

**Appendix 1. Proposed submission Local Development  
Framework Development Management Development Plan  
Document**

**REGULATION 27: PROPOSED SUBMISSION**

**LOCAL DEVELOPMENT FRAMEWORK**

**Proposed Submission Development Management  
Policies DPD**

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# INTRODUCTION

## **The Local Development Framework**

This document is the proposed submission Development Management Policies (DM) Development Planning Document. The DM Development Plan Document, when adopted, will form part of the London Borough of Hammersmith and Fulham's Local Development Framework (LDF). The document sets out the proposed development management policies to be used by the council in helping to determine individual planning applications and must be read alongside the Core Strategy.

The LDF is part of government's planning system, introduced by the Planning and Compulsory Purchase Act 2004. The LDF itself will be made up of a number of documents. The statutory documents are called Development Plan Documents (DPDs) whereas non-statutory further guidance is set out in Supplementary Planning Documents (SPDs).

When adopted, the LDF will replace the borough's adopted Unitary Development Plan (2003) and will be used, together with the London Plan, to guide development within the borough and to determine individual planning applications.

The Core Strategy DPD is the overarching document of the LDF and sets out the long term strategic vision for the borough. It highlights the main issues facing the borough and includes strategic policies as to how these issues are to be addressed within the lifetime of the LDF. The council's Core Strategy was the subject of Examination in early 2011 and was adopted by the council in October 2011.

This DM DPD should be read and considered alongside the Core Strategy and the London Plan. The policies within the proposed submission DM DPD aim to ensure development within the borough accords with the spatial vision and strategic objectives set out within the Core Strategy.

As well as the Core Strategy and DM DPD, the LDF consists of the Proposals Map and a number of area based and topic specific SPDs.

All the LDF documents that the Council is going to produce within the next three years and their production timeframe are set out in the borough's Local Development Scheme. The Local Development Scheme and all the borough's LDF documents can be viewed on the link to the Council's website below:

[www.lbhf.gov.uk/Directory/Environment and Planning/Planning](http://www.lbhf.gov.uk/Directory/Environment_and_Planning/Planning)

## **The LDF's Relationship with other Policies and Strategies**

The borough's LDF is not being produced in isolation, and it is part of a hierarchy of planning policy and guidance.

## National Policy and the London Plan

The LDF must conform with national policy, produced by the Department for Communities and Local Government, in the form of Planning Policy Statements and Circulars. The LDF must also conform to regional policy produced by the Greater London Authority and published through the London Plan.

National policy is continuously being produced and updated on a variety of topics and a revised London Plan was adopted in summer 2011. As new policies emerge, the LDF will be required to take account of them.

LDFs are not intended to repeat national and regional guidance and therefore this DM DPD document does not include policies on every potential policy area. Instead it includes policies which are relevant to the challenges and opportunities facing the borough as identified in the Core Strategy.

## Other Policies and Strategies

The Community Strategy is produced by the borough's Local Strategic Partnership and sets out the wide ranging strategy with a long term vision for the borough. The LDF is seen as being the 'spatial arm' of the Community Strategy and a way of transferring the vision into land based policies.

The existing Community Strategy was adopted in 2007.

The LDF is also being produced alongside a number of other policies and strategies produced by the Council and other partners which relate to issues such as housing, transport, environmental protection, employment, health and culture.

Where these strategies have influenced the policies within this proposed submission document, reference has been made in the supporting text.

## **Previous Development Management consultation**

The Council previously consulted on Generic Development Management Options in November 2009. Prior to this Options consultation, the council carried out an Issues and Options consultation from October 2005 to January 2006.

The council has taken account of representations made through this consultation in drafting this new proposed DM DPD submission document. A Consultation Report giving details of the comments received on the Options is separately available. This summarises the consultation process, the comments received and the council's response.

## **Sustainability Appraisal**

A Sustainability Appraisal report has been published alongside this proposed submission document.

## The Next Stages

The proposed submission DM DPD is subject to 6 week consultation ending on 16 December 2011. Representations should be concerned with the soundness of the DM DPD, namely is the document justified, effective and consistent with national policy as well as satisfying the legal procedural requirements and being in conformity with regional planning policy (the London Plan). The representations received on the proposed submission DM DPD consultation and will be forwarded, together with a summary of the main issues raised and a copy of the submission DM DPD, to the Secretary of State for independent Examination. The submission is likely to be in January/February 2012.

The council will advertise the submission of the DM DPD to the Secretary of State and notify all those who have made representations on previous consultations. The Secretary of State will appoint an independent Inspector to carry out the Examination which is expected to commence in Spring 2012.

After the Examination, the Inspector will publish a report with changes which the Council must make to the DPD. The Council will then formally adopt the Development Management DPD in Autumn 2012 and it will become part of the LDF.

## How to Comment

We are asking for your comments on the proposed submission Development Management DPD.

Please make sure we receive your comments by **Friday 16 December 2011**

The Council has set up an on-line consultation system which will be hosted by 'Limehouse Software'. The software allows you to submit comments electronically and we are encouraging everyone to respond to this document by registering for this service. The benefits of making comments on-line are:

- An email notification system that lets you know when new planning policy documents are available for you to comment on;
- You can update your personal details, such as change of address and email address;
- The ability to view documents and to comment on specific sections of the document;
- The ability to read what other consultees have said about issues that concern you;
- The reduced environmental impact of electronically submitted comments.

If you have already given us your email address you will not need to register and would have already received an email from 'Limehouse Software' (our on-line provider) with your user name and password. If not please register for this new on-line service by going to the Hammersmith and Fulham consultation website:  
<http://consultation.limehouse.co.uk/lbhf>

Click on "register" which will take you to a short form. You will be asked to enter your name, email address and postal details, and to choose a username and password.

You will need to use the username and password each time you make electronic representations.

Alternatively, you can use the contact methods below:

By email to: [ldf@lbhf.gov.uk](mailto:ldf@lbhf.gov.uk)

By fax to: 020 8753 3036

Minicom: 020 8753 5753

By post to: Development Plans Team, Environment Department, King Street W6 9JU

Please make your comments in writing and make clear which section, issue or policy you are commenting on.

We will publish all comments that we receive and make these available at the LDF information points, namely:

- Hammersmith Town Hall Extension, Environment Department Reception
- Fulham Town Hall housing office
- Public Reference libraries – Hammersmith, Shepherds Bush and Fulham libraries

Summaries and where practicable, full representations will be made available on the Council's website.

If you would like more information please phone on 020 8753 3317 or email, fax or write as above.

# Proposed Submission Development Management Policies

## CONTEXT

The Development Management Policies Development Plan Document (DM DPD) should be read alongside the council's Core Strategy which was adopted in October 2011. This will allow a complete understanding of Local Development Framework policies that are applicable to the borough.

The Core Strategy includes details of the borough's characteristics, including its places and people, and identifies the challenges that the borough faces. The Core Strategy sets out the council's spatial vision which is to create a borough of opportunity for all. The key priorities in delivering this vision are repeated below:

1. Tackling crime and anti-social behaviour;
2. Delivering high quality, value for money public services;
3. Creating a cleaner, greener borough;
4. Setting the framework for a healthy borough;
5. Delivering a borough of opportunities:
  - Promoting home ownership;
  - Regenerating the most deprived parts of the borough; and
  - A top quality education for all – schools of choice

The council wishes to transform the borough in the next 20 years so that "more residents and their families will have the opportunity to develop their knowledge and skills and to own their own homes, so that they can stay in the borough and really participate and share in the benefits that H&F can offer". In particular, housing supply will have increased with at least 13,000 additional homes by 2032 and there will be 25,000 or more new jobs. At the same time, development will have created a high quality urban environment that respects its context and heritage assets.

### **Core Strategy policies**

The Core Strategy includes strategic policies, regeneration area strategies and borough wide strategic policies that will help deliver the council's vision for the borough. These policies, particularly the borough wide strategic policies, provide the framework for the more detailed policies in the DM DPD and will be used to assist in determining the acceptability of development proposals.

The Core Strategy strategic objectives are set out in the relevant sections below to provide the context to the development management policies. However, the Core Strategy policies are not repeated.

## **DM DPD Policies**

The DM DPD policies are set out below by topic. As stated elsewhere, they should be read alongside the Core Strategy policies and the London Plan to obtain a full understanding of the council's policy approach on particular issues. The Core Strategy policies are not repeated, but the key strategic objectives are included to provide a context to the DM DPD policies.

### **A. HOUSING**

**Strategic Objective 2.** *Increase the supply and choice of high quality housing and ensure that the new housing meets local needs and aspirations, particularly the need for affordable home ownership and for homes for families.*

#### **Policy A1 Housing Supply**

**The council will seek to exceed the London Plan housing target by:**

- 1. Seeking housing on both identified and windfall sites and as a result of change of use.**
- 2. Permitting conversions of existing dwellings into two or more dwellings where:**
  - a) the net floor area of the original dwelling is more than 120sqm;**
  - b) at least 50% of the proposed units consist of two or more bedrooms;**
  - c) housing appropriate for families has access to any garden or amenity space; and**
  - d) where there is no adverse impact on on-street parking stress.**
- 3. Resisting proposals which would result in a net loss of permanent residential accommodation as a result of redevelopment or change of use without replacement (measured by floorspace), including to short stay accommodation.**

**All additional housing should accord with the policies and proposals of the Core Strategy, with this Development Management Policy Document and other relevant supplementary planning documents**

#### **Justification**

In order to achieve the council's housing target of an additional 615 dwellings per annum, it is important that as well as provision of new housing there should be no net loss of the existing housing stock through change of use or redevelopment for other uses.



The smaller terraced houses in the borough provide a source of accommodation suitable for families and it is important to ensure that this stock is not unduly reduced because of conversion into flats.

The requirement for at least 50% of the proposed units in conversions to be of two or more bedrooms will allow for the possibility of accommodation to be provided for families. It will also ensure that there is at least the same number of family sized units as existing, and on larger schemes will allow for a net increase in the amount of family sized accommodation in the borough.

Some areas of the borough are likely to be considered less suitable for family accommodation, including areas adjacent to busy roads where there is little opportunity to provide amenity space, in town centres or where there are residential premises above shops. In these instances, there will be more flexibility in the approach to conversions, although each case will be assessed on a site by site basis.

Because conversions can give rise to a demand for additional on-street parking space, it will be important to ensure that parking stress is not exacerbated. In streets where there is less than 10% night-time free space the number of additional dwellings may be restricted or conditioned to allow no additional on-street parking.

The loss of existing housing will be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace in accordance with London Plan policy 3.14. Short stay accommodation (defined as housing let for less than 90 days) is primarily intended for visitors and does not meet the need for additional permanent housing in London and will be resisted.

## **Policy A2 Housing quality and density**

**All new housing must be of high quality design and take account of the amenity of neighbours (see also Design and Conservation policies) and must be designed to have adequate internal space to meet the needs of the occupants. All developers should aim to meet the Mayor of London's London Housing Design Guide standards unless it can be shown that not building to those standards is justified by the circumstances of a particular case; and**

**Ground level family housing should have access to private gardens/amenity space and family housing on upper floors should have access to a balcony and/or terrace, subject to amenity and design considerations, or to shared amenity space/children's playspace.**

**New housing should be predominantly low to medium rise. In assessing the appropriate density of a housing or mixed use scheme that includes housing, the council will apply the London Plan policies and guidance relating to residential density.**

## **Justification**

The Core Strategy seeks to improve the quality and mix of new housing in the borough. A key element of the strategy is to provide a significant proportion of new housing as low to medium rise housing with gardens and shared amenity space.

It is not only important for new housing to meet standards on matters such as room size and amenity space, but changes to the existing stock should also be fit for purpose. The London Plan has identified minimum space standards for new development (see London Plan Table 3.3). It will be easier for new housing to meet size and other quality criteria, but a level of flexibility will be appropriate to take into account on-site circumstances. This is even more important for conversions and change of use, where adaptation of existing stock means that it can be difficult to meet the same standards as for new build.

The need for developments to take into account residential amenity of neighbours and impact on the environment is very important in new high density schemes and in other developments in a built up borough such as Hammersmith & Fulham where developments are often juxtaposed with their neighbours.

Access to outdoor amenity space, particularly green space is important for quality of life, for biodiversity and to provide playspace for children and young people. Additional greenspace is also important for mitigating flood risk in this borough. Although the provision of balconies can provide outdoor amenity space for the occupants of flats above ground floor level, they should always be designed to respect amenities of neighbours and be designed so as not to detract from the character of surroundings.

The London Plan (see London Plan Table 3.2 Sustainable Residential Quality Density matrix) identifies appropriate density ranges related to setting in terms of location, existing building form and massing, and public transport accessibility. 'Central' areas are defined as areas with very dense development, a mix of different uses, large building footprints and typically buildings of 4-6 storeys, located within 800m walking distance of an International, Metropolitan or Major town centre. Although most of Hammersmith and Fulham is within 800m of a Metropolitan or Major town centre, only limited areas meet the remaining criteria of the 'central' areas definition. Much of the development in close proximity to H&F's town centres is primarily residential with small building footprints and buildings of less than 4 storeys. The areas that are regarded as meeting the London Plan definition of a 'central' setting will be defined in a Planning Guidance SPD.

## **Policy A3 Housing Mix**

**All new housing provided as part of new major development should include family housing and should aim to meet the following mix:**

- **where social rented housing is replacing existing social rented housing the new housing should meet the needs of the relocating tenants;**
- **for affordable rented approximately: 1 bedroom: 10% of units; 2 bedrooms: 40% of units; 3 bedrooms: 35% of units; 4+ bedrooms 15% of units;**

- for intermediate housing approximately: 1 bedroom: 50%; 2 bedroom: 35%; 3 or more bedrooms : 15% of units;
- for market housing, a mix of unit sizes including larger family accommodation.

**Residential conversions that result in an increase in the number of high quality family size dwellings will be supported, particularly where the reinstatement of a family house can be achieved.**

### **Justification**

There is a particular need in this borough for more family sized housing (3 or more bedrooms) particularly affordable housing. However, some sites may be more appropriate for families with children, particularly sites with safe access to amenity and playspace, than other sites that are in town centres where access may be more difficult.

In terms of the mix of housing, the preferred approximate mix for affordable housing has been agreed by West London Boroughs to address the recognised lack of family sized social housing within this part of London. Although there is a recognised need for larger house sizes in the intermediate housing market, costs of larger units can mean that the level of subsidy required to make 3 or more bedroom houses affordable can make it difficult to achieve a higher proportion of affordable family dwellings. Therefore the focus of the policy is on 1 and 2 bedroom dwellings whilst ensuring that schemes should also include larger family homes. This will be negotiated on a site by site basis.

Market housing should provide for a variety of housing sizes and opportunities for family as well as non-family households to purchase new housing in the borough.

Over the years many houses have been converted into two or more smaller flats which are generally not suitable as family accommodation. In order to increase the supply of family housing in the borough, the council may support the deconversion of smaller flats in order to enable the reinstatement of single family dwelling.

### **Policy A4 Accessible Housing**

**All new housing should be built to accessible “Lifetime Homes” standards and where feasible, additional dwellings resulting from conversions, changes of use and dwellings formed in extensions or floors added to existing blocks of flats should also be built to these standards.**

**In developments providing ten or more residential units 10% of all new housing, in proportion to the tenure mix of the development, should be designed to be wheelchair accessible.**

**Car parking spaces should be provided to meet the needs of blue badge holders**

## **Justification**

The London Plan requires all new housing to be built to Lifetime Home standards. Although the council consider that this is possible for all new build housing it may not be possible to ensure that all new dwellings resulting from a change of use to achieve full Lifetime Homes Standard. These limitations could also exist with conversions and extensions to existing residential buildings. The policy therefore allows for some flexibility in achievement of the criteria, but the council will require assessments to show why the Lifetime Home standards cannot be met.

Inside the home, current Lifetime Homes standards provide the adaptability for a "chair stairlift" and a "thru-floor wheelchair lift" to be fitted between the floors of a two storey home, or between two of the floors of a three storey home. The residents of all Lifetime Homes gain the benefit of slightly wider hallways, a main bathroom with more entry space for someone using a walking frame or wheelchair, and more space in kitchens and bedrooms; as well as adaptability features such as plumbing for a wet floor shower and reinforcement for grab rails in bathroom walls where the method of construction used in a particular development would otherwise make these later adaptations difficult.

The Lifetime Homes standards also require any parking spaces provided to be capable of widening so that they can be used by a wheelchair user or a walking user needing to get a car door fully open. Where communal parking areas are provided this would require a substantial amount of land to be reserved. The council therefore supports the draft British Standard (BS DD 266:2007) which recommends that accessible width bays in communal residential car parks should be capable of being provided to meet the needs of residents holding a Blue Badges (see transport policies).

The requirement for 10% of all new housing to be built to wheelchair standards is in accord with the London Plan and Core Strategy. When providing wheelchair housing in a development, it is important not only to ensure an increase in accessible homes within the borough but also to ensure that where there are mixed tenure schemes that the provision of wheelchair accessible homes is provided in proportion to the tenure mix of the development.

## **Policy A5 Meeting needs of people who need care and support**

**Applications for development that would result in the loss of special needs housing will only be granted permission if it can be demonstrated that there is no longer an established local need for this type of accommodation.**

**Any application for new special needs housing will be assessed on the following criteria:**

- **the established local need for the facility;**
- **the standard of the facilities and the suitability for the intended occupants;**
- **accessibility to public transport and other facilities needed by the residents; and**

- **the impact of the proposed development on the amenity of the local area and on local services.**

### **Justification**

Special needs housing covers all housing types with an element of care and support such as nursing homes, sheltered housing and residential care homes. The council considers that elderly residents should have the opportunity to access special needs housing located in the borough. The council's Core Strategy aims to create more sustainable communities which would enable residents to remain in their communities through all stages of their life.

Proposals for the loss of existing accommodation should demonstrate that there is no longer a need for that particular type of accommodation or that the current facility is unfit for purpose or that it will be replaced elsewhere. Where appropriate, it will be necessary for evidence of lack of need to consider the full range of special needs, including the frail elderly, people with physical and learning difficulties, and people needing short term support, although some accommodation may not be suitable for all groups without a significant investment.

Any application for new special needs housing provision will be assessed in relation to the identified local need for the facility and its potential impact on the provision of services to the local community, such as health and social care. Special needs accommodation that serves a London-wide or a sub-regional need can put additional pressure on these local services. Also some special needs housing can impact on the amenity of the local area, for example through comings and goings, and this needs to be taken into account in considering the scale and location of such developments.

Special needs housing should normally be located in areas accessible to public transport and other local facilities for the benefit of both the residents of the housing and visitors.

### **Policy A6 Hostels and houses in multiple occupation**

**Applications for new houses in multiple occupation (HMOs) or hostels or for the loss of HMOs or hostels will be considered in relation to the following criteria:**

- **the quality of the accommodation that is proposed or might be lost;**
- **the impact of the accommodation on the locality; and**
- **the local need for the HMO or hostel accommodation.**

### **Justification**

HMOs may be classified as either small (housing 3 to 6 people) or large (housing more than 6 people). The former are classified as class C4 in the use classes order, whereas the latter are sui generis. There are permitted development rights for all changes between small HMOs (class C4) and residential (class C3) without the need for planning applications.

The council's Core Strategy recognises the role that hostels and HMOs play in providing accommodation for single people who cannot afford self contained accommodation. Despite this, a number of existing premises are considered to be in a poor state of repair and do not provide adequate accommodation, for example in terms of size and condition, for people on low incomes. The council will therefore assess any application that would result in a loss of a large HMO or hostel against the criteria listed above. The loss of such accommodation may be acceptable where the standard of accommodation can be improved, including the energy efficiency of the housing, and/or any adverse impact on the surrounding area reduced. The Council may permit new hostels and HMOs that meet an identified need and which do not have an adverse impact upon residential amenity.

### **Policy A7 Providing for student accommodation in appropriate locations**

**Where additional student accommodation is required, it should be built as part of major new development schemes in the White City and Earls Court and West Kensington Opportunity Areas (see Core Strategy).**

**Major developments of student housing are unlikely to be acceptable in residential areas or in the town centres.**

**If an application for student accommodation is considered appropriate in principle, the following criteria will be considered:**

- a) the site should be in an area with good public transport accessibility (normally PTAL 4-6) with access to local convenience services and would not generate additional demands for on-street parking;**
- b) there would be no loss of existing housing;**
- c) a management and maintenance plan for the accommodation that demonstrates how the amenity of neighbouring properties will be protected and what steps would be taken to minimise the impact of the accommodation on neighbouring uses;**
- d) quality of accommodation, including size of units, daylight and sunlight standards;**
- e) provision of wheelchair accessible accommodation to meet the needs of disabled students; and**
- f) any application for student accommodation should be secured for occupation by members of specified London-based higher educational institutions.**

### **Justification**

The Core Strategy seeks to support the provision of student housing as part of mixed use development schemes within the White City and Earls Court and West Kensington Opportunity Areas (see Core Strategy and Proposals Map) but to resist proposals elsewhere which are likely to have adverse local impacts.

Student accommodation schemes, particularly larger schemes, can have a significant impact on residential areas and town centres. The impact may be direct in terms of

neighbouring properties or indirect in encouraging facilities such as bars and takeaways that can themselves cause a nuisance, especially late at night.

Any application for student housing will need to demonstrate that the proposal will not have an adverse impact on proposed or existing residential, or on town and local centres. It should be accompanied by a management plan, setting out how any impact upon its neighbours and the amenity of the borough's existing residents would be minimised, including any impact from move-in and move-out dates at the beginning and end of terms and the impact of possible alternative use during the vacations.

In order to ensure that students are able to travel to and from their area of study, it is important that the development is located within an area of good public transport accessibility within the regeneration areas.

Although student accommodation does not need to meet the internal space standards required for permanent housing, the accommodation must be high quality and meet the needs of all potential students, including the needs of wheelchair users and other disabled students. In determining the number and design of accessible bedrooms, the developer will be expected to take account of BS8300:2009 "Design of buildings and their approaches to meet the needs of disabled people. Code of Practice" which recommends that between 5 and 15% of bedrooms in communal residential buildings such as hostels, nursing homes, halls of residence and prisons should be accessible.

To ensure that accommodation specifically designed for the occupation by students is not subsequently used for general residential use, or some other form of hostel accommodation, there will need to be a planning agreement ensuring that the accommodation is occupied by students of specified educational institution(s), normally a London based higher education institution in easy commuting distance of the accommodation. As student housing is not subject to the affordable housing policy, this will also ensure that student housing is not proposed to avoid this policy.

## **Policy A8 Basement accommodation and lightwells**

**New basement accommodation will be permitted where:**

- **it does not extend beyond the footprint of the dwelling and any approved extension (whether built or not);**
- **there is no adverse impact on the amenity of adjoining properties and on the character of the street scene; and**
- **it does not increase flood risk from any source.**

**New or extended accommodation below street level should be designed to minimise the risk and impact from flooding from any source for the application property and nearby properties.**

**Where there is a medium to high risk of flooding and no satisfactory means of escape can be provided, new self contained basement flats will not be permitted.**

### **Justification**

The council will allow people to extend their houses and flats into the basement below the building providing there is no adverse impact on the amenity of neighbouring properties or negative impact on the street scene due to the need for the provision or alteration of lightwells (see SPD for lightwells). The general presumption that basements will be confined to the footprint of the building is to prevent any cumulative adverse impact on drainage arising from such developments and their cumulative impact on groundwater flows, with potential increased risk of flooding of existing basements in the area. It is important that proposals for new or extended basements provide clear evidence that demonstrates that there is no adverse effect on surface water drainage, the sewers and on groundwater flows. Vegetation and permeable surfaces can help to control surface water runoff and the loss of vegetation can also affect the character of conservation areas and planted rear gardens, thereby impacting on privacy, shade and biodiversity. In areas at risk from flooding, new self contained basement dwellings will not be permitted because of the risk to life in the event of a flood. Any new basement accommodation that is below street level should be designed to reduce flood risk and to minimise any impact from flooding from any source, including sewer flooding. This should include the provision of non-return valves to prevent water entering a property from drains and sewers (see Appendix A.1.4 and A2 of the H&F Strategic Flood Risk Assessment).

Basement excavation often raises concerns about the structural stability of adjacent properties because of works to party walls and foundations, in particular. These issues are properly dealt by means of a party wall agreement under the Party Wall Act 1996, as opposed to the planning process. The Council wishes to encourage good neighbourliness and avoid planning applications which cannot be implemented due to the lack of agreement between the applicant and the owners of neighbouring properties. Therefore, the council encourages applicants to submit a structural survey (carried out by a qualified structural surveyor) with the planning application and to make the survey available at the same time to neighbouring owners. It is not part of the planning process to approve or take account of such surveys, unless they identify material planning considerations.

### **Policy A9 Detailed residential standards**

**The council will ensure that the design and quality of new housing, including new build, conversions and change of use, is taken into account in all new developments and that developments provide housing that will meet the needs of future occupants and respect the principles of good neighbourliness.**

**The council will take into account the following key criteria in assessing all developments:**

- **room sizes in new build dwellings, conversions and changes of use;**
- **minimum sizes for flats;**
- **accessibility for disabled people**



- amenity and garden space provision;
- a safe and secure environment;
- car parking and cycle parking;
- attenuation of surface water run off;
- sustainable energy measures
- provision of waste and recycling storage facilities;
- noise insulation and layout to minimise noise nuisance between dwellings; and
- protection of existing residential amenities.

**In respect of extensions, assessment will particularly include impact on:**

- privacy enjoyed by neighbours in adjoining properties;
- daylight and sunlight to rooms in adjoining properties;
- outlook from windows in adjoining properties; and
- openness between properties;

**The council will publish an SPD that provides further guidance on these and other residential amenity issues referred to in this Development Management DPD.**

### **Justification**

Once the principle of residential development has been established through land use policies, there is a need to assess planning applications against detailed standards to ensure that a development is of high quality, well designed, accessible and meets the decent neighbourhood principles outlined in the Core Strategy DPD and that it will not be detrimental to the amenities of residents in the surrounding area. These standards are often subject to on-site judgement, but a departure from the standards needs to be justified by the circumstances of a particular case.

Not only is it important for new housing to meet standards on matters such as room size and amenity space, but changes to the existing stock, including basement accommodation, should also be fit for purpose. It will be easier for new housing to meet size and other quality control criteria, but a level of flexibility is appropriate to take into account on-site circumstances. This is even more so with conversions and change of use, where adaptation of existing stock means that it is difficult to meet similar standards as for new build. The council will publish detailed residential standards in SPD and will take into account the Mayor's London Housing Design Guide which includes detailed standards for housing that have been gathered from a number of sources, for example Lifetime Homes, Lifetime Neighbourhoods and Secured by Design.

It is always necessary for developments to take into account the residential amenity of neighbours and the impact on the environment. However, this is especially important in a densely built borough such as Hammersmith & Fulham where developments are often juxtaposed with their neighbours. In particular, changes to terraced properties, including extensions and roof terraces, can impact on neighbours if not carefully designed, for example through overlooking and visual

intrusion, and can also impact upon flooding, for example through surface water run off, if not consistently managed.

## **B. LOCAL ECONOMY AND EMPLOYMENT**

**Strategic Objective 4.** *Reduce polarisation and worklessness to create more stable, mixed and balanced communities.*

**Strategic Objective 5.** *Support the local economy and inward investment to ensure that existing and new businesses can compete and flourish;*

**Strategic Objective 6.** *Support businesses so that they maximise job opportunities and recruit and maintain local people in employment.*

### **Policy B1 Providing for a range of employment uses**

**The council will support proposals for new employment uses and the retention and intensification of existing employment uses in accordance with the locational policies in Core Strategy Strategic Policy B and borough wide policy LE1. The council will also take into account:**

- **whether there will be displacement of other priority uses;**
- **the scale and nature of the development is appropriate, having regard in particular to local impact and public transport accessibility; and**
- **impact upon small business accommodation.**

**Where the loss of employment use is proposed in line with borough wide policy LE1 (sub para.3) the council will have regard to:**

- **the suitability of the site or premises for continued employment use with or without adaptation;**
- **evidence of unsuccessful marketing;**
- **the need to avoid adverse impact on established clusters of employment use; and**
- **the need to ensure a sufficient stock of premises and sites to meet local need for a range of types of employment uses.**

### **Justification**

Employment use is defined as all Class B Uses and similar uses that are classified as sui generis (Town and Country (Use Classes) Order 1987 (as amended)).

The council wants to ensure that there is sufficient land and floorspace to meet requirements for economic growth and that this is well located in relation to other amenities and transport infrastructure to serve the requirements of the development. The London Office Policy Review 2009 projected a likely requirement of an additional 400,000 sq.m. (gross) of office floorspace within the borough to 2031. The majority of the new office floorspace requirements will be located within the Town Centres/Opportunity Areas identified in Core Strategy Strategic Policy B. Proposals outside of these areas for large new office development (above 2,500 sq.m.) will generally be discouraged unless it can be demonstrated that provision cannot be

provided within the town centres or the White City and Earl's Court and West Kensington Opportunity Areas. All planning applications that involve the provision of new employment floorspace or the extension of existing provision will need to demonstrate that the scale of the development is appropriate having regard to the nature of the site and the surrounding area and to public transport accessibility. The council will also consider whether priority uses such as community facilities or housing will be lost by proposals for new employment uses.

There is a particular local need for new floorspace for small businesses and for the provision of affordable business units. In general the council will seek flexibly designed accommodation capable of meeting the needs of a variety of types and sizes of business. It should also be designed to be adaptable to changes in working practices in future. In addition, the replacement of existing, well used small business premises will be sought in redevelopment schemes.

Notwithstanding the council's desire to protect valuable sites and promote economic growth in sustainable locations, it will encourage the change of use of poorly located redundant employment premises. In view of the diversity of employment sites in the borough, the council has promoted a criteria based approach to assessing change of use based on site characteristics and market demand. The criteria identified in this DPD expand upon the considerations set out in borough wide strategic policy LE1 in the Core Strategy, in particular sub para LE1.3.

In general where an application for change of use out of employment use is proposed, the council will require supporting evidence that indicates that despite efforts to find a user for the premises it remains vacant. A reasonable marketing exercise will include continuous marketing generally over a period of at least 12 months with at least two recognised commercial agents. Evidence of this marketing will be required to be submitted along with the agents' views as to why the property is not letting. The council will expect this marketing to be at prices similar to that pertaining in the local area for similar premises.

Change of use may also be permitted where a site is vacant and continuation of the existing use is considered to be inappropriate by virtue of poor location or site characteristics or where the accommodation is poorly suited to meet the requirements of modern occupiers. Examples could include poorly located larger office buildings where the cost of modernisation cannot be justified by the location and smaller office premises where the layout is poor for modern requirements, such as those often found above shops.

The council will also consider the impact of any proposed change of use on existing employment areas or of the provision of a satisfactory range of type of employment uses. This will have regard to regular monitoring undertaken by the council and the GLA and to supplementary guidance to the London Plan. For example the borough is currently identified as an area where there should be a "restricted transfer" of industrial and warehousing land in the emerging London Plan. Applications for change of use of Industrial and warehousing (Use Classes B1 (c), B2 and B8) sites and premises located outside of the designated Strategic Industrial Location at Park Royal will be subject to consideration of this classification. The Council also wishes to ensure that the future of its preferred office location at Hammersmith town centre continues to offer a range of modern office facilities and is not adversely affected by

a loss of office uses. Where premises are part of a complex of employment uses regard will be taken of the impact of the introduction of an alternative use on the satisfactory functioning of the employment cluster.

## **Policy B2 Provision for Visitor accommodation and facilities**

**Permission will be granted for new visitor accommodation and facilities or the extension of existing facilities within the three town centres and the Earl's Court and West Kensington and White City Opportunity Areas subject to:**

- **the development being well located in relation to public transport;**
- **the development and any associated uses not having a detrimental impact on the local area;**
- **no loss of priority uses such as permanent housing;**
- **provision of adequate off street servicing;**
- **at least 10% of hotel bedrooms designed as wheelchair accessible;**
- **the facility being of a high standard of design; and**
- **the scheme adding to the variety and quality of visitor accommodation available locally.**

**Outside the identified areas, smaller scale hotels of 50 or less bedrooms will be considered having regard to the above criteria.**

## **Justification**

The London Plan seeks 40,000 additional hotel bedrooms by 2031 located primarily in London's town centres and Opportunity Areas. It also seeks a greater dispersal of accommodation outside London's central area. An improvement in the range and quality of provision is also encouraged, as well as accommodation that meets the needs of business. A high quality of design of new visitor accommodation is sought in line with London Plan policy.

In recent years a number of additional hotels have been built and there are some permitted additional hotel rooms to be completed. It is considered that the existing and committed stock is adequate to meet the borough's share of anticipated growth within London within the next few years and any further proposals for new hotels will be directed to the three town centres or the identified Opportunity Areas in line with London Plan policy. These areas are considered the most appropriate to accommodate visitor accommodation with the least impact and where there is the availability of complementary town centre uses. Small hotel schemes normally not in excess of 50 bedrooms will be considered in other areas of the borough where the scale is appropriate to public transport accessibility and surrounding uses.

All new hotel applications should demonstrate that the site can provide appropriate servicing and pick up points for the type of facility proposed. The council will also seek adherence to London Plan requirements of at least 10% wheelchair accessible bedrooms and submission of an Accessibility Management Plan.

## **Policy B3 Local employment, training and skills development initiatives**

**The council will seek appropriate employment and training initiatives for local people as part of larger employment generating developments, including visitor accommodation and facilities**

Applications for large scale employment generating activity (usually over 200 jobs), including visitor accommodation and facilities, will be encouraged to introduce appropriate initiatives for the employment and training of local people and for the utilisation of local businesses, including during the construction phase through:

- (i) Production of a local labour, skills and employment strategy;
- (ii) An employment training and education action plan; and
- (iii) a local business charter

We will encourage developers to work in partnership with the Council's Economic Development Team to maximise job opportunities for local people including employment, training, apprenticeship opportunities, outreach programmes including schools to raise aspirations and awareness of job opportunities, including during construction phases. In doing so we ask them to commit to programmes to enhance business and area competitiveness as well as maximising opportunities for local entrepreneurship and enterprise.

## **C. TOWN AND LOCAL CENTRES**

**Strategic Objective 8:** *Regenerate Hammersmith & Fulham's town centres to improve their viability and vitality and sustain a network of supporting key local centres providing local services.*

### **Policy C1 Promoting vibrant and attractive town centres**

**The council aims to enhance the viability and vitality of the town centres and to ensure a range of accessible shopping provision to meet the needs of local residents, workers and visitors by:**

- **seeking a mix of retail units in major developments, including some smaller units suitable for small or independent traders;**
- **promoting the provision of shopmobility schemes; and**
- **managing the ground floor uses in these centres.**

#### **Justification**

The boundaries of the three town centres and the primary shopping areas were agreed as part of the Core Strategy process and are shown on the adopted Proposals Map. However, the Core Strategy notes that there is potential to consider a northwards extension of Shepherd's Bush town centre.

To help implement strategic policies there is a need for more detailed policies to ensure the vitality and viability of the town centres is safeguarded and that the centres meet the needs of residents and visitors to the borough, including disabled

people and others who would benefit from shopmobility schemes. In particular the council consider it is important to:

- improve the range and quality of shops to meet the needs of residents, workers and visitors;
- ensure a range of accessible local services and arts, cultural, leisure and entertainment facilities; and
- minimise the adverse impact of uses such as restaurants, pubs, bars, hot food takeaways and amusement centres on residents and the local environment.

In respect of the shopping frontages, the council has defined prime and non-prime retail frontages in order to assist in safeguarding and managing the distribution of retail uses within the three town centres. The council considers that town centre surveys do not justify any alteration in the designation of the frontages as currently identified on the Proposals Map and listed below in Table 1. In addition, it is considered appropriate to continue the approach of controlling the amount of class A1 retail and non-A1 businesses by limiting the amount of frontage that can be in non-retail uses. This has proved to be a workable management tool in the past and one that allows some flexibility for change of use within the frontages.

## **Policy C2 Managing uses in the prime retail frontage areas of town centres**

**1. The council will manage uses within the prime retail frontages as shown on the Proposals Map and defined in Table 1 below to ensure that shops (A1 use class) remain the main use in the town centres and particularly within the core areas of the following town centres:**

**(a) in Hammersmith town centre, between 1- 93 King Street and on the north side of King Street between Hammersmith Grove and Leamore Street; and**

**(b) in Fulham town centre, between 312- 406 and 417- 445 North End Road, and 1-19a and 2-24 Jerdan Place.**

**Within these areas there should be no loss of class A1 frontage at street level or net loss of class A1 floorspace.**

**2. Outside these core areas of the prime retail frontages, changes out of A1 floorspace or a reduction in the proportion of the length of frontage in A1 use to class A2 and A3 uses at street level may be permitted if these do not have an adverse impact on the local area, and if:**

**(a) no more than 33% of the length of the prime retail frontage as whole and no more than 33% of the length of the frontage in an individual street block (including in enclosed purpose built shopping centres and in malls that are not subject to specific site specific planning permissions that control uses) would be occupied by uses other than those within class A1;**

**(b) no more than 20% of the length of an individual street block in any part of the prime retail frontage would be in class A3-A5 uses (except in Shepherd's Bush where the maximum percentage will be 33%); and**

**(c) other than in enclosed purpose-built shopping centres or in malls, no more than two adjoining premises or a frontage in excess of 15 metres, whichever is the lesser width of frontage, would be occupied by uses other than those within class A1.**

**Planning conditions will be imposed in any permission for such changes of use to secure provision of a shop style fascia, and window display at street level, and to control the hours of opening of class A3-A5 uses.**

**3. Additional A4 and A5 uses (pubs, bars and takeaways), amusement centres, mini cab offices and residential uses will not be permitted on the ground floor of the prime retail frontages.**

**4. In all calculations of the proportion of the frontage of street blocks in class A1 and non-class A1 uses, unimplemented permissions for changes of use will be taken into account.**

### **Justification**

For a town centre to operate successfully, it is necessary for shops to group together in order to enable shoppers to make comparisons. Intrusion of non-retail uses on too large a scale can inhibit this process, reducing the attractiveness of a centre and damaging its trading position. Non-retail uses for these purposes are defined to include all uses other than those included within class A1 of the Use Classes Order 1987.

Some non-retail uses, such as a bank or restaurant, are complementary to the town centres' primary shopping function because they may provide a vital local service, are essential to the operation of the shops, or are heavily used by shoppers. However, there must be a limit to the extent of such uses, otherwise the retail function will be adversely affected by loss of overall numbers of shops, and by making comparison shopping more difficult through dispersal of those which remain. The council considers that non-retail uses should not occupy more than about one third of the length of an individual shopping block, and that no more than about one third of the prime retail frontage as a whole in a town centre should be in non-retail use, because a greater concentration may damage the viability of the retail function. The figure for individual street blocks has been used by the council for many years and usually does not prevent the setting up of new class A2, A3 or other uses which are complementary to the retail frontage and which maintain or increase the vitality and viability of the prime retail frontage.

Because some street blocks have non-retail uses in excess of one third, and to compensate for this situation, the council will also assess the proportion of non-retail uses throughout the entire length of the prime retail frontage in determining planning applications. In Hammersmith and Fulham town centres, the one third quota will not apply to those sections of prime retail frontage listed in 1a) and 1b) of the policy because of the council's concern that further non-retail uses in these core parts of the town centre would be detrimental to vitality and viability. In Hammersmith this frontage is in the heart of the centre with the greatest activity; it is the most visible and has direct links with Kings Mall and the Broadway centre. In Fulham, the council considers it particularly important for there to be a significant presence of Class A1

uses. It is the area of the centre that includes the most modern premises and contains key town centre retailers that provide an important complementary balance to Fulham Broadway. In Shepherd's Bush, the council considers that a different approach is necessary because of the presence of the Westfield White City Centre. Therefore, in this town centre the council has adopted a more flexible approach whereby the one third quota operates throughout the prime retail frontage.

**Table 1. Prime retail frontages in town centres**

(i) Shepherd's Bush

Uxbridge Road: North Side - Nos. 54-202  
South Side – Shepherd's Bush (West 12) Centre.

(ii) Hammersmith Centre

King Street: North Side - Between No.2.  
and No. 94, Including Kings Mall.  
South Side - Nos. 1-131.

Hammersmith Broadway: Broadway Centre (excluding Queen Caroline Street frontage) - subject to Planning Permission (31.3.89) which permits A1 and A3 uses.

(iii) Fulham Centre

North End Road: West Side Nos. 276-406  
East Side Nos. 373-471

Jerdan Place: North Side Nos. 1-19a  
South Side Nos. 2-24

Fulham Road: North Side 480 and 498-504.

The one third quota is intended to permit a variety of uses whilst protecting the predominance of retail in prime retail frontages. However, the growth in class A3, A4 and A5 uses and the rationalisation of many A2 financial uses has led to some frontages where the one third non-retail frontage is predominantly A3-A5 uses. There are cumulative effects arising from the clustering of these uses, such as "dead frontages" at certain times of the day and adverse impacts on residential amenity outside normal shopping hours. The council therefore considers that no more than 20% of the frontage of an individual street block should be permitted to change to such uses. This control will permit A3-A5 uses, and at the same time allow for the provision of A2 uses and other complementary uses.

The exclusion of further pubs, bars, takeaways (A4 and A5 uses), mini cab offices and amusement centres in prime retail frontage will help maintain the retail primacy of these frontages and allow for the possibility of other uses. Although it is acknowledged that A4, A5 and the other identified uses are important to town centres, the council considers that their contribution to the shopping experience of town centres is not as great as that of A1, A2 and A3 class uses. Therefore no additional uses over and above those already existing will be permitted in prime retail



frontages, and additional businesses of this nature will be directed to non-prime shopping areas and to satellite parades (the council is also proposing to prepare SPD on hot food takeaways).

In certain cases, where there is clear evidence that particular types of use will have serious effects on residential amenity or the environment, the council will consider imposing conditions that restrict future changes of use which the Use Classes Order would otherwise allow. Notwithstanding these considerations, in Shepherd's Bush, the council will permit up to one third of the frontage of an individual street block to change to A3 use. This is because the council considers that in Shepherd's Bush, this greater degree of flexibility in the prime retail frontage is appropriate because of the amount of additional retail space in the Westfield White City Centre.

Because there are no individual street blocks in shopping malls, the council considers it appropriate that for those malls that are not subject to specific permissions allowing flexibility of use, the maximum of one third permissible non-A1 uses should be calculated on the whole interior frontage. In addition, the council considers that the anti-clustering policy should not apply within shopping malls because of their particular characteristics, and because the operators of malls will, like the council, seek a disposition of uses which maintains the overall vitality of the malls. Food courts require a large A3 frontage and can add vitality to malls and their appropriateness and popularity is accepted by the council.

The clustering of non-retail uses may create dead frontage because of a lack of interesting window displays and for this reason all premises in the prime retail frontage should provide appropriate window displays. In addition, the avoidance of blank frontages, such as 'dead' shop, office frontages or residential uses can be a major contribution to retaining pedestrian activity, retaining commercial life in the area, and to crime prevention. Although new ground floor residential use will not be permitted in the prime retail frontages, access to upper floors will be encouraged.

### **Policy C3\_Managing uses in the non-prime frontage areas of town centres**

**In non-prime retail frontages in town centres, changes from A class use at street level may be permitted for alternative uses which can be shown to be complementary to the shopping frontage, maintain or increase the vitality and viability of the town centre, do not have an adverse impact on the local area, and where:**

- **more than 50% of the length of the individual street block would remain in class A1 uses; and**
- **no more than 33% of the length of frontage of the individual street block would be in class A3, A4, A5 and sui generis uses, such as amusement centres or mini-cab offices.**

**In all calculations of the proportion of the frontage of street blocks in class A1 and non-A1 uses, unimplemented changes of use will be taken into account.**

## **Justification**

The non-prime retail frontages in the town centres have an important function. They provide locations for more specialist retailers, businesses that cannot afford prime location rents but sell goods appropriate to the town centre, services in the A2, A3, A4 and A5 use classes, and health and other services. It is desirable, therefore, to maintain the stock of premises suitable for these uses in order to maintain the vitality and viability of the town centres and the range of facilities available. It is not appropriate, normally, to allow changes to other uses, including residential at ground floor level, that do not contribute to the vitality of the shopping frontages or the town centre as a whole and which reduce the stock of accommodation for uses that do have this role. The council consider that in these frontages, a satisfactory balance of uses, taking into account the existing position with regards to retailer and business representation, can be achieved by permitting no more than 50% of the frontage to change to non A1 use class, and no more than 33% to change to class A3-A5 uses and sui generis uses.

Although amusement centres and mini cab offices should not be located in the prime retail frontage they may be permitted, subject to quota policies, in non-prime retail frontage.

## **Policy C4 Managing uses in key local centres, neighbourhood parades and satellite parades.**

**The council has designated key local centres, neighbourhood parades and satellite parades to provide accessible shopping and service facilities to meet local needs (see Proposals Map and Core Strategy Appendix 5). In these centres, uses will be permitted on the following basis:**

### **Key Local Centres:**

- a) **No more than 50% of the length of the key local centre frontage as a whole should be occupied by non-class A1 uses; and**
- b) **No more than 20% of the key local centre frontage as a whole should be occupied by food and drink uses (class A3, A4 and A5 uses)**

### **Neighbourhood Parades:**

- a) **No more than 35% of the neighbourhood parade frontage as a whole should be occupied by non-class A1 uses; and**
- b) **No more than 20% of the neighbourhood parade frontage as a whole should be occupied by food and drink use (class A3, A4 and A5 uses).**

### **Satellite Parades:**

- a) **No more than 50% of the satellite parade frontage as a whole should be occupied by non-class A1 uses; and**

- b) **No more than 25% of the satellite parade frontage as a whole should be occupied by food and drink use (class A3, A4 and A5 uses).**

### **Criteria for all key local centres, neighbourhood and satellite parades**

**Community services and other uses will be permitted within key local centres, neighbourhood parades and satellite parades subject to the above quotas, the proposed use being shown to be complementary to the function of the centre, enhancing the centre's viability and vitality and not having an adverse impact on the local area. Consent will not be granted for any ground floor residential frontages.**

**Where a proposal does not meet the quotas set out above and where the premises have been vacant for at least 1 year with evidence of marketing, the council may consider granting permission taking into account other factors such as:**

- **the contribution the unit makes to the function of the centre in terms of the size of the unit and the length of its frontage;**
- **the nature and characteristics of the proposed use and evidence of need;**
- **the location of the unit within the centre; and**
- **shop front appearance**

**In respect of hot food takeaways (class A5), in addition to the quota policies that will apply, the council will when considering proposals take into account proximity to areas where children and young people are likely to congregate, such as schools, parks and youth facilities.**

**In all calculations of the proportion of the frontage of street blocks in class A1 and non-A1 uses, unimplemented changes of use will be taken into account.**

### **Justification**

A key issue within lower tier shopping centres is the pressure for premises to change from retail use (class A1 ) to other uses such as cafes, bars and restaurants, hot food takeaways (classes A3-A5), estate agents and betting shops (class A2) and for the introduction of uses such as mini cab offices. Although the council recognises that these uses can contribute to the vitality and viability of centres, it also recognises that too many non-retail uses can undermine the retail base of the centre and can have a detrimental effect on the environment and nearby residents, for example through parking pressures, ambient noise levels and smells from cooking food. The extent to which these pressures threaten the existing function of individual centres varies, with some being more capable of accommodating change than others. In response to these pressures there is a need to protect the retail function of lower tier shopping centres so that they continue to offer local shops and services for the community.

The quota policies continue with the approach established in earlier development plans of limiting the percentage of non class A1 frontage in protected centres in order to maintain a balance of uses appropriate for the type of centre. In respect of key local centres, the acceptability of a greater amount of non-class A1 uses is designed to allow for a greater mix of uses that provide local services, whereas in satellite parades it will allow for activities that support the adjacent or nearby town centres.

The criteria to be used in assessing other uses, such as vacancy and evidence of marketing, will allow flexibility in the consideration of uses within the centres. Class A3, A4 and A5 uses would still be limited to ensure that shopping parades retain their shopping function for the local community, but other uses such as community services or small businesses could be permitted. In the case of proposals for class A5 uses (hot food takeaways), the council and NHS Hammersmith and Fulham is concerned about the potential health impacts of hot food takeaways on children and young people. Therefore, consideration will be given to the proximity of schools and similar facilities as well as the prevalence and clustering of takeaways when assessing the acceptability of these uses. The council will, subject to resources, prepare SPD on its overall approach to development involving hot food takeaways.

Allowing non class A1 uses within local centres, neighbourhood parades and satellite parades, will add to diversity of the centres. Because key local centres and satellite parades are larger and offer a greater range of services than neighbourhood parades, it is appropriate that a greater range of non-class A1 uses are allowed in these centres. Where proposals are contrary to the quotas, the council will consider the criteria set out in the policy, such as nature and characteristics of the use and evidence of need, to see if there is a case for approval. Residential will not be permitted on ground floor frontages because this will impact upon the function of the centres. However, there may be circumstances where shopping and service use floorspace at the rear of a premises is surplus to requirements. In these situations, residential may be appropriate, but the council will require evidence that neither its shopping policies nor the long term viability of the retail unit will be prejudiced.

### **Policy C5 Small non-designated parades and clusters and corner shops**

**In retail premises outside town centres, key local centres, neighbourhood parades and satellite parades, the council will seek to retain shops and other local services to meet local needs. Residential use and changes to other non-class A uses will be permitted except where this will result in a demonstrable shortage of class A1 uses in the locality.**

**In assessing an application in a non designated parade or cluster for a change of use from a class A1 use to any other use, the council will:**

- **seek to retain 50% of the total length of the frontage of the parade or cluster in a class A1 use and less than 33% of the length of frontage in food and drink uses (class A3, A4 and A5 uses);**
- **consider the range of shops in the locality to meet local needs;**
- **the length of time that the application premises have been vacant and the marketing of the premises; and**
- **the number of uses that may adversely impact on the quality of the parade, such as betting shops and amusement centres.**

**Corner shops are important for meeting local needs and will be protected for continued retail use (class A1). Changes of use from retail use will not be permitted where there is a shortage of alternative shopping (where town centres, key local centres, protected parades and satellite parades and non-designated parades and clusters are not within 300 metres).**

**In respect of hot food takeaways (class A5), in addition to the quota policies that will apply, the council will when considering proposals take into account proximity to areas where children and young people are likely to congregate, such as schools, parks and youth facilities.**

**In all calculations of the proportion of the frontage of street blocks in Class A1 and non-A1 uses, the council will take into account unimplemented planning permissions for changes of use.**

### **Justification**

A substantial amount of the borough's retail floorspace is located outside of the Core Strategy's retail hierarchy. These undesignated retail premises can provide important goods and services for local residents and the council does not wish to see a significant reduction in the stock of such premises. However, some non-class A1 uses, including residential may be acceptable, subject to the 50% and 33% quotas above. The quotas will normally be applied to the whole non designated parade or cluster, but the council may also take into account any shopping provision in nearby locations.

In respect of corner shops, it is the council's intention to have a generally restrictive approach to the loss of class A1 uses unless it can be demonstrated that a class A1 use is no longer viable or meeting local need. This could be proven by way of unsuccessful marketing and vacancy for a period of time, usually one year, and availability of alternative premises in nearby locations, within 300 metres. The policy will therefore provide flexibility that can respond to changing shopping patterns.

In the case of proposals for class A5 uses (hot food takeaways), the council and NHS Hammersmith and Fulham are concerned at the health impacts of hot food takeaways on children and young people. Therefore, consideration will be given to the proximity of schools and similar facilities that attract children and young people, as well as the prevalence and clustering of takeaways when assessing the acceptability of these uses.

### **Policy C6 Managing the impact of food, drink and entertainment uses**

**Planning permissions for use class A3, A4 and A5 food and drink establishments as well as arts, culture, entertainment and leisure uses will be subject to conditions controlling hours of operation, as follows:**

- (a) except in predominantly commercial areas, such as parts of town centres – premises shall not be open to customers later than the hour of 23:00;**
- (b) within predominantly commercial areas, such as parts of town centres – premises shall not be open to customers later than the hour of 24:00.**

**Extended opening may be permitted where:**

- (i) the activities would not be likely to cause impact especially on local residents, and that, if there is potential to cause adverse impact, appropriate measures will be put in place to prevent it; and**
- (ii) there will not be any increase in the cumulative impact from these or similar activities, on an adjacent residential area; and**
- (iii) there is a particularly high level of public transport accessibility to and from the premises at appropriate times; and**
- (iv) the activity will not be likely to lead to a demonstrable increase in car parking demand in surrounding residential streets and roads forming part of the Strategic London Road Network or the London Bus Priority Network.**

**In addition, subject to the location of the proposals, the council will consider the type of activities appropriate to the class A3, A4 and A5 premises, and apply conditions on uses where these are appropriate.**

**Where a use will impact on local amenity, the council may also set an appropriate start time.**

### **Justification**

H&F has an extensive evening and night time economy, and the council recognises the importance of activities such as restaurants, bars and pubs, cinemas and theatres, which add variety and vitality to the town centres and, together with facilities in local centres, also provide services for the local community. In addition, these uses can provide important employment and economic development opportunities for the community. However, some of the uses and activities associated with this economy are not always compatible with a high quality residential environment. In particular, the traffic and car parking generated, particularly in the evening and anti-social behaviour associated with some licensed premises can cause considerable problems for local residents. The appearance of ventilation ducts, and the noise and smell generated by restaurants, can also be a major problem, particularly in conservation areas, or where they are in close proximity to residential areas.

In order that the council can control the number and distribution of class A3, A4 and A5 uses there are controls on the length of frontage that will be permitted to change to these uses in town centres and other parts of the borough (see policies C2 and C3 and also proposed SPD on hot food takeaways). However, in order that the impact on residential amenity can be managed, the council will also control the scale and nature of new proposals, including how premises are managed, notably through regulation of opening and closing times. Therefore the council will normally not permit premises that contribute to the night time economy to be open to customers after 11p.m. in residential areas or midnight in predominantly commercial areas with a high level of public transport accessibility. In addition, because of the impact that some uses may have on amenity, planning conditions may be applied to control hours of early morning opening.

Exceptions to the normal closing times may be possible provided that policy clauses (i) to (iv) are met. In looking at these clauses, the council will consider a number of factors, including

- the type of use and the number of customers likely to attend,
- the proposed hours of operation,
- the level of public transport accessibility for customers either arriving or leaving the premises and the likely means of public or private transport that will be used by customers,
- the means of access to premises, the level of likely car parking demand on surrounding streets and the cumulative impact of uses in the area, and the scope for mitigating any impact.

In certain cases, where there is clear evidence that particular types of use will have serious effects on residential amenity or the environment, the council will consider imposing conditions that restrict future changes of use which the Use Classes Order would otherwise allow.

The council's planning policy is complemented by its licensing policy which is designed to maintain a dynamic, innovative and attractive place to live, work and relax. The council works closely with the police, the fire authority, local businesses, community representatives and local people in meeting these objectives. The licensing policy recognises that certain types of licensed premises can lead to an increase in anti social behaviour and the policy is designed to assist in prevention of crime and disorder in safeguarding public safety, in the prevention of public nuisance and in the protection of children from harm.

The council requires alcohol licence applicants to have planning permission before applying for a licence, and this allows the planning consent to determine the licensed hours of operation thereby helping to protect surrounding residential uses. In addition, there is additional guidance relating to the provision of tables and chairs on the public highway (see existing SPG UDP).

It should be noted that the council has also introduced a special policy relating to cumulative impact under section 182 of the Licensing Act 2003 (paragraphs 13.24 to 13.39) and the Council's own Statement of Licensing policy dated January 2011 at Annex 4 for parts of Fulham Town Centre, focussing on Fulham Broadway. In addition, the council in June 2011 introduced a further special licensing policy relating to cumulative impact for Shepherds Bush.

Where premises do not require planning permission or already have consent, it will not be possible to control hours of operation through the planning process. However, through town centre management initiatives the council will endeavour to ensure that the night time economy is managed in a way that benefits residents, visitors and businesses.

## **D. COMMUNITY FACILITIES, LEISURE AND RECREATION**

**Strategic Objective 9:** *Ensure that both existing and future residents, and visitors to the borough, have access to a range of high quality facilities and services, including*

*retail, leisure, recreation, arts, entertainment, health, education and training and other community infrastructure, such as policing facilities and places of worship.*

## **Policy D1 Enhancement of Community Facilities**

**Proposals for new or expanded community facilities should meet local need, be compatible with and minimise impact on the local environment and be accessible to all in the community they serve.**

**The provision of new or expanded facilities should be provided as part of the necessary supporting social infrastructure for significant new housing and other development proposals.**

**In any development proposal, existing community facilities should be retained or replaced, unless there is clear evidence that there is no longer an identified need for a particular facility.**

**The temporary use of vacant buildings for community facilities, including for performance and creative work is encouraged.**

### **Justification**

Buildings and land used for community facility uses constitute a major community resource. Community facility uses (see Glossary for definition) often need to be sited in locations that are readily accessible to the users of a specific service, particularly where it serves a local community. Some community facilities will have a local catchment, but others may have a much wider catchment and their accessibility impacts should be considered proportionately, for example, through a sequential approach – see also policies E.2 and D.4.

The loss of buildings and land for community facility uses may be acceptable where there is no identified need for the facility and satisfactory marketing has been undertaken for appropriate alternative community facility uses, such as marketing for a period of at least one year. An assessment of need should be provided in such circumstances where the loss of community facility uses is proposed. It should include how this need is currently being met and give consideration of other existing providers which contribute to meeting that need. The emerging Localism Bill's provisions for a 'Community Right to Buy' (CRtB) may allow communities greater opportunities for ownership of community assets and the council will continue to monitor the progress of these provisions.

The council will seek to co-locate community facilities for which it is responsible and will encourage others to do so in order to provide services that are better integrated with both public and private sectors. The multi-use of facilities will allow for more sustainable forms of development.

Where new or expanded community facilities are provided they should be designed to meet local need by where appropriate, being accessible, affordable and adaptable,



offering flexible accommodation that can be used for a variety of uses by the local community.

Temporary use of buildings may offer the opportunity for community facilities, particularly those that are transient or may have a short life.

## **Policy D2 Enhancement of Arts, Culture, Entertainment, Leisure, Recreation and Sport Uses**

**The council will support the enhancement of arts, culture, entertainment, leisure, recreation and sport uses by:**

- **Supporting the continued presence of the borough's public arts, culture, entertainment, leisure, recreation and sports venues, subject to the local impact of venues being managed without added detriment to local residents.**
- **Requiring proposals for new and expanded venues to be supported where appropriate by evidence of how impacts such as noise, traffic, parking and opening hours have been assessed, minimised and mitigated.**
- **Retaining arts, cultural, entertainment, leisure, recreation and sports facilities where the facility remains viable.**
- **Requiring replacement accommodation for arts, cultural, entertainment, leisure, recreation and sports uses on site where redevelopment is proposed and the provision of new facilities as part of major development proposals, where appropriate and viable.**
- **Allowing change of use only where there are no viable or appropriate alternative arts, cultural, entertainment, leisure, recreation and sports uses.**

### **Justification**

Accessible arts, cultural, entertainment, leisure, recreation and sports uses are important elements of social infrastructure and contribute greatly to the quality of life of all members of the community as well as visitors to the borough. Such facilities are also essential in supporting the borough's growth which is particularly directed to the five regeneration areas identified in the Core Strategy. The venues occupied by these uses are often open during the evening and at night-time, and along with uses such as restaurants and bars, help sustain a night-time economy which is particularly vibrant in the town centres. However, because such uses can also impact on residential amenity, for example through comings and goings, it is necessary for new or expanded venues to be appropriately located and managed.

Notwithstanding the presence within Hammersmith and Fulham of a varied range of arts, cultural, entertainment, leisure, recreation and sports facilities, there are some parts of the borough that are not well served with such uses and it is important to try

to reduce these deficiencies. It is therefore essential that the facilities the borough has are not lost, and as a consequence the council will require adequate justification for any proposals for change of use or redevelopment of premises to other uses. In addition, when regeneration schemes come forward, the council will seek to ensure that these are accompanied by arts, cultural, entertainment, leisure, recreation and sports uses that are appropriate to the scale and location of the development and to the needs of the community.

## **E. OPEN SPACE**

**Strategic Objective 15:** *Protect and enhance the borough's open green spaces and create new parks and open spaces where there is major regeneration, promote biodiversity and protect private gardens.*

### **Policy E1 Access to parks and open spaces**

**The council will seek to reduce open space deficiency and to improve the quality of, and access to, existing open space by:**

- **requiring accessible and inclusive new open space in any new major development, particularly in the regeneration areas identified in the Core Strategy or in any area of open space deficiency;**
- **refusing development on public open space and other green open space of borough-wide importance (see Core Strategy Appendix 2 and Proposals Map) unless it can be demonstrated that such development would preserve or enhance its open character, its function as a sport, leisure or recreational resource, and its contribution to biodiversity and visual amenity;**
- **refusing development on open space that is not identified in the Core Strategy where such land either on its own or cumulatively has local importance for its open character or as a sport, leisure or recreational facility, or for its contribution to local biodiversity or visual amenity unless:**

**the proposed development would release a site for built development needed to realise a qualitative gain for the local community in pursuance of other physical, social and economic objectives of the Core Strategy and provision is made for replacement of open space of equal or greater value elsewhere in the locality; and**

- **seeking improvements to and/or monies for improvement to existing open space where appropriate and when development proposals impact upon provision.**

### **Justification**

New open space is sought in regeneration area and strategic site policies to help achieve the Core Strategy vision of a borough of opportunity for all. It is also sought

elsewhere as opportunities arise and if justified by the type and nature of the development. This approach will require new accessible and inclusive open space to meet the needs of the occupiers of the new development and other users, to help reduce open space deficiency, to improve the public realm and to contribute to biodiversity and flood risk management. The open space requirement will be secured through on site provision or, if appropriate, elsewhere in the borough. SPD will provide further detail of the type of open space, which could include parks, play space and areas of nature conservation interest.

In respect of existing open space, this is a valuable resource in a densely built up borough such as H&F. The type, size and quality of parks and open spaces, including allotments, play areas, school playing fields and private gardens, in the borough varies, but they have many benefits, including those associated with health, sport and recreation, children's play, culture, biodiversity and the public realm. Some parts of the borough do not have easy access to parks and open spaces (see Core Strategy) and there are areas of open space deficiency, and the council consider that it is acceptable to have a general presumption against development on existing public and private open space. Therefore open space of all types will be protected, whether it is of borough wide or local importance.

However, notwithstanding the need to protect, improve and increase open space in the borough, situations may arise when the benefits of protecting existing open spaces (private and public) need to be considered against the benefits of allowing some limited development on them. The policy criteria that relate to the possible release of open spaces of borough-wide importance and local importance are considered appropriate to clarify the special circumstances where limited types of development on public and private open space may be acceptable. In addition, it may be possible in some circumstances to consider loss of open space if, for example, new open space is to be provided elsewhere or the quality of existing open space is improved, for example in terms of accessibility and facilities.

In some cases, a contribution to secure improvements in existing open space, rather than provision of new open space, will be appropriate. This is likely to involve improvements to existing public open space in proximity to developments where it is not practicable to provide adequate open space on site. The council will support friends' groups that are representative of the community and will work in partnership with all groups that meet these overarching criteria to improve parks and open spaces. The more detailed matters of open space provision, such as children's playspace, nature conservation and greening will be included in future SPD.

## **Policy E2 Playspace for Children and Young People**

**No development should result in the loss of existing children and young peoples' playspace or result in an increased deficiency in the availability of such playspace.**

**In new residential development that provides family accommodation, accessible and inclusive communal playspace will be required on site that is well designed and located and caters for the different needs of all children, including children in younger age groups, older children and disabled children.**

**The scale of provision and associated play equipment will be in proportion to the scale and nature of the proposed development.**

**Where playspace provision cannot be provided on site, a contribution to new or enhanced facilities in the locality will be sought.**

#### **Justification**

High quality playspace is important for children of all age groups, including those who are disabled, but particularly for children who do not have access to private gardens or amenity space so that they may have opportunities for play, social interaction and the physical activity. As with open space in general, it is important to protect and improve existing playspace in a borough where there is an overall deficiency of such facilities and an uneven distribution. The council has a programme for refurbishment of play areas.

New residential development including mixed use developments with housing in the identified regeneration areas and elsewhere should make provision for new playspace, and the council will develop guidance on these matters to be included in SPD. Until this is prepared the council will take into account the GLA's SPG "Providing for Children and Young People's Play and Informal Recreation". The council considers that playspace for young children should be located close to the home, but for older children and teenagers it could be located off site if this is considered appropriate, possibly through developer contributions to an existing play space.

#### **Policy E3 Nature Conservation**

**The nature conservation areas and green corridors identified on the Proposals Map (and listed in Core Strategy Appendix 3) will be protected from development likely to cause demonstrable harm to their ecological (habitats and species) value.**

**In these areas, development will not be permitted unless:**

**(a) The proposed development would release a site for built development needed to realise a qualitative gain for the local community in pursuance of other physical, social and economic regeneration objectives of the Core Strategy, and measures are included for the protection and enhancement of any substantive nature conservation interest that the site may have so that there is no net loss of native species and no net loss of habitat; or**

**(b) Provision is made for replacement nature conservation interest of equal or greater value elsewhere in the locality.**

**Elsewhere on development sites, proposals should protect any significant nature conservation interest of the site and any nearby nature conservation areas and green corridors and, where appropriate to the scale and nature of the site, should enhance the nature conservation interest through initiatives such tree planting and brown and green roofs.**

**Planning conditions will be imposed or planning obligations sought to ensure the maintenance and enhancement of nature conservation areas where these are affected by development proposals.**

## **Justification**

There are three nature conservation areas of metropolitan importance in the borough, namely the River Thames and its inlets, the Grand Union Canal and the Kensal Green Cemetery. However there are also a number of sites of borough-wide and local importance. All three types of area provide habitats for species of flora and fauna, as well as a valuable resource for the local community for educational and recreational purposes. In a borough where land is at a premium and where many locations require physical, social and economic regeneration, it is important to protect these areas from demonstrable harmful impacts both from on-site development but also from development in the local area because of their contribution to ecosystem services. Where replacement nature conservation areas are proposed as a result of development then permission will only be given where it has been demonstrated that there will be at least equal nature conservation value, that is no net loss of either species or habitat, provided by the new site. It is also important that these areas are managed in order to minimise the impact of invasive non-native species.

In this borough green corridors extend along parts of the railway network and link nature conservation areas. They allow some animals and plants to penetrate further into the built-up area than would be the case if they did not exist. They may thus enhance the major habitats that they link e.g. the railway line linking the river and the canal and the nature conservation areas in between. Such corridors are of great value in boroughs such as Hammersmith and Fulham which are not well endowed with nature conservation areas. There may be future development proposals within the corridors, including those arising from operational uses or specific environmental improvement schemes as a result of council or voluntary activities. However any such proposals to enhance the green corridors, including filling in gaps or extensions, should not prejudice the operational needs alongside the road or rail thoroughfares.

The closely built-up nature of the borough, and the overall deficiency in accessible nature conservation areas, makes it important that all new developments in the regeneration areas and elsewhere respect existing nature conservation interest and provide future opportunities to improve the biodiversity of the area. In respect of new development, this can readily be achieved by following a few simple guidelines, which do not affect the efficient functioning of the new building, and are not likely to be a significant part of total development costs. In fact nature conservation can enhance the character of the building and the value of the site. Additional guidance will be included in additional guidance in SPD.

## **Policy E4 Greening the borough**

**The council will seek to enhance biodiversity and green infrastructure in the borough by:**

- **Maximising the provision of gardens, garden space and soft landscaping and seeking green roofs and other planting as part of new development;**
- **Protecting back gardens and encouraging planting and permeable surfaces in both back and front gardens; and**
- **Protecting existing trees and seeking provision of new trees on development sites**

### **Justification**

In a very built up borough enhancing biodiversity and increasing the amount of green areas through new development will have a number of benefits. Soft landscaping and increasing the number of trees not only benefits biodiversity but also can help to reduce the impact of higher summer temperatures and reduce rainfall run-off rates, which will help to reduce the risk of surface water flooding, as well as improving the borough's health, for example through improved local air quality. There will also be visual benefits from a greener borough. Green roofs and walls are an essential sustainable design consideration and provide many of the benefits of more conventional urban greening.

Back gardens can play an important part in maintaining biodiversity as well as contributing to townscape and quality of life objectives. The council wishes to protect back gardens. More detailed guidance on the acceptability of new build, back additions and other development in back gardens will be included in SPD. In addition, the council will encourage the removal of paving and impervious surfaces in front gardens, unless the paving is original, and will prepare further guidance on these matters. The enhancement of front gardens will not only help improve the street environment and biodiversity, but will also reduce the rate of surface water run off and the risk of flooding.

The loss of trees will nearly always result in a deterioration of the ecological value and environmental character of an area and will not be acceptable without good cause, particularly if subject to a Tree Preservation Order. Pruning or reducing, using best practice should be investigated as an alternative other trees works. New development schemes provide the opportunity to provide landscaping including tree planting on site. Trees indigenous to this country should be planted, as these provide habitats for indigenous wildlife.

## **F. WATERWAYS –THAMES AND GRAND UNION CANAL**

**Strategic Objective 16:** *Increase public access and use of H&F's waterways as well as enhance their environment, quality and character.*

### **Policy F1 Access to the riverside and foreshore**

**The council will seek accessible and inclusive public access to the riverside and foreshore, including through-site links to the riverside when development takes place and the provision and enhancement of the Thames Path (riverside walk) and the retention and, where appropriate, enhancement of safe access to**

**and from the foreshore in riparian development schemes, and will promote enjoyment of riverside heritage assets and open spaces.**

**The riverside walk should generally be at least 6 metres wide and should be accessible to cyclists if this can be achieved without risk to the safety of pedestrians or river users.**

**All proposals will need to ensure that flood defences are not adversely affected.**

### **Justification**

The council has for many years been seeking to open up the riverside and river for greater public access. This includes through-site links in new riverside development, and the provision of an accessible and safe walkway along the whole length of the riverside as part of the Thames Path National Trail (see Core Strategy policy RTC1). The riverwalk will normally be achieved when redevelopment of riverside land takes place and its provision is specifically set out in the Core Strategy policies for South Fulham Riverside and Hammersmith Town Centre and Riverside regeneration areas. Elsewhere, on land not covered by Core Strategy proposals or SPD, developments will still be expected to incorporate construction of the riverside walk, and in instances where development creates a direct need to improve or enhance an existing section of the riverside walk planning conditions may be imposed or developer contributions sought.

The council believes the riverside is an asset that should be available and accessible to all local residents and visitors to the borough. Although priority will be given to pedestrians so that they may benefit from the many opportunities that walking can give, the council wishes to encourage cycling, and the riverside walk can and should also provide a traffic-free route for cyclists. The riverside cycle-route is a long-term venture and should be provided where feasible, even if the whole route cannot be achieved in the short-term. The council also accepts that the design of the riverside walk should respect and enhance the natural character of the river wherever possible e.g. by use of planted embankments. However, it should also embrace the industrial heritage of the river so that visitors can learn about the river's past. The council's Riverside Walk Enhancement Report provides details of opportunities for improving the riverside walk.

Access to the foreshore, which is primarily in the ownership of the Port of London Authority, can have a recreational and educational value. There is a right of access for fishing, navigational and other customary purposes, but public access must be considered in the context of the environmental and archaeological importance of the foreshore and particularly safety considerations, bearing in mind the fast tidal flows affecting this part of the Thames.

Development bordering the river has an important role to play in access to the foreshore. Some sites may include drawdocks, slipways, steps, stairs, hards, piers, pontoons, ladders, chains or other infrastructure enabling access to and from the river and its foreshore. It is important that these are retained, kept in good repair or added to as appropriate, and planning conditions may be used to ensure this where such conditions would accord with the advice in Circular 11/95 or any successor

circulars. The profile of the river bank may also have a bearing on ease of access to and from the foreshore, and on the protection of environmental interests, while inter-visibility between development sites and the foreshore is also an important aid to public safety. These are matters that will be taken into account when considering the design of developments bordering the river.

Consultation with the Port of London Authority and the Environment Agency will be undertaken on all proposals concerned with or affecting access to the riverside and the foreshore.

## **Policy F2: The design and appearance of development within the Thames Policy Area**

**Development will not be permitted within the Thames Policy Area as shown on the Proposals Map unless it respects the riverside context and heritage assets, is of a high standard of accessible and inclusive design, and maintains or enhances the quality of the built and natural environment. Schemes that meet these requirements, and, by their design, contribute to creating an attractive, safe and interesting riparian environment will be welcomed.**

### **Justification**

In addition to the general design policies (see Policy G1) development on the riverside needs to respect the unique character of the river. The council will pay special regard to development within the Thames Policy Area as defined on the Proposals Map so that it is of a high quality of design which respects its context having particular regard to the height, massing and bulk of development and its relationship to the river corridor, river walk and/or river edge, its tributaries and foreshore, as well as landward development. The river itself is a nature conservation area of metropolitan importance and development must protect its ecological value.

The aim is to secure a special quality for all new development on the river and riverside, and where appropriate to enhance the vitality of the riverfront and include river-related uses that attract the public. There is a need to consider the design of individual buildings as well as the spaces around them and broader urban design issues. This must be done with a full understanding of the context, local character and heritage assets of the area, as well as the need to maintain the integrity of flood defences. The council will require the submission of a design statement as part of a planning application within the Thames Policy Area. The statements should include:

- an assessment of scale, mass, height, silhouette, density, layout, materials and colour in relation to the local context, including river frontage; ,
- impacts on local and strategic views, including views across, along and from the river, the skyline and local landmarks and historic buildings and structures and archaeological remains;
- impacts on ecological interests;
- proposals for river edge treatment, including evidence of the Environment Agency's agreement if the 16 m setback for development for development from the river flood defences is not met and impact on the integrity of flood defences;



- visual and physical permeability and links with the river's hinterland;
- protecting and enhancing public access to and along the river, landscaping, open spaces and street furniture and lighting.

The council will refer to the Thames Strategy - Kew to Chelsea to assist in identifying the qualities of the Thames Policy Area, including:

- (i) the individual character of reaches within the borough
- (ii) areas, sites, buildings, structures, landmarks, skylines, landscapes and views of particular sensitivity and importance
- (iii) development sites and regeneration opportunities
- (iv) sites of ecological importance
- (v) sites of archaeological importance
- (vi) focal points (existing and proposed) of public activity
- (vii) public access and recreation opportunities

The council will consult the Environment Agency and other stakeholders as appropriate on developments affecting the river.

### **Policy F3 Water-based activity**

**Development will not be permitted if it would result in the loss of existing facilities in the river for water-based activities and uses, unless the facilities are demonstrably surplus to current or anticipated requirements, or unless alternative facilities of similar or greater utility are to be provided.**

**Developments that include provision in the river for water-based and river-related activities and uses, including passenger services, and for facilities associated therewith, particularly where these would be publicly accessible, will be welcomed, provided:**

- **they are compatible with the character of the river, the riverside, and the importance of the river as a wildlife habitat;**
- **they do not impeded or give rise to hazards to navigation, water flow, the integrity of flood defences or public safety; and**
- **they accord with other objectives and policies of the Plan.**

### **Justification**

The river can and should be used in ways that reflect its special character, for example as a base for many water-related recreational and commercial activities, a transport route that can relieve congestion on road and rail, a feature of the landscape and a habitat for many varieties of flora and fauna.

It is important to retain and improve the river infrastructure identified above, such as drawdocks, slipways, steps, stairs, hards, piers and pontoons because these enable access to and from the river for water-based activities such as sailing and rowing and for improved passenger services on the River Thames. However, although the council wishes to see increased use of the river and will seek new facilities in riverside development, a balance must always be struck with regard to other issues such as ecological and navigational interests and the amenity of residential

neighbours. In particular, improving the quality of the river for aquatic life could be adversely affected by inappropriate development extending onto the foreshore or into the river. Proposals for new permanent moorings will be considered in relation to the policy criteria.

In considering proposals for the use of the river, the council will consult and collaborate with appropriate organisations such as the Port of London Authority and the Environment Agency.

#### **Policy F4 Enhancing the Grand Union Canal and improving access**

**The council will expect a mix of uses within canalside development that:**

- **enhance the canal and its environs and enable and support those uses and activities that require a water or waterside location where there is a need;**
- **provide public access, including the provision and enhancement of the long distance canalside walk, and promote, protect and enhance biodiversity and enjoyment of heritage assets; and**
- **are of a high standard of accessible and inclusive design that take into account local context and character and create an attractive, safe and interesting canalside environment.**

#### **Justification**

When development proposals alongside the canal come forward, the council's emphasis will be on promoting a mix of uses, including businesses whilst also maintaining this waterway corridor as an important transport route. The council will expect water related uses on the canal where appropriate and will expect development proposals that do not include such uses to provide evidence as to why this is not the case. All proposals will be expected to provide improved accessibility and connectivity to surrounding areas (including the enhancement of the canalside walk), protection of views, minimising the impact on biodiversity and wildlife habitats and promotion of the canal and towpath as a health, sport and recreation resource. The design of new development along the canal will need to take into account the Grand Union Canal conservation area and the proposed character profile. The council will require the submission of a design and access statement as part of a planning application impacting on the canal and canalside that should include:

- an assessment of scale, mass, height, silhouette, density, layout, materials and colour in relation to the local context, including canal frontage;
- impacts on local views, including views across, along and from the canal, the skyline, and local landmarks and historic buildings and structures and archaeological remains;
- impacts on ecological interests;
- proposals for canal edge treatment including impact on flood risk;
- visual and physical permeability and links with the canal's hinterland; and
- protecting and enhancing public access to and along the canal, landscaping, open spaces and street furniture and lighting.

The council will consult British Waterways London on development proposals affecting the canal and canalside as appropriate

## **G. DESIGN AND CONSERVATION**

**Strategic Objective 12:** *Promote the safety and security of those who live, work and visit H&F.*

**Strategic Objective 13:** *Improve and protect amenity and quality of life of residents and visitors by ensuring a safe, accessible and pleasant local environment, where there is a strong sense of place.*

**Strategic Objective 14:** *Preserve and enhance the quality, character and identity of the borough's natural and built environment (including its heritage assets) through respect for local context, good quality, inclusive and sustainable design.*

### **Policy G1 Design of new build**

**New build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting. All proposals must be designed to respect:**

- a. the historical context and townscape setting of the site, and its sense of place;
- b. the scale, mass, form and grain of surrounding development;
- c. the relationship of the proposed development to the existing townscape, including the local street pattern, local landmarks and the skyline;
- d. the local design context, including the prevailing rhythm and articulation of frontages, local building materials and colour, and locally distinctive architectural detailing, and thereby promote and reinforce local distinctiveness;
- e. the principles of good neighbourliness;
- f. the local landscape context and where appropriate should provide good landscaping and contribute to an improved public realm; and
- g. sustainability objectives; including adaptation to, and mitigation of, the effects of climate change;
- h. the principles of accessible and inclusive design; and
- i. the principles of Secured by Design

### **Justification**

The council is committed to excellence in urban design in all new development within the borough. This includes consideration of both buildings and open spaces and the relationship between the two; a balance between the need for neighbourliness and the scope for design freedom. New development should embrace sustainable design principles and contribute positively to the public domain at all levels; improving legibility and permeability, respecting the overall height and form of neighbouring development, its massing as well as its rhythm and articulation of facades.

The design of new development should be informed by, and developed from, a considered analysis of the existing townscape, including the setting and role of the site within the local environment. This analysis should be carefully laid-out and fully explained in the Design and Access Statement accompanying the planning application.

Buildings should have a visual identity appropriate to their location and intended use. The aim is not to stifle innovation but to promote or reinforce local distinctiveness. All development should be human in scale, and be designed with details and materials that complement the local area. A new development should make visual sense to the people who are to use it. It should be designed to help people to identify its spaces and routes.

The council will encourage development which visually enhances the borough, and avoids harm by ensuring that the bulk and massing of schemes are appropriate in relation to the surroundings. In the general assessment of bulk and massing, full consideration will be given to amenities of neighbouring properties against Planning Standards to be included in a Supplementary Planning Document and other guidance including the Mayor's London Housing Design Guide.

All the above policy criteria must be considered in relation to the existing fabric of the borough and in particular the context of the development site. Much of the borough is of a traditional character reflected in the number of conservation areas. The finer grain and traditional form of much of the borough requires a particular design approach and in many streets there is a strong pattern of development in existence which derives much of its character from the uniform appearance of the streetscape.

Larger sites may present the opportunity to develop their own architectural character and sense of place. It will be important for the design of such sites to be informed by the character of the surrounding environment, and the role of the site within a wider context. Larger schemes should connect to their surroundings, allowing permeability through the site and providing a high quality public realm.

Where appropriate, new development should contribute to an approved and more legible public realm. The Council promotes a high standard of design for the public realm in its design guidance – Streetsmart and the Riverside Walk Enhancement Report. These documents encourage reduced clutter and design in the public realm which is harmonious with, and enhances, the local area thereby reinforcing local distinctiveness.

In its consideration of proposed new development, the council will seek to ensure that developments are sustainable, durable and adaptable. Designs should deliver safe and inclusive environments. All development should be sited, designed and laid out to offer ease of entry and use by disabled people, and for parents of small children and others with needs for an environment which is accessible and inclusive. Further guidance will be included in a Supplementary Planning Document. Larger schemes should aim to meet the criteria outlined in the Building for Life Assessment.

## **Policy G2 Tall buildings**

**Apart from those areas identified in the Core Strategy, tall buildings will be generally resisted by the council unless it can demonstrated that there are overall benefits as part of an urban design strategy, and that there would be no significant adverse impacts.**

**Where areas have been identified as appropriate for tall buildings, any proposal will need to demonstrate that it:**

- a. has an acceptable relationship to the surrounding townscape context in terms of scale, streetscape and built form;**
- b. has an acceptable impact on the skyline, and views from and to open spaces, the riverside and waterways and other locally important views and prospects;**
- c. has an acceptable impact in terms of the setting of, and views to and from, heritage assets;**
- d. is supported by appropriate transport infrastructure;**
- e. is of the highest architectural quality with an appropriate scale, form and silhouette;**
- f. has an appropriate design at the base of the tower and provides ground floor activity;**
- g. interacts positively to the public realm and contributes to permeability of the area;**
- h. is of a sustainable design and construction where energy use is minimised and the design allows for adaptation of the space; and**
- i. does not have a detrimental impact on the local environment in terms of microclimate, overshadowing, light spillage and vehicle movements**

### **Justification**

Most of the townscape of the borough is sensitive to the impact of tall buildings. The Council recognises and values the variation in character across the borough, and is committed to the preservation of the borough's built heritage and overriding townscape character found in large swathes of the borough of tree-lined street blocks of traditional family housing with rear gardens. The commitment to promote local distinctiveness by encouraging development to be mindful of its local context is one of the primary townscape aims of the Core Strategy. In these areas of consistent townscape character, tall buildings would be seriously intrusive. In addition, in other areas of the borough, some parts of which are protected by conservation area designation, higher buildings can detrimentally impact upon the character and skyline of different parts of the borough, especially where they intrude on established views and skylines from open spaces, the river, riverside or bridges.

The policy aims to ensure that tall buildings do not harm the built heritage and townscape character, but are properly located, contribute in a positive manner to enhance a sense of place and are an integral part of the long term spatial vision for the borough. The townscape character of the borough suggests that there are few opportunities for tall buildings in the borough. It is important therefore that within the limited areas identified in the Core Strategy, the precise locations for

tall buildings meet the criteria of this policy and the English Heritage / CABI Guidance on Tall Buildings. It is this delicate balance that has determined the council's approach to tall buildings in the borough.

The Strategic Linear View from King Henry's Mound in Richmond Park to St Paul's Cathedral as identified in the London View Framework, crosses the borough. The view corridor is shown on the Proposals Map and will be protected.

### **Policy G3 Alterations and extensions [including outbuildings]**

**The Council will require a high standard of design in all alterations and extensions to existing buildings. These should be compatible with the scale and character of existing development, their neighbours and their setting. In most cases, they should be subservient to the original building. Alterations and extensions should be successfully integrated into the architectural design of the existing building. In considering applications for alterations and extensions the council will consider the impact on the existing building and its surroundings and take into account the following:**

- a. scale, form, height and mass;**
- b. proportion;**
- c. vertical and horizontal emphasis;**
- d. relationship of solid to void;**
- e. materials;**
- f. relationship to existing building, spaces between buildings and gardens;**
- g. good neighbourliness; and**
- h. the principles of accessible and inclusive design.**

### **Justification**

The design of extensions or alterations to buildings is of considerable importance. Extensions and alterations can change the character of individual buildings and that of an area as a whole. This is of particular concern in terraces of uniform appearance. The council recognises the changing needs and requirements of occupiers, but seeks to ensure that extensions and alterations, even the most minor ones, do not affect the inherent qualities of existing properties.

Additions to buildings such as outbuildings, floodlighting, mechanical and electrical plant and solar panels should be designed and positioned to minimise their impact and integrate successfully with the building concerned.

Plant and other building services should also be integrated into the design of the building. Where additions cannot be incorporated into the volume of the building, building services located at roof level should be adequately screened to minimise noise and visual intrusion. In new development, adequate provision should be made within the proposed building envelope for all building services for all potential occupants

Extensions should never dominate the parent building in bulk, scale, materials or design. Extensions to residential buildings should comprise no more than half the width of the rear of the property and should not rise higher than one storey beneath the original main eaves or parapet line. Where a distinct rhythm of rear extensions exists, any new proposals should follow the existing scale and character. With respect to local context, it will be essential that the design of proposed extensions recognises and safeguards the amenities of the neighbouring properties, and other properties most directly affected by the proposal.

Planted front and rear gardens form part of the character of many of the borough's streets. Basement excavation should be limited to the footprint of the built form in order to preserve garden space and permeable surfaces and the potential for soft landscaping and tree planting which would add to the street scene.

Lightwells should be designed in accordance with the Lightwells Design Guide SPD.

Article 4 Directions will continue to be made to restrict forms of development which could have an unsympathetic impact on the character and appearance of individual buildings and terraces.

Hardstandings in front gardens will not be encouraged especially where this would result in the loss of a landscaped front garden or the potential for soft landscaping or the erosion of the front boundary treatment. Parked cars in front gardens can add visual clutter and be detrimental to the appearance of the streetscene.

## **Policy G4 Shopfronts**

**In order to improve the appearance of the borough's streets, the council will encourage high quality shopfronts that are designed in sympathy with the age and architectural style of the building concerned, achieving a satisfactory relationship between the ground floor and the rest of the building. The scale of the shopfront should be carefully considered with its proportions, detailing [including vertical and horizontal subdivision] and materials, which have an affinity with the building [see Shopfront Design SPD for further guidance].**

**Where an original shopfront or a consistent traditional shopfront remains, the council will expect it to be retained and restored.**

**New developments which include retail areas should provide a framework into which a shop front of a suitable scale can be inserted.**

**New shopfronts should be designed to meet the principles of accessible and inclusive design.**

## **Justification**

Shopfronts and their associated advertisements play a vital role in determining the character of our town centres and shopping streets, primarily because they are the part of the building which has direct interface with the public realm, and have an

immediate relationship with the human scale. The design of new shop fronts, therefore, needs careful attention.

Shops in Hammersmith and Fulham are primarily located in the three major town centres of Hammersmith, Shepherds Bush and Fulham and within the network of designated local shopping centres. However, there are also a large number of smaller shopping parades and individual units. The presence of retail use can help to ensure a lively environment in these areas.

The council is committed to maintaining the vitality and improving the townscape in these areas.

The cumulative effect of better shopfront designs will be the enhancement of the visual appearance of the borough's shopping streets, thereby improving first impression and quality for users, visitors and potential investors. The emphasis is on good quality design of shop fronts and advertisements which will enhance the character of the shopping street.

The key aim is to ensure that shopfronts are not designed in isolation but are considered as an important part of the building in which they are housed. The design of the shopfront should be informed by the architectural style and character of the building and the framework provided by the building within which the shopfront can be integrated.

In designing new shopfronts it is important to ensure that the entrance is accessible to wheelchairs and pushchairs.

Where a former retail unit is converted to another use, such as residential, the council will expect the retail style appearance of the frontage to be retained along with the shop surround of pilasters and fascia where they exist.

## **Policy G5 Replacement Windows**

**Replacement windows should respect the architectural character of the building and its surroundings. In this respect it will be important that the design of replacement windows matches the original windows in terms of material, type and size, method of opening, profile and section, and sub-division.**

### **Justification**

In most buildings, the detailed design of the windows is a fundamental component of the elevation. The character of a façade and its contribution to the street scene can be eroded considerably by inappropriate replacement windows.

The policy encourages the retention of the uniformity and consistency of the original design of each building, block or terrace in the Borough



## **Policy G6 Views and landmarks of local importance**

**Views afforded by the open nature of the boroughs riverfront are important in determining the character of each stretch of the riverside. Many heritage assets are located along the river, and it is important that their setting and relationship with the river is preserved or enhanced.**

**1. Development within the Thames Policy Area will not be permitted if it would cause demonstrable harm to the view from the following points:**

**(a) From Hammersmith Bridge, the view along the river, foreshore, and riverside development and landscape between Hammersmith Terrace to the west and Fulham Football Ground to the south**

**(b) From Putney Bridge, the views along the river, foreshore and riverside, extending upstream from All Saints Church and its environs, along Bishops Park as far as Fulham Football Ground, and from Putney Railway Bridge the view downstream to the grounds of the Hurlingham Club**

**(c) From Wandsworth Bridge, the view up and downstream of the river, its foreshore and banks, and of commercial wharves and riverside buildings**

**2. Development will also not be permitted if it would cause demonstrable harm to the view from within the Thames Policy Area of any of the following important local landmarks identified on the Proposals Map, or their settings:**

**(a) Upper and Lower Mall. The richness, diversity and beauty of the historical waterfront which includes Hammersmith Terrace, Kelmscott House and neighbouring group of listed buildings, and the open space of Furnivall Gardens allowing views of the skyline of Hammersmith and the spire of St. Paul's Church,**

**(b) Bishops Park. The parallel avenues of mature London plane trees and dense shrubbery which define the character of this important open space and the riverfront**

**(c) Grounds of the Hurlingham Club. The landscaped edge of the grounds providing glimpsed views to the listed Hurlingham House**

**(d) Hammersmith Bridge. The fine example of a suspension bridge is particularly dominant, and is an important landmark along this stretch of the river**

**(e) Putney Bridge and the adjacent All Saints Church**

### **Justification**

The London Plan identifies a set of strategically important views of which one, the linear view from King Henry's Mound in Richmond Park to St Paul's Cathedral crosses the borough (see Proposals Map).

The townscape character of the borough is one of generally tight knit streets of domestic scale architecture with irregular street blocks. This urban form, together with effect of the borough's topography places limitations on the appreciation of mid and long distance views across the area. However, the riverside and open spaces afford some important local key views.

The council has identified key views and landmarks on the Proposals Map and in both the character profiles for the Conservation Area and in the SPDs for the individual regeneration areas. The views identified make a strong contribution to the character of the townscape in any specific location. The preservation of the essential qualities of any view, or indeed the enhancement of those qualities will be sought. The impact of any proposal on these views will therefore form the basis of any evaluation of a proposal affecting heritage assets and other areas of townscape sensitivity.

Views within the borough are key elements in determining the character of the townscape and contribute to the interest of areas. The council will seek to ensure that proposed development does not harm these views in terms of location, scale and massing. The council will ensure that significant views in and out of conservation areas shall be safeguarded. Development when viewed from open spaces and along the riverside has great prominence due to the openness of the location and should therefore be of the highest quality. The council will ensure that development which affects the River Thames pays due regard to the riverside's distinctive character, and is of a bulk, massing, scale and appearance which is appropriate to its surroundings..

The views afforded by the open nature of the riverfront are important in determining the character of each stretch of the riverside in the conservation areas, and will therefore be crucial in assessing the acceptability or otherwise of development proposals along the river's edge. In line with the London Plan, the council has identified a number of views across and along the river which are important to the local scene and which are to be protected. The council has included in this list of important views, all river edges of historical significance, corridor views of particular importance and views towards important landmarks. The views towards specific landmarks can be enjoyed from various viewpoints along the riverside. These views will vary in nature and content, as the viewpoint changes. Locations have been marked on the Proposals Map which represent the longest viewing point towards each landmark.

The landmarks identified include bridges, areas of open space, and groups of buildings along a historic riverfront. All have strong links with the river and it is important that their setting and relationship with the river is preserved. Bridges are particularly important landmarks. They subdivide the river, and help to define the character of each stretch. Furthermore, bridges are important vantage points and command extensive views along the riverside.

The council is aware that the landmarks identified are also enjoyed in important views from outside the borough boundary, and will ensure that these are fully considered when assessing the impact of any development which may impinge on these views.

## **Policy G7 Heritage and Conservation**

**The council will aim to protect, restore and enhance the quality, and character, appearance and setting of the borough's conservation areas and its historic environment, including listed buildings, historic parks and gardens, buildings and artefacts of local importance and interest, archaeological priority areas and the scheduled ancient monument. When determining applications for development affecting heritage assets, the council will apply the following considerations:**

- a. The presumption will be in favour of the conservation of heritage assets, and proposals should secure the long term future of heritage assets.**
- b. Proposals which involve substantial harm to, or loss of, any heritage asset will be refused unless it can be demonstrated that it meets the criteria specified in policy HE9 of PPS5 – Planning for the Historic Environment**
- c. Development affecting heritage assets, including alterations and extensions to buildings will only be permitted if the character and appearance of the heritage asset is preserved or enhanced.**
- d. Development should preserve the setting of, make a positive contribution to, or better reveal the significance of the asset. The presence of valued heritage assets should inform high quality design within its setting.**
- e. In considering proposals affecting heritage assets, particular regard will be given to matters of scale, height, massing, alignment, materials and use**
- f. Where changes of use are proposed for heritage assets, the proposed use should be consistent with the aims of conservation of the asset concerned.**
- g. Applications for development affecting heritage assets should include a description of the significance of the asset concerned and an analysis of the impact of the proposed development upon it or its setting.**
- h. Where a heritage asset cannot be retained, the developer should ensure that a suitably qualified person carries out an analysis [including photographic surveys] of its design before it is lost, in order to record and advance the understanding of heritage in the borough**

### **Justification**

Hammersmith and Fulham has maintained a much-valued built heritage, much of which falls within the borough's 45 designated conservation areas (see Proposals Map and Table 3 below). In many of these areas, the street provides a sense of scale and the setting for the consistent terraces of uniform architectural design. Within the borough, there are over 500 statutorily Listed Buildings and approximately 2150 locally designated Buildings of Merit, as well as a number of archaeological priority areas and the ancient monument of the Fulham Palace moated site (see Proposals Map and Core Strategy Appendix 4). The heritage assets make an important contribution to the townscape character of the borough.

Heritage assets are a non-renewable resource. The council considers the historical character and architectural heritage of the borough should be preserved for future generations.

New development should have a good relationship with the character of the surrounding historic context. The character of a conservation area will be derived from the individual buildings within it, their relationship to each other, and the spaces between them; from the townscape in its broadest sense, and from the interrelationship between the public realm, open spaces and the built form. The character of the conservation area may be uniform, or, in larger conservation areas, may vary within its boundaries. The character may also be defined by its land uses and by its archaeological potential.

The special character of the conservation areas makes it essential that new development accords with their special architectural and visual qualities. The Character Profiles produced for the borough's conservation areas will assist in interpreting the scale, massing, height and alignment of development and also the finer grain elements such as vertical and horizontal rhythms, materials and decorative or architecturally important features. Reference will also be made to street building lines and local building traditions where appropriate. New buildings will not necessarily be required to copy their older neighbours, although there will be places where a facsimile development will be appropriate. The aim should be to promote high quality design which contributes positively to the area, harmonising the new development with its neighbours in the conservation area. Valued historic assets can inform high quality design.

The council will protect its listed buildings from demolition or harmful alteration.

No specific powers other than normal planning controls are available to regulate the use to which listed buildings are put, but the council considers that it is important that these buildings should not be used in a manner which is harmful to their character. It will therefore take every opportunity to persuade those involved to co-operate in finding appropriate uses and may in certain circumstances be prepared to allow a use that would not normally be approved on other policy grounds, provided this will protect the character of the building. The council expects the owners and/or users of listed buildings to play their part in their upkeep, and will use its legal powers to ensure proper maintenance of buildings and their settings.

The council will work with English Heritage to maintain the Heritage at Risk Register and reduce the number of heritage assets at risk in the borough.

The council wishes to promote simple and uncomplicated access, into and around listed buildings. The goal is for disabled people or people with mobility problems to use the property in the same way as everyone else. This will call for creative and sensitive solutions though there may be cases where a compromise solution is necessary.

There are many buildings in the borough, in addition to the listed buildings, which are of merit and which contribute to the character of the locality because of their townscape value, architectural quality or historic associations. Many of these

buildings and artifacts are included in a Local Register. Most buildings on the register have been selected through external inspection on the basis of their architectural character and/or their contribution to the visual quality of the street scene. However, there may be instances where the interior of the buildings is valuable. Proposals to add to, or in exceptional cases remove buildings from, the Local Register will be considered as and when appropriate and in consultation with the relevant amenity societies. Furthermore the council may recommend that particular buildings on the Local Register should be added to the Statutory National List of Buildings of Special Architectural or Historic Interest.

Locally important buildings are of value in terms of townscape, architectural or historic interest, and it is especially important that they should not be demolished. Any alterations should only be carried out in a way that respects the scale, character and materials of the building.

There will be a presumption against proposals which would involve significant alteration of, or cause damage to, or have a harmful impact on the setting of, Archaeological Remains of National or Local Importance, whether scheduled or not.

Applicants will be required to arrange for archaeological field evaluation of any such remains within the archaeological priority areas defined on the Proposals Map before applications are determined or if found during development works in such areas or elsewhere. Proposals should include provision for the remains and their settings to be protected, enhanced or preserved. Where it is accepted that physical preservation in situ is not possible or not merited, planning permission may be subject to conditions and/or formal agreement requiring the developer to secure investigation and recording of the remains and publication of the results. It is therefore important for developers to consult English Heritage at an early stage. New buildings will normally destroy any archaeological remains and therefore these should be excavated by a qualified archaeological unit before work commences. This is because the context of any archaeological find is an essential part of the historical value of any remains. The council considers it is reasonable for a person thus threatening part of the community's heritage to fund adequate excavation, the subsequent academic and popular reports, as well as publicity both for the excavation and the reports. The council will encourage developers to inform local archaeological societies of the start of any archaeological excavation and to make arrangements for public viewing of excavations in progress, wherever possible, and for subsequent analysis, interpretation and presentation to the archaeological and amenity societies and the public of any archaeological results and finds.

**TABLE 3.CONSERVATION AREAS**

|                    |                         |                               |
|--------------------|-------------------------|-------------------------------|
| St. Peter's Square | Fulham Park Gardens     | Ingersoll/Armingier           |
| The Mall           | Sedlescombe Road        | Coningham Road/Lime Grove     |
| Brook Green        | Dorcas Estate           | Gunter Estate                 |
| Hurlingham         | FitzGeorge & FitzJamias | Turneville/Chesson            |
| Bishops Park       | Hammersmith Grove       | Lakeside/Sinclair/Blythe Road |
| Imperial Square    | Shepherd's Bush         | King Street {East}            |
| Studdridge Street  | Hammersmith Broadway    | Colehill Gardens              |

|                                  |                    |                                      |
|----------------------------------|--------------------|--------------------------------------|
| Ravenscourt Park. & Starch Green | Avonmore & Olympia | Fulham Reach                         |
| Walham Green                     | St. Mary's         | Putney Bridge                        |
| Parson's Green                   | Bradmore           | Sands End Riverside                  |
| Queen's Club Gardens             | Melrose            | Wood Lane                            |
| Wormholt & Old Oak               | Baron's Court      | Cleverly Estate                      |
| Westcroft Square                 | Crabtree           | Hammersmith Odeon                    |
| Walham Grove                     | Central Fulham     | Grand Union Canal                    |
| Barclay Road                     | Moore Park         | The Billings and Brompton Embankment |

### **Policy G8 Advertisements**

**The council will encourage a high standard of design of advertisements which are in keeping with the character of their location and resist excessive or obtrusive advertising and inappropriate illuminated signs. The design of advertisements should be appropriate to their context and should generally be restrained in quantity and form. The council will use its powers to remove unsightly and inappropriate signs.**

**Hoardings and other large advertisements will be unacceptable where they are out of scale with their surroundings or are located within or adjacent to areas especially sensitive to the visual impact of hoardings such as conservation areas, listed buildings and other heritage assets, residential areas, open spaces or waterside land.**

### **Justification**

The display of an advertisement can have a considerable impact on the visual amenity of the street scene if its size, design and siting are handled insensitively. The council takes the view that any advertisements requiring consent should not adversely affect the character and visual amenity of individual buildings and streets. This will be particularly important where advertisements affect the borough's heritage assets or their setting. There is one area of special advertisement control in the borough, namely the Mall conservation area.

The council will continue to seek the removal of inappropriate advertisements. Regulation 7 areas have been designated where the council has received the Secretary of States approval to restrict the display of estate agents boards.

## **H. TACKLING AND ADAPTING TO CLIMATE CHANGE AND OTHER ENVIRONMENTAL MATTERS**

**Strategic Objective 17:** *Reduce and mitigate the local causes of global warming and climate change, mitigate flood risk and other impacts and support the move to a low-carbon future.*

## **Policy H1 Reducing carbon dioxide emissions**

**The Council will require the implementation of energy conservation measures by:**

- **Implementing the London Plan sustainable energy policies and meeting the associated carbon dioxide (CO<sub>2</sub>) reduction targets to ensure developments are designed to make the most effective use of passive design measures, minimise energy use and reduce CO<sub>2</sub> emissions.**
- **Requiring energy assessments for all major development to demonstrate and quantify how the proposed energy efficiency measures will reduce the expected energy demand and CO<sub>2</sub> emissions.**
- **Requiring major developments to demonstrate that their heating and/or cooling systems have been selected to minimise CO<sub>2</sub> emissions. This includes the need to assess the feasibility of connecting to any existing decentralised energy systems or integrating new systems such as Combined (Cooling) Heat and Power units or communal heating systems, including heat networks.**
- **Using on-site renewable energy generation to further reduce CO<sub>2</sub> emissions from major developments, where feasible.**
- **Where it is not feasible to make the required CO<sub>2</sub> reductions by implementing these measures on site, contributions should be made to a local fund to help reduce CO<sub>2</sub> emissions through off-site schemes (e.g. by implementing energy efficiency measures in neighbouring areas and/or helping to establish and enhance decentralised energy systems).**
- **Encouraging energy efficiency and other low carbon measures in all other (i.e. non-major) developments.**

### **Justification**

Local planning authorities have a statutory duty to take action on climate change and include policies in local plans that will help reduce CO<sub>2</sub> emissions. To this end, this policy supports the London Plan's established energy hierarchy approach to encouraging sustainable energy practices in developments by requiring them to:

- 1) use less energy
- 2) supply energy efficiently
- 3) use renewable energy

The Policy ensures that developments will be designed to be as energy efficient as possible, helps improve the provision of heating and cooling networks in the borough and also promotes the generation of on-site renewable energy, where this is feasible.

Energy Assessments will be required to be submitted as part of the supporting information accompanying every application for a major development. Smaller developments will also be encouraged to be designed in an energy efficient way.

Any assessments carried out to determine a development's environmental performance using the Code for Sustainable Homes or BREEAM must be supplemented with a more detailed Energy Assessment which shows compliance with the requirements of this policy.

Further guidance on the requirements for the Energy Assessment will be provided in a revised Energy SPD.

## **Policy H2 Promoting sustainable design and construction**

**The council will require the implementation of sustainable design and construction measures by:**

- **Implementing the London Plan sustainable design and construction policies to ensure developments incorporate sustainable measures, including, but not limited to making the most effective use of resources such as water and aggregates, sourcing building materials sustainably, reducing pollution and waste, promoting recycling and conserving the natural environment.**
- **Requiring Sustainability Statements for all major developments to ensure the full range of sustainability issues have been taken into account during the design stage.**
- **Encouraging the integration of sustainable design and construction measures in all other (i.e. non-major) developments, where suitable.**

### **Justification**

Developments can have a wide range of impacts on the environment and health and well being of residents that need to be properly managed and minimised. This policy ensures that new developments are designed and constructed to take account of these impacts whilst also helping to reduce the consumption of scarce resources, reduce pollution, enhance open spaces and contribute to the health and wellbeing of residents. Smaller developments will also be encouraged to consider sustainable design and construction principles where suitable.

Any assessments carried out to determine a major development's environmental performance using the Code for Sustainable Homes or BREEAM must be supplemented with an Energy Assessment which shows compliance with the requirements of Policy H.1 on reducing CO2 emissions.

Further guidance on the requirements for the Sustainability Assessment will be provided in a revised Sustainable Design and Construction SPD.



### **Policy H3 Reducing water use and the risk of flooding**

**To require developments to reduce the use of water and minimise current and future flood risk and the adverse effects of flooding on people by implementing the following measures:**

- **All new build, changes of use and conversions from a less to a more vulnerable use should assess the risk of flooding from all sources, in particular tidal, surface water and sewer flooding. Where there is a risk of flooding, a site specific Flood Risk Assessment (FRA) will be required in accordance with the guidance in the H&F Strategic Flood Risk Assessment;**
- **Prior to undertaking a FRA, the developer needs to address the requirements of PPS 25 and, where applicable, to carry out parts a and b of the Exception Test. Evidence that the Exception Test has been passed will need to be included in the FRA;**
- **All developments in the borough will be required to incorporate Sustainable Drainage Systems (SUDS) to reduce both the volume and speed of surface water run-off. Developments will be expected to achieve greenfield run-off rates and at least 50% attenuation of undeveloped sites surface water run-off at peak times and where possible to achieve 100% attenuation;**
- **New self contained basement flats will not be permitted in areas where there is a medium to high risk of flooding and no satisfactory means of escape can be provided;**
- **All new development should include water efficient appliances. In addition, major developments and high water use developments should consider other measures such as rainwater harvesting and grey water re-use.**

#### **Justification**

Over 60% of the borough and about 75% of the population is in the Environment Agency's flood zones 2 and 3 (medium-high risk of flooding) (see Proposals Map), although the actual extent of tidal flooding by the Thames is mitigated by existing flood defences. Nevertheless, Flood Risk Assessments are required to assess the risk of a failure in river defences and from overtopping of the defence walls and to identify how this risk will be managed.

The Core Strategy has demonstrated that from a borough-wide perspective the Sequential Test permits the consideration of all sites for development, subject to individual sites satisfying the requirements of the Exceptions Test (PPS 25) and an appropriate site specific Flood Risk Assessment. For the Exception Test to be passed, the applicant must demonstrate that the development provides wider sustainability benefits, that it is on previously developed land, that it will be safe and

will not increase flood risk elsewhere and where possible reduce the overall risk of flooding. It will also need to show how the development will be managed so that the development can be occupied safely throughout its lifetime and how the impact of flooding from any source will be mitigated. Further guidance is included in the H&F Strategic Flood Risk Assessment, Appendix A.

In addition, much of the borough is also at risk from sewer and/or surface water flooding and therefore all development, including extensions should also assess the risks from this type of flooding and minimise the impacts of possible future flooding through the implementation of sustainable drainage schemes (SUDS). Sustainable drainage schemes should clearly demonstrate how they will achieve the required attenuation of peak surface water run-off and will achieve the London Plan policy 5.13: Sustainable Drainage. An on-going maintenance programme should also be implemented to ensure the effectiveness of the system for the lifetime of the development.

Minor schemes will be expected to show that they have utilised all available techniques to avoid increasing runoff and to reduce it as far as possible, this may include, the use of green or brown roofs, maximising the area of permeable surfaces and making use of other SUDs appropriate techniques.

Self contained basements can be particularly at risk of a flood event if there is no internal means of escape to a higher level that is above the predicted flood level.

Water is an increasingly scarce resource and with an increasing population in H&F there is rising demand. There is therefore a need to ensure that new and refurbished buildings are designed to minimise the use of water.

#### **Policy H4 Water Quality**

**The council will ensure that where a private supply or distribution system is proposed as part of a development, the quality of water is assessed so that any required treatment is identified and an on-going monitoring and maintenance plan is established.**

#### **Justification**

The availability and supply of water must be assessed in the development of land and the potential for sourcing a supply from water run-off harvesting or utilising groundwater sources may be considered. Potable and non-potable water must meet minimal levels of quality to ensure they do not adversely affect human and animal health, vegetation or other sensitive receptors. It is therefore necessary that when a private supply is to be included in a development that they are appropriately tested, monitored, protected and treated as required.

In conjunction with a private water supply or complementary to a water supply from the statutory provider, a private distribution system may be installed as part of a development. Standards for the materials used in these distribution systems as well as their layout and flow must be met. Regular inspections and maintenance plans shall be required to ensure distribution system safety.

## **Policy H5 Sustainable waste management**

**All developments should include suitable facilities for the management of waste generated by the development, including the collection and storage of separated waste and where feasible on-site energy recovery. The following criteria will be considered when assessing planning applications:**

- **All new developments, including where practicable, conversions and change of use, should aim to minimise waste and to provide convenient facilities with adequate capacity to enable the occupiers to separate, store and recycle their waste both within their own residence and via communal storage facilities, and where possible to compost green waste on site;**
- **The achievement of on-site waste management as part of major regeneration proposals in the borough particularly for commercial and industrial waste streams;**
- **The re-use and recycling of demolition waste; recyclable materials should wherever feasible be segregated on site, providing there is no significant adverse impact. On larger demolition sites the council will expect details of the type and quantity of waste arising and details of proposed methods of disposal, including means of transport;**

### **Justification**

As a Waste Collection Authority (WCA), Hammersmith and Fulham Council collects municipal waste which includes household refuse and recyclables, street sweepings, litter, flytipped materials and commercial/industrial waste. Waste collected by the council is delivered to Western Riverside Waste Authority (WRWA) for disposal or recycling. Mixed recycling comprising glass, metal, paper, cardboard, plastic and cartons is sorted at a Materials Recycling Facility in Wandsworth. Refuse not separated for recycling is disposed of at an Energy from Waste facility in Bexley.

In 2010/11, 27.3% of household waste collected by the council was recycled. Over the last two years, the amount of overall waste produced per household has reduced, but is expected to rise again in the future. The council has targets for increasing the amount of waste diverted from disposal, as this delivers an environmental, social and economic benefit to the borough and its residents.

Therefore in order to facilitate the sustainable management of waste in the future it is essential that all developments provide adequate facilities for the separation of waste and recyclables in the home and for its satisfactory storage prior to collection. Where feasible space or facilities for the composting of green waste should also be provided (see SPD for further guidance).

In the Regeneration Areas and other major redevelopment schemes consideration should be given to the provision of on-site waste management in order to facilitate the re-use and recycling of waste generated by the development, particularly for the industrial and commercial waste streams. On-site waste management could have the added benefit of reducing transport trips.

Construction, excavation and demolition waste should wherever feasible be segregated on site in order to maximise reuse and recycling of the waste. On some smaller construction sites in close proximity to residential or noise dust sensitive uses this may not be possible. On larger sites the council will expect developers to produce a site waste management plan to ensure the efficient handling of waste and materials.

## **Policy H6 Hazardous substances**

**To ensure the protection of new and existing residents, the council will reject proposals involving provision for hazardous substances that would pose an unacceptable risk to the health and safety of occupants of neighbouring land, and reject development proposals in the vicinity of existing establishments if there would be an unacceptable risk to future occupants.**

### **Justification**

Within the borough are a number of facilities (gas holders and pipelines) which handle and transport hazardous substances. Although the facilities are strictly controlled by health and safety regulations, it is necessary to control the type of development around these sites and to resist new development which might pose a risk to people occupying sites and buildings in the vicinity.

This policy ensures the protection of new and existing residents by resisting the expansion of, or new developments which would cause an unacceptable safety risk. The council will consult the Health and Safety Executive (HSE) on all hazardous substances consent applications. We will also consult the HSE about certain developments (essentially those that will increase the number of people) within the consultation distances around installations, for example, so that risks presented by installations can be given due weight.

## **Policy H7 Contaminated land**

**When development is proposed on or near a site that is known to be, or there is good reason to believe may be, contaminated, or where a sensitive use is proposed, an applicant should carry out a site assessment and submit a report of the findings in order to establish the nature and extent of the contamination. Development will not be permitted unless practicable and effective measures are to be taken to treat, contain or control any contamination so as not to:**

- (i) expose the occupiers of the development and neighbouring land uses including, in the case of housing, the users of gardens to unacceptable risk;**
- (ii) threaten the structural integrity of any building built, or to be built, on or adjoining the site;**
- (iii) lead to the contamination of any watercourse, water body or aquifer;**

**(iv) cause the contamination of adjoining land or allow such contamination to continue;**

**Any application will be assessed in relation to the suitability of the proposed use for the conditions on that site. Any permission for development will require that the measures to assess and abate any risks to human health or the wider environment agreed with the authority must be completed as the first step in the carrying out of the development.**

### **Justification**

In a heavily built up borough such as Hammersmith and Fulham where there has been a history of heavy industry, land contamination is known to exist. It is important therefore that any land that is known or suspected of being contaminated, or where a sensitive use is proposed, is dealt with before the development takes place. Any potential risks associated with contaminated land should be identified and assessed at the planning pre-application stage. Some sites may be contaminated as a result of being in the vicinity of a contaminated site. The risk of this contamination depends on ground conditions and the type of contamination. Where necessary, developers will be required to carry out remediation works and satisfy the Council that their development can be safely built and occupied without posing any unacceptable risks to human health or the environment. Developers must ensure that their remediation works are sustainable and result from a robust site investigation and risk assessment and that remediation is conducted in-situ when possible to reduce the amount of waste produced which requires transport, and recycle soils and aggregates when possible to avoid the need for disposal hence minimising the pollution of the wider environment. Any investigation or treatment of the contamination must be agreed with the council before they are implemented.

### **Policy H8 Air quality**

**The potential air quality impacts of new major developments will be controlled by implementing the following measures:**

- require all major developments to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and neighbouring areas and also considers the potential for exposure to pollution levels above the Government's air quality objective concentration targets.**
- require mitigation measures to be implemented to reduce emissions, particularly of nitrogen oxides and small particles, where assessments show that developments could cause a significant worsening of local air quality or contribute to the exceedence of the Government's air quality objectives.**
- where developments are proposed that could result in the occupants being particularly affected by poor air quality, mitigation measures will be required that reduce exposure to acceptable levels.**

## **Justification**

The whole of Hammersmith and Fulham is an Air Quality Management Area for nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) and the council is implementing measures to help meet national air quality objectives for these and other pollutants. New developments are expected to contribute towards improving local air quality, particularly where they include potentially major new sources of emissions or could significantly increase traffic-generated emissions. Some developments as schools, nurseries, hospitals and care homes for the elderly and also housing may be particularly affected by the potential impacts of poor air quality on the occupants of the development and therefore if such developments are proposed the applicant will be required to show how exposure to pollutants will be reduced to acceptable levels.

Requiring air quality issues to be considered early in the planning process and to be assessed in detail if necessary (i.e. for developments that may increase local emissions significantly) is the best way of establishing a design led approach to mitigating those emissions and reducing exposure.

## **Policy H9 Noise**

**Noise (including vibration) impacts of development will be controlled by implementing the following measures:**

- **Noise and vibration sensitive development should be located in the most appropriate locations and protected against existing and proposed sources of noise and vibration through careful design, layout and use of materials, and by ensuring adequate insulation of the building envelope and internal walls, floors and ceilings as well as protecting external amenity areas;**
- **Housing, schools, nurseries, hospitals and other noise-sensitive development will not normally be permitted where the occupants/users would be affected adversely by noise, both internally and externally, from existing or proposed noise generating uses. Exceptions will only be made if it can be demonstrated that adequate mitigation measures will be taken, without compromising the quality of the development;**
- **Noise generating development will not be permitted, if it would be liable to materially increase the noise experienced by the occupants/users of existing or proposed noise sensitive uses in the vicinity.**

## **Justification**

The dominant sources of noise in H&F are road and rail traffic, construction (including DIY), noisy neighbours, pubs/clubs and other entertainment venues, pavement cafés/outdoor seating and noisy building services, plant and equipment. Aircraft and helicopter noise is also a concern in parts of the borough.

Noise and associated vibration can affect and have a direct impact on noise sensitive uses, particularly housing, but also other sensitive uses such as schools and hospitals and impact upon people's health and well being. Some areas of the borough are subject to significant noise disturbance. Existing and potential noise levels will be taken into account when assessing a proposal for residential development. Residential development in noise exposure categories (NEC) C and D (as currently defined and assessed in accordance with PPG24) will not normally be permitted unless the applicant can demonstrate that the occupants would not be adversely affected by noise. Noise levels both inside the dwelling and in external amenity spaces will be considered. The council will therefore require a careful assessment of likely noise levels before determining planning applications.

Where necessary, applicants will be expected to carry out noise assessments and provide details of the noise levels on the site. Where noise mitigation measures will be required to enable development to take place, an outline application will not normally be acceptable.

Any proposal (including new development, conversion, extension, change of use) for a noise generating development close to dwellings or other noise sensitive uses will be assessed to determine the impact of the proposed development in relation to these existing uses. In this borough noise generating activities that cause particular problems tend to be late-closing entertainment and food and drink establishments. Also an issue is noise disturbance in existing buildings where sound insulation is inadequate. Proposals for conversions and change of use should minimise noise disturbance from adjoining uses by improving sound insulation and the arrangement of rooms, such as stacking/locating rooms of similar uses above/adjacent to each other.

Issues of noise and nuisance are considered on a site by site basis having regard to the proposal, site context and surrounding uses in the context of related policies and guidelines.

## **Policy H10 Light pollution**

**The potential adverse impacts from lighting arrangements will be controlled by requiring all developments that include proposals for external lighting including illuminated signs and advertisements, security and flood lights and other illuminations to submit details showing:**

- **that it is appropriate for the intended use;**
- **provides the minimum amount of light necessary to achieve its purpose;**
- **is energy efficient; and**
- **provides adequate protection from glare and light spill, particularly to nearby sensitive receptors such as residential properties.**

## **Justification**

External lighting is often required in new developments to help provide a healthy and safe environment and can also be used to enhance the appearance of some buildings and extend the use of other facilities, e.g. outdoor sports facilities. However, excessive lighting can have a negative impact on residents' quality of life, adversely affect wildlife, contribute to 'sky glow' and waste energy. Requiring the submission of

details of external lighting in line with the recommendations of the Institute of Lighting Professionals for approval will allow external lighting and its impacts to be controlled and minimised.

### **Policy H11 Environmental Nuisance and Control of Potentially Polluting Uses**

**All developments (including new buildings, demolition of existing buildings, conversions and changes of use) are required to show that there is no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties, particularly where commercial and service activities are close to residential properties. In the case of mixed use developments, similar protection will also be afforded to the prospective residents and other users where there is potential for activities within the new development to impact on their immediate neighbours on the same site.**

**The council will, where appropriate, require precautionary and/or remedial action if a nuisance for example, from smoke, fumes, gases, dust, steam, light, vibration, smell, noise, spillage of gravel and building aggregates or other polluting emissions would otherwise be likely to occur, to ensure that it will not.**

#### **Justification**

Many activities can be a source of nuisance, a hazard to health, or both. The council wishes to encourage enterprise. However, the benefits of any new enterprise or commercial activity must always be set against any adverse effects on the amenities of local residents and existing businesses. It is also necessary to take account of potential impacts within new mixed use developments where new residents and other users could be impacted by activities on the same site or building. Developments that may give rise to environmental nuisance must therefore be designed appropriately, so as not unduly to interfere with the existing and future quality of life in the borough.

## **J. TRANSPORT AND ACCESSIBILITY**

**Strategic Objective 18.** *Ensure there is a high quality transport infrastructure, including a Crossrail station and a High Speed 2 rail hub to support development in the north of the borough and improve transport accessibility and reduce traffic congestion and the need to travel.*

### **Policy J1 Transport Assessments and Travel Plans**

**All development proposals will be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network, and against the existing and potential availability of public transport, and its capacity to meet increased demand.**

**The council will require a Transport Assessment (TA), together with a Travel Plan where a development is expected to generate more than a specified**



**number of trips per day, or during peak hours. Construction Logistics Plans and Delivery and Servicing Plans should be secured in line with TfL’s London Freight Plan and should be co-ordinated with Travel Plans**

**Justification**

The council expects Transport Assessments (TA) and Travel Plans to be produced in accordance with Transport for London’s “Transport Assessment Best Practice” Guidance Document, April 2010. This document also gives details on the production and content of Construction and Logistics Plans and Delivery and Servicing Plans. The TA will contain information on a range of transportation matters and will assist the council in determining what quantum of development is acceptable in transportation terms and how access can be achieved, as far as possible by means other than the private car.

A travel plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through an action plan that is regularly reviewed. The travel plan should set targets, objectives and monitoring requirements. The travel plan should include a series of measures, management and funding details that aim to deliver the stated objectives and targets. The travel plan should be secured by a planning obligation and ongoing management.

A TA will normally be required when a development generates:

- (A) More than 750 person trips per day
- (B) More than 300 vehicles per day
- (C) More than 100 person trips during the peak hours
- (D) more than 100 vehicle movements in any single hour or
- (E) more than 15 Heavy Goods Vehicles (HGV) (over 7.5 tonnes) per day, or
- (F) any goods vehicle movements between midnight and 6 am.

The table below sets out the likely level of floor space which could result in one of more of the above criteria being met. For mixed use developments, if the cumulative total number of trips exceeds any of the criteria, a TA will be required. These are indicative thresholds to assist in the recognition of proposals that may be expected to have significant transport implications.

| <b>Land Use</b>              | <b>Threshold</b>                                | <b>Criteria</b> |
|------------------------------|---|-----------------|
| A1: Foodstore                | 1000m <sup>2</sup> GFA (500m <sup>2</sup> NSA)  | ABCD            |
| DIY Store                    | 2000m <sup>2</sup> GFA (1000m <sup>2</sup> NSA) | BDE             |
| A3: Fast Food Restaurant     | 50 seats<br>200 seats                           | A<br>AC         |
| B1/A2: Office                | 3000m <sup>2</sup> GFA (1500m <sup>2</sup> NSA) | C               |
| B2/7: Industry               | 2500m <sup>2</sup> GFA (1250m <sup>2</sup> NSA) | E               |
| B8: Storage and Distribution | 2500m <sup>2</sup> GFA (1250m <sup>2</sup> NSA) | E               |

|  |  |          |
|--|--|----------|
| C1: Hotel                                    | 200 bedrooms<br>100 bedrooms where other facilities (e.g. conference rooms) are provided | A<br>ACD |
| C2: Hospitals                                | 250 beds   | AB       |
| C3: Dwellings                                | 200 units  | B        |
| D2:<br>Cinema/theatre/bingo<br>Sports Centre | >250 seat capacity<br>> 2000m <sup>2</sup> GFA   | A        |

A TA is required for all planning applications which are referred to the GLA. The criteria for referral are given in the Transport Assessments Best Practice Guidance document, April 2010.

The council will encourage developer support for public transport services and infrastructure and associated facilities, through Section 106 agreements and/or the Community Infrastructure Levy (CIL), where these improvements are necessary to enable the development to take place.

The use of river transport is one of the considerations in TfL's Transport Assessment guidance document and the council will encourage the use of river transport by new developments wherever possible, subject to any local environmental concerns.

## Policy J2 Vehicle Parking Standards

**The council will require any proposed development (new build or change of use) to conform to its approved car parking standards as a condition of granting planning permission. The council has adopted the car parking standards of the London Plan which are given in the table below.**

### Justification

The council's previous standards were generally similar to those in the London Plan but differed in detail and particularly in relating the amount of parking allowed in some types of development to public transport accessibility. However, there is no overriding reason for the Council to retain separate standards from those in the London Plan.

These parking standards accord with national government guidance (PPG13) that developers should not be required to provide more parking than they wish.

Residential design guidance will promote housing designs that reduce the impact of parking on local environmental quality, including permitting shared parking on new streets rather than in off-street private car parks.

Where appropriate, and in accordance with the London Plan, the council will encourage car club bays in new developments, especially those with restricted parking and will aim for 20% of parking spaces in new developments to be equipped with electric car charging points. All electric car and car club spaces should be of an accessible width and length.

**Table 5 Hammersmith and Fulham and London Plan Car Parking Standards**

| <b>Maximum standards – sq.m of gross floorspace per parking space</b> |                       |                    |               |
|---|-----------------------|--------------------|---------------|
| <b>Retail Use</b>   | <b>PTAL 6 &amp; 5</b> | <b>PTAL 4 to 2</b> | <b>PTAL 1</b> |
| Food  |                       |                    |               |
| Up to 500 sq.m  | 75                    | 50-35              | 30            |
| Up to 2500 sq.m   | 45-30                 | 30-20              | 18            |
| Over 2500 sq.m  | 38-25                 | 25-18              | 15            |
| Non-food  | 60-40                 | 50-30              | 30            |
| Town Centre/shopping mall, dept stores                                | 75-50                 | 50-35              | 30            |

**Notes:**

- Unless for disabled people, no non-operational parking
- Unless for disabled people, no additional parking should be provided for use classes A2-A5 in town centres
- 10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in future

**Non-operational maximum standards for employment B1: 1 space per 600 – 1000 sq.m of gross floorspace**

**Notes:**

- 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future
- Standards for B2 and B8 employment uses should have regard to the B1 standards although a degree of flexibility may be required to reflect different trip generation statistics.

**Maximum Residential Parking Standards**

4 or more bedrooms: 1.5 - 2 car park spaces per unit

3 bedrooms: 1 – 1.5 car park spaces per unit

1-2 bedrooms: less than 1 car park spaces per unit.

**Notes:**

- All developments in areas with good public transport accessibility should aim for significantly less than 1 space per unit

- Adequate spaces for parking for disabled people should be provided, preferably on site
- 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

### **Policy J3 Housing with Reduced Parking**

**Market housing with zero or reduced parking will only be considered in areas where high levels of public transport accessibility meet a predefined level of service (e.g. PTAL 4), where the occupants are unlikely to need a car and where quality of life criteria such as access to shops are satisfied.**

**Ensure adequate provision of car parking space to meet the needs of blue badge holders.**

**Ensure that social/affordable rented housing has sufficient car parking to meet the essential needs of the tenants**

#### **Justification**

The council's former UDP parking were specific and equated roughly to one space per dwelling. The London Plan standards are maxima and could allow up to two spaces for detached and semi-detached houses.

Where developers wish to provide dwellings without off-street parking spaces, or where the council believes that the provision of spaces would lead to unacceptable levels of local traffic congestion, residents of those dwellings without allocated spaces will not be entitled to on-street parking permits. This is generally known as "car free housing" but it is more accurately described as "permit-free" or "reduced parking" housing. This avoids increased competition with existing residents for scarce on-street parking spaces. Where permit free or reduced parking housing is permitted, sufficient car parking will need to be provided to meet the needs of blue badge holders. In certain locations, it may be appropriate to provide a small amount of visitor parking to prevent additional on-street parking pressure outside controlled parking hours.

While each case should be considered on its merits, living without a car is only a viable option in areas of high public transport accessibility and there is a good range of facilities in walking or cycling distance.

While purchasers of market housing have a choice of which properties to buy, and therefore do not have to move into a property without a parking space, tenants of social rented and affordable rented housing sometimes have more limited choice of housing. The lack of a car parking space could lead to difficulties for holders of certain jobs, such as nurses or firefighters. Therefore at least 25% of dwellings in social/affordable rented housing should have a parking space.

## **Policy J4 Disabled Person's Parking (Blue Badge)**

**Where there is delivery or other vehicle access to a development site, there should be at least one blue badge holder parking bay for hotel, retail, and leisure customers, and one employee or business visitor blue badge holder bay for mainly employment use developments**

The provision of bays should be regularly monitored and reviewed to ensure the level is adequate and that enforcement is effective. Spaces designated for disabled people should be located on firm level ground and as close as feasible to the accessible entrance to the building. (see Access for All SPD)

## **Policy J5 Increasing the opportunities for cycling and walking**

**The Council will encourage increased bicycle use by seeking:**

- **the provision of convenient and safe cycle parking and changing and showering facilities, in new developments in accordance with the cycle parking standards shown in the table below; and**
- **developer contributions for improvements to cycling infrastructure, including contributions to the extension of the Mayor of London's Cycle Hire Scheme**

**The council will facilitate walking by requiring larger developments to provide:**

- **accessible and safe pedestrian routes within and through the developments; and**
- **pedestrian access to the river and canal, where appropriate.**

### **Justification**

The Mayor of London has a target of quadrupling cycling in London by 2031 (Mayor's Transport Strategy May 2010). A key element of the strategy to increase cycling is the provision of convenient and secure cycle parking, both at the home and the workplace and other destinations, where complementary changing and showering facilities will be part of the travel plans resulting from the Transport Assessment process (see policy T1 above). Cambridge City Council's "Cycle Parking Guide for New Residential Developments", published in February 2010 is a good example of best practice

The cycle parking standards in the table below are minima and will apply to both new build developments and changes of use. They are somewhat higher than those in the London Plan, which are considered by groups such as the London Cycling Campaign to be inadequate to meet the projected needs resulting from the growth in cycling. For example, the London Plan's B1 office standard of one cycle parking space per 250 metres of GFA would only allow some 8 per cent of staff to cycle to work, a figure that is already significantly exceeded in many workplaces.

**Table 6 Cycle Parking Standards**

| <b>Location Category</b>   | <b>Land Use Category</b>      | <b>Location</b>   | <b>Cycle Parking Standard</b>  |
|----------------------------|-------------------------------|---|--|
| Retail and Services        | A1                            | Shops (including retail warehouse)                                      | 1 space per 25 sqm   |
| Financial and Professional | A2                            | Offices (Businesses and Professional)                                   | 1 space per 25 sqm   |
| Food and Drink             | A3                            | Cafes and restaurants   | 1 space per 25 sqm   |
|                            | A4                            | Public Houses and wine  | 1 space per 25 sqm   |
|                            | A5                            | Takeaways   | 1 space per 25 sqm   |
|                            | SG                            | Minicab offices   | No standard. To be considered on their merits                                |
| Business                   | B1(a)<br>B1<br>(unrestricted) | Offices   | One space per 50 sqm   |
|                            | B1(b), B1(c), B2 and B8       | Research and development, light industry, general industry, warehousing | B1(b), B1(c), and B2: 1 space per 75sqm<br>B8: 1 space per 250 sqm           |
| Residential                | C3                            | Flats and houses  | Dwellings with 1-2 bedrooms: 1 space<br>Dwellings with 2+ bedrooms: 2 spaces |
| Other residential          | SG                            | Houses in Multiple Occupation (HMOs)                                    | 1 space per 2 habitable rooms  |
|                            | C1                            | Hotels (over 30 beds) and motels  | 1 space per 20 bedrooms<br>1 space per 3 staff                               |
|                            | C1                            | Guest houses and small hotels (less than 30 rooms)                      | 1 space per 4 bedrooms<br>1 space per 3 staff                                |
|                            | C2                            | Boarding schools and residential colleges; student halls of residence   | 1 space per student  |
|                            | C3                            | Sheltered Housing   | 1 space per four units<br>1 space per 2 staff                                |
| Education and Health       | C2                            | Hospitals   | 1 space per 3 staff<br>1 space per 3 bedspaces                               |
|                            | D1                            | Day Centres   | 1 space per 2 staff  |
|                            | D1                            | Adult training centres  | 1 space per 25 sq.m  |
|                            | D1                            | Higher and Further Educational Establishments (vocational and academic) | 1 space per 2 students   |
|                            | D1                            | Pre-school play and nursery provision                                   | 1 space per 2 staff  |
|                            | D1                            | Medical and other   | 2 spaces per consulting room   |

|           |    |  |  |
|-----------|----|--|--|
|           |    | health practices, including dental, veterinary and alternative medicine                                  |  |
|           | SG | Health practitioners working from their own homes, including dental, veterinary and alternative medicine | 2 spaces per consulting room   |
| Leisure   | D1 | Places of worship  | 1 space per 8 sq.m   |
|           | D1 | Community Centres  | 1 space per 20 sq.m  |
|           | D2 | Theatres and cinemas   | 1 space per 3 seats  |
|           | D2 | Night Clubs  | No standard: to be considered on their merits                          |
|           | D2 | Health Clubs, Licensed clubs and sports facilities with or without a licensed club house                 | 1 space per 15 sq.m of floorspace plus 1 space per 15 spectator seats. |
|           | D2 | Swimming Pools   | 1 space per 5 sq.m of pool and poolside area                           |
| Transport |    | Rail stations  | Meet local demand  |
|           |    | Bus stations   | Meet local demand  |

## **Policy J6 Borough road network- hierarchy of roads**

**Development affecting the borough's road network will be regulated according to the council's hierarchy of roads shown on the Proposals Map as follows:**

### **Tier 1: Strategic routes (Transport for London Road Network)**

**Development will not be permitted if it would prejudice the effectiveness of the strategic route network to provide safe and unobstructed road connections to national and international transport networks, to provide for long distance and commercial traffic to traverse the region, or to reduce traffic demand on lower tier roads. Direct frontage access from development sites to such routes will be resisted unless there is no prospect of alternative access to a lower tier road, and the particular section of frontage concerned already performs lower tier functions, and the safe flow of traffic will be maintained. Proposals likely to increase car commuting into central London along such routes will be resisted.**

### **Tier 2: London distributor roads**

**Development will not be permitted if it would prejudice the effectiveness of these roads to provide links to the strategic route network, provide access to and between town centres, and distribute traffic to and around, but not within, local areas.**

### **Tier 3: Borough distributor roads**

**Development will not be permitted if it would prejudice the effectiveness of these roads to distribute traffic to land and property within any local area bounded by the strategic route network and London distributor roads, or introduce additional through traffic on them.**

#### **Tier 4: Local access roads**

**Development will not be permitted if it would prejudice the effectiveness of these roads to provide safe and convenient access to individual properties, or result in their use by through traffic.**

The borough's road network fulfils a variety of hierarchical functions and, to achieve the objectives of this policy, it is essential that the borough's roads are grouped into a hierarchical network which permits these competing objectives to be addressed in the most efficient manner - with different roads fulfilling predominantly different functions. The council has adopted a hierarchical classification for the road network in the borough. This is as follows:

(i) Strategic Routes (TLRN: Transport for London Road Network):

- to provide for the longer journeys and, in particular, for those by buses and goods vehicles;
- to link London effectively to the national road system; and
- to reduce traffic demand on secondary roads so that, in association with traffic restraint policies, they can provide an adequate level of service and, in turn, relieve local roads of through traffic.

These roads form the Transport for London Road Network (TLRN) – Priority Red Routes – in the borough and are controlled by Transport for London (TLRN).

(ii) London Distributor Roads whose function is:

- to provide links to the strategic route network;
- to give access to strategic centres for short and medium distance traffic;
- to provide the main bus routes with the provision of bus priority measures where appropriate, and;
- to distribute traffic to and around, but not within, local areas.

Most of the London distributor roads in the borough form part of TfL's "Strategic Road Network" but should not be confused with the TLRN

(iii) Local distributor roads, whose function is:

- to distribute traffic within a local area bounded by strategic and London roads, but not to carry through traffic (i.e. traffic which has neither its origin nor its destination within that area).
- to cater primarily for traffic movements within the borough

Local distributor roads may be subject to measures to restrict the speed of general traffic flow. Restrictions on the types of vehicle which can pass along the road may be introduced as part of an agreed traffic restraint or reduction strategy.



Some categories of frontage development are not suited to this category of road, particularly at critical junctions.

(iv) local access roads, whose function is:

- to provide final access to destination only.
- primarily for use by residents and pedestrians.

Local roads will frequently provide opportunities to provide safer routes for cyclists and pedestrians by introducing measures to displace through-traffic.

The strategic, London distributor, borough distributor and certain local access roads are shown on the Proposals Map. A schedule of individual roads is included in the table below.

The classification of roads to fulfil different functions has implications for areas adjacent to them, and for their uses. It also allows proper account to be taken of the functions intended for different roads when development proposals are under consideration. In the short term, local access roads and, to a lesser extent, borough distributor roads, and development related to them, will benefit from measures which will improve environmental conditions for essential traffic and allow them to fulfil better their local access function. It is the council's intention that proposed developments fronting on to the strategic and London distributor road network should have regard to environmental conditions in terms of land-use, internal room arrangements and sound insulation measures.

## **Table 7 Hierarchy of Borough Roads**

### **A. Strategic Routes (Transport for London Road Network)**

A4: Great West Road (including the slip roads to Hammersmith Bridge Road)/Hammersmith Flyover/Talgarth Road (east of Butterwick)/West Cromwell Road.

A40/A40(M): Westway, including slip roads to Wood Lane and A3320 Roundabout

A3320: West Cross Route/Holland Park Roundabout.

### **B. London Distributor Roads:**

A217: Wandsworth Bridge Road/Wandsworth Bridge

A219: Scrubs Lane/Wood Lane (north of Westway)

A219: Shepherd's Bush Road

A219: Butterwick/Queen Caroline Street (north of Talgarth Road)/Talgarth Road (west of Butterwick)/Fulham Palace Road/Fulham High Street/Putney Bridge Approach/Putney Bridge

A304: Fulham Road/Fulham Broadway/Fulham Road

A306: Hammersmith Bridge/Hammersmith Bridge Road

A308: New King's Road/King's Road

A315: Hammersmith Broadway/Hammersmith Road (west of Butterwick)

A40: Wood Lane (south of Westway)/Uxbridge Road (east of Wood Lane)/Shepherd's Bush Green  
A402: Goldhawk Road  
A4020: Uxbridge Road/Shepherds Bush Green

#### C. Local Distributor Roads

A315: King Street/Studland Street (south of Glenthorne Road) / Glenthorne Road (east of Studland Street and west of Beadon Road)/Beadon Road  
A315: Hammersmith Road (east of Butterwick)  
A3218: Lillie Road  
A3219: Munster Road (north of Dawes Road)/Dawes Road (west of North End Road)  
B317: North End Road (south of Dawes Road)  
B408: Askew Road  
: Old Oak Common Lane/Old Oak Road  
: Hopgood Street/Macfarlane Road (east of Hopgood Street).  
B317: North End Road (north of Dawes Road)  
B318: Harwood Road  
B408: Paddenswick Road/Dalling Road (south of Paddenswick Road and north of Glenthorne Road)/Glenthorne Road (west of Studland Street)  
B409: Stamford Brook Road  
B412: North Pole Road  
: Bloemfontein Road  
: Du Cane Road  
: Glenthorne Road (east of Beadon Road)  
: Hammersmith Grove (south of Glenthorne Road)

#### D. Local Access Roads

(i) Retaining an essential through traffic function in the short to medium term:

B408: Dalling Road (south of Glenthorne Road)  
: Coningham Road  
: Emlyn Road/Larden Road  
: Hammersmith Grove (north of Glenthorne Road)  
: Munster Road (south of Dawes Road)  
: Parson's Green Lane/Parson's Green (west side)  
: Townmead Road (south of Imperial Road)/ Imperial Road/Harwood Terrace/Bagleys Lane (north of Harwood Terrace) and Waterford Road (north of Harwood Terrace and south of King's Road).  
Brook Green

(ii) Other:

All roads not included in classifications above.

## MONITORING

The council will monitor the policies in the DM DPD to assess how well they are achieving their objectives. In the main this will be carried out through monitoring the

indicators set out in the Core Strategy, but it will also include those indicators set out in Appendix 2. The monitoring results will be included in the council's annual monitoring reports (AMRs).

## Appendix 1 – Summary of the Sustainability Appraisal of the proposed submission DM DPD

- 1.1 The Development Management Policies Development Plan Document (DM DPD) should be read alongside the council's Core Strategy which was adopted in October 2011. This will allow a complete understanding of Local Development Framework policies that are applicable to the borough. The Core Strategy policies, in particular the borough-wide strategic policies, provide the context for the more detailed policies in the DM DPD and will be used to assist in determining the acceptability of development proposals.
- 1.2 The DM DPD sustainability appraisal (DM DPD SA) should be read alongside the Core Strategy sustainability appraisal because the policies within the DM DPD are in conformity with the Core Strategy policies. In terms of sustainability, the Core Strategy SA found that the borough-wide policies were "generally sustainable".
- 1.3 The SA of the DM DPD policies found as follows:
  - a) **Housing** (policies A1 to A9): Overall, the DM DPD housing policies have positive effects on the social and homes objectives. The suite of housing policies should contribute to achieving the housing target of 615 homes per year and ensure that the right mix, type and size of homes is delivered. However, mitigation measures will need to be put in place to ensure that the pollution and climate change sustainability objectives are not undermined by this amount of growth.
  - b) **Local economy and employment** (policies B1 to B3): The policies were found sustainable and will have a positive effect on the social justice, sustainable economy and satisfying work objectives. The employment policies will ensure that there is sufficient, well located employment land and floorspace to sustain employment growth in the borough and meet the needs of a variety of types and sizes of businesses. Policy B2 will assist in delivering the London Plan target of 40,000 net additional hotel bedrooms by 2031 and policy B3 will have a positive effect in relation to employment, education and skills. As with housing growth, however, there will be a need for the regeneration associated with economic growth to be subject to environmental management.
  - c) **Town and local centres** (policies C1 to C6): Overall, the town and local centres policies will have a positive effect on the transport, social and economy sustainability objectives. The suite of policies should achieve the delivery of strategic objectives by enhancing the viability and vitality of the three town centres and primary shopping areas. They will also contribute to improving the range, quality and accessibility of shops by controlling the amount of A1 and non A1 uses, minimising adverse impacts of restaurants, bars, food takeaways and amusements while meeting residents and visitors' needs, including those of disabled people.
  - d) **Community facilities, leisure and recreation** (policies D1 to D2): The DM DPD policies on community facilities, leisure and recreation will have a positive effect on the social, sustainable economy and transport objectives.

They will contribute to achieving the delivery of strategic objectives by providing new, expanded, accessible community facilities designed to meet local needs. The uncertain effects on the pollution objective will have to be monitored in the long-term.

- e) **Open spaces** (policies E1 to E4): Overall, the DM DPD policies on open spaces will have positive effects on the environmental, social and sustainable economy objectives. Encouraging accessible and inclusive open-spaces and high quality playspaces while protecting nature conservation areas and back gardens, will improve public realm, biodiversity and contribute to flood risk management.
  - f) **Waterways – Thames and Grand Union Canal** (policies F1 to F4): The policies will have positive effects on the environmental, heritage, health and sustainable transport objectives. The river will be made more accessible by including through-site links to new riverside developments. The policies will also promote a mix of uses on the canal and the principles of inclusive and accessible design, thereby contributing to the social and economic objectives.
  - g) **Design and conservation** (policies G1 to G8): Overall, the policies on design and conservation score highly on the heritage and social objectives by applying the principle of accessible and inclusive design. The policies promote a high standard of design and access. Tall buildings should be located in areas identified in the Core Strategy and new developments should fit into the local environment. The policies are highly sustainable or neutral in relation to the SA objectives.
  - h) **Tackling and adapting to climate change and other environmental matters** (policies H1 to H11): Overall, the policies on climate change will have a significant positive effect on environmental, responsible consumption and health objectives. The suite of policies have been put forward to ensure that the principles of sustainability are applied to new developments, (particularly major developments) to mitigate their possible negative effects. In particular, impacts on the environment, health and quality of life will be managed and minimised. Effects on the sustainable economy objective will have to be monitored in the long-term, but it is unlikely that the policies will require any significant revision.
  - i) **Transport** (policies J1 to J6): The transport policies have been found sustainable and with positive effects on environmental, responsible consumption and health objectives. In particular, the suite of policies have been put forward to ensure that the impacts of proposed development are managed and closely assessed (i.e. parking standards). Providing an adequate number of spaces for disabled people and promoting walking and cycling will also positively impact on the social objectives. The policies will ensure that the effects of new developments on the health and quality of life of residents are managed and minimised.
- 1.4 In conclusion, no wholly unsustainable policies have been put forward in the DM DPD. However, development inevitably consumes non-renewable resources in the form of land, construction materials (including all forms of aggregates), energy and water. It also results in the generation of waste. The impacts of transport infrastructure and other requirements of modern living such as telecommunications infrastructure also have an effect on

environmental sustainability. Nonetheless, the majority of the policies are considered to have an overwhelmingly positive impact on sustainability although there is sometimes less certainty when assessing the environmental objectives as effectiveness will mostly depend on implementation.

- 1.5 Some policies may require further sustainability assessment as part of the preparation of more detailed regeneration area Supplementary Planning Documents for the borough or when planning applications are submitted.

## Appendix 2 – Development Management Policies DPD Monitoring indicators

The effectiveness of many DM DPD policies will be monitored by the Council through assessing those indicators identified in Appendix 8 of the Core Strategy. However, a number of key DM DPD policies will be subject to their own specific indicators and targets. Set out below are those key policies and their indicators.

| DM DPD Policy  | Indicator  | Target  | Organisation(s)/Data source                            |
|--|--|---|--|
| <b>HOUSING</b>   |  |   |  |
| Policy A1 Housing supply   | Proportion of conversions of two or more bedrooms  |   |  |
| Policy A3 Housing Mix  | Type and size of all new dwellings provided as part of new major developments                | For affordable rented: 1 bedroom: 10% of units; 2 bedrooms: 40% of units; 3 bedrooms: 35% of units; 4+ bedrooms 15% of units;<br>For intermediate housing: 1 bedroom: 50%; 2 bedroom: 35%; 3 or more bedrooms : 15%<br>For market housing, a mix of unit sizes including larger family accommodation. | LBHF development monitoring database                   |
| Policy A5 Meeting needs of people who need care and support                | Net change in the number of special needs units permitted and completed                      | No net loss where need exists   | Uniform  |
| Policy A6 Hostels and houses in multiple occupation                        | Net change in the number of HMOs/hostels   | No net loss where need exists   | Housing Strategy Statistical Appendix, CLG (Section G) |
| <b>TOWN AND LOCAL CENTRES</b>  |  |   |  |
| Policy C2 Managing uses in the prime retail frontage areas of town centres | Percentage of frontages in A1, A2 and other use classes in frontages identified in policy C2 | As set out in policy according to location  | LBHF development monitoring database                   |
| Policy C3 Managing uses in   | Percentage of frontages in A1,   | Maximum of 50% of street block in   | LBHF development monitoring database                   |

|   |   |   |   |
|---|---|---|---|
| the non-prime frontage areas of town centres  | A2 and other use classes in the non-prime frontage areas  | non A1 use and maximum 33% in A3, A4, A5 and sui generis uses.                                |   |
| Policy C4<br>Managing the mix of activities in key local centres, neighbourhood parades and satellite parades | Percentage of frontages in non-A1 use; percentage in A3, A4 and A5 uses in frontages identified in policy C4                          | As set out in policy according to type of centre  | LBHF development monitoring database        |
| Policy C5 Small non-designated parades and clusters and corner shops  | Percentage of frontages in non-A1 use; percentage in A3, A4 and A5 uses in small non-designated parades and clusters and corner shops | Maximum of 50% of street block in non A1 use; Maximum 33% in A3, A4, A5 and sui generis uses. | LBHF development monitoring database        |
| <b>COMMUNITY FACILITIES, LEISURE AND RECREATION</b>   |   |   |   |
| Policy D2<br>Enhancement of Arts, Culture, Entertainment, Leisure, Recreation and Sport Uses                  | Net change in 'D2' use class floorspace   | No net loss unless in accordance with policy  | LBHF development monitoring database        |
| <b>TRANSPORT AND ACCESSIBILITY</b>  |   |   |   |
| Policy J2 Vehicle Parking Standards   | Parking provision in permitted development schemes  | As per London Plan targets  | LBHF development monitoring database<br>GLA |
| Policy J3 Housing with Reduced Parking  | Number of and location of new dwellings permitted with zero and reduced parking   | No provision in areas with PTAL less than 4   | LBHF development monitoring database        |
| Policy J4 Disabled Person's Parking (Blue Badge)  | Parking provision for disabled people in permitted development schemes  | Increase  | LBHF development monitoring database        |
| Policy J5<br>Increasing the opportunities for cycling and walking   | Cycle parking provision permitted development schemes   | Increase in provision.  | LBHF development monitoring database<br>GLA |



### **Appendix 3. Unitary Development Plan (UDP) policies to be replaced by Core Strategy or DM DPD policies.**

#### **Explanatory Note**

This table shows whether existing Unitary Development Plan (UDP) policies have been replaced by the Core Strategy or whether they will be replaced by Development Management Development Plan Document (DM DPD) policies or other policy guidance.

Column 1 identifies all the policies included in the 2007 UDP.

Column 2 identifies whether Core Strategy policies have replaced UDP policies. If a UDP policy will not be replaced by a Core Strategy policy, or is to be replaced only partly by a Core Strategy policy, this is made clear in the table.

Column 3 indicates the key DM DPD policies that will replace UDP policies.

Column 4 indicates those UDP policies that will also be replaced by policy guidance other than the Core Strategy or DM DPD. This may include a Supplementary Planning Document (SPD), but could also include national planning policy contained in a Planning Policy Statement (PPS) or regional policy contained in the London Plan. Only where a policy in a PPS or in the London Plan is particularly relevant is that document mentioned.

| <b>EXISTING 2007<br/>UDP PART 1<br/>POLICY</b> | <b>NEW REPLACEMENT CORE<br/>STRATEGY POLICY</b>  | <b>PROPOSED NEW<br/>REPLACEMENT DM DPD<br/>POLICY</b>  | <b>OTHER</b>  |
|--|--|--|---|
| Policy GO: Sustainable Development             | UDP policy deleted. Replaced by:<br>1. Key Spatial Policy A Planning for Regeneration and Growth<br>2. Boroughwide strategic policies on housing development, local economy and employment, supporting community facilities and services, improving and protecting our parks and open spaces, built environment, transport and delivery and implementation of the Core Strategy. | A variety of DM policies provide detail on sustainability matters.   | None  |
| Policy G1: Social Inclusion and Equality       | UDP policy deleted. Replaced by:<br>1. Strategic Objectives  | A variety of DM policies provide detail on a number of social inclusion and equality issues, such as accessible housing and safety and security. | Rather than a Core Strategy policy on these matters, the Core Strategy includes a number of Strategic Objectives concerned with securing a borough of |

|   |   |   |   |
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|   |   |   | opportunity for all. All LDF documents have been subject to Equalities Impact Assessment and SA/SEA, thereby ensuring that social inclusion and equality are suffused within the documents. |
| Policy G2: The Physical Structure and Regeneration of the Borough | UDP policy deleted. Replaced by:<br>1. Key Spatial Policies A Planning for Regeneration and Growth; B Planning for the location of employment activities; and C The hierarchy of town and local centres<br>2. Policies for the 5 Regeneration Areas and key sites within these areas. | None  | The London Plan also identifies key strategic spatial features, such as the town centre hierarchy and opportunity areas.<br>Also subject to SPD.  |
| Policy G3: Environment  | UDP policy deleted. Replaced by:<br>1. Boroughwide strategic policies on improving and protecting our parks and open spaces, the built environment and tackling and adapting to climate change.   | DM policies on Design and Conservation, etc provide detail on a number of environmental matters, for example on design and conservation and climate change. | Development management policies in planning policy statements, for example PPS 5 Planning for the Historic Environment, will also apply.<br>Also subject to SPD.                            |
| Policy G4: Transportation and Accessibility                       | UDP policy deleted. Replaced by:<br>1. Boroughwide strategic policy on transport  | DM policies on Transport and Accessibility provide detail.  | Also covered in detail by London Plan policy<br>Also subject to SPD   |
| Policy G7: Community Services outside Town Centres                | UDP policy deleted. Replaced by:<br>1. Boroughwide strategic policy on supporting community facilities and services   | DM policies on Community Facilities, Leisure and Recreation provide detail.   | None  |
| Policy G7A: Shopping outside Town Centres                         | UDP policy deleted. Replaced by:<br>1. Key Spatial Policy C The hierarchy of town and local centres<br>2. Boroughwide strategic policy on supporting community facilities and   | DM policies on Local Centres provide detail, for example on retail quota policies.  | Development management policies in PPS4 Planning for Sustainable Growth will also apply.  |

|  | services   |  |  |
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| Policy G9A: Town Centres                           | UDP policy deleted. Replaced by:<br>1. Key Spatial Policies A Planning for Regeneration and Growth; and C The hierarchy of town and local centres                                  | DM policies on Town Centres provide detail.                            | Development management policies in PPS4 Planning for Sustainable Growth will also apply  |
| Policy G8: The river Thames and Thames Policy Area | UDP policy deleted. Replaced by:<br>1. Boroughwide strategic policy the River Thames and Canal   | DM policies on Waterways – Thames and Grand Union Canal provide detail | Also covered in detail by London Plan policy.  |
| Policy G9: Implementation                          | UDP policy deleted. Replaced by:<br>1. Policies for Regeneration Areas and key sites.<br>2. Policy on Delivery and Implementation of the Core Strategy and Infrastructure Schedule | None   | Also covered by national legislation, e.g. Circular 05/2005 Planning Obligations. Will also be subject to the council's Community Infrastructure Levy to be adopted in 2012. |

| <b>EXISTING 2007<br/>UDP PART 2<br/>POLICY</b>   | <b>NEW<br/>REPLACEMENT<br/>CORE STRATEGY<br/>POLICY</b>   | <b>PROPOSED NEW REPLACEMENT<br/>DM POLICY</b>               | <b>OTHER</b>  |
|--|---|---|---|
| <b>ENVIRONMENT POLICIES</b>  |   |   |   |
| EN2 Development in Conservation Areas  | Part covered by strategic policy on built environment (BE1). Conservation areas are identified in the Core Strategy and on the Proposals Map. UDP policy not deleted. | Policy replaced by DM policy G7 on design and conservation. | Also covered by national and London Plan policy and SPD.                                  |
| EN2B Effect of development on the setting of conservation areas and views into and out of them | As above  | As above  | Also covered by national policy   |
| EN2C Facadism in conservation areas  | As above  | As above  | None  |
| EN2D Development affecting historic parks and gardens  | As above. Historic parks and gardens are identified in the Core Strategy and on the Proposals Map. UDP policy not deleted.  | As above  | Also covered by national policy   |
| EN3 Listed Buildings   | Part covered by strategic policy on built environment (BE1). Listed buildings are identified as a heritage asset in the Core Strategy. UDP policy not deleted.        | As above.   | Also covered by national policy<br><br>Register of listed buildings published separately. |

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| EN4 Use and maintenance of Listed Buildings                  | As above   | As above  | As above  |
| EN6 Buildings and artefacts of local importance and interest | Part covered by strategic policy on built environment (BE1). Buildings and artefacts of local importance and interest are identified as a heritage asset in the Core Strategy. UDP policy not deleted. | Policy replaced by DM policy G7,                                  | The list of buildings and artefacts will be SPD.  |
| EN7 Nationally and locally important archaeological remains  | Scheduled ancient monument and archaeological priority areas are identified as a heritage asset in the Core Strategy and on the Proposals Map. UDP policy not deleted.                                 | Policy replaced by DM policy G7.                                  | Also covered by national and London Plan policy.<br><br>Archaeological Priority Areas will be described in SPD. |
| EN8 Design of new developments                               | Policy partly replaced within the Core Strategy by an overarching policy on achieving a high quality built environment (BE1). UDP policy not deleted.  | Policy to assess development replaced by DM policy G1 and others. | Some design matters will be included in SPD.  |
| EN8B Design of extensions                                    | As above   | As above  | As above  |
| EN8D Shopfronts  | As above   | As above  | Will also be included SPD   |
| EN8E Forecourt parking                                       | As above   | As above  | Will also be included in SPD  |

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| EN8F Replacement windows                    | As above.   | As above                          | Will also be included in SPD  |
| EN10 Designing out crime                    | Policy partly replaced within the Core Strategy by an overarching policy on achieving a high quality built environment. UDP policy not deleted.                     | Policy replaced DM policy G1.     | Will also be included in SPD  |
| EN14 Advertisements                         | As above  | Policy replaced by DM policy G8   | Also covered by Town and Country Planning Act (Control of Advertisements) (England) Regulations 2007. |
| EN17 Waste collection and disposal          | Policy to be partly replaced within the Core Strategy by an overarching policy on waste management UDP policy not deleted   | Policy replaced by DM policy H5   | Will also be included in SPD.   |
| EN18 Waste recycling Depot                  | None.<br>UDP policy deleted.  | None                              | None  |
| EN19 Waste management facilities            | Core Strategy and Proposals Map safeguard existing sites (not currently done in UDP). Core Strategy also includes overarching waste policy. UDP policy not deleted. | Policy replaced by DM policy H5   | Also covered by London Plan policy.<br><br>Regeneration Area SPDs will also include detail.           |
| EN19A Recycling of demolition waste         | None.<br>UDP policy not deleted.  | As above                          | None  |
| EN20A Control of potentially polluting uses | Core Strategy includes policy on protecting and enhancing environmental   | Policy replaced by DM policy H11. | None  |

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|   | quality.<br>UDP policy not deleted.   |   |   |
| EN20B Noise pollution   | As above.   | Policy replaced by DM policy H9   | Also covered by national policy   |
| EN20C Light pollution   | As above  | Policy replaced by DM policy H10.   | None  |
| EN20D Hazardous substances  | Sites that are subject to HSE consultation are identified in the Core Strategy and on the Proposals Map.<br>UDP policy not deleted. | Policy replaced by DM policy H6.  | Also covered by national policy   |
| EN21 Environmental nuisance   | Core Strategy includes policy on protecting and enhancing environmental quality. UDP policy not deleted.                            | Policy replaced by DM policy H11 on protecting and enhancing environmental quality, and others such as those dealing with design, including good neighbourliness. | None  |
| EN22 Public open space and other green space of borough-wide importance | Core Strategy and Proposals Map designate areas.<br>UDP policy not deleted.   | Policy replaced by DM policy E1   | Also covered by national and London Plan policy                               |
| EN22X Public and private open space of local importance                 | Core Strategy includes overarching open space policy. UDP policy not deleted.   | Policy replaced by DM policy E1   | Also covered by national and London Plan policy                               |
| EN23 New open space provision in connection with development            | Core Strategy includes overarching policy. UDP policy not deleted.  | Policy replaced by DM policy E1   | Also covered by London Plan SPG.  |
| EN23B Children's play areas   | Core Strategy includes overarching policy. UDP policy not deleted.  | Policy replaced by DM policy E2   | Also covered by London Plan policy  |
| EN24 Metropolitan Open Land   | Core Strategy and Proposals Map identify designated areas. UDP policy not deleted.  | None  | UDP development management policy replaced by national and London Plan policy |
| EN25 Protection of trees  | None.   | Policy replaced by DM policy E4 on greening   | Also covered by London Plan policy  |



|   |   |   |   |
|---|---|---|---|
|   | UDP policy not deleted.   | the borough   |   |
| EN26 Tree planting  | None.<br>UDP policy not deleted.  | As above  | None  |
| EN27 Nature conservation areas                                | Core Strategy and Proposals Map safeguard designated areas.<br>Core Strategy also includes overarching policy.<br>UDP policy not deleted. | Policy replaced by DM policy E3 on nature conservation.                     | Also covered by national and London Plan policy<br><br>Nature conservation areas will be described in SPD.  |
| EN28 Green corridors  | As above  | As above  | Also covered by London Plan policy  |
| EN28A Species protection                                      | None.<br>UDP policy not deleted.  | Replaced by DM policy E3 on enhancing biodiversity and greening the borough | Species protection covered by national and London Plan policy   |
| EN29 Nature conservation on development sites                 | None.<br>UDP policy not deleted.  | Replaced by DM policy E3 on enhancing biodiversity and greening the borough | Will also be SPD.   |
| EN31 Important views along, across and from the river         | Important views are identified as a heritage asset in the Core Strategy and on the Proposals Map<br>UDP policy not deleted.               | Remainder of policy replaced by DM policy G6.                               | Strategic view and development management policy also covered by London Plan policy   |
| EN31X Design of development within the Thames Policy Area     | The Thames Policy Area (TPA) is identified in the Core Strategy and on the Proposals Map.<br>UDP policy not deleted.                      | Policy replaced by DM policy F2   | The river will also be subject to London Plan policies and to SPD.  |
| EN32 Provision for water-based activity and uses in the river | Core Strategy includes overarching policy.<br>UDP policy not deleted.   | Policy to assess development replaced by DM policy F3.                      | South Fulham Riverside SPD will also include detail.  |
| EN34 Riverside walk   | Location of existing and proposed riverside walk identified in Core Strategy and on Proposals Map.<br>UDP policy not deleted.             | Policy replaced by DM policy F1.  | Also subject to Thames Path National Trail and the council's Riverside Walk Enhancement Report.<br><br>South Fulham Riverside SPD will also include detail. |

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| EN34A Access to the foreshore   | None<br>UDP policy not deleted.  | Policy replaced by DM policy F1            | None  |
| EN35 Development that encroaches into the river or onto the foreshore | None.<br>UDP policy not deleted.   | As above                                   | None  |
| EN40 Grand Union Canal  | Core Strategy includes canal policy.<br>UDP policy not deleted.  | Policy replaced by DM policy F4.           | Also covered by London Plan policy                            |
|   |  |  |   |
| <b>TRANSPORT AND ACCESSIBILITY POLICIES</b>                           |  |  |   |
| TN4 Transportation – provision for disabled people                    | Core Strategy includes overarching transport policy which seeks access improvements for all. UDP policy not deleted. | Policy replaced by DM policy J4 and others | Also covered by London Plan policy.<br>Also subject to SPD.   |
| TN5 Transportation – provision for pedestrians                        | As above   | As above                                   | Above   |
| TN6 transportation – provision for cyclists                           | As above   | As above                                   | Also covered by London Plan policy                            |
| TN8 Borough road network – hierarchy of roads                         | Proposals Map includes designated hierarchy.<br>UDP policy not deleted.  | Policy replaced by DM policy J6.           | As above  |
| TN13 Transport Impact Assessment                                      | None<br>UDP policy not deleted.  | Policy replaced by DM policy J1            | As above  |
| TN15 Vehicle parking standards  | As above   | Policy replaced by DM policy J2            | Also covered by London Plan policy                            |
| TN15A Forecourt and off-street parking                                | As above   | Policy deleted                             | Will be subject to SPD  |
| TN21 Public transport – improvement in connection with development    | Core Strategy includes overarching transport policy<br>UDP policy deleted  | None.                                      | Will be subject to SPD<br><br>Also covered by national policy |
| TN23 Public transport –   | Core Strategy (T1) and   | Policy deleted                             | Also covered by Government                                    |

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|--|--|--------------------------|---|
| safeguarding land for future transport schemes | Proposals Map safeguard schemes.<br>UDP policy partly deleted.   |                          | Directions and London Plan.                                   |
| TN24 Public transport – coaches and taxis      | None.<br>UDP policy not deleted.   | Policy deleted           | Will be subject to SPD.                                       |
| TN26 Public transport - Water                  | Core Strategy includes overarching transport policy (T1).<br>UDP policy not deleted  | Replaced by DM policy F3 | Also covered by London Plan policy                            |
| TN28 Freight and servicing                     | As above   | Policy deleted           | Also covered by London Plan policy<br>Will be subject to SPD. |
| TN31 Freight and servicing – use of water      | Core Strategy and Proposals Map identify safeguarded wharves.<br>Also covered by overarching transport policy T1.<br>UDP policy not deleted. | Replaced by policy F3    | Also covered by London Plan policy                            |

|  |   |                                 |                                    |
|--|---|---------------------------------|------------------------------------|
| <b>HOUSING POLICIES</b>  |   |                                 |                                    |
| Policy HO1: Prevention of loss of existing residential accommodation | Core Strategy includes overarching housing supply policy including protection of existing residential accommodation.<br>UDP policy not deleted. | Policy replaced by DM policy A1 | Also covered by London Plan policy |

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|---|---|---|---|
| Policy HO3: House Conversions             | Core Strategy identifies housing conversions as a valuable source of housing supply.<br>UDP policy not deleted.   | As above.                                 | None  |
| Policy HO6: Housing Mix and Special Needs | Core Strategy includes overarching housing needs policy, including housing mix and wheelchair accessible housing.<br>UDP policy not deleted.                              | Policy replaced by DM policies A3 and A4. | Also covered by London Plan policy.<br><br>Will be subject to SPD |
| Policy HO10: Special needs housing        | Core Strategy includes overarching housing needs policy, including provision of housing to meet the needs of people who need care and support.<br>UDP policy not deleted. | Policy replaced by DM policy A5           | Also covered by London Plan policy                                |
| Policy HO11: Travellers                   | Core Strategy includes policy for gypsies and travellers.<br>UDP policy deleted   | None                                      | See also London Plan policy.                                      |
| Policy HO14: Waste Management             | Core Strategy includes policies to meet London Plan targets and to manage waste and recycling.  | Policy replaced by DM policy H5           | BREEAM and Code for Sustainable Homes.<br>Also covered by SPD.    |

|                                 |  |                                 |   |
|---------------------------------|--|---------------------------------|---|
|                                 | UDP policy not deleted.  |                                 |   |
| Policy HO15: Water Conservation | Core Strategy includes policies which relate to water conservation.<br>UDP policy not deleted. | Policy replaced by DM policy H3 | BREEAM and Code for Sustainable Homes. See also London Plan policy. Will also be subject to SPD |

**EMPLOYMENT POLICIES**

|   |   |                                 |                             |
|---|---|---------------------------------|-----------------------------|
| Policy E5: Provision for small businesses | Core Strategy includes overarching policy (LE1) that seeks to protect small and medium sized businesses.<br>UDP policy not deleted. | Policy replaced by DM policy B1 | See also London Plan policy |
| Policy E11: Hotel Development             | Core Strategy promotes hotels in certain regeneration areas.<br>.UDP policy not deleted.  | Policy replaced by DM policy B2 | As above                    |

**COMMUNITY SERVICE POLICIES**

|  |   |   |                             |
|--|---|---|-----------------------------|
| CS1: Retention of Arts, Culture and Entertainment Facilities | Core Strategy has overarching policy (CF1): Supporting Community Facilities and Services which seeks to protect and promote such premises.<br>UDP policy deleted. | Policy also replaced by DM policies D1 and D2 | See also London Plan policy |
|--|---|---|-----------------------------|

|   |   |   |                                  |
|---|---|---|----------------------------------|
| CS2 Retention of Recreation Facilities                    | As above.   | As above  | As above                         |
| CS2B Night-Time ACE and Recreation                        | Core Strategy has an overarching policy (CF1): Supporting Community Facilities and Services which seeks to improve ACE and recreation uses. UDP policy not deleted. | Policy replaced by DM policy C6.  | None                             |
| CS5 Premises for Community Groups                         | As above.   | Policy replaced by DM policies D1 and D2  | None                             |
| CS8 Availability of Land/Buildings for Community Services | As above  | As above  | None                             |
| CS10 Local Community Services                             | As above  | As above.   | None                             |
| CS12 Dual Use of Community Service Facilities             | Core Strategy has policy (CF1) that encourages co-location of community facilities and services. UDP policy deleted.  | None  | None                             |
| <b>SHOPPING</b>   |   |   |                                  |
| SH1 Retention of A Class Floorspace                       | Core Strategy has an overarching policy which includes encouraging diversity and distinctiveness in the shopping mix. UDP policy not deleted.                       | Covered in DM policy C4 justification.  | None                             |
| SH3 Key Local Shopping Centres                            | Core Strategy has an overarching policy which identifies local centres in the borough (Strategic policy C). UDP policy deleted.                                     | Policy replaced by DM policy C4 that provides detail for new key local centres and satellite parades. | Will be interim guidance in SPD. |

|  |   |  |                                 |
|--|---|--|---------------------------------|
| SH3A Other Retail Premises Outside Town Centres and Key Local Shopping Centres | As above  | Policy replaced by DM policies C4 and C5 that provide detail for new neighbourhood parades and other frontages | As above                        |
| SH5 Floors Above Shops and Other Premises                                      | None.<br>UDP policy not deleted.  | Policy deleted   | None                            |
| SH11 Food and Drink Establishments   | Core Strategy (Strategic policy C) has an overarching policy which seeks to encourage diversity and distinctiveness in the shopping mix.<br>UDP policy not deleted.                         | Policy replaced by DM policy C6  | None                            |
| <b>TOWN CENTRES</b>  |   |  |                                 |
| TC1 Major developments   | Core Strategy (Strategic policy C) has an overarching policy which includes encouraging major new shopping in town centres.<br>UDP policy deleted   | None   | Also covered by national policy |
| TC2 Prime Retail Frontages in Town Centres                                     | None<br>UDP policy not deleted.   | DM policy C2 provides detail for designation and management of prime retail frontage.                          | None                            |
| TC3 Other Retail Premises outside Prime Retail Frontages                       | None.<br>UDP policy not deleted.  | DM policy C3 provide detailed policy for non-prime retail frontage.  | None                            |
| HTC1 Offices   | Core Strategy has an overarching policy (Strategic policy B) on 'the location of employment activities' and the 'Hammersmith town centre and riverside regeneration area policy' identifies | None.  | See also London Plan policy.    |

|   |   |       |   |
|---|---|-------|---|
|   | Hammersmith town centre as the preferred office location in the borough.<br>UDP policy deleted.   |       |   |
| 1. Site 27 Hammersmith and City Line Station Car Park | Core Strategy has an overarching policy on 'Hammersmith town centre and riverside regeneration area' policy which encourages regeneration in Hammersmith Town centre.<br>UDP policy not deleted | None  | UDP site policy will continue until DM DPD is adopted                                   |
| 2. Site F Hammersmith Palais, Shepherd's Bush Road    | As above  | None  | UDP site policy will continue until DM DPD is adopted.                                  |
| FTC1 Business   | Core Strategy has an overarching policy (Strategic policy B) on 'the location of employment activities'.<br>UDP policy deleted.   | None. | None  |
| SBTC3 Shepherd's Bush Market                          | Core Strategy has a specific policy on Shepherd's Bush Market and adjacent land'.<br>UDP policy deleted.  | None  | White City Opportunity Area identified in emerging London Plan.<br>Also subject to SPD. |
| 1. Site 36 White City Centre Site                     | Site developed. UDP policy deleted.   | None. | None.   |
| <b>SITES</b>  |   |       |   |
| Site 22 Chelsea Creek                                 | UDP policy not deleted  | None  | UDP site policy will continue until DM DPD is adopted.                                  |
| Site 22A Chelsea Harbour 2                            | As above  | None  | As above  |



|  |   |       |   |
|--|---|-------|---|
| Site 23 Lillie Road, 41-45   | UDP policy deleted  | None. | None  |
| Site 32 British Gas Riverside Site and Nacovia Wharf (Greenham Concrete) | Core Strategy has an overarching South Fulham riverside regeneration area policy which encourages regeneration in this area.<br>UDP policy deleted  | None  | None  |
| Site 47 Imperial Road Site   | Core Strategy has an overarching South Fulham riverside regeneration area policy which encourages regeneration in this area.<br>UDP policy deleted. | None  | Site also covered by South Fulham Riverside Regeneration Area SPD |

#### STANDARDS

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|--|--|--|--|
| Standard S5A.1: Amenity space for family dwellings     | Core Strategy contains an overarching housing quality policy (H3).<br>UDP policy not deleted   | UDP standard will continue until replaced by DM policy A9 on residential standards | Mayor's London Housing Design Guide.<br><br>Will also be subject to Standards SPD. |
| Standard S5A.2: Amenity space for non-family dwellings | Core Strategy contains a housing quality policy (H3) which promotes the importance of creating gardens and shared amenity space as part of new developments.<br>UDP policy not deleted | As above.  | Mayor's London Housing Design Guide.<br><br>Will also be subject to Standards SPD. |

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| Standard S6.1: Use of ground floor level gardens/amenity space   | Core Strategy promotes provision of new homes through conversion (H1).<br>UDP policy not deleted  | As above. | Mayor's London Housing Design Guide.<br><br>Will also be subject to Standards SPD.  |
| Standard S6.3: Rear extensions which project beyond the rear building line of the property as originally built | Core Strategy protects garden space (OS1)<br>UDP policy not deleted   | As above. | Partially covered by the amendments of permitted development rights in October 2008.<br><br>Mayor's London Housing Design Guide.<br><br>Will also be subject to Standards SPD |
| Standard S7.1: Developments on sites over 0.2 hectares   | Core Strategy seeks to ensure provision of quality open space and children's play provision in new developments (OS1).<br>UDP policy not deleted. | As above. | Will also be subject to Standards SPD   |
| Standard S7A: Internal space provision in new dwellings  | Core Strategy seeks well designed homes with satisfactory internal space standards (H3).<br>UDP policy not deleted.                               | As above. | Mayor's London Housing Design Guide.<br><br>Will also be subject to Standards SPD   |
| Standard S8.1A: Internal space provision in residential conversions  | As above  | As above. | Mayor's London Housing Design Guide.<br><br>Will be subject to Standards SPD  |

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| Standard S8.1B: Minimum sizes for flats                                  | As above   | As above.  | Mayor's London Housing Design Guide.<br><br>Will be subject to Standards SPD      |
| Standard S8.1C: Residential units in basements of residential properties | As above   | Standard replaced by DM policy A8 on basements           | Will also be subject to SPD.  |
| Standard S8.2: On-street car parking                                     | Core Strategy (T1) seeks to ensure appropriate parking is provided to meet development needs.<br><br>UDP policy not deleted          | Policy replaced by DM policy A1.                         | Will also be subject to SPD.  |
| Standard S12.1: Proximity to rear boundary                               | Core Strategy (H3) seeks well designed homes with satisfactory internal and external space standards.<br><br>.UDP policy not deleted | Policy replaced by DM policy A9 on residential standards | Mayor's London Housing Design Guide.<br><br>Will also be subject to Standards SPD |
| Standard S12.2: Daylight to rooms in adjoining property                  | As above   | As above.  | As above.   |
| Standard S12.3: Outlook from windows in adjoining property               | As above   | As above   | As above  |

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|---|--|---------------------------------|--|
| Standard S12.4:<br>Boundary with adjoining property                     | As above   | As above                        | As above   |
| Standard S13.1: Loss of outlook   | As above   | As above                        | As above   |
| Standard S13.2: Loss of privacy   | As above   | As above                        | As above   |
| Standard S13.2A: Noise and disturbance from roof terraces and balconies | Core Strategy (CC4) has policy on protecting and enhancing environmental quality.<br>UDP policy not deleted        | As above                        | As above   |
| Standard S13.3: Aspect  | Core Strategy (H3) seeks well designed homes and a high quality residential environment.<br>UDP policy not deleted | As above                        | As above   |
| Standard S14.1<br>Advertisement control<br>Visual amenity               | Core Strategy (BE1) seeks all development to create a high quality environment.<br>UDP policy not deleted          | Policy replaced by DM policy G8 | Outdoor Advertisements and Signs – A guide for advertisers (CLG).<br>Also covered by Town and Country Planning Act (Control of Advertisements) (England) Regulations 2007. |

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|--|----------|----------|----------|
| Standard S15.1:<br>Advertisement relating to<br>premises Size and Design                         | As above | As above | As above |
| Standard S15.2:<br>Advertisement relating to<br>premises Height                                  | As above | As above | As above |
| Standard S15.3:<br>Advertisement relating to<br>premises Number of signs                         | As above | As above | As above |
| Standard Advertisement<br>relating to premises<br>S15.4: Projecting signs                        | As above | As above | As above |
| Standard Advertisement<br>relating to premises<br>S15.5: Illuminated signs                       | As above | As above | As above |
| Standard Advertisement<br>relating to premises<br>S15.6: Control of<br>advertisement regulations | As above | As above | As above |

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|---|---|----------------------------------|--|
| Standard S16.1: Poster hoardings General                    | As above  | As above                         | As above   |
| Standard S16.2: : Poster hoardings Face of a building       | As above  | As above                         | As above   |
| Standard S16.3: : Poster hoardings Features                 | As above  | As above                         | As above   |
| Standard S16.4: : Poster hoardings Walls flanking footpaths | As above  | As above                         | As above   |
| Standard S16.5:: Poster hoardings Free-standing hoarding    | As above  | As above                         | Outdoor Advertisements and Signs – A guide for advertisers (CLG) |
| Standard S18.1: Car parking standards                       | Core Strategy (T1) seeks appropriate parking.<br>UDP policy not deleted | Policy replaced by DM policy J2. | Also covered by London Plan policy                               |

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| Standard S18.2: Adherence to the standards  | As above | As above | As above                                  |
| Standard S18.3: Method of provision (for business, industrial, storage and distribution developments) | As above | As above | As above                                  |
| Standard S18.4: Method of provision for retail developments   | As above | As above | As above                                  |
| Standard S18.5: Infill housing  | As above | As above | As above                                  |
| Standard S19.1: Parking layout Design and location  | As above | None     | Will be subject to detailed Standards SPD |
| Standard S19.2: Parking layout Dimensions of car parking spaces                                       | As above | None     | Will be subject to detailed Standards SPD |

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| Standard S19.3: Parking layout Car parking spaces for people with disabilities | As above  | As above                      | Will be subject to detailed Standards SPD and Access SPD. |
| Standard S20.1: Cycle parking provision  | Core Strategy (T1) seeks to improve opportunities for cycling in the borough and ensuring adequate parking is provided.<br>UDP policy not deleted | Replaced by DM DPD policy J5. | Also covered by London Plan policy                        |
| Standard S21.1: Off-street servicing   | UDP policy not deleted  | None                          | Will be subject to detailed Standards SPD                 |
| Standard S21.2: Loading and unloading  | As above  | As above                      | As above  |
| Standard S21.3: Design of servicing arrangements                               | As above  | As above                      | As above  |



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|---|---|--|----------|
| Standard S22.1: Access to strategic routes  | As above  | As above.                                    | As above |
| Standard S23.1: Pedestrian access, Segregation                                    | Core Strategy (T1) seeks to improve opportunities for pedestrians.<br>UDP policy not deleted                | As above                                     | As above |
| Standard S23.2: pedestrian access. Amenity space                                  | As above  | As above                                     | As above |
| Standard S23.3: Pedestrian access. Residential accommodation above shops etc.     | As above  | As above                                     | As above |
| Standard S24.1: Food and drink establishments. Sound proofing                     | Core Strategy (CC4) has policy on protecting and enhancing environmental quality.<br>UDP policy not deleted | Standard replaced by DM policies H9 and H11. | As above |
| Standard S24.2: Food and drink establishments. Extraction and ventilation systems | As above  | As above                                     | As above |

## GLOSSARY

**ACE** is an abbreviation for arts, culture and entertainment activities.

**Affordable Housing** Includes social rented, affordable rented and intermediate housing (see definitions below), provided to specific eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision

The affordable housing definitions are from PPS3 (2006): Annex B and its revision (June 2011). Eligible households can earn up to £60,000 per annum (as at 2009). The definitions do not exclude homes provided by private sector bodies or provided without grant funding.

Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.

**Affordable Rented housing** is rented housing provided by registered providers of social housing, that has the same characteristics as social rented housing except that it is outside the national rent regime, but is subject to other rent controls that require it to be offered to eligible households at a rent of up to 80 per cent of local market rents.

**Air Quality Management Area (AQMA)** An area which a local authority had designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

**Archaeological Priority Areas** are areas of particular archaeological importance or vulnerability in the Borough which have been identified by the Council with the advice of English Heritage. In these areas the Council's policies and proposals for archaeological sites will particularly apply. Planning applications affecting such areas will generate appropriate consultation, which could in turn lead to further processes of site assessment.

**Back addition** generally means that part of a Victorian or Edwardian dwelling (which predominate in this Borough) which projects beyond the rear wall of the main part of the building and is usually of a lesser height and width. This part of the building was designed to be subordinate to the main building and normally contained subsidiary accommodation i.e. kitchens, sanitary facilities and secondary bedrooms. It enabled the developer to achieve a greater density with a narrower frontage whilst still providing some light and air to rooms at the rear.

**Biodiversity** This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and

genetic diversity. Biodiversity has a value in its own right and has social and economic value for human society.

**Blue Badge** Blue parking badges allow cars carrying disabled people to be parked near shops, stations and other facilities, and in LBF controlled parking zones and meter parking bays. Blue Badges can only be issued to people who meet the eligibility criteria. They can be used in any car the badge holder is driving or is a passenger in.

**Building Research Establishment's Environmental Assessment Methodology (BREEAM)** is the methodology for measuring the environmental performance of nearly every land use, including schools, healthcare or bespoke uses. BREEAM for new residential development (in the form of EcoHomes) has been replaced by the Code for Sustainable Homes.

**Code for Sustainable Homes** is the Government's national standard for measuring the environmental performance of new residential development. Credits are awarded for energy, water, drainage, materials, waste, pollution, health and well being and site ecology.

**Combined Heat and Power (CHP)** The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating. The provision of cooling can be added to create Combined Cooling, Heat and Power (CCHP).

**Car Clubs, also known as Community Car Pooling** schemes, are aimed at sharing the ownership and use of cars. Owning a car is expensive, but individual journeys are relatively cheap. Once a car is acquired it also acts as a disincentive to using public transport. Community car sharing schemes are one solution which has proved very successful in Europe and is now being looked at in trials in Britain. The principle is different from conventional car hire in that the cars are kept locally and can be used at short notice and for short periods of time. Community Car Pooling Schemes ensure that cars are available when people really need them, but reduce unnecessary use and pressure for parking spaces.

**Community facilities** Community Facilities include the following uses:

- Community Uses:
  - Education
    - Schools, Colleges, Universities, Adult Learning, Training, Children's Centres, Nurseries, Creches
  - Healthcare
    - Hospitals, Community Health Services, General Practitioners
  - Emergency Services
    - Police, Fire, Ambulance, Criminal Justice
  - Community Services and Third Sector
    - Community Halls / Meeting Rooms / Public Houses / Hubs, Religious Meeting Places, Libraries, Young People's Facilities
- Arts, Cultural and Entertainment Uses:

- Tourism, Cinemas, Theatres, Museums, Galleries, Concert Halls, Public Houses
- Leisure, Recreation and Sports Uses:
  - Sports Halls Pitches, Courts, Professional Sports Clubs, Gymnasiums, Swimming Pools, Athletics Facilities, Bowling Greens, Dance Halls, Ice Rinks

**Community Infrastructure Levy (CIL)** The discretionary charge on development which Local Planning Authorities will be empowered to make in order to fund local infrastructure requirements.

**Conservation Area** The statutory definition of a conservation area is '*an area of special architectural interest, the character of which it is desirable to preserve or enhance*'.

**Decentralised Energy** Power generation in the UK is still largely centralised with large power stations generating electricity which is distributed over large distances via the National Grid. Generating power on a smaller scale and closer to the end user (i.e. decentralised), is much more energy efficient and can generate potential cost savings for users. Decentralised energy generation using CHP or renewable energy technologies can help significantly reduce carbon dioxide emissions.

**Density** relates to the amount of residential accommodation in any given area. It is measured by calculating the number of habitable rooms and dwellings per hectare or acre. For individual sites the gross site area is the appropriate unit of measurement.

**Dormer window or extension** means a projecting vertical window in the sloping roof of a house (OED definition). The Council considers that any roof extension which takes less than 50% of each roof slope to the original dwelling house can be classed as a dormer window or dormer window extension provided that such an extension does not involve raising either party wall

**Employment use** This is defined as all Class B Uses and similar uses that are classified as sui generis (Town and Country (Use Classes) Order 1987 (as amended)).

**Energy Assessment** A report evaluating the energy use of a proposed development which shows how it has been designed to reduce carbon emissions in line with the council's Development Plan policies on tackling climate change. The assessment should show how energy efficiency measures, including passive design and low and zero carbon technologies such as decentralised communal energy systems and renewable energy generation will be implemented to reduce energy use and minimise CO2 emissions.

**Energy efficiency** This is about making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience. This does not necessitate the use of less energy, in which respect it differs from the concept of energy conservation.

**Environmental Impact Assessment** In these assessments, information about the environmental effects of a project is collected, assessed and taken into account in reaching a decision on whether the project should go ahead or not (DETR Nov 2000).

**Family dwelling** generally means a dwelling containing three or more bedrooms

**Flood Risk Assessment** Flood Risk Assessments (FRA) are required when a planning application is submitted. This requirement is set out in the Government's policy on development and flood risk as stated in paragraphs 10-13 of Planning Policy Statement 25

**Green corridors** can be defined as extensive contiguous areas of trees and open space which straddle or run along the major road, rail and river/canal routes into London. They may be narrow, often only the "unused" margins of development, but are of value as habitats for wildlife and plants and local landscape features and because they may link nature conservation areas. Certain transport routes, such as the Thames and the Canal, also act as corridors for animals and plants in the same way as green corridors. However these have been designated as nature conservation areas because of their greater nature conservation importance, and are not shown as green corridors.

**Green roofs** A green roof is a roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It may also include additional layers such as a root barrier and drainage and irrigation systems.

**Gross floor area** means the overall area of the building on each floor below or above ground.

It includes at each floor level:

- (i) the thickness of internal and external walls;
- (ii) stairs, service ducts, lift shafts, corridors and halls;
- (iii) any covered passage (other than a public right of way);
- (iv) cloakrooms, lavatories, kitchens and restaurants; and
- (v) basement areas (other than those used for car parking or for bank vault, strong room, safe deposit or plant room purposes).

Any space allocated for car parking, for loading and unloading commercial vehicles and for public transport operational purposes shall be excluded from gross floor area, as shall any roof-top plant.

Rooms and other spaces which continue through two or more normal floors of the building (e.g. theatres, lecture halls, and atria) will be assessed as occupying that number of floors, except where it is assured (preferably by legal agreement) that

those spaces shall not be used for the subsequent provision of additional floorspace by the insertion of extra floors.

**A habitable room** is any room used or intended to be used for dwelling purposes above 6.5 sq.m. (70 sq.ft.) in floor area except for kitchens of less than 13 sq.m. (140 sq.ft.), bathrooms and WC's. Utility rooms will not be included as habitable rooms if they have direct access to kitchens and provided they do not exceed 6.5 sq.m. (70 sq.ft.) or the kitchen and inter-connecting utility room together do not exceed 13 sq.m. (140 sq.ft.). If a habitable room has a net floor area exceeding 20.5 sq.m. (220 sq.ft.), that area shall be assessed at the rate of one habitable room per 20.5 sq.m. (220 sq.ft.) or part thereof, but an exception may be made in the case of accommodation designed to be used exclusively as one-room sheltered and other special-needs housing units.

**Gross site area** applies to density calculations for residential purposes and means the area of the site plus an area calculated by multiplying the length of the site's frontage onto adjoining street(s) by half the width of the street(s) (up to a maximum of 6m (20ft.) subject to the area thus added being no more than 10% of the net site area. No part of any river or canal or railway (or its embankments) or of any public open space shall be used in density calculations. Private open space to be used exclusively in association with a proposed development (including that provided for communal use) shall be included with the gross site area.

**Hazardous substance** Any substance which is dangerous because it is very toxic, toxic, harmful, corrosive or irritant. Major hazards comprise a wide range of chemical process sites, fuel and chemical storage sites, pipelines, explosive sites and nuclear sites.

**Heat Network** A heat network distributes heat to several users, just as an electricity grid distributes power. The heat energy produced and recycled by CHP plants during electricity generation can be distributed to local homes and businesses via a heat network. Recycling heat in this way has an important role to play in the reduction of carbon dioxide emissions.

**Hostel.** There are many kinds of hostel use. The policies of the Plan distinguish between two main types:

1. Residential: accommodation usually occupied by people of a specific group with a common interest. There will usually be an element of management supervision or support and some communal facilities. It will normally be occupied on a medium to long-term basis by people who do not have permanent accommodation elsewhere. It may cater for a wide range of socio-economic groups, including homeless families. It excludes residential institutions in the C2 Use Class which provide a significant element of care.
2. Tourist: normally short-stay accommodation for those whose normal residence is elsewhere. They are for holidays or short stays and are sometimes open to the general public. They resemble hotels except that the accommodation is usually of a lower standard.

**House in Multiple Occupation (HMO)** Under the changes in the Housing Act 2004, if a landlord lets a property which is one of the following types, it is a House in Multiple Occupation:

- an entire house or flat which is let to three or more tenants who form two or more households and who share a kitchen, bathroom or toilet;
- a house which has been converted entirely into bedsits or other non-self-contained accommodation and which is let to three or more tenants who form two or more households and who share kitchen, bathroom or toilet facilities;
- a converted house which contains one or more flats which are not wholly self contained (i.e. the flat does not contain within it a kitchen, bathroom and toilet) and which is occupied by three or more tenants who form two or more households;
- a building which is converted entirely into self contained flats if the conversion did not meet the standards of the 1991 Building Regulations and more than one-third of the flats are on short-term tenancies; or
- in order to be an HMO the property must be used as the tenants' only or main residence and it should be used solely or mainly to house tenants. Properties let to students and migrants will be treated as their only or main residence and the same will apply to properties which are used as domestic refuges.

**Intermediate Housing** Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above (see the definition of affordable housing). These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.

**Lifetime Homes** Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to frail older people and those with physical or sensory impairments. Lifetime Homes have 16 design features that ensure the home will be flexible enough to meet the existing and changing needs of most households, as set out in the 1999 Joseph Rowntree Foundation report 'Meeting Part M and Designing Lifetime Homes'. British Standards Institution in 2007 published a Draft for Development 'Design of accessible housing – Lifetime home – Code of Practice' which introduces the concept of 'accessible housing' which builds upon and extends the Lifetime Homes 16 point specification to flats and town houses and to other accommodation without ground-level living space and updates the technical criteria.

**Listed Building** is a building or structure which is considered to be of 'special architectural or historic interest'. The definition of 'listed building' is fairly wide and the term 'building' may include a wide range of structures including bridges, milestones and follies.

**Local Buildings of Merit** means buildings which are of local interest because of their townscape, architectural or historic interest.

**London Housing Design Guide** The new 'interim edition' of the London Housing Design Guide, published in August 2010, sets out the Mayor of London's aspirations for the design of new housing in the capital.

**Major Development** has the same definition as contained in the London Plan.

'Major developments (applications decided by the London Boroughs) Major Developments are defined as these:

- For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares);
- For all other uses: where the floor area will be 1000 sq metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc should be included in the floor space figure.

**A mansard roof** is traditionally a double-pitched roof slope having the lower part steeper than the upper. It has recently come to include a steep single-pitched roof slope used to retain the appearance of a roof while allowing the introduction, within the roof space, of extra accommodation.

**Market Housing** Private housing for rent or for sale, where the price is set in the open market.

**Metropolitan Open Land** Strategic open land within the urban area that contributes to the structure of London.

**Municipal solid waste (MSW)** This includes all waste under the control of local authorities or agents acting on their behalf. It includes all household waste, street litter, waste delivered to council recycling points, municipal parks and garden wastes, council office waste, Civic Amenity waste, and some commercial waste from shops and smaller trading estates where local authorities have waste collection agreements in place. It can also include industrial waste collected by a waste collection authority with authorisation of the waste disposal authority.

**Net floor area** (of a dwelling) means the aggregate internal area of each floor as enclosed by the external walls of a dwelling. It includes the area occupied by internal partitions or walls, the area taken up on each floor by any staircase, the area of any chimney breast or fireplace. It excludes the floor area of any addition to the dwelling as originally built, dustbin store, fuel store, garage or balcony, any area in rooms with sloping ceilings to the extent that the height of the ceiling does not exceed 1.5m (5ft.) and any porch.

**Net floor area** (of a room) means the area of floor enclosed by the walls of the room measured to the opposing faces. It includes the area taken up by any bay window. It does not include the area taken up by any chimney breasts or flues, the circulation space required for access through the room to another room measured as 675mm (2.25ft.) wide and any area in rooms with sloping ceilings to the extent that the height of the ceiling does not exceed 1.5m (5ft).

**Net site area** means the area of the site as measured to its boundaries and does not include parts of the adjoining public highway.

**Non-family dwelling** means a dwelling containing two bedrooms or less.



**Open Space** Land laid out as a public garden, or used for the purposes of public recreation, or land which is used as a burial ground. It excludes individual private gardens, which do not serve a wider open space function, yards, roads and car parks.

**Opportunity Area** London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

**Planning Obligations.** Section 12(1) of the Planning and Compensation Act 1991 substitutes new sections 106, 106A and 106B for section 106 of the Town and Country Planning Act 1990. The new section 106 introduces the concept of planning obligations, which comprises both planning agreements and unilateral undertakings. It enables a planning obligation to be entered into by means of a unilateral undertaking by a developer as well as by agreement between a developer and a local planning authority. Such obligations may restrict development or use of the land; require operations or activities to be carried out in, under or over the land; require the land to be used in any specified way; or require payments to be made to the authority either in a single sum or periodically (see Circular 1/97 Planning Obligations for further details).

**Planning Policy Statements (PPSs)** Planning Policy Guidance Notes (PPGs) and their replacements, Planning Policy Statements (PPSs), are prepared by the Government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. They also explain the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing their development plan documents. The guidance may also be relevant to decisions on individual planning applications and appeals.

**Public realm** This is the space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces.

**Public Transport Accessibility Level (PTAL)** provides a methodology for assessing the relative ease of access to a location to the public transport network. PTAL 1 is 'very poor' with PTAL 6 being 'excellent'.

**A Registered Housing Association** is a Housing Association registered with the Housing Corporation.

**Registered Provider** replaces the previous definition of registered social landlord ("RSL"). All providers of social housing will now be listed on a register and will become a "registered provider".

**Renewable energy** Energy derived from a source that is continually replenished, such as wind, wave, solar, plant materials (bio fuels), but not fossil fuels or nuclear energy.

**A roof extension** means any extension to the original roof and can apply to a dormer window or full-width extension to the roof of a pitched roofed property. The context in which the term is used should in most cases describe the exact form of the roof extension. A full-width roof extension means any extension to a pitched roof property which extends the existing roof from party wall to party wall, associated with the raising of those party walls irrespective of whether it is over the whole of the roof area or only a part of it.

**Section 106 Agreements (also often denoted as s106)** These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990. These may be used to help mitigate the specific impact of a development where it would generate additional needs e.g. on community infrastructure. Standard charges are calculations and measurements of the level of contribution likely to be sought by a local planning authority towards infrastructure necessitated by new development. The Government has encouraged the use of formulae and standard charges, and pooling of contributions, where appropriate.

**Self-contained dwelling** is a residential unit of one or more habitable rooms, whose occupier has exclusive use of all his/her amenities, including kitchen, shower/bath and W.C., and which is a single and discreet unit.

**Sequential approach** This applies to all town centre-related activities and states that, if possible, facilities should be accommodated in the centre, failing that on the edge of the centre.

**Sequential Test** In relation to flooding, the sequential test is a decision-making tool designed to ensure that sites at little or no risk of flooding are developed in preference to areas at higher risk. Within each Flood Zone, new development should be directed first to sites at the lowest probability of flooding.

**Social rented housing** is rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.

**Strategic Flood Risk Assessment** A study to assess the risk to an area or site from flooding, now and in the future, and to assess the impact that any changes or developments on the site or area will have on flood risk to the site and elsewhere. It may also identify, particularly at more local levels, how to manage those changes to ensure that flood risk is not increased.

**Strategic Housing Market Assessment (SHMA)** Established by Government guidance: Planning Policy Statement 3: Housing (2006), and detailed Strategic Housing Market Assessment Practice Guidance (2007). The aims of a Strategic Housing Market Assessment are to provide clear evidence as to what is going on in the housing market and what future

prospects for the market may be.

**Supplementary Planning Document (SPD)** An SPD does not form a part of the statutory plan. It can take the form of design guides or area development briefs, or supplement other specific policies in the plan. However it must be consistent with national and regional planning guidance, as well as policies set out in the adopted plan. It should be clearly cross-referenced to the relevant plan policy or proposal that it supplements. Public consultation should be undertaken and SPDs should be regularly reviewed. An SPD is a material planning consideration.

**Sustainability Statement** A sustainability statement is a document outlining the elements of a development scheme that address sustainable development issues.

**Sustainable development** is that which meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable Drainage System (SUDS)** An alternative approach to the traditional ways of managing rainwater runoff from buildings and other surfaces. SUDS can reduce the total amount, flow and rate at which surface water runs directly to stormwater systems or to rivers and other water courses.

**Tall Buildings** are those that are substantially taller than their neighbours and/or which significantly change the skyline.

**Thames Policy Area** a special policy area to be defined by boroughs in which detailed appraisals of the riverside will be required.

**3rd Sector.** The term “3rd Sector” describes community and voluntary groups, registered charities both large and small, foundations, trusts, social enterprises and co-operatives.

**Travel Plans** are aimed at helping employees to use alternatives to driving to work - for example public transport, walking and cycling. Green travel plans also address business’ transport use and cover travel in the course of business. Travel plans can make a major contribution to easing congestion, especially during the peak periods.

**Wheelchair accessible housing** This refers to homes built to meet the standards set out in the second edition of the Wheelchair Housing Design Guide by Stephen Thorpe, Habinteg Housing Association 2006.