market the SPD expects to see a mix of unit sizes, with a significant quantum of larger family units.
6. The strategic policy for South Fulham Riverside regeneration area in the Core Strategy refers to a “target of 2,200 additional dwellings”. The SPD has however considered the implications of up to circa 4,000 homes potentially coming forward in the plan period. The council is not limiting new homes to an additional 2,200.
7. The SPD has thoroughly considered existing access to open space and promotes areas where new open space could be provided to address these deficiencies.
8. It is important that all children in the regeneration area have access to play space. In order to ensure this the provision of children’s play space will be determined using the Mayor of London’s “Shaping Neighbourhoods: Play and Informal Recreation SPG 2012.
9. As regards how connectivity could be improved within the wider Lots Road /Kings Road area this has already been considered in the SPD and a potential connection to Lots Road is indicted in Figure 9.25.

- Connectivity and Permeability. Also 9.7.3 refers to this potential new link.
10. Concern has been expressed that high rise new build developments do not attract local households or families with children. The guidance regarding building height in the Chapter 9 of the SPD however is only identifying two key focal points that could accommodate increased massing and height.
 11. The guidance in the SPD requires that all public spaces are designed be inclusive and accessible for all and that proposals should have regard to the Council’s “Access for All” SPD which will be superseded by the Planning Guidance SPD in 2013. This will ensure the public realm/river walkway are designed to accommodate the elderly and disabled.
 12. The SPD and DIF Study have fully considered potential growth in the regeneration area in excess of that proposed in the Core Strategy to ensure that it will not impact adversely on the infrastructure of the area, especially traffic
 13. The Council and TfL will continue to work closely to agree on the form and timescale of bus service enhancements in the regeneration area. Specific changes to existing bus services or the introduction of new services will be subject to specific consultation that will be carried out by London Buses.
 14. Securing additional capacity and appropriate pedestrian crossing facilities at Wandsworth Bridge junction is a principle objective of the proposed highway interventions which make Wandsworth Bridge more acceptable to pedestrians.
 15. The DIF has considered all infrastructure needs linked to the growth in new homes and given an indication of when these facilities will need to be provided to support the new population. It will also be necessary to consider the proposed location of facilities linked to growth in new homes.
 16. The SPD makes it clear that health provision required to serve the area will need to be kept under review to ensure facilities are adequate to serve the growing population.

Section 05	Analysis of impact and outcomes
Analysis	Overall the objectives and key principles of the South Fulham Riverside SPD are unlikely to have any negative impact on the protected characteristics, and in general the key principles of the SPD will have a positive impact of differing levels on the protected characteristics (except where they are non-applicable).


Section 06	Reducing any adverse impacts
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Outcome of Analysis	<p>This EIA has not found any evidence of unlawful discrimination and in the main, equality issues have, as set out in this EIA, been captured and responded to appropriately, with some being of more relevance to some protected groups than others.</p> <p>Any planning application submitted in the SFR area would have to be assessed against child yield formulas in order to ascertain the anticipated increase in the nursery, primary and secondary school numbers and seek suitable financial contributions in order to create the capacity for this additional demand and as such any potential negative impact on children, various age groups, and male and female parents should be mitigated.</p> <p>The DIF Study considered growth predictions in the Core Strategy and linked this to an assessment of infrastructure required to support this growth. Periodically the actual growth will need to be assessed and more detailed assessment made of the required infrastructure to ensure cover is adequate and action taken if this is not the case. This is important to avoid any negative impact on protected groups.</p>
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Section 07 Action Plan	Action Plan					
	Issue identified	Action (s) to be taken	When	Lead officer	Expected outcome	Date added to business/service plan
	Potential increase in school children due to development	Child yield formula to be used to assess any application that comes in to the Council	At the time any application might come in	South Team	Financial contribution from developer in order to mitigate as set out at 12.3 of the SFR SPD	This will become adopted policy as date of adoption of the SFR SPD
	Increase in demand for health services	Regularly review the growth in new homes to ensure adequate health provision is provided.	At regular six monthly intervals.	Planning Regeneration Team	Review Section 106 contributions to ensure adequate health provision is provided.	This will become adopted policy as date of adoption of the SFR SPD

	Increase in demand for community facilities.	Regularly review the growth in new homes to ensure adequate community facilities are provided.	At regular six monthly intervals.	Planning Regeneration Team	Review Section 106 contributions to ensure adequate community facilities are provided.	This will become adopted policy as date of adoption of the SFR SPD
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Section 08	Agreement, publication and monitoring					
Chief Officer sign-off	Name: Juliemma McLoughlin Position: Head of Planning Regeneration Email: juliemma.mcloughlin@lbhf.gov.uk Telephone No: Tel: 020 8753 3565 (direct line)					
Key Decision Report	Confirmation that key equalities issues found here have been included: Yes					
Opportunities Manager for advice and guidance only	Name: Carly Fry Position: Opportunities Manager Date advice / guidance given: 22 February 2012 Email: PEIA@lbhf.gov.uk Telephone No: 020 8753 3430					

	<p>London Borough of Hammersmith & Fulham</p> <p>COUNCIL</p> <p>30 January 2013</p>
<p>TITLE OF REPORT</p> <p>LOCALISING COUNCIL TAX SUPPORT 2013/14</p>	
<p>Report of the Leader of the Council – Councillor Nicholas Botterill</p>	
<p>Open Report</p>	
<p>Classification - For Decision</p> <p>Key Decision: Yes</p>	
<p>Wards Affected: All</p>	
<p>Accountable Executive Director: Jane West, Executive Director of Finance and Corporate Governance</p>	
<p>Report Author: Paul Rosenberg, Head of Operations, H&F Direct</p>	<p>Contact Details: Tel: 020 8753 1525 E-mail: paul.rosenberg@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. Currently the Government funds 100% of properly paid Council Tax benefit (CTB) benefit. From April 2013 local authorities will be required to develop local systems, based on a discount rather than a benefit, for which they will receive a fixed specific grant. Funding for this will be 10% less than the current national total and fixed.
- 1.2. We recommend that the Council absorbs this 10% reduction and in effect develop a local scheme that mirrors the current Council Tax benefit scheme. This means no one in the authority will be worse off.
- 1.3. This proposal needs to be agreed by full Council by 31 January 2013 as stipulated in the Local Government Finance Act.

- 1.4. The new scheme will begin on 1 April 2013 and will run for a year. We will look at other options for 2014/15 early next year.
- 1.5. The amount of grant that we will receive has not yet been announced. Indicative figures show that the loss to the Council will be about £1.2m. Some of this will be off set by:
 - a transitional grant awarded by the DCLG of £290k
 - Technical changes to Council tax discounts (discussed in separate report)
- 1.6. This report therefore recommends that Council agrees to adopt a local Council Tax support scheme that works as though the current regulations were still in place. Although this means that the Council has to absorb the cost of the reduced grant, no one in the borough will be worse off.

2. RECOMMENDATION

- 2.1. That the Council continues to award a Council Tax discount as though the current regulations were still in place, as published in the DCLG's "default scheme", meaning that no one currently in receipt of Council Tax benefit will be worse off.

3. REASONS FOR DECISION

- 3.1. Although the loss to the Council is around £1.2m, most Councils that are passing on the cost to those currently in receipt of CTB have estimated a much lower collection rate (around 50%) from this cohort.
- 3.2. Therefore if the London Borough of Hammersmith and Fulham wants to pass this debt on to its current benefit recipients, it is likely that it will only be able to collect around £600k.
- 3.3. Furthermore, there will be an additional cost to the authority in trying to collect this amount of money. We estimate around 4 to 5 extra staff to deal with increased enquiries and appeals at the Valuation Tribunal.

4. INTRODUCTION AND BACKGROUND

- 4.1. The Local Government Finance Act 2012 gained royal assent on 31 October. This Act abolishes Council Tax benefit and has given local authorities new powers to assist residents on low incomes with help paying their Council tax.
- 4.2. The Act does impose some conditions on local authorities in that we must protect pensioners (so that no pensioner is worse off) and we must support people in work; but this aside, the authority can develop a scheme as they see fit.
- 4.3. The government will award each local authority a grant equal to the value of what they have awarded previously in Council Tax benefit less 10%. It is up to the authority to decide how to deal with this loss of income.
- 4.4. The schemes have to last at least a year. It is proposed that this scheme runs for one year for the period April 2013 to April 2014.
- 4.5. This proposal is consistent with the approach taken by the Royal Borough of Kensington and Chelsea and Westminster City Council.

5. PROPOSAL AND ISSUES

- 5.1. The government has confirmed in the provisional settlement of the revenue support grant the amount of grant that we expect to receive. The following shows indicative figures based on this and 2011/12 benefit data:
 - Borough share of CTB: £11.71M
 - GLA share of CTB: £4.58M
 - Borough share of grant allocation: £10.61M
 - **Indicative Cut to be absorbed by borough: £1.1M**
 - GLA share of grant allocation: £4.15M
 - Indicative cut to be absorbed by GLA: £0.42M
- 5.2. Borough was awarded £16.3m in Council Tax benefit in 2011/12. This was split between the borough's share £11.71m and the GLA's share £4.58m.

- 5.3. This means that the grant we can expect to receive will be £12.08m less 10% which equals £10.61m – meaning that the loss to be absorbed by the borough is £1.1m.
- 5.4. The Local Government Finance Act also gives local authorities the power to reduce or remove the discounts and exemptions offered in respect of empty and second homes and potentially levy a premium on long term empty properties. This will meet some of the loss caused by this scheme and these proposals are being dealt with through another report.

6. ADDITIONAL ISSUES

- 6.1. The DCLG has recently announced an additional grant available to authorities who fulfil certain criteria in protecting those currently on Council Tax benefit. As the borough do fulfil the criteria set, we will be applying for this in January and will be worth an additional £290k for the authority.

7. CONSULTATION

- 7.1. As required by the Local Government Finance Act, we consulted with the GLA as our precepting authority and the public on our proposed scheme.
- 7.2. Appendix 1 shows GLA's initial response and Appendix 2 shows the GLA formal response.
- 7.3. The consultation with the public was carried out on our website via citizen space from 16 August 2012 to 15 October 2012.
- 7.4. The number of responses was disappointing. We had 10 responses with 6 in favour and 4 against and a further 11 incomplete responses.
- 7.5. The responses are attached in Appendix 3.
- 7.6. The consultation was kept deliberately simple as we have not proposed changing what is currently in place. London Councils in their formal response were happy with this approach.
- 7.7. Generally those in favour felt that genuine claimants were suffering financially anyway and should not suffer further hardship. This is summed up by the comments "If the claimants are legitimate, they should not be financially penalised" from a working age non benefit recipient and "It is preferable to making people live below the bread line if they are genuine and have lived in H and F for a long time" from a pensioner non CTB recipient.

- 7.8. Those who commented against the scheme felt that the tax payer in the borough should not support those on benefit.

8. EQUALITY IMPLICATIONS

- 8.1. As we have not proposed changing anything, we do not need to carry out an Equalities Impact Assessment.

9. LEGAL IMPLICATIONS

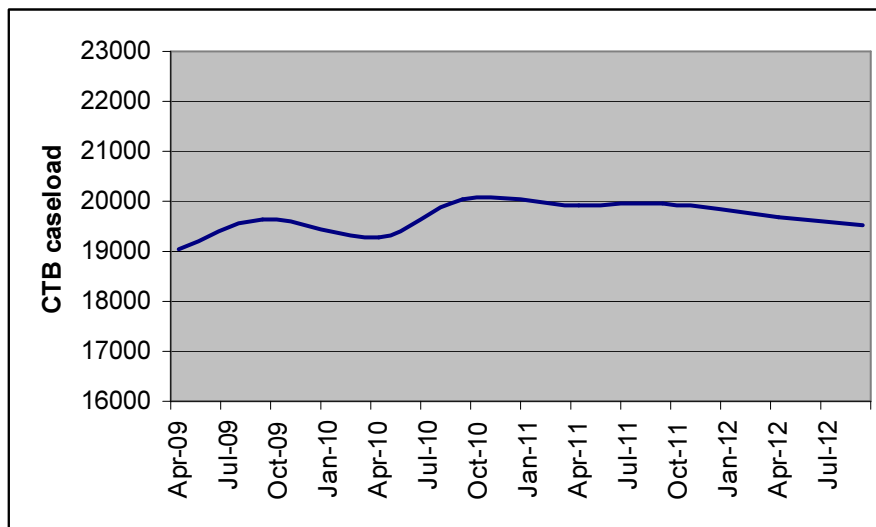
- 9.1. As set out in the report the Local Government Finance Bill makes provision for the localisation of Council Tax support by imposing a duty of billing authorities to make a localised Council Tax reduction scheme by 31 January 2013. The Bill also requires that the Council consult with the GLA and with persons likely to have an interest in the scheme.
- 9.2. If the Council does not make a scheme by 31 January the Bill gives government power to impose a default scheme on the Council so that it can still administer Council Tax reductions.

10. FINANCIAL AND RESOURCES IMPLICATIONS

- 10.1. The loss of on-going grant funding of £1.2m has been allowed for within the development of the Council's Medium Term Financial Strategy. Figures are still provisional and will not be confirmed until the Local Government Finance Settlement is published in December. It is anticipated that this loss will be partially offset by receipt of one-off transitional grant of £0.29m. The Council is also proposing changes to other discounts and exemptions that should generate extra income of £0.954m.
- 10.2. The changes will result in a greater risk transferring to Hammersmith and Fulham. In particular caseload growth, either for demographic or economic reasons, will increase the cost falling to be met by this authority. Alternatively we would benefit from a caseload reduction.
- 10.3. Implications verified/completed by: Andrew Lord, Head of Strategic Planning & Monitoring Ext 2531.

11. RISK MANAGEMENT

- 11.1. As the grant for this scheme will be fixed, if more people claim CTS than we anticipate (due to a downturn in the local economy) then the borough will have to cover this themselves.
- 11.2. However, caseloads over the last 2-3 years have been relatively stable. Although possible, it is not likely that this borough (due to its relative affluence) will experience a significant local downturn.
- 11.3. The graph shows how the caseload has fluctuated:



- 11.4. The average CTB award is currently £15.56 per week. A rise in caseload of 500 claims over and above our grant level would therefore cost the authority / GLA a further £404k per year. This though will be shared with the GLA. Furthermore, as can be seen from the graph above, the caseload within the borough has been dropping slightly but consistently since April 2011.

12. PROCUREMENT AND IT STRATEGY IMPLICATIONS

- 12.1. None.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	None		

LIST OF APPENDICES:

Appendix 1 – GLA’s initial response to our proposals

Appendix 2 – GLA’s formal response

Appendix 3 – Results of the consultation

APPENDIX 1

From: Martin Mitchell [mailto:Martin.Mitchell@london.gov.uk]
Sent: 29 May 2012 13:31
To: Rosenberg Paul
Cc: West Jane; Collins John; Martin Clarke
Subject: RE: GLA consultation regarding local taxation

Paul

Thanks for your email.

The GLA notes the intention of Hammersmith and Fulham to consult on proposals which will not pass on the reductions in council tax support to working age claimants for at least the first two years of the new system. We assume in practice that this means the Council will broadly operate the Government's default scheme in 2013-14 and 2014-15.

The GLA of course reserves the right to respond in detail as part of your wider consultation process and engagement with local residents and stakeholders in the borough over the summer. We will be circulating a letter through SLT over the next couple of days which will set out how we would encourage boroughs to engage and consult with the GLA and the relevant London Assembly constituency members (in your case Kit Malthouse) in relation to their draft schemes.

I also assume that the Council will be utilising the additional powers which will be granted in the Local Government Finance Bill to reduce or remove the discounts and exemptions offered in respect of empty and second homes and potentially levy a premium on long term empty properties. Once your Council/Cabinet has taken a view on these issues we would be grateful if you could advise the GLA of your intentions so that we can factor the potential impact on your council tax base into our forward budget planning.

Regards

Martin

Martin Mitchell
Finance Manager
Resources Directorate
Greater London Authority
Tel: 020 7983 4145
Fax: 020 7983 4241
Email: martin.mitchell@london.gov.uk

APPENDIX 2

GREATERLONDONAUTHORITY

Resources

City Hall
The Queen's Walk
More London
London SE1 2AA
Switchboard: 020 7983 400
Minicom: 020 7983 4458
Web: www.london.gov.uk

Our ref: CTBLocalisation

Your ref:

Date: 15 October 2012

Paul Rosenberg
Operations Manager, Assessments
H & F Direct
London Borough of Hammersmith and Fulham
Town Hall
King Street
Hammersmith
London W6 9JU

Dear Paul

LONDON BOROUGH OF HAMMERSMITH AND FULHAM – DRAFT COUNCIL TAX SUPPORT SCHEME GREATER LONDON AUTHORITY RESPONSE TO CONSULTATION

Thank you for your e-mail setting out the draft council tax support (CTS) scheme which the London Borough of Hammersmith and Fulham was issuing for consultation with local residents and stakeholders as required under Schedule 4 to the Local Government Finance Bill. The draft scheme published for consultation is summarised in Appendix A to this letter. This letter sets out the Greater London Authority's formal response to this consultation.

Introduction

Firstly the GLA recognises that the determination of council tax support schemes under the provisions of a Local Government Finance Bill is a local matter for each London borough. Individual schemes will need to be developed which have regard to specific local circumstances, both in respect of the potential impact of any scheme on working age claimants (particularly vulnerable groups) and more generally the financial impact on the council and local council taxpayers – and the final policies adopted may differ therefore across the capital's 33 billing authorities for legitimate reasons.

This fact notwithstanding the GLA also shares in the risks and potential shortfalls arising from the impact of council tax benefit localisation in proportion to its share of the council tax in each London billing authority. It is therefore important that we are engaged in the scheme development process and have an understanding both of the factors which have been taken into account by boroughs in framing their proposals

as well as the data and underlying assumptions used to determine any forecast shortfalls which will inform their final scheme design.

The GLA would therefore encourage Hammersmith and Fulham to provide illustrative numbers on the forecast financial implications of its final local council tax support scheme when this is published in January 2013. This should clearly identify the respective risks and forecast shortfalls assumed for the GLA and the Council.

Framing and Publicising Proposals

The Government has expressed a clear intention that in developing their scheme proposals billing authorities should ensure that:

- Pensioners see no change in their current level of awards whether they are existing or new claimants
- They consider extending support or protection to other vulnerable groups
- Local schemes should support work incentives and in particular avoid disincentives to move into work

The GLA concurs with those general broad principles and would encourage all billing authorities in London to have regard to them in framing their final schemes.

It is also desirable that schemes are presented in a way which is transparent, understandable and accessible to claimants and we therefore welcome the clear and straightforward consultation on Hammersmith and Fulham's website reflecting the simplicity of the proposed scheme.

Given that the current level of awareness amongst working age claimants likely to be affected by any changes is relatively low and may not crystallise until these individuals receive their revised benefit notifications and council tax bills for 2013-14 early next year there remains a significant risk that collection rates will be lower in the first year of the new system in those authorities intending to reduce support to working age claimants. The GLA notes that this risk of low collection rates was one of the reasons for Hammersmith and Fulham adopting the default scheme.

Financial Context

According to the consultation paper 'Localising Support for Council Tax in England – Funding arrangements consultation' issued by CLG in May Hammersmith and Fulham is provisionally estimated to receive £10.77m in council tax support grant in 2013-14 with the GLA forecast to receive £4.23m in respect of the Hammersmith and Fulham borough area (and around £159m for London as a whole). Slightly less than 50% of this funding will be allocated to the business rates retention baseline and will thus have the potential to move in line with the NNDR tax take including the impact of the annual RPI uplift in the multiplier – with the balance being provided through revenue support grant (RSG). The RSG element has the potential to be reduced further over the next CSR period commencing in 2015-16.

In developing its proposals for consultation Hammersmith and Fulham has identified a potential shortfall of around £1.0m between the cost of continuing to provide council tax support on the same basis at present through the national 'default scheme' for working age claimants and its expected level of council tax support grant. The forecast shortfall in respect of the GLA's share is around £0.3m, resulting in a total shortfall for the borough area of approximately £1.3m. This is a purely illustrative figure, however, as the actual shortfall will be dependent on the level of claims for council tax support during 2013-14 and in future years. This analysis also assumes the £1.0m shortfall identified by Hammersmith and Fulham does not include any element in respect of the GLA share.

The Council are proposing to implement the default scheme as their council tax support scheme for 2013-14. This would mean that recipients of council tax support would continue to receive their current benefits and continue to be assisted. Hammersmith and Fulham have recognised the need to absorb the forecast shortfall. We would of course encourage the Council to model the potential financial effects of its final scheme on both itself and the GLA and supply us with this analysis.

Technical Reforms to Council Tax

The GLA considers that in formulating its council tax support scheme each billing authority should both consider and address how it intends to take advantage of the technical reforms to council tax set out in clauses 9-13 of the Local Government Finance Bill which will provide greater flexibility in relation to discounts, exemptions and premiums for second and empty homes. The additional revenues could be used to offset the shortfall and may allow Hammersmith and Fulham to avoid having to seek savings elsewhere, reduce reserves or raise the overall amount of council tax in order to fund the default scheme.

We recognise, however, that the Council has still to determine its precise final policies in respect of the technical reforms. The GLA would encourage the Council to inform the GLA as soon as possible once these have been agreed in order to assist us in assessing the potential impact on the Mayor's funding and tax base for 2013-14 and future years.

Protecting Vulnerable Claimants

Where boroughs choose not to adopt the default scheme and therefore pass on any shortfalls to claimants they should consider whether it would be desirable to offer protection to the most vulnerable and those in the most difficult circumstances – either within the framework of their scheme or through a hardship scheme.

The GLA notes that Hammersmith and Fulham's proposed scheme is to adopt the default scheme and therefore any potential shortfall will not be passed on to

claimants – so there will be no requirement to consider whether any vulnerable groups should be protected.

Incentivising Work

The GLA considers that a key priority for the design of a localised council tax support scheme is to ensure that it does not disincentivise those in work or those seeking to move into work. In order to ensure that schemes meet this objective billing authorities should therefore take particular care in determining their policies on earnings disregards and extended payment periods (i.e. run ons).

We note that the adoption of the default scheme by Hammersmith and Fulham should mean that there will be no adverse impact on work incentives – compared to the current council tax benefit system.

Setting the Council Taxbase for 2013-14 and Assumptions in Relation to Collection Rates

The Council will be required to set a council tax base for 2013-14 taking into account the potential impact of the discounts it will be offering in respect of council tax support and any potential changes the Council may introduce regarding the changes to the treatment of second and empty homes. The GLA appreciates that the preferred default scheme should not have any repercussions in the council tax base.

However, the GLA notes that the proposed scheme may be amended slightly depending on the outcome of your consultation. If a slightly amended scheme is adopted the Council will need to make a judgement as to the forecast collection rates from those claimants and council taxpayers affected by both the changes to council tax support and any second/empty homes exemptions and discounts. It is likely in respect of those working age claimants currently in receipt of 100% benefit that the recovery rates will be significantly below the average percentage collection for council tax as a whole. In addition it is probable that collection rates from properties formerly eligible for any of the previous exemptions will also be lower than average. We note that the Council does not intend at this stage to offer a hardship scheme – although if it were to this would also affect its revenues.

The GLA would encourage the Council to provide it with an indicative council tax base forecast as soon as options are presented to members for approval in December or January (if not before) in order that it can assess the potential implications for the Mayor's budget for 2013-14. This should be accompanied ideally by supporting calculations disclosing any assumptions around collection rates and discounts granted having regard to the final council tax support scheme design.

Varying Council Tax Payments in Year

The GLA is keen to develop a dialogue with all 33 London billing authorities as to how the budgeting, cashflow and accounting arrangements for council tax support will operate under the new system, particularly in order to manage the sharing of risks. These discussions would also need to address the mechanisms and triggers under which billing authorities will be able to vary their instalment payments to preceptors (i.e. the GLA) in year where, for example, council tax collection rates are lower than anticipated or the actual demand for council tax support is greater than budgeted for.

We anticipate that the Government will address these issues in the secondary legislation on council tax support and business rates retention in the autumn – as similar issues are also likely to apply where business rates revenues are lower than forecast.

In the absence of any nationally prescribed policy the GLA would be keen to develop a common wide approach in London which would apply equally across all 33 billing authorities.

This could for example follow the current approach used for the Crossrail Business Rate Supplement where instalments may be varied no more than once per quarter with the trigger for any variation being where the forecast shortfall in revenues exceeds a set percentage of the total precept instalments payable for the year. This would recognise that there is a balance to be struck between cashflow and resource management and the additional administration which would result for both parties if instalment payments were to be changed.

In practice – where in year forecast shortfalls are not material – the GLA would envisage that any deficits would be recovered through the collection fund deficit calculation in January in the normal way (and thus recovered in the following financial year in cash terms through the 10 precept instalments paid to the GLA).

I would like to thank you for consulting the GLA and we look forward to working with the London Borough of Hammersmith and Fulham over the coming months in order to ensure the successful implementation of the council tax support localisation reforms.

Yours sincerely

Martin Mitchell
Finance Manager

Appendix A

SUMMARY OF DRAFT COUNCIL TAX SUPPORT SCHEME PROPOSED FOR CONSULTATION BY THE LONDON BOROUGH OF HAMMERSMITH AND FULHAM

At present there are approximately 19,400 council tax benefit claimants in Hammersmith and Fulham of which around 12,300 are of working age. Of these around 8,490 are working age claimants passported by DWP who therefore pay no council tax at present.

The Council has identified a potential £1.0m funding shortfall (the difference between providing council tax support to all claimants on the same basis as at present with its forecast council tax support grant of £10.77m). The GLA's potential shortfall in respect of Hammersmith and Fulham is around £0.3m against its notional support grant allocation for that borough of £4.23m. This makes a combined total forecast shortfall for the Hammersmith and Fulham area of £1.3m.


The Council launched its consultation on 16 August with a closing date of 15 October. The consultation was published at the following link

http://www.lbhf.gov.uk/Directory/Advice_and_Benefits/Council_tax/Who_has_to_pay/174433_Council_Tax_Support_Scheme.asp

The Council has put forward the default scheme as its draft scheme for the borough – and therefore all claimants will continue to receive support broadly on the same basis as currently. This means that Hammersmith and Fulham (and the GLA in respect of its local share of council tax) will be required to absorb any funding shortfall arising from the localisation of council tax support.

Do you agree with H&F's proposal to absorb the cost? - Agree with proposal?	Please explain your view on the council's decision to absorb the cost. - Views on Council Tax Benefits Changes	Do you pay council tax to the London Borough of Hammersmith and Fulham? - Do you pay CT?	Do you receive Council Tax benefit? - Receive CTB?	What is your age group? - Age	Are you... (please tick all that apply) - CTB Category	Are you... - Ethnicity	Are you responding to the consultation in your capacity as a representative of any of the following? (Please answer this question if it applies to you) - Representative	Are you responding to the consultation in your capacity as a representative of any of the following? (Please answer this question if it applies to you) - If other please
Yes	Centrepoint strongly supports Hammersmith and Fulham's proposal to absorb the cost of cuts to Council Tax Benefit. Young people currently in receipt of Council Tax Benefit would seriously struggle to meet any shortfall if support was reduced, particularly as they tend to be on lower incomes than older groups. Young people are entitled to lower rates of benefits than over 25s, and many in the private rented sector already have to make top ups to their housing benefit as they are only entitled to the shared accommodation rate. Due to this, many already struggling to meet basic costs such as food and utilities, so requiring them to make council tax payments too could have push them into serious debt and put them at risk of eviction and homelessness. We therefore warmly welcome H&F's proposal to absorb these costs rather than pass them on to vulnerable individuals.	No	No	18-60	Employed	White (British, Irish, Gypsy or Irish Traveller or any other White background)	Voluntary Organisation, Housing Association	
No	it doesnt sound fair for the ones that are less well off, also the council may not be trusted with this pot of money	Yes	Yes	18-60	A student	Black or Black British (Caribbean, African or any other Black background)	Voluntary Organisation, Housing Association	
Yes	At a time of general reduction in Welfare Support and increased taxes i.e. VAT effects the least well of proportionally more than the wealthy. Any additional financial burden is likely to push more further into poverty and of course chasing outstanding sums owed, as well as the distress caused, may end up costing the council more in administration and legal fees.	Yes	Yes	18-60	Disabled	White (British, Irish, Gypsy or Irish Traveller or any other White background)		Community tax payer
Yes	It is preferable to making people live below the bread line if they are genuine and have lived in H and F for ha long time.	Yes	No	Over 60	A pensioner	White (British, Irish, Gypsy or Irish Traveller or any other White background)	Other	
No	The council tax collected by the council should not become a substitute for government benefits funding. This is putting pressure on the funds available to the community to offset the reduction in funding.	Yes	No	18-60	Employed	White (British, Irish, Gypsy or Irish Traveller or any other White background)		
No	I feel that council tax support should be reduced	Yes	No	18-60	Employed	White (British, Irish, Gypsy or Irish Traveller or any other White background)	Other	
No	While I totally support the idea that pensioners and the disabled in receipt of CTS should not have to bear the cost of the change, it seems unfair that ordinary Council Tax payers are, in effect, being asked to bear it for people who are not working and, in many cases, have no intention of working, (of which there must be many among the 14,500 people who are not pensioners). Is there no way of ascertaining who these claimants are, and ensuring that their CTS is reduced by 10%? I realise, of course, that the admin costs related to this may be disproportionate, but could it be worth a look? The Government's reduction in CTS is meant to encourage those disinclined to work to change their attitudes; perhaps a better mind than mine can find a way of carrying this through without penalising the low-earners who are, at least, working.	Yes	No	Over 60	A pensioner, Employed	White (British, Irish, Gypsy or Irish Traveller or any other White background)		
Yes	When are you going to evict Abu Hamzas wife ?	No	No	18-60	Employed	White (British, Irish, Gypsy or Irish Traveller or any other White background)	Other	
Yes	it allows for a smooth transition	No	No	Not Answered	Employed	Not Answered		
Yes	If the claimants are legitimate, they should not be financially penalised.	Yes	No	18-60	Employed	White (British, Irish, Gypsy or Irish Traveller or any other White background)		

Agenda Item 6.3

	London Borough of Hammersmith & Fulham COUNCIL 30 January 2013
COUNCIL TAX DISCOUNTS AND EXEMPTIONS 2013/14	
Report of the Leader : Councillor Nicholas Botterill	
Open Report	
Classification - For Decision	
Key Decision: Yes	
Wards Affected: All	
Accountable Executive Director: Jane West, Executive Director of Finance & Corporate Governance	
Report Author: Steve Barrett Head of Revenues and Benefits	Contact Details: Tel: 020 8753 1053 E-mail: steve.barrett@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1. The Local Government Finance Act 2012 allows the Council to remove the current council tax discounts and exemptions available to the owners of second homes and empty dwellings in the borough.
- 1.2. The Council Tax (Exempt Dwellings) (England) (Amendment) Order 2012 and The Council Tax (Prescribed Classes of Dwellings) (England) (Amendment) Regulations 2012 for this change come into force on 1 April 2013.
- 1.3. This change will have to be approved by Full Council on 30 January 2013 and can take effect for 2013/14 and subsequent financial years (until such time as changed by the Council).
- 1.4. The estimated increased income which would result from this change would be in the region of £0.95m for 2013/14.

2. RECOMMENDATIONS

2.1 That Council approves the following recommendations for the financial year 2013/14 and subsequent years until revoked:

- a) Reduce the council tax discount on second homes from 10% to 0%
- b) Determine that the council tax discount on empty and unfurnished dwellings be 0%
- c) Determine that the council tax discount on empty and unfurnished dwellings undergoing major repair be 0%

3. REASON FOR DECISION

3.1 The Council is required to make this decision to allow these changes to be made and comply with the legislation and regulations detailed in this report.

4. INTRODUCTION AND BACKGROUND

4.1 Section 11 of the Local Government Act 2012 amended Section 11A of the Local Government Finance Act 1992.

4.2 Section 11A gave the Secretary of State the power to abolish, in regulations, Class A and C exemptions and prescribe classes of dwellings for which the council may determine a council tax discount in the range 0% to 100%.

4.3 Class A currently exempts owners and landlords of unoccupied and substantially unfurnished dwellings undergoing major repairs for up to twelve months.

4.4 Class C currently exempts owners and landlords of unoccupied and substantially unfurnished dwellings for up to six months.

4.5 New discounts can be applied for 2013/14 and subsequent years.

4.6 The Council Tax (Exempt Dwellings) (England) (Amendment) Order 2012 and The Council Tax (Prescribed Classes of Dwellings) (England) (Amendment) Regulations 2012 provide that the council may determine:

- a) that the current discount of 10% on furnished dwellings, which are not the sole or main residence of an individual (second homes), be reduced to 0%
- b) that the current Class A & C exemptions be replaced by a discount of 0% from the time a dwelling becomes unoccupied and substantially unfurnished

5. COUNCIL TAX DISCOUNT ON SECOND HOMES

- 5.1 As stated above the council can reduce council tax discounts on Second homes from 10% to 0%.
- 5.2 The council already retains 40% of second home income and any additional council tax raised (10%) will also be retained locally and shared with the GLA.
- 5.3 The Government will not reduce revenue support grant to reflect councils ability to raise more council tax because of a reduction in this discount. Instead the council will be able to decide how to spend this money to improve local services.
- 5.4 A discount of 50% will continue to apply to those required to live in Tied accommodation provided by their employer.

6. COUNCIL TAX DISCOUNT ON EMPTY PROPERTIES

- 6.1 As previously outlined, Class A and C exemptions have been abolished and the council can determine a council tax discount in the range 0% to 100% in their place for unoccupied and substantially unfurnished dwellings.
- 6.2 Any additional income generated from these categories of dwellings can be retained locally and shared with the GLA.
- 6.3 Removal of exemptions on empty properties in the borough would encourage owners and landlords to bring vacant properties back into occupation and fully support the council's strategy on empty homes.

7. RISK MANAGEMENT

- 7.1. This is a statutory process and any risks are monitored through the Council's MTFS process.

8. EQUALITY IMPLICATIONS

- 8.1 The recommendations in this report (at 2.1) will mean that those who own a second home, an empty and unfurnished dwelling, or one undergoing major repair, will have to pay the full amount of council tax. This will impact on those who have such a dwelling e.g. landlords, people buying a property that requires major repair, but the Council does not have any diversity data to disaggregate this further.
- 8.2 This will be a negative impact for those who will be required to pay the full amount of council tax. It is not possible to mitigate for this negative impact, for example by continuing with the present reductions, because services are still provided to owners of those properties by the Council.

9. FINANCIAL AND RESOURCES IMPLICATIONS

9.1. Second Homes

There are some 2,192 second homes in the borough and the effect of the reduction in discount from 10% to 0% adds an additional 256 Band "D" equivalents to the taxbase for 2013/14.

This income has to be shared with preceptors (e.g. GLA) and the Council's share would equate to additional income of approximately £0.20m (based on the 2012/13 Band D Council Tax).

9.2 Empty Properties

There are some 1,069 empty properties in the borough and the effect of the reducing the Class A & C exemptions to a discount of 0% adds an additional 1,271 Band "D" equivalents to the taxbase for 2013/14.

This equates to additional income for the Council (net of preceptors) of approximately £0.99m (based on the 2012/13 Band D Council Tax).

It should be noted however that this change will result in an additional cost, in respect of empty Council dwellings, in the region of £0.11m. This will be a charge to the Housing Revenue Account.

- 9.3 The gross potential increase in income to the General fund from the proposed changes to the Council Tax arrangements for Second Homes and Empty Properties is £1.19m. But an offsetting factor is potential behavioural change. For example some second home owners may

now claim to be single occupants and apply for the appropriate discount. For this reason it is suggested that the net benefit be reduced by 20% to £0.95m. This additional income will help balance the 2013/14, and future, budgets.

10. LEGAL IMPLICATIONS

10.1. Regulations under the Local Government Act 2003 allowed the Council to reduce Council Tax discount for dwellings that were not the sole or main residence of an individual and which were furnished (second homes) to a minimum of 10%. The regulations also permitted the Council to reduce Council Tax discount for dwellings that were unoccupied and substantially unfurnished for more than six months (long term empty properties) to zero.

10.2 Further to the Local Government Finance Act 2012 which received Royal Assent on 31 October 2012, individual local authorities are now afforded the freedom to vary the levels of exemptions they offer in light of the wider localism agenda being promoted by the Government.

10.3 Section 11 of the Act inserts new subsections (4A) and (4B) into section 11A of the Local Government Finance Act 1992. The new subsections allow the Secretary of State to prescribe a new class of dwelling for the purposes of allowing billing authorities to make a determination that any discount under section 11(2)(a) shall not apply or shall be such percentage (which may be 100%) as it may specify.

In practice, this allows billing authorities to set a discount on unoccupied and unfurnished dwellings prescribed in the new class of dwelling mentioned above.


10.4 Section 12 of the Act inserts a new section 11B into the Local Government Finance Act 1992. In respect of a dwelling that has been unoccupied and substantially unfurnished for more than two years, the new section allows billing authorities to charge up to 150% of the council tax that would be payable if the dwelling were occupied by two adults and no discounts were applicable.

The new section allows the Secretary of State to make provision for exceptions, by prescribing classes of dwelling, taking into account the physical characteristics and the circumstances of any person liable, for which a billing authority will not be able to charge extra council tax.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	Local Government Finance Act 1992 Local Government Finance Act 2012 - <i>Published</i>	Steve Barrett Ext: 1053	FCS H & F Direct
2.	CTB1 Return and Discount Calculations	Steve Barrett Ext: 1053	FCS H & F Direct
CONTACT OFFICER: Steve Barrett		NAME: Steve Barrett EXT. 1053	

Agenda Item 6.4

	London Borough of Hammersmith & Fulham COUNCIL 30 January 2013
COUNCIL TAX BASE AND COLLECTION RATE 2013/2014	
Report of the Leader : Councillor Nicholas Botterill	
Open Report	
Classification - For Decision	
Key Decision: Yes	
Wards Affected: All	
Accountable Executive Director: Jane West Executive Director of Finance & Corporate Governance	
Report Author: Steve Barrett Head of Revenues and Benefits	Contact Details: Tel: 020 8753 1053 E-mail: steve.barrett@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1. This report contains an estimate of the Council Tax Collection rate and calculates the Council Tax Base for 2013/14.
- 1.2. The Council Tax base will be used in the calculation of the Band D Council Tax undertaken in the Revenue Budget Report for 2013/14.
- 1.3. The proposed Council Taxbase for 2013/14 of 67,895 is 12,192 band D equivalents lower than 2012/13. This is largely due to the impact of the calculation for the new Council Tax Support Scheme. Residents that used to receive council tax benefit will now receive a council tax discount. This reduces the taxbase.
- 1.4. Based on the 2012/13 Band D charge of £781.34 the reduction in the taxbase will result in lower income of £9.5m. Against this loss the council will receive new council tax support grant. Figures for this are not yet confirmed.

- 1.5. The recommendations contained in the Council Tax Discounts and Exemptions 2013/14 and Localising Council Tax Support 2013/14 reports will need to be approved prior to those contained in this report. This is because they are included in the calculation of the Band D Council Tax in section 8.3 below.

2. RECOMMENDATIONS

- 2.1 That Council approve the following recommendations for the financial year 2013/14:
 - (i) That the estimated numbers of properties for each Valuation Band as set out in this report, be approved.
 - (ii) That an estimated Collection rate of 97.5% be approved
 - (iii) That the Council Tax Base of 67,895 Band "D" equivalent properties be approved

3. REASON FOR DECISION

- 3.1 This is a statutory requirement and forms part of the Council Tax setting process each year.

4. INTRODUCTION AND BACKGROUND

- 4.1 Under Section 33(1) of the Local Government Finance Act 1992 and The Local Authorities (Calculations of Council Tax Base) (England) Regulations 2012, the Council (as billing authority) is required to calculate its Council Tax Base. This comprises both the estimated numbers of properties within each Valuation band plus the Council's estimate of its collection rate for the coming financial year.
- 4.2 For the current financial year the Council approved a Council tax base of 82,140 Band D equivalent dwellings, and an estimated Collection Rate of 97.5%, which resulted in a tax base of 80,087.
- 4.3 Under Section 11A of the Local Government Finance Act 1992, Council Tax (Exempt Dwellings) (England) (Amendment) Order 2012 and Council Tax (Prescribed Classes of Dwellings) (England) (Amendment) Regulations 2012 the Council has reduced discounts for both Second Homes and Unoccupied and Unfurnished dwellings to 0% with effect from 2013/14. These changes are included in the Discounts and Exemptions Report 2013/14 and need to be approved prior to the recommendations in this report.
- 4.4 Council will also be required to approve the recommendations in the Localising Council Tax Support 2013/14 report, prior to the recommendations in this report, as the amount of support to be awarded in 2013/14 has to be shown as a discount and reflected as

Band "D" equivalents in the Council's Taxbase calculations in sections 8.3 and 10.2 below.

5. DISCOUNTS

5.1 Second Homes

5.1.1 There are some 2,192 second homes in the borough. The reduction in discount to 0% approved in the Discounts & Exemption Report 2013/14 will add 1,228 Band "D" equivalents to the taxbase for 2013/14.

5.1.2 Based upon 2012/13 Council Tax levels this will generate income to the Council of £0.96m. Such additional income will directly benefit the Council and is allowed for within our Medium Term Financial Strategy. Our preceptor, the GLA, will also benefit from the reduction in the discount.

5.2 Empty Properties

5.2.1 There are some 1,069 empty (unoccupied and unfurnished) properties in the borough. Setting the discount at 0% approved in the Discounts & Exemption Report 2013/14 will add an additional 1,017 Band "D" equivalents to the taxbase for 2013/14.

5.2.2 Based upon 2012/13 Council Tax levels this reduction in discount will generate income to the Council of £0.79m. This additional income will also directly benefit the Council and the GLA.

6. COUNCIL TAX SUPPORT

6.1 Under Localising Council Tax Support Hammersmith & Fulham and the GLA absorb the cost of the new scheme, which mirrors the current council tax benefit arrangements.

6.2 For 2012/13 the Council pays claimants a total of £15.7m in Council Tax Benefit, which equates to 14,384 band "D" equivalents based on 2012/13 Council Tax levels.

6.3 The new taxbase regulations require the cost of the new scheme to be treated as a discount and deducted from the council's taxbase calculation in section 8.3.

7. VALUATION BAND PROPERTIES

- 7.1 The latest information on the number of properties within each valuation band is contained within a return (CTB1), which the Council provided to the DCLG on 12 October 2012.
- 7.2 This return reflected the actual number of properties shown in the Valuation List as at 10 September 2012 and the Council's records as at 1 October 2012.
- 7.3 A detailed analysis of the properties in each valuation band can be summarised as follows. There are a total of 83,063 dwellings on the list with some 31,203 properties estimated to receive a sole occupier discount. The total Band "D" equivalent is approximately 82,170 properties.

Band	Band Size	Total Dwellings	Total after Discounts, Exemptions and Disabled Relief	Ratio	Band "D" Equivalents
	Band A disabled relief	0	0.00	5/9	0.0
A	Values not exceeding £40,000	3,413	2,691.25	6/9	1,794.2
B	Values exceeding £40,000 but not exceeding £52,000	5,588	4,513.25	7/9	3,510.3
C	Values exceeding £52,000 but not exceeding £68,000	14,080	11,333.00	8/9	10,073.8
D	Values exceeding £68,000 but not exceeding £88,000	23,899	20,171.25	9/9	20,171.3
E	Values exceeding £88,000 but not exceeding £120,000	14,650	12,793.75	11/9	15,636.8
F	Values exceeding £120,000 but not exceeding £160,000	8,851	7,825.75	13/9	11,303.9
G	Values exceeding £160,000 but not exceeding £320,000	10,533	9,554.50	15/9	15,924.2

Band	Band Size	Total Dwellings	Total after Discounts, Exemptions and Disabled Relief	Ratio	Band "D" Equivalents
H	Values exceeding £320,000	2,049	1,877.50	18/9	3,755.0
		83,063	70,760		82,169.5

8. ADJUSTMENTS TO THE VALUATION LIST

8.1 The above table shows the valuation band position at 10 September 2012 but the Council is also required to take into account the Council Tax Support Scheme 2013/14 and any other likely changes during the financial year 2013-2014. Therefore the following adjustments need to be considered:

(i) New Properties

There are likely to be a number of new properties, conversions etc. added to the valuation list at some point during the year. There are approximately 252 units currently under construction on various sites in the Borough that will be added to the tax base sometime during 2013/14. It is estimated after allowing for different completion dates that this will equate to an additional 276 Band 'D' equivalents.

(ii) Banding Appeals

There have been over 10,000 appeals lodged with the valuation office in respect of initial Council Tax bandings. There are now only a small number unsettled so it is not proposed to make any adjustments for these.

(iii) Second Homes

The effect of reducing the discount for second homes to 0% from 1 April 2013, would add a further 1,228 Band "D" equivalents as outlined in section 5.1.

(iv) Student Exemptions

Dwellings wholly occupied by students are exempt from Council Tax. The projected Council Tax base needs to be adjusted to allow for students that have yet to prove their exemption for the new academic year. It is estimated that an adjustment of 671 Band "D" equivalents is required.

(v) Empty Properties

The effect of reducing the discount for unoccupied and

unfurnished dwellings to 0% from 1 April 2013, would add a further 1,017 Band “D” equivalents as outlined in section 5.2

(vi) Council Tax Support

The cost of the new scheme equates to 14,384 band “D” equivalents, based on 2012/13 Council Tax levels, which now have to be deducted from the taxbase for 2013/14.

8.2 The Council is required to set its Tax Base on the total of the relevant amounts for the year for each of the valuation bands shown or is likely to be shown for any day in the year in the authority’s valuation list.

8.3 Taking into account the latest information from the CTB1 return to the DCLG and the proposed adjustments, Council is requested to approve the estimated numbers of properties for each valuation band as set out in the following table:

Band	Band “D” Equivalent Actual September 2012	Adjustments for New Properties	Adjustments for Second Homes	Adjustments for Student Exemptions	Adjustments for Empty Homes	Adjustments for Council Tax Support	Revised Band “D” Equivalents 2013/14 Forecast
A	1,794.2	13	31	-13	18	-981	849
B	3,510.3	87	41	-20	45	-1,853	1,723
C	10,073.8	8	139	-79	95	-3,657	6,572
D	20,171.3	31	314	-214	270	-4,331	16,210
E	15,636.8	0	235	-136	154	-2,235	13,655
F	11,303.9	3	180	-113	131	-900	10,602
G	15,924.2	134	213	-88	248	-417	15,880
H	3,755.0	0	75	-8	56	-10	3,868
	82,169.5	276	1,228	-671	1,017	-14,384	69,636

9. COLLECTION RATE

9.1 The Council is also required to estimate its Collection Rate for 2013/14 at the same time as arriving at the estimated number of properties within the Tax Base. In arriving at a percentage Collection Rate for 2013/14, the Council should take into account the likely sum to be collected, previous collection experience and any other relevant factors.

9.2 The actual sum to be collected from local Council tax payers cannot be finally determined until, the preceptors requirements are known and the

Council has approved its budget. The Council therefore has to make an estimate of the sums to be collected locally making estimated allowance for sums from Council Tax Support and write-offs/non-collection.

9.3 The actual collection rate for 2012/13 achieved to mid November 2012 is 69.2% comprising cash collection of £51.6m and Council Tax benefit of £15.7m. It is estimated that a further £20.0m (26.8%) will need to be collected by 31 March 2013 and £1.1m (1.5%) thereafter. It should be noted that Council Tax Benefit will be replaced by Council Tax Support from 2013/14.

9.4 Collection performance has been calculated in order to comply with DCLG performance indicator calculations. Latest calculations for 2011/12 and 2012/13 show that the current collection rate can be continued for 2013/14. It is therefore suggested that the collection rate for 2013/14 is maintained at 97.5%

10. THE TAX BASE

10.1 Under Section 33(1) of the Local Government Finance Act 1992 and the Regulations, the Council's tax base is calculated by multiplying the estimated number of Band "D" equivalents by the estimated collection rate.

10.2 Based on the number of Band "D" equivalents in the table in paragraph 8.3 above and the estimated collection rate in paragraph 9.4 above, the calculation is as follows:-

(Band D equivalents) x (Collection Rate) = (Tax Base)			
69,636	x	97.5%	= 67,895

11. RISK MANAGEMENT

11.1 This is a statutory process and any risks are monitored through the Council's MTFs process.

12. EQUALITY IMPLICATIONS

12.1 There are no equality implications in this report.

13. FINANCIAL AND RESOURCE IMPLICATIONS

13.1 The tax base is set by 31 January each year, as outlined in the Local Government Finance Act 1992. It is used within the overall Council

Tax and budget setting process, due to be reported to Budget Council on 27 February 2013.

- 13.2 The proposed Council Taxbase for 2013/14 of 67,895 is 12,192 band D equivalents lower than the 80,087 agreed for 2012/13. The main reasons for this change are set out below:

	Band D Change
Increase in the taxbase due to new properties and a reduction in single person discounts	863
Impact of the change in exemptions for empty properties	1,017
Council Tax Support scheme	-14,384
Gross Total Change	-12,504
Adjusted for Collection rate of 97.5%	312
Total change	-12,192


- 13.3 A reduction in the taxbase of 12,192 Band D equivalents will reduce the income receivable to the Council by £9.5m. Against this loss the Council will receive a new grant that will replace the old council tax benefit subsidy. This figure will be confirmed as part of the Local Government Finance Settlement. Appropriate adjustments will be made to the Medium Term Financial Strategy when this is confirmed.

14. LEGAL IMPLICATIONS

- 14.1 The Council is under a statutory duty to set the Council Tax for the forthcoming financial year and to make a budget. This report forms part of that process. The Council is obliged, when making its budget, to act reasonably and in accordance with its statutory duties, the rules of public law and its general duty to Council Tax payers.
- 14.2 The basic amount of Council Tax must be calculated in accordance with Section 31(1) of the Local Government Finance Act 1992 and the Local Authorities (Calculation of Council Tax Base) Regulations 2012.
- 14.3 The Council Tax base has been calculated in accordance with the Act and the Regulations. The estimated collection rate to 97.5% is a reasonable and realistic estimate.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext. of Holder of File/Copy	Department/ Location
1.	Local Government Finance Act 1992 and 2012 – <i>published</i>	A. Lord Ext. 2531	Ground Floor Room 5 Town Hall
2.	DCLG Return CTB1 (October 2012)	S. Barrett Ext. 1053	2 nd Floor Town Hall Extension

	<p align="center">London Borough of Hammersmith & Fulham</p> <p align="center">Council</p> <p align="center">30 January 2013</p>
<p>BUSINESS RATES FORECAST 2013-14</p>	
<p>Report of the Leader : Councillor Nicholas Botterill</p>	
<p>Open Report</p>	
<p>Classification - For Decision</p> <p>Key Decision: Yes</p>	
<p>Wards Affected: All</p>	
<p>Accountable Executive Director: Jane West Executive Director of Finance & Corporate Governance</p>	
<p>Report Author: Steve Barrett Head of Revenues and Benefits</p>	<p>Contact Details: Tel: 020 8753 1053 E-mail: steve.barrett@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1 The introduction of the business rates retention scheme and associated reforms of local government finance require the Council to forecast the amount of Business Rates (National Non-Domestic Rates or NNDR) that it will collect each financial year together with the amounts that it is permitted to retain, and those it will pass to the Government and Greater London Authority (GLA). A draft forecast was sent to Government on 7 January 2013 and must be approved by full Council on 30 January 2013 for submission in final form to Government by 31 January 2013.
- 1.2 As the forecast also sets out the Business Rates that the Council expects to retain as part of its income, this is an integral part of setting the revenue budget and Council Tax.
- 1.3 The Council is permitted to retain 30% of the net business rates collected, with 50% payable to the Government and 20% to the GLA. The forecast is that the Council will collect £164.20m of business rates,

with £49.26m being retained by the Council in 2013/14, less a tariff of £2.83m reducing the amount retained to £46.43m.

- 1.4 However, this expected level of collection is below the safety net threshold set for the Council by the Government and means that the Council will receive a safety net payment of £3.55m to protect its income at £49.98m for 2013/14.

2. RECOMMENDATIONS

- 2.1 Council is requested to:

Agree the Business Rates forecast as summarised in Table 1 below and set out in more detail in NNDR1 at Appendix A:

Table 1:
Forecast Yield and Amount Retained by the Council (before tariff)

	£m
Projected net yield	164.20
Amount payable to Government	82.10
Amount payable to GLA	32.84
Amount retained by the Council	49.26

- 2.2 Note that the Council's income will be protected at £49.98m under the new systems safety net arrangements.

3. REASON FOR DECISION

- 3.1 The Council must formally agree its Business Rates forecast in preparation for the introduction of the business rates retention scheme on 1 April 2013, as the element of the rates that the Council can retain forms part of the revenue budget for 2013/14.

4. BACKGROUND

- 4.1 The Council, as a billing authority, is required to approve a business rates forecast each year and to pass this information to the Government and precepting authorities by 31 January 2013. In principle, this forecast is similar to the setting of the Council Tax base.
- 4.2 The Non-Domestic Rating (Rates Retention) Regulations 2013 set out in detail how the forecast must be prepared and the draft statutory return to the Government, NNDR1 is set out in Appendix A. The forecast is made up as follows:
- estimated Gross Business Rate Yield (the rateable value multiplied by the national business rates poundage (£0.462) ; less

- adjustments for empty rate relief; less
- adjustments for small business rate relief; less
- adjustments for Mandatory Charity Relief; less
- adjustments for Discretionary Rate Relief; less
- adjustments for enterprise zones, new builds, renewable energy schemes and other deductions; less
- costs of collection; less
- losses on collection; less
- expected losses on appeals; equals
- Net Rate Yield.

4.3 Of the Net Rate Yield:

- 50% is payable to the Government, known as the 'Central Share';
- 30% is retained by the Council; and 20% is payable to the GLA, known collectively as the Local Share.

4.4 Any changes from the forecast position to the final actual position will be taken into account at the end of the financial year. The Council will, as in past years, submit an NNDR3 return after the accounts are closed which will confirm the year-end position. The Government has not yet finalised either its regulations or the NNDR1 return and therefore the estimates may vary from those set out in Appendix A.

5. PROPOSAL AND ISSUES

5.1 The Council has a substantial business rates base, with rateable values totalling £456.5m at 30 September 2012. When multiplied against the nationally set rate poundage this provides a gross yield of £211m.

5.2 As set out in Appendix A the net yield, after all proposed deductions is £164.2m. A major reason as to why the net yield is forecast to be so much lower than the gross yield is the impact of appeals. Appeals have a double impact:

- They permanently reduce the underlying business rates base.
- They have a one-off impact regarding prior year refunds.

- 5.3 Data provided by the Valuation Office Agency (VOA) shows that there are still 1,550 outstanding appeals with a total rateable value of £175m on the 2010 rating list and 275 outstanding appeals from the 2005 rating list, total rateable value £24m. This means that 38% of the Council's current rateable value base is subject to appeal and 7% of the 2005 list. Of the appeals 258 relate to Shepherds Bush Westfield, which are definitely proceeding. It is estimated that these will permanently reduce the yield by £10m per annum.
- 5.4 Appeals are determined by the VOA and are outside the Council's control. Forecasting the outcome of appeals or indeed changes in the rate base generally with any accuracy is challenging. The Council does not know which appeals will be considered and decided in the coming financial year and what the outcome and impact on the business rate yield might be.
- 5.5 In the absence of any better information it is proposed that the Council sets its local forecast on the assumption that its losses on appeals will be 28% for Westfield (based on actual reductions to date) and 10% for all other properties in the borough respectively. The final outturn may well differ from this. The position could be better or worse. It is recommended that Council agrees the forecast as set out in paragraphs 2.1 and **Appendix A**.
- 5.6 The amount of business rates collected now directly matters to the council. Previously all such income was passed to the government. From 2013/14 30% will be kept by the council under the new business rates retention scheme. The key elements of the new system, as they impact on Hammersmith and Fulham, are set out in Appendix B.
- 5.7 Under the starting point of the new system Hammersmith and Fulham is budgeting to be £4.054m worse-off. This is because what is actually expected to be collected (the LBHF 30% share), as set out in this report, is significantly lower than what is assumed within the system. The gross loss is £7.602m but safety net arrangements cap the loss at £4.054m.
- 5.8 There are obvious shortcomings in the datasets available from the VOA. The council continues to lobby on how appeals are handled within the business rates retention scheme. Authorities should gain or lose dependant on how they deliver economic growth, not on how well the VOA performs locally.

6. OPTIONS AND ANALYSIS

- 6.1 The Council has no option other than to approve a forecast. Members may alter the forecast, but ultimately, a more pessimistic forecast would have no net effect as it would be balanced by extra safety net

grant. A more optimistic forecast would only benefit the council if it took us above the safety net level (i.e. increased the LBHF share by £3.548m). The danger in going above the safety net level is that it could be neutralised by actual events and mean that the Council either uses reserves to fund revenue expenditure or will need to make greater savings in 2014-15.

- 6.2 The lack of transparency around the appeals process makes it very difficult to produce any realistic assessment of the actual business rates income receivable in 2013/14. Given the sheer volume of appeals, and their potential high impact (as demonstrated at Westfield), Officers consider that the only prudent assumption that can be made is that the safety net arrangements will be triggered.

7. CONSULTATION

- 7.1 There are no specific consultation issues relating to this report

8. EQUALITY IMPLICATIONS

- 8.1 There are no equality implications arising from this report.

9. LEGAL IMPLICATIONS

- 9.1 As set out in paragraph 3.1 the Council is required to approve a National Non-Domestic Rates forecast in preparation for the introduction of the business rates retention scheme to be brought into effect from 1 April 2013 by amendments to the Local Government Finance Act 1988 and by the Local Government Finance Act 2012 Section 1, Schedule 1.
- 9.2 Section 151 Officers are also required under the Local Government Act 2003, Part 2, Section 25, to report on the robustness of the estimates made for the purpose of calculating the Council Tax and the adequacy of reserves. The National Non-Domestic Rates Forecast forms part of these estimates.

10. FINANCIAL AND RESOURCES IMPLICATIONS

- 10.1 These are addressed throughout the report.

11. RISK MANAGEMENT

- 11.1 This is a statutory process and any risks are monitored through the Council's MTFS process.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext. of Holder of File/Copy	Department/ Location
1.	Local Government Finance Acts 1988 and 2012	S. Barrett Ext. 1053	FCS - 2 nd Floor Town Hall Extension

Appendix A – National Non-Domestic Rates Return 1
Appendix B - Business Rates Retention Scheme



NATIONAL NON-DOMESTIC RATES RETURN 1
NNDRI 2013-14

Please e-mail to : nndr.statistics@communities.gcl.gov.uk

Please enter your details after checking that you have selected the correct authority name.

Please check the figures shown in the cells with a blue border and enter your own figures if you disagree with those suggested.

A provisional version of the form should be returned to the Department for Communities and Local Government by
Monday 7 January 2013

The final version of this form, including a signed copy, must also be sent to the Department for Communities and Local Government by
Thursday 31 January 2013

Select your local authority's name from this list:

Check that this is your authority :

Check that this is your E Code :
 Local authority contact name :
 Telephone number of local authority contact :
 Fax number for local authority contact :
 E-mail address of local authority contact :

HammerSmith and Fulham
 E5014
 Steve Barrett
 020 8763 020 8763 1576
 Steve.Barrett@hfl.gov.uk

Ver 1.3

1. Number of hereditaments on the rating list on 30 September 2012 9,263

2. Aggregate rateable value on the rating list on 30 September 2012 £ 456,456,221

GROSS CALCULATED RATE YIELD **£ 210,882,774.10**

3. Enter line 2 x small business non-domestic rating multiplier (0.462)

MANDATORY RELIEFS
Small business rate relief

4. Additional yield generated to finance the small business rate relief scheme £ 3,649,564.00

5. Cost of small business rate relief for properties within billing authority area £ 1,815,806.00

6. Net cost of the small business rate relief (Line 5 minus Line 4) -1,833,758.00

7. Cost of relief to charities 8,037,965.00

8. Cost of relief to Community Amateur Sports Clubs 0.00

9. Cost of relief for rural general stores, post offices, public houses, petrol filling stations and food shops 0.00

10. Cost of relief for partly occupied premises 0.00

11. Cost of relief for empty premises 7,488,439.00

12. Total mandatory reliefs (Sum of lines 6 to 11) **13,692,646.00**

DISCRETIONARY RELIEFS

13. Cost of relief to charities 46,801.00

14. Cost of relief to non-profit making bodies 83,234.00

15. Cost of relief to Community Amateur Sports Clubs 0.00

16. Cost of relief for rural general stores, post offices, public houses, petrol filling stations and food shops 0.00

17. Cost of relief to other rural businesses 0.00

18. Other Section 47 reliefs (Localism Act discounts) 0.00

19. Total discretionary reliefs (Sum of lines 13 to 18) **130,035.00**

20. Gross Rate Yield after reliefs (Line 3 minus lines 12 & 19) **197,060,093.10**

21. Estimate of losses in collection 4,880,000.00

22. Allowance for Cost of Collection 574,202.55

23. Special Authority Deductions - City of London Oisset **0.00**

NATIONAL NON-DOMESTIC RATES RETURN 1 2013-14

Hammersmith and Fulham

Var 1.3

Section 2

Enterprise Zones

24. Estimated level of discount to be awarded in 2013-14

£ 0.00

25. Estimated value of non-domestic rates in the Enterprise Zone area in 2013-14

£ 0.00

26. Enterprise Zone Baseline

£ 0.00

27. Total estimated value of business rates to be retained in 2013-14 (Line 25 minus line 26)

£ 0.00

New Development Deals

28. Estimated value of non-domestic rates in the New Development Deals area in 2013-14

£ 0.00

29. New Development Deals baseline

£ 0.00

30. Total estimated value of business rates to be retained in 2013-14 (Line 28 minus line 29)

£ 0.00

Renewable Energy Schemes

31. Total estimated value of business rates to be retained in 2013-14

£ 0.00

32. Net Rate Yield excluding transitional arrangements and rate retention (Line 20 minus the sum of lines 21 to 23; 27, 30 & 31)

£ 191,605,890.55

Rate retention adjustments

33. Estimate of the change in rateable value between 1 October 2012 and 30 September 2013

£ -2,079,401.00

34. Estimate of the change in receipts as a result in the change in rateable value (line 33 times the multiplier)

£ -960,683.26

This equates to a percentage change of

% -0.46

35. Local authority's estimate of adjustment due to appeals

£ 26,442,887.00

36. Net Rate Yield excluding transitional arrangements but after rate retention adjustments (Line 32 plus lines 34 and minus line 35)

£ 164,202,320.00

Section 3

Transitional arrangements

37. Addition revenue received because reduction in rates have been deferred

£ 219,530.00

38. Revenue foregone because increase in rates have been deferred

£ 506,877.00

39. Net cost of transitional arrangements (Line 38 minus line 37)

£ 287,347.00

40. Net Rate Yield after transitional arrangements and rate retention (Line 36 minus line 39)

£ 163,914,973.00

NNDRA Summary for : Hammersmith and Fulham

These figures show the percentage shares of the NNDRA you estimate your authority will collect in 2013-14. They are based on line 36. See the Tier Split tab for full information

Amount of NNDRA to be paid to central government

£ 82,101,160.00

Amount to be retained by Hammersmith and Fulham under the rates retention scheme

£ 49,260,696.00

Amount to be passed to Greater London Authority

£ 32,840,464.00

£
£
£
£

Certificate of Chief Financial Officer

I certify that the entries in lines 3, 12, 19, 20, 36, 39 and 40 of this form are the best I can make on the information available to me and that the figures given in lines 1 and 2 used in calculating the amount shown in lines 36 and 40 are, to the best of my knowledge and belief those shown in the rating list for my authority as at 30 September 2012, subject to any order made before 15 January 2013 under the Local Government Act 1972 implementing boundary changes. I also certify that the authority has made proper arrangements for securing efficiency and effectiveness in relation to the collection of non-domestic rates. I also certify to the best of my knowledge and belief that any amount included as legal costs in line 22 and discretionary relief in line 24 meet the conditions set out in the Non-Domestic Rating (Rates Retention) Regulations 2013.

Chief Financial Officer :


Date :

Appendix B

The Business Rates Retention Scheme for Hammersmith and Fulham

		LBHF Figure for 2013/14 £'000
Step 1	Notification from the government of the Start-Up Funding Assessment (SUFA). This combines formula funding (effectively what formula grant would have been had it continued) and a number of rolled in grants.	135,262
Step 2	Split of the SUFA between Revenue Support Grant (60.1%) and a Business Rates Funding Baseline (39.9%). The % split is the same for all authorities.	
	- Revenue Support Grant payable by the government	81,225
	- Business Rates Funding Baseline	54,037
Step 3	Identification of an individual authority Business Rates Baseline. This is what the government effectively expect a local authority to collect based on the average sums collected in 2010/11 and 2011/12.	56,863
Step 4.	Payment of a tariff to the government. For LBHF because what the government expects this authority to collect in business rates (step 3) exceeds the funding identified through the SUFA (step 2) a tariff is payable to the government. The tariff is a charge to the revenue budget. Most authorities receive a top-up rather than pay a tariff.	-2,826
Step 5	Agreement of the localised element of non-domestic rates. This is the amount of business rates income that LBHF actually expects to collect in 2013/14. This estimate was agreed by Full Council on 30 January.	49,261
Step 6	Identification of the budgeted shortfall in business rates income. This is the difference between what LBHF expects to collect in 2013/14 (step 5) and the government target (step 3)	-7,602
Step 7	Identification of safety net grant. Under the business rates retention scheme the maximum loss a local authority can suffer is capped at 7.5% of the business rates funding baseline (step 3). This is £4.054m. As LBHF expects to lose £7.602m it qualifies for safety net grant.	3,548
Step 8	Net loss from the business rates retention scheme (step 6 less step 7)	-4,054

Agenda Item 6.6

	London Borough of Hammersmith & Fulham COUNCIL 30 January 2013
H&F RESPONSE TO THE TfL CONSULTATION ON THE CRITERIA FOR NEW AVIATION CAPACITY	
Report of the Leader of the Council	
Open Report	
Classification - For Decision Key Decision: No	
Wards Affected: None directly affected	
Accountable Executive Director: Nigel Pallace, Bi-borough Executive Director, Transportation and Technical Services	
Report Author: Peter Smith, Strategy Manager	Contact Details: Tel: 020 8753 2206 E-mail: peter.smith@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1. Transport for London, in support of the ongoing work of the Davies Commission, is consulting on proposed criteria for the assessment of options for increasing aviation capacity in London and the South East. The selected criteria will be used to shortlist options for expanding aviation capacity and has been devised with input from an independent review panel.
- 1.2. This report seeks Council approval for an h&f response to the proposed criteria. If agreed, the draft response attached will be submitted to TfL via the online survey form posted on its website. The TfL deadline for submissions is 8 February.

2. RECOMMENDATION

- 2.1. Council is recommended to agree the attached draft response to the consultation, for submission to TfL.

3. REASONS FOR DECISION

- 3.1. The Council, in common with the Mayor of London, is opposed to the development of a third runway at Heathrow but recognises the need for expanded aviation capacity for London. The proposed assessment criteria, with the amendments suggested in the h&f response, will serve to define the most appropriate options for the expansion of aviation capacity in a forthcoming assessment of a longlist of options.

4. INTRODUCTION AND BACKGROUND

- 4.1. Council members will be aware of the long running debate over how best to deliver the extra aviation capacity that will serve to maintain London's position as a prominent international economic hub in future years. Heathrow is currently operating at 98% capacity, which does not provide sufficient scope to accommodate the desired future economic growth.
- 4.2. Early proposals for expanding aviation capacity focussed on the construction of a third runway at Heathrow and this Council lobbied hard to oppose such plans. Other options have since been proposed, including the Mayor of London's suggestion that a new airport situated in the Thames Estuary might reduce the social and environmental impacts that an expansion of Heathrow would impose on West London.
- 4.3. At Full Council on 24 October 2012 there was a special motion debated and passed as follows:
1. *This Council notes that:*
 - *A two and a half runway airport solution at Heathrow Airport can never provide the successful air transport hub which London needs;*
 - *Additional runway capacity at Heathrow would mean an unacceptable increase in aircraft noise for parts of Hammersmith and Fulham which have to date been less adversely affected, and that;*
 - *The recent operational freedom trials at Heathrow have proved to be highly damaging to borough residents who presently get some respite through runway alteration.*
 2. *This Council utterly rejects any revised plans to build an additional short runway at Heathrow Airport.*
 3. *This Council supports the Mayor of London in his bid to secure a new four runway airport to the east of London as the only practicable economic and environmental solution to London's requirement for a truly resilient international airport hub.*
- 4.4. The Government has now set up the Davies Commission to consider the various options for enhancing the UK's aviation capacity, to maintain its position as Europe's most important aviation hub, which is likely to have significant implications for London and the South East. In support of the Davies Commission, the Mayor of London has tasked Transport for

London with consulting on criteria that it has drawn up for the purpose of assessing the relative benefits of the various options now being considered.

5. PROPOSAL AND ISSUES

- 5.1. The online consultation form (accessible from the following link: www.tfl.gov.uk/aviation) seeks views on the relative importance of the six different criteria headings (see attachment to Appendix A) and whether the specific criteria under each of the six headings and the corresponding metrics are appropriate for the assessment of benefits and impacts.
- 5.2. The draft h&f response (see Appendix A) addresses each of the six sets of criteria and deems all to be important in assessing options but applies the greatest importance to environmental criteria, which includes criteria relating to the impact of aircraft noise on local populations. This is the key concern of most h&f residents.

6. OPTIONS AND ANALYSIS OF OPTIONS

- 6.1. Officers have studied the proposed assessment criteria and believe that the h&f response best supports those criteria and metrics that will confirm the fact that expansion of Heathrow is not the right option for increasing aviation capacity for London and the South East.

7. CONSULTATION

- 7.1. The Council has consulted local residents on previous proposals for a third runway at Heathrow, which has revealed staunch local opposition to any such proposal. Residents are also opposed to any expansion of night flights from the airport and would wish to see these reduced. The council has called for these flights to be phased out in the past and will continue to do so due to the disruption they cause to residents' lives.

8. EQUALITY IMPLICATIONS

- 8.1. There are no equality implications to the h&f response to this consultation.

9. LEGAL IMPLICATIONS

- 9.1. There are no legal implications to the h&f response to this consultation.

10. FINANCIAL AND RESOURCES IMPLICATIONS

- 10.1. There are no financial implications to the submission of this response.

11. RISK MANAGEMENT

- 11.1. There is no risk associated with the recommendation.

12. PROCUREMENT AND IT STRATEGY IMPLICATIONS

12.1. There are no procurement or IT strategy implications.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	DfT Aviation Policy Framework Consultation Response (October 2012)	Paul Baker x3431	TTS, Planning Division

LIST OF APPENDICES:

Appendix A: Draft h&f response to the consultation and the proposed criteria.



Transport for London Consultation on the Criteria for New Aviation Capacity – Response from H&F Council

1. Introduction

- 1.1 H&F Council welcomes the opportunity to respond to the TfL consultation on new aviation capacity criteria for the capital. As a West London local authority we have significant social, economic and environmental interests in the future capacity of London's airspace and the means by which additional capacity might be delivered.
- 1.2 This response addresses the six criteria that are subject to the online consultation questions.

2. H&F response to consultation questions

Economic criteria

- 2.1 We consider that economic criteria are important in assessing aviation capacity and we agree that the proposed criteria would meet the requirement to maximise economic and social benefits. We further agree with the proposed metrics and do not believe that any further criteria are necessary.

Airport infrastructure criteria

- 2.2 We consider that airport infrastructure criteria are important in assessing aviation capacity but we have concerns as to the selection of 2C. Night operations without stringent restrictions are not appropriate in areas of high density populations, such as West London. As such, we recommend that criteria 2C is amended to read "Enables night operations without *causing adverse community impacts*" and that an additional metric is added that measures the population affected by night flights.

Airspace criteria

- 2.3 We consider that airspace criteria are important in assessing aviation capacity and we agree that the proposed criteria would meet the requirement to support the effective and safe operation of the airspace. We further agree with the proposed metrics and do not believe that any further criteria are necessary.

Surface access criteria

- 2.4 We consider that surface access criteria are important in assessing aviation capacity and we agree that the proposed criteria would enable passenger, staff and freight access from an optimal catchment area whilst being underpinned by a sustainable mode share. However, we believe that another criterion should be added, “good bus and coach access and, for more locally based staff and passengers, walking and cycling access”.

Environmental criteria

- 2.5 We consider that environmental criteria are very important in assessing aviation capacity. We believe that specific reference is made to the Government’s Noise Policy for England under criterion 5B. The criterion could mirror the wording of the climate change commitment proposed in 5A, i.e. that this criterion be amended to read: “Compatible with the Government’s Noise Policy for England commitments”. The corresponding Target/Metrics column should also include the following metric: “Able to avoid significant adverse impacts and minimise adverse impacts on health and quality of life”.

Deliverability criteria

- 2.6 We consider that deliverability criteria are important in assessing aviation capacity and we agree that the proposed criteria would demonstrate the capability of being delivered and funded, whilst representing value for money. We think that the metric for criterion 6C, however, should make specific reference to taking account of the costs of environmental impacts as set out in criteria 5A to 5E in relation to commercial viability.

3. Further comment

- 3.1 H&F Council wishes to reiterate its position on addressing the issue of aviation capacity in London and the South East. It is right that this issue is looked at but expansion at Heathrow is the wrong answer. A ‘pint-sized’ third runway that could not take laden 747s or A380 Airbuses would not trigger economic growth nor adequately increase the capital’s air capacity. It is this Council’s view that an entirely new airport with four runways east of London is likely to be the long term solution to Britain’s hub airport problem.

SM/CPD/FCS
January 2013

Criteria for additional aviation capacity	Target/Metrics to include
<h2 data-bbox="76 277 504 331">1. Economic criteria</h2> <p data-bbox="76 331 568 365">Maximising economic and social benefits</p>	
1A. Global connectivity that meets our future economic needs	<ul data-bbox="916 383 1505 450" style="list-style-type: none"> • Key destinations served at required frequency (including emerging economies, UK)
1B. Connectivity which maximises economic benefits to London, the South East and the UK	<ul data-bbox="916 506 1505 674" style="list-style-type: none"> • Net increase in GVA • Net increase in jobs • Ability to meet growth and regeneration policy goals
1C. Supports Government objectives for rebalancing of the UK economy	<ul data-bbox="916 696 1505 797" style="list-style-type: none"> • Potential to support current and prospective high-growth, value-added, export-oriented and employment-generating sectors
1D. Local area has the necessary resource capacity	<ul data-bbox="916 819 1505 887" style="list-style-type: none"> • Capacity to support the number of new jobs, homes and services required
<h2 data-bbox="76 927 769 981">2. Airport infrastructure criteria</h2> <p data-bbox="76 981 1248 1014">Competitive, efficient, effective and safe, while meeting needs of airlines, passengers and freight</p>	
2A. Runway/terminal capacity configured so as to maximise global connectivity and meet long-term demand	<ul data-bbox="916 1032 1505 1167" style="list-style-type: none"> • Air traffic movements (ATMs) • Passenger throughput (mppa) • Ensuring operational efficiency and resilience
2B. Optimised airport facilities to enable airlines to maximise their economic effectiveness and to support a quality passenger and freight offering	<ul data-bbox="916 1189 1505 1256" style="list-style-type: none"> • Competitive, world-class facilities with appropriate capacity and configuration
2C. Enables night operations without need for stringent restrictions	<ul data-bbox="916 1312 1505 1379" style="list-style-type: none"> • 24hr operation to support longhaul arrivals and freight movements
2D. Minimises the risk of local factors affecting safe and planned airport operations	<ul data-bbox="916 1435 1505 1469" style="list-style-type: none"> • Local limitations, restrictions and risks
<h2 data-bbox="76 1576 488 1630">3. Airspace criteria</h2> <p data-bbox="76 1630 766 1664">Supports the effective and safe operation of the airspace</p>	
3A. Meets operational and safety-related airspace requirements	<ul data-bbox="916 1682 1505 1783" style="list-style-type: none"> • Compatible with relevant national and European airspace regulations, strategies and constraints

4. Surface access criteria

Enabling passenger, staff and freight access from optimal catchment area, underpinned by a sustainable mode share

4A. Fast, direct rail and road access to economic centres supporting aviation-dependent activity	<ul style="list-style-type: none"> • Rail journey time/accessibility/capacity to key locations • Capacity and connectivity to strategic highway network
4B. Fast, direct rail access to major population centres in the UK	<ul style="list-style-type: none"> • Rail journey time/accessibility/capacity to key cities
4C. Fast, direct rail access to major population centres in continental Europe	<ul style="list-style-type: none"> • Rail journey time/accessibility/capacity to key cities

5. Environmental criteria

Minimising the impact on local communities and the natural environment


5A. Compatible with the Government's Climate Change commitments	<ul style="list-style-type: none"> • ATMs compatible with CCC UK-wide targets
5B. Minimises the number of people affected by aircraft noise	<ul style="list-style-type: none"> • Population affected by noise in excess of the EU 55dB L_{den}
5C. Minimises the number of people affected by poor air quality	<ul style="list-style-type: none"> • Able to meet EU limits on air quality (NO_x, particulates)
5D. Can address impacts on local communities including the built environment	<ul style="list-style-type: none"> • Number/type of properties affected
5E. Can address impacts on wildlife and biodiversity	<ul style="list-style-type: none"> • Potential to be compatible with requirements of European and national protected sites

6. Deliverability criteria

Capable of being delivered and funded, representing value for money

6A. Can secure planning and consents approvals addressing challenges and in appropriate timescale	<ul style="list-style-type: none"> • Process and timescales for securing consent • Level of planning risk
6B. Can address any construction risks and impacts on existing operations	<ul style="list-style-type: none"> • Level of construction risk/complexity
6C. Value for money, commercially attractive proposition	<ul style="list-style-type: none"> • Business case • Commercial viability case <p><i>[Underpinned by capital cost, operating cost per passenger, aeronautical and non-aeronautical revenues]</i></p>

Agenda Item 6.7

	London Borough of Hammersmith & Fulham COUNCIL 30 January 2013
TREASURY MID-YEAR REVIEW 2012-13	
Report of the Executive Director of Finance and Corporate Governance	
Open Report.	
Classification: For Information	
Key Decision: No	
Wards Affected: ALL	
Accountable Executive Director: Jane West, Executive Director of Finance and Corporate Governance	
Report Author: Halfield Jackman, Treasury and Pension Fund Officer	Contact Details: Tel: 0208 753 2560 E-mail: Halfield.Jackman@lbhf.gov.uk

1. EXECUTIVE SUMMARY

1.1 Annual Investment Strategy

Cash investment is focused on Security, Liquidity and Yield in that order.

1.2 Investment Summary

As at 30 September 2012, the council had £162 million invested at an average interest rate of 0.94%. There is no change proposed to the current strategy. The list below sets out the investments as at 30 September.

	Balance (£m)	Yield (%)
DMO	6	0.25
Money Market Funds (Constant NAV)	40	0.50
Bank Call Accounts	33	0.87
Total Liquid Investments	79	0.64
Total other investments	83	1.21
Grand Total	162	0.94

1.3 Borrowing
As at 30 September, the total external borrowing all from the PWLB was £262m at an average interest rate of 5.60%. There have been no changes in borrowing since the start of the year.

1.4 Compliance with Treasury Limits and Prudential Indicators
All investments and borrowing operations were within the treasury limits and Prudential Indicators as set out in the Council's Treasury Strategy Report approved by the Council in February 2012

2. RECOMMENDATIONS

2.1 To note the Council's debt, borrowing and investment activity up to 30 September 2012.

3. REASON FOR DECISION

3.1 This paper is a regulatory requirement in compliance with the CIPFA Code of Practice on Treasury Management and set out cash balances, investments and borrowing as at the 30th September 2012.

4. BACKGROUND

4.1 This report presents the Council's Treasury Management Mid Year Report up to 30 September 2012 in accordance with the Council's Treasury Management Practice.

4.2 The CIPFA Code of Practice on Treasury Management has been adopted by the Council. This Mid Year review has been prepared in compliance with the Code of Practice. The primary requirements of the Code are as follows:

- Creation and maintenance of a Treasury Management Policy Statement which sets out the policies and objectives of the Council's treasury management activities.
- Receipt by the full Council of an Annual Treasury Management Strategy Statement, including the Annual Investment Strategy, for the year ahead, a Mid-Year Review Report (this report) and an Annual Report covering activities during the previous year.
- Delegation by the Council of the role of scrutiny of Treasury Management Strategy and policies to a specific named body. For this Council the delegated body is the Audit, Pensions and Standards Committee.

5. ANNUAL INVESTMENT STRATEGY

5.1 The Treasury Management Strategy for 2012/13 was approved by Council on 29 February 2012. The Council's Annual Investment Strategy, which is incorporated in the overall strategy, outlines the Council's investment priorities as follows:

- Security of capital
- Level of liquidity in its investments appropriate to the Council's need of funds over time.
- Subject to meeting the other two requirements, achieving an optimum return on investments.

5.2 In the current economic climate it is considered appropriate to keep all new investments short term, and only invest with highly credit rated financial institutions. The Council's policy has not changed this year.

6. COMPLIANCE WITH TREASURY LIMITS AND PRUDENTIAL INDICATORS

6.1 During the first six months of the financial year the Council operated within its treasury limits and Prudential Indicators as set out in the Council's Treasury Strategy Report.

7. INVESTMENTS

7.1 The table below provides a breakdown of the cash Council deposits as at 30 September 2012.

	Balance (£m)	Yield (%)
Bank Call Accounts	33	0.87
Money Market Funds	40	0.50
DMO	6	0.25
Total Liquid Investments	79	0.64
Banks and Local Authorities	83	1.22
Total/ Average Rate	162	0.94

Treasury officers are not making any investments for a period more than three months, without prior authorisations from the Executive Director of Finance and Corporate Governance.

7.2 The Council makes use of a number of MMF's as set out in the list below. Money Market Funds (MMF) are pooled investment vehicle with assets of various cash type instruments. All the Money Market Funds with which the Council has investments with are AAA rated and have instant access.

Fund	Weighted Average Life (Days)	Weighted Average Maturity (Days)	Amount Invested (£m)	Net Return (%)
Blackrock	83	57	10	0.47
Goldmans	45	45	10	0.45
Insight	38	38	10	0.46
Prime Rate	35	35	10	0.61

7.3 The DMO is part of the Treasury, guaranteed by the Government. As a result the DMO is rated AAA by all three credit ratings agencies. Council funds are invested with the DMO between a minimum of overnight to a maximum of six months at a rate of 0.25%.

7.4 The Council has number of term deposits with two UK Banks, as set out below. The Council has a call account with Nat West which provides instant access at a rate of 0.87%.

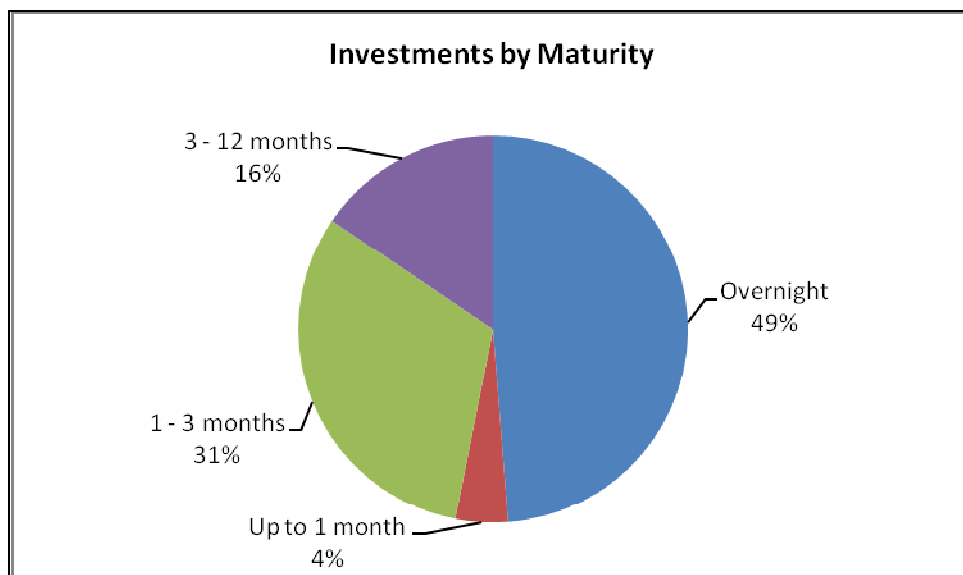
Counterparty	Credit Rating (S&P/Moody's /Fitch)	Maturity Date	Balance (£m)	Return (%)	Days to maturity
Lloyds	A/A2/A	05/11/2012	5	1.35	36
Barclays	A+/A2/A	08/11/2012	5	0.67	39
Barclays	A+/A2/A	15/11/2012	5	0.67	46
Lloyds	A/A2/A	16/11/2012	5	1.35	47
Lloyds	A/A2/A	14/02/2013	5	1.75	137
Lloyds	A/A2/A	04/06/2013	5	3.00	247
Lloyds	A/A2/A	04/07/2013	15	3.10	277
Total/Average			45	1.70	118

7.5 Lloyds and RBS (as owners of Nat West) are on the Council's lending list, with limits of £35 million because of their credit ratings but because of the fact that they are part nationalised.

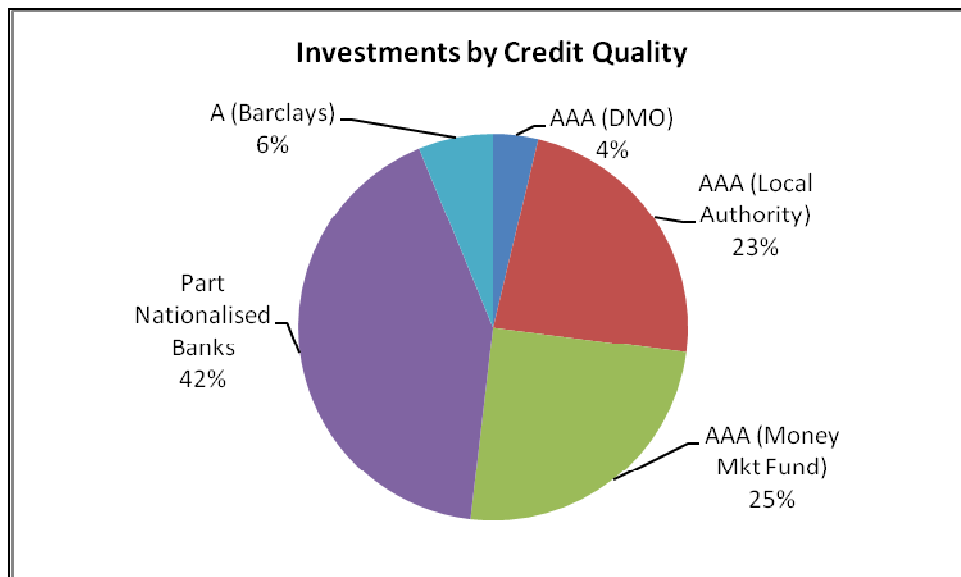
7.6 The Council will first invest surplus funds with UK bank and Money Market Funds as approved in the Council's Strategy Report. When the Council has reached its limits with these counterparties it will look to invest with certain local authorities. Under the guidance issued by CLG investing with local authorities is defined as high credit quality (LG Act s23) and that the credit risk attached to these authorities is an acceptable one. Below is the list of local authorities that the Council invested with as at 30 September 2012.

Counterparty	Maturity Date	Balance (£m)	Return (%)	Days to Maturity
Herefordshire	15/10/2012	2	0.27	15
Kingston Upon Hull	31/10/2012	5	0.31	31
Cornwall	02/11/2012	7	0.31	33
Aylesbury Vale	05/11/2012	5	0.27	36
Salford	29/11/2012	4	0.27	60
Wolverhampton	30/11/2012	5	0.30	61
Dumfries & Galloway	05/12/2012	2	0.27	66
Woking	10/12/2012	3	0.29	71
Salford	21/12/2012	5	0.27	82
Total		38	0.28	51

7.7 The chart below shows the duration exposure of the Council. 53% of investments can be accessed within one month's notice.



7.8 The chart below shows the Credit rating exposure of the Council's investment by counterparty. Part Nationalised banks refers to RBS and Lloyds (both rated A/A3/A).



8. BORROWING

8.1 The borrowing strategy for the year 2012/13 was not to incur any new borrowing and given the prevailing low levels of interest rates, consider voluntary early repayments of borrowing as a way of making more efficient use of funds in the short term.

8.2 The table below shows the details around the Council's external borrowing (as at 30 September 2012) is £262m split between General Fund and HRA at an average rate of 5.60%

Loan Type	General Fund (£m)	Average rate	HRA (£m)	Average rate	Total external borrowing (£m)	Average Rate
PWLB loans maturity	44.78	5.60%	217.38	5.60%	262.16	5.60%

9. ECONOMY AND INTEREST RATES

9.1 In August the Bank of England lowered its forecast for the rate of growth over the coming months and amended its forecasts for 2012 and 2013. The UK economy is influenced by worldwide economic developments, particularly in the Eurozone where ongoing problems could affect the UK's economic performance.

- 9.2 In the UK Consumer Prices Index (CPI) inflation has fallen to 2.5 per cent in August, however Gross Domestic Product (GDP) also fell by 0.4 per cent in the quarter to 30 June, the third quarterly fall in succession.
- 9.3 The Monetary Policy Committee (MPC) has kept bank rate at 0.5 per cent throughout the period while quantitative easing was increased by £50 billion to £375 billion in July. In addition, in June, the Bank of England and the Government announced schemes to free up banking funds for business and consumers.
- 9.4 UK sovereign debt however remains a safe haven and gilt yields, prior to the European Central Bank (ECB) bond buying announcement in early September, were close to zero for periods out to five years and not much higher out to ten years.
- 9.5 World economies remain unstable. The United States will need to take action in early 2013 to address its debt position. In the Eurozone, whilst the ECB measures regarding short term bank purchase increased confidence it is uncertain if all Governments concerned will accept the conditions attached to this initiative.
- 9.6 In the UK the Bank of England has adjusted its financial forecast for a return to growth. Weak export markets (mainly in the EU, the UK's main trading partner) will continue to affect recovery.
- 9.7 Low growth in the UK is expected to continue, bank rate is unlikely to rise in the next 24 months this, coupled with a possible further extension of quantitative easing, will keep investment returns depressed.
- 9.8 The longer run trend for Public Works Loan Board (PWLB) borrowing rates is for them to eventually rise, primarily due to the need for a high volume of gilt issuance in the UK and the high volume of debt issuance in other major western countries. However, the current safe haven status of the UK may continue for some time, tempering any increase in yield.

10. PRUDENTIAL INDICATORS

- 10.1 As part of the Strategy the Council sets a number of prudential limits for borrowing. This section shows the Council's position against the prudential indicators for 2012/13 agreed by Council in February 2012. These are outlined below.

- 10.2 During the half year to the end of September 2012, the Council operated within the treasury limits as set out in the Treasury Management Strategy. The outturn for the Treasury Management Prudential Indicators are shown below.

£000's	2012/13 Limit	30 September 2012 Actual
Authorised Limit for external debt ¹	350,451	100,620*
Operational Limit for external debt ²	283,537	100,620*
Limit of fixed interest rate exposure based on net debt	330,000	100,620*
Limit of variable interest rate exposure based on net debt	66,000	Nil
Principal sum invested >364 days	20,000	Nil

*PWLB debt minus investments

- 10.3 Maturity structure of borrowing – This indicator is designed to be a control over an authority having large concentrations of fixed rate debt needing to be replaced at times of uncertainty over interest rates. It is not necessary to include variable rate debt because local authorities do not face substantial refinancing risks.

	Upper Limit	Lower Limit	Actual
Under 12 months	15%	0%	0.04%
12 months and within 24 months	15%	0%	4.41%
24 months and within 5 years	60%	0%	9.80%
5 years and within 10 years	75%	0%	12.62%
10 years and above	100%	0%	73.13%

¹ Authorised limit for external debt is the limit above which external debt must not go without changing Council Policy.

² Operational boundary for external debt is the limit against which external debt will be constantly monitored.

11. EQUALITY IMPLICATIONS

11.1 There are no equality implications as a result of this report.

12. FINANCE AND RESOURCES IMPLICATIONS

12.1 The comments of the Executive Director of Finance and Corporate Governance are contained within this report.

13. LEGAL IMPLICATIONS

13.1 There are no direct legal implications for the purpose of this report.

14. RISK MANAGEMENT

14.1 There are no direct risk management implications as a result of this report.

15. PROCUREMENT AND IT STRATEGY IMPLICATIONS

15.1 There are no procurement or IT strategy implications as a result of this report.

LOCAL GOVERNMENT ACT 2000 **LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT**

No.	Description of Background Papers	Name/Ext of File/Copy	Department/Location
1	Borrowings and Investment spread sheets	Halfield Jackman Treasury and Pension Fund Officer, Ext 2560	Westminster City Hall, Treasury and Pensions, 16th Floor

SPECIAL MOTION NO. 1 – CUTS TO BLUE LIGHT SERVICES

Standing in the names of:

- (i) Councillor Lisa Homan
- (ii) Councillor Stephen Cowan

“This council notes with alarm the number of cuts being proposed to blue light services threatening the health and safety of people who live and work in Hammersmith & Fulham. We resolve to lobby the London Mayor and the Government to reconsider the closure of the counter service at Shepherds Bush Police Station, the reduction in opening hours of the counter service at Fulham Police Station and the closure of the A&Es at Charing Cross and Hammersmith Hospitals.”

Agenda Item 7.2

SPECIAL MOTION NO. 2 – BOROUGH POLICING

Standing in the names of:

- (i) Councillor Greg Smith
- (ii) Councillor Andrew Brown

“This Council welcomes news from the Mayor for London’s Office for Policing and Crime (MOPAC) that Hammersmith and Fulham will have 92 extra beat police officers under its New Policing Plan.

This Council resolves to continue working shoulder-to-shoulder with local police to further cut crime in the borough.”

SPECIAL MOTION NO. 3 – WEST LONDON FREE SCHOOL

Standing in the names of:

- (i) Councillor Helen Binmore
- (ii) Councillor Georgie Cooney

“This Council:

1. Notes:

- The popularity of the West London Free School which opened in September 2011.
- The secondary school will move to its permanent site at Palingswick House in September 2013.

2. Believes that:

- The Borough of Opportunity should continue to support the development of a first class state education for all those who want it.
- Parents deserve a genuine choice of good local school.

3. Welcomes the West London Free School Primary School due to open in September.

4. Resolves to:

- Continue to support parental choice when it comes to deciding where they send their children to school.
- Support a second West London Free School primary school in the Earls Court Opportunity Area as part of the wider regeneration of this part of the borough. ”

Agenda Item 7.4

SPECIAL MOTION NO. 4 – EUROPEAN UNION PUBLIC PROCUREMENT REGIME

Standing in the names of:


- (i) Councillor Andrew Johnson
- (ii) Councillor Greg Smith

“This council notes:

1. The concerns raised by the Local Government Association that “ridiculous EU procurement rules are making it harder for councils to save money by sharing services”.
2. That opportunities to promote local jobs and economic growth are being missed, and the opaque internal market regulations are standing in the way of delivery of better value for money to taxpayers by local authorities in the UK.
3. That the proposed reform of the current procurement regime by the European Union risks making matters “even more convoluted and costly” for local government, by “making it virtually impossible for councils to give preference to local suppliers” and “force those wishing to pool services with neighbouring local authorities into an unnecessarily lengthy and costly EU-wide tendering process”.
4. That millions of pounds in additional savings would be created through shared service agreements if more appropriate EU reforms were introduced.

This council calls on government:

1. To take the fight to Brussels on behalf of the residents of Hammersmith & Fulham to promote a re-write of the rules stifling public service innovation.
2. To allow more freedom to award contracts to local suppliers, including relaxing rules that demand that procurement contracts to employee organisations or staff mutuels must be opened to providers across Europe.
 - To increase the “ludicrously low” £170,000 procurement threshold above which local government has to open contracts to the entire EU.”

	London Borough of Hammersmith & Fulham COUNCIL 30 January 2013
SPECIAL URGENCY DECISIONS – MONITORING REPORT	
Report of the Leader	
Open Report	
Classification - For Information Key Decision: Yes	
Wards Affected: All	
Accountable Executive Director: Jane West, Executive Director of Finance and Corporate Governance	
Report Author: David Viles, Committee Co-ordinator	Contact Details: Tel: 020 8753 2063 E-mail: David.Viles@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The attached report presents details of decisions taken by the Leader or Cabinet Members under the special urgency provisions of the Constitution (very urgent decision not in the Key Decisions list). The report covers the period 1 October to 31 December 2012.

2. RECOMMENDATIONS

- 2.1 That the report be noted.

3. SPECIAL URGENCY PROVISIONS OF THE CONSTITUTION

- 3.1 Rule 17 of the Access to Information Procedure Rules in the Council's Constitution allows for specially urgent key decisions which are not in the Key Decisions list to be taken without giving the prescribed public notice of five clear working days, provided the relevant Scrutiny Committee Chairman agrees that the decision cannot reasonably be deferred.
- 3.2 The Leader is required to submit reports to the Council on Executive decisions taken under Rule 17 during the preceding quarter. The reports must include the number of decisions so taken and a summary of the

matters in respect of which those decisions are taken. There has been one Rule 17 decision during the last quarter.

4. SPECIAL URGENCY DECISIONS TAKEN BY THE LEADER IN THE PERIOD 1 OCTOBER 2012 TO 30 DECEMBER 2012

Decision taken and date	Reason for urgency
Lyric Theatre - To approve placing a contract with Mace Ltd for £13,888,294 to deliver the Lyric extension / refurbishment and approve additional project funding of £1.5m from the Children's Services capital programme to meet the funding shortfall. 26 October 2012	Cabinet on 18 April 2011 delegated the contract award for the Lyric Theatre to the Cabinet Member for Children's Services within a total project budget of £13.5m. Subsequent changes have resulted in additional funding being required and this additional funding is within the Leader's delegated power. The contract requires an urgent decision to meet the critical contract programme path otherwise additional delays and significant costs will arise.

LOCAL GOVERNMENT ACT 2000

LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	None		