



London Borough of Hammersmith & Fulham

COUNCIL

30 JANUARY 2013

SOUTH FULHAM RIVERSIDE SUPPLEMENTARY PLANNING DOCUMENT (SPD)

Addendum – Amendments to Appendix 1 of the Report

1. EXECUTIVE SUMMARY

- 1.1. Further amendments are required to the SPD (Appendix 1) to accommodate recent changes following discussions with adjoining boroughs and issues raised in the Sustainability Appraisal.
- 1.2. Members are requested to consider the following amendments made to **Appendix 1** of the report. The proposed changes/insertions to the text are highlighted and underlined.

2. Page 644

8.6 RESIDENTIAL STANDARDS

As detailed in strategic policy H4 Core Strategy all new build housing should be built to “Lifetime Homes” standards, with 10% to be wheelchair accessible or easily adaptable for residents that are wheelchair users. Further advice on achieving Lifetime Homes standards is set out in the Council’s “Access for All” SPD which will be superseded by the Planning Guidance SPD in 2013. All development will need to be energy efficient in line with the requirements of the Code for Sustainable Homes as detailed in Core Strategy Strategic Policy H3.

3. Page 678

11.4 TRANSPORT AND HIGHWAY IMPACTS FROM THE REGENERATION ON EXISTING NETWORKS

Rail

There are a variety of different modes and routes which can be used to travel to Zone 1 including District Line stations either through West Brompton station via Imperial Wharf, bus routes to Fulham Broadway or walking and cycling to Putney Bridge or Parsons Green station.

4. **Page 681**

11.6.2 Description of Highway Interventions

Northern Link Road

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

Additional assessment work will be necessary to understand the impact of additional traffic on junctions in RBKC specifically the Kings Road junctions with Lots Road, Gunter Grove and Edith Grove. Any required mitigation measures will be discussed and agreed with RBKC and funded through developer contributions (Section 106 or CIL).

5. **Page 709**

14.4 INFRASTRUCTURE REQUIRED IN SOUTH FULHAM RIVERSIDE REGENERATION AREA

Figure 14.1 details infrastructure items identified through the DIF Study in South Fulham Riverside regeneration area requiring funding over the next 20 years. Further information regarding indicative phasing and prioritisation of infrastructure items can be found in the DIF study in Appendix 5.

The list at 14.1 is not exhaustive and additional infrastructure items that require funding may come to light at a later date as further detailed studies take place. This may include infrastructure items across borough boundaries which are directly linked to the impact from growth in the South Fulham Riverside regeneration area.

(See Figure 14.1)