

Draft Local Plan

Regulation 18 Consultation
January 2015



www.lbhf.gov.uk/localplan

Hammersmith & Fulham Council

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1 Introduction

Purpose of this document

1.1 This document has been produced in connection with the council's decision to prepare and adopt a new Hammersmith and Fulham Local Plan. In accordance with Regulation 18 of the Town and Country Planning (Local Planning (England) Regulations 2012 it has specifically been published to invite representations about the proposed content of the new document. The document has benefited from the results of pre-Regulation 18 engagement with stakeholders on issues and options for review undertaken from July to September 2013.

1.2 The document includes proposed policy options, but representations will particularly assist in the identification of possible alternative options and any new issues and will also contribute to further sustainability appraisal prior to preparing the proposed submission version of the Local Plan. The document is accompanied by associated proposed revisions to the adopted Proposals Map as well as a number of supporting background papers, such as the sustainability appraisal report.

1.3 Representations may be made on the draft Local Plan policies and the Proposal Map changes as well as on any alternatives, including those within the sustainability appraisal.

What is a Local Plan?

1.4 The Local Plan is a development plan document and is part of the Government's planning policy system introduced by the Planning and Compulsory Purchase Act 2004.

1.5 When adopted, the Local Plan will be used, together with the London Plan, to help shape the future of the borough and to determine individual planning applications and deliver development. It will be supplemented by supplementary planning documents (SPDs) which will need to be in conformity with the Local Plan. The Local Plan will replace the existing Core Strategy and Development Management Local Plan.

1.6 The Local Plan will set out the council's long term vision for the borough, including seeing more people in decent, affordable homes in a stronger local economy that provides training and job opportunities for local residents. It will highlight the strategic objectives for the borough, focussing on the key planning issues to be addressed, and include a delivery strategy for achieving these objectives. It will identify the major regeneration areas, including new policies for the Old Oak Regeneration Area. It will allocate strategic sites for development which are considered crucial to the achievement of the Local Plan, including new site policies for the Hammersmith Flyunder and the Imperial Gasworks National Grid site.

1.7 The document will set out as far as practicable when, where and by whom actions will be taken, identifying the council and its partners where relevant.

1.8 All the planning documents that the Council is producing, and their production timeframe, are set out in the borough's Local Development Scheme (LDS). The LDS and all the borough's planning documents may be viewed on the link to the Council's website below:

www.lbhf.gov.uk/localplan

1 Introduction

The Local Plan's relationship with other policies and strategies

1.9 The Local Plan will build upon the existing Core Strategy and Development Management Local Plan. Although a number of existing Core Strategy regeneration area policies will be amended or, in the case of Park Royal, replaced, many other policies will remain substantially the same as those included in the existing Core Strategy and Development Management Local Plan.

1.10 The Local Plan will provide a clear way forward for the regeneration of the borough. It will closely relate to the council's housing and regeneration strategies and its Corporate Plan. The policies will also reflect effective cooperation that has taken place with strategic partners, such as the GLA, neighbouring boroughs and Hammersmith and Fulham Clinical Commissioning Group on cross-boundary issues, for example the regeneration areas that overlap with other boroughs.

National Policy and the London Plan

1.11 The Local Plan must be consistent with national policy, produced by the Department for Communities and Local Government in the form of the National Planning Policy Framework, supporting Guidance Notes and Circulars. The Local Plan also needs to be in general conformity with regional guidance, produced by the Mayor of London and policies set out in the London Plan.

1.12 National policy is continually being produced and updated. In addition, the Draft Further Alterations to the London Plan have recently been subject to examination with proposed publication in early 2015. As new policies emerge, the Local Plan will need to take account of them.

Sustainability Appraisal

1.13 Development Plan Documents must be subject to sustainability appraisal (SA) which is an integral part of the plan preparation process. SA involves identifying and evaluating a plan's impacts having regard to social, environmental and economic impacts and helps to ensure that the plan accords with sustainable development principles. Sustainability appraisal incorporates the requirements of the European Directive 2001/42/EC on the 'assessment of effects of certain plans and programmes on the environment' (SEA Directive).

1.14 Appendix 1 of this draft Local Plan provides a summary of the findings of the SA undertaken so far. The full SA, which includes the evaluation of the draft Local Plan policies and reasonable alternatives, is published separately as a supporting background document.

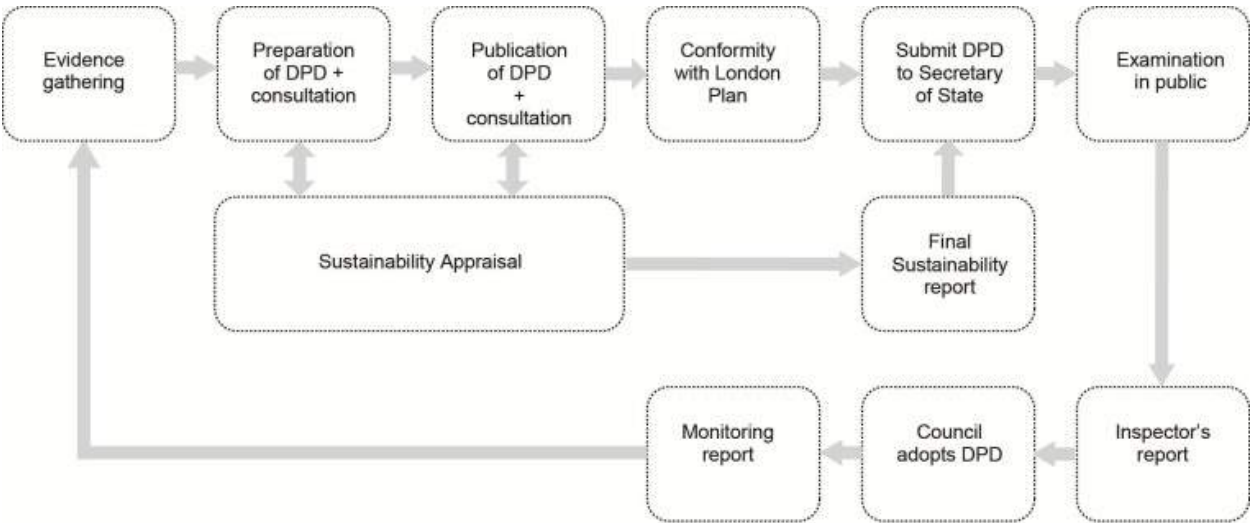
What happens next?

1.15 The Council will consider the representations received on this draft Local Plan document and on the sustainability appraisal and will take these into account when preparing the policies and proposals for the proposed submission version of the Local Plan.

1.16 The Council will advertise the proposed submission of the Local Plan and notify all those who have made representations on previous consultations. There will be a 6 week period when comments can be made on the submission Local Plan which will be forwarded to an independent Planning Inspector who will chair an Examination in Public (EIP).

1.17 After the EIP, the Inspector will publish a report. The Council will then formally adopt the Local Plan and revoke the existing Core strategy and Development Management Local Plan. Adoption is scheduled for Spring 2016.

Key stages in the production of Development Plan Documents



1

Introduction

2 Hammersmith and Fulham

The Place

2.1 It is important that the strategy for the future development of Hammersmith & Fulham is based on an understanding of the area as it is now, the challenges that need to be addressed and the opportunities that exist. The summary below outlines the key features of the borough and the challenges that the Local Plan seeks to address.

The Area

2.2 Hammersmith and Fulham is an Inner London borough in a strategic location on the transport routes between the City and Heathrow. The borough is oriented north-south with most major transport links, both road and rail carrying through traffic east-west across the borough. Some of the busiest road junctions in London are located in the borough at Hammersmith Broadway, Shepherds Bush and at Savoy Circus and the borough suffers disproportionately from the effects of through traffic. However north-south transport links are limited.

2.3 The borough benefits from a long frontage along the River Thames (7km/4 ½ miles) and from a section of the Grand Union Canal in the north of the borough. These waterways enhance the environment and character of the borough and provide the potential for further benefit to the borough.

2.4 It is an area of contrasts, of wealth and poverty, and of attractive environments, many of which are protected by conservation designations and other areas that are less attractive and that need improvement.

2.5 It has at least four distinct areas each with their own character - Fulham, Hammersmith, Shepherds Bush and the area to the north of Wormwood Scrubs – the College Park/Hythe Road area. There are five designated regeneration areas which overlap with these areas and which will transform much of the borough in the years ahead as new housing, employment and supporting infrastructure is built.

The People

2.6 The population of Hammersmith and Fulham has risen by over 10% from 165,242 in 2001 to 182,500 in 2011. The population of the borough is relatively young and ethnically diverse. It is also a highly mobile population with about half of all households having moved in the previous five years. Nearly half of the population (45%) is between the ages of 20 and 40 years old which is significantly higher than in London (32%) and the rest of the country (27%). The borough has a high proportion of single people, the fourth highest proportion (55.9%) in London. Three in ten (29%) of all households consist of one person (Source: 2011 Census).

2.7 According to the 2012 GLA Population projections (SHLAA)⁽¹⁾, the borough's population is expected to increase by 13,680 people (7.5%) between 2011 and 2021; this compares to a 9.7% increase in London as a whole. The further projected increase in population between 2021 and 2031 is 6%; the same level as the London average. While there will be growth in the borough's population in all age groups, the main growth will occur for people aged 85 and over. The population in that age group is expected to increase by 1,840 by 2031, equivalent to 91%. The population aged 65 to 84 is expected to grow

1 Linked to development trajectories from the Strategic Housing Land Availability Assessment (SHLAA)

2 Hammersmith and Fulham

by 31% during the same period, and population aged 50 to 64 to grow by 27%. The main growth in number of households will be in 'one person' households (32% up to 2026), while the number of 'couple' households will decrease by nearly 8%.

The Economy

2.8 Hammersmith and Fulham's economy is part of the wider London and West London economic area. The borough occupies a favourable location in west London and is attractive to a variety of businesses. It has enjoyed significant growth in employment and economic activity over the last three decades with the central Hammersmith area becoming an important sub-regional location for offices. The local economy is the 6th most competitive in the country⁽²⁾, with an estimate Gross Value Added of an estimated £9bn⁽³⁾.

2.9 In 2012, 127,173⁽⁴⁾ people worked in the borough which is an increase from the 103,200⁽⁵⁾ people employed in the borough in 2002 and 113,600⁽⁶⁾ in 2007. Over the last ten years, there has been a 23% increase in the numbers of people working in the borough, and a 12% increase over the last five years.

2.10 Smaller firms have become much more important to the economy of the borough; 13.3% of employees worked in the borough's 'micro enterprises' (less than 10 employees) and these make up 90% of the total enterprises of the borough. At the other extreme, 58.4% of all employees work in large enterprises with more than 250 or more employees, but account for 0.6% of all enterprises⁽⁷⁾.

2.11 The largest employers in the borough include Hammersmith Hospital, Charing Cross Hospital, Metropolitan Police, L'Oreal Ltd, Mref Tradeco Ltd, Omni Facilities Management and Walt Disney Co Ltd. In recent decades there has been a substantial change in the composition of businesses with a significant decline in traditional manufacturing and increases in retail and leisure activities as well as in emerging markets such as knowledge based industries and life sciences.

2.12 With the development of the Westfield London Shopping centre there has been an increase in importance of the retail sector to the local economy, with Westfield London alone providing approximately 8,000 jobs. The wholesale and retail sector is the now the largest sector in the borough with almost 22,000 people working in the sector in the borough. This is a 49% increase from the number working in the sector 5 years ago.

2.13 With the move of the BBC out of the borough, the number of people working in the Information and Communication sector has fallen by 16% in the last five years; but the local sector remains comparatively strong compared to the country as a whole. Other key sectors include accommodation and food services, real estate activities, professional scientific and technical activities, administrative and support services, property and arts, entertainment and recreational services⁽⁸⁾.

2 2013 Huggins Competitiveness Index

3 TBR LBHF Commissioned Report

4 2012 BRES

5 2002 Annual Business Inquiry

6 2007 Annual Business Inquiry

7 2011 BRES analysis, ONS

8 IDBR 2012, Location Quotients by number of enterprises

2.14 Looking at employment type, there are specific industries which are very strong in the borough, including those related to television and motion pictures, sound recording and publishing, advertising, office administration, book publishing, design activities, research and sports activities.

2 Hammersmith and Fulham

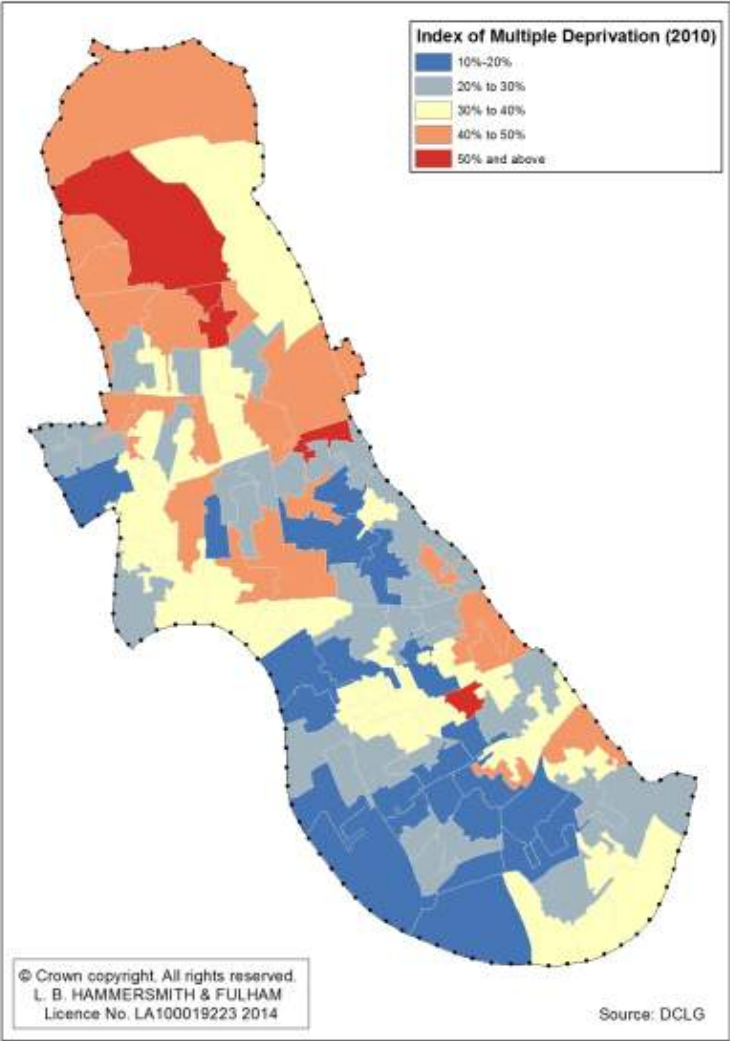
3 Challenges

3.1 The key challenges that the Local Plan aims to address are:

Regenerating the most deprived areas of the borough

3.2 The borough has high levels of deprivation. It is ranked 31st most deprived local authority area in the country (38th in 2007 and 42nd in 2004) and there are significant pockets of deprivation, particularly in the north of the borough. Four (4%) of the borough’s Lower Super Output Areas (LSOAs – Lower Super Output Areas are used by the Office of National Statistics (ONS) to identify local neighbourhoods of about 700 households) are within the top 10% most deprived nationally. These areas comprise major public sector housing estates: White City, Wormholt, Clem Atlee and Charecroft. A further 23% of the borough’s LSOAs are in the 10-20% worst nationally. Most of these areas are in the north of the borough, but also extend into parts of Hammersmith and north Fulham (see Map 1).

Map 1 Deprivation



3.3 H&F not only has high levels of deprivation, it is very polarised socially and economically. For example, in the last census 41.6% of household heads classified themselves as “managers or professionals”, while more than a quarter said they were entirely dependent on benefit. Some 27.1%⁽⁹⁾ of households in H&F depend on less than £20,000 per annum compared to 29.9% for London and 36.3% for Great Britain. Just over 40% of borough households have a unequalised household income between £20k and £50k per year and 17.5% have an income between £50k and £75k per year. Fifteen percent of households have an income greater than £75k per annum; this is equivalent to more than 12,000 households.

3.4 Until the 1970s, social housing and council estates tended to be occupied by households with a greater mix of incomes than is now the case. The mix of social housing tenants has come to include proportionally more people on lower incomes, some experiencing multiple deprivation. Approximately 53% of households living in social housing in Hammersmith & Fulham are currently workless and dependent on benefits and they make up the largest single group within the estimated 13,150 (2011 Census) workless

3 Challenges

households in the borough. Nearly 2,500 lone parents are dependent on out-of-work benefits and a further 2,800 are claiming Working Tax Credit and/or Child Tax Credit benefits.

3.5 Deprivation and low household incomes also impact on health inequalities and result in high levels of child poverty. About 20% of people are in poverty in H&F compared to 32% of children in poverty⁽¹⁰⁾. Childhood poverty in H&F does not follow the general north-south divide, but is much more scattered geographically across the borough. In 2012 over 7,490 children under the age of 16 were living in families receiving means-tested benefits. In 2013 over 30% of primary school children and 23.8% of secondary school children were entitled to free school meals in H&F compared to national figures of 15% and 12% respectively. Further details of the health, wellbeing and social care needs of the borough can be found in the Joint Strategic Needs Assessment 2010/11⁽¹¹⁾ carried out by the council and NHS Hammersmith and Fulham (now NHS Hammersmith & Fulham Clinical Commissioning Group).

Increasing the supply of affordable housing

3.6 The very high cost of private sector housing in the borough means that it is difficult for households on low to middle incomes to access suitable housing that they can afford in Hammersmith and Fulham. Many households cannot get suitable housing in either the private or social housing sectors and have to move out of the borough when they no longer want to share with others or need a larger house. This lack of affordable homes to rent or buy for low and middle income households is a key challenge for the Local plan.

3.7 Approximately one third of Hammersmith and Fulham's housing stock is social rented housing (31%) compared to an average of 24.1% in London. Social rented housing is particularly concentrated in the north of the borough, where over 40% of the housing is in this tenure. Shared ownership and other intermediate low cost housing only makes up 1.6% of housing stock in the borough (Census 2011).

3.8 Another issue key challenge in relation to housing supply is overcrowding. According to the 2011 Census 13% of dwellings are overcrowded by at least one bedroom. Private rented and social rented households have proportionally more overcrowding (17% each) than owner occupied households (5%). Of the council owned housing about one third is one bedroom accommodation and about one third is two bedroom. The Registered Provider stock is also relatively small, with the average size of all Registered Provider stock (12,220 units⁽¹²⁾) with 3 rooms, compared to the average for private sector dwellings of 4.2 rooms. There are over 40 different Private Registered Providers (PRPs) with properties in the borough but most of the PRP properties are owned by a small number of well-established PRPs such as Notting Hill, Peabody, Guinness, Octavia and Shepherds Bush.

Improving the quality of housing

3.9 About two thirds of the housing stock in H&F is owned by the private sector. About 85% of this private housing stock is over 60 years old and about two thirds of the dwellings are in flats. Nearly one fifth of the borough's private sector housing does not meet the government's decent homes standard. The decent homes standard considers four main factors – disrepair, unfitness, modern facilities and thermal comfort. Private rented dwellings had the highest level of unfitness (7.8%) whilst owner-occupied dwellings (with mortgage)

10 Children and Young People's Plan 2008-11

11 Joint Strategic Needs Assessment 2009/10

12 LBHF Stock Condition Survey 2004. Appendix A1

showed the lowest level (2.3%). An estimated 43.6% of all unfit dwellings were private rented. Generally, unfitness is associated with the age of the property. An estimated 89.6% of unfit dwellings date from before 1919⁽¹³⁾.

3.10 The council's housing stock is relatively old and becoming increasingly expensive to maintain to a decent standard and very difficult to improve so that it meets residents' expectations and their changing needs. All the council owned stock was improved to meet the national decent homes standard but this programme did not address the fundamental issue of an ageing housing stock that is becoming increasingly expensive to repair.

3.11 The design of the current social housing stock also makes it difficult to increase the number of dwellings that are accessible to residents who need to use a wheelchair. Of 508 medium-rise mansion or deck access blocks only 85 (17%) have lift access. Retrofitting lifts to blocks that were not designed to have such a facility is often difficult, if not impossible, and where it is possible, the cost of installation is prohibitive. Also access ways into blocks and homes are not wide enough and there are often stairs and raised thresholds which would need to be removed to allow full access

3.12 The way that public housing has been funded in the past means that new housing built over the past 25 years or so has tended to be smaller sized units. This has meant that overcrowding has become an issue as families grow and cannot move on to more suitable accommodation, which can impact on the health and well-being of residents. As a result, there is need for more family sized housing in the borough both from new and existing demand; this also applies across low income households who wish to rent or purchase.

3.13 The age of the borough's housing stock also affects the energy efficiency of the housing stock because most of the older stock is of solid wall construction and only 16% having cavity walls. This impacts on the levels of fuel poverty in the borough with over 8,000, or nearly 11% of all households estimated to be fuel poor. Council owned housing has higher energy and environmental performance than private sector housing. Council housing in H&F has an average Standard Assessment Procedure (SAP) rating of 74 as compared to a SAP rating of 53 for private sector housing in the borough⁽¹⁴⁾.

3.14 In the private sector, improvements to energy efficiency will be mainly through government legislation and initiatives, for example through the building regulations and programmes such as Re:New, the Green Deal and through private investment. Planning policies can help to ensure that new housing is built to meet higher standards of energy efficiency and accessibility.

Maintaining the economy and increasing local employment

3.15 The council wants to encourage inward investment, to support new enterprises and start-up businesses and to facilitate job growth in the local area. The Local Plan needs therefore to provide the conditions for businesses to thrive to ensure that there is a broad range of employment opportunities and for the qualifications and skills of local people to be improved so that the levels of worklessness can be reduced. The Local plan aims to maintain the supply of employment land, allocate development sites to accommodate forecasted employment growth and to support the borough's many smaller and younger firms and highly entrepreneurial economy to develop and remain in the borough. It also needs to continue to contribute to London's world city role.

13 H&F Housing Market Assessment

14 H&F Home Energy Conservation Act Report 2013

3 Challenges

3.16 H&F has developed as a centre for a range of creative and media industries, due partly to the presence of the BBC in the White City area but also to good transport links. The council is sensitive to the needs of these enterprises as well as other businesses, including small local firms. There is the potential to further develop these activities. However, many of the sites that were previously designated for employment uses are no longer appropriate for the location of H&F's new employment activities, particularly offices and creative activities. The areas that are most appropriate for growth are those areas with high levels of public transport accessibility.

3.17 Hammersmith Hospital and Imperial College Healthcare NHS Trust provide a significant potential for expansion of medical research and for related activities to be established in the borough.

3.18 The continued growth of the local economy and the regeneration of deprived and run down parts of the borough depends on improvement in access and the reduction of the adverse effects of traffic congestion, especially on north-south routes. In addition, the council will use its influence as a major player in the local economy, for example to stimulate business start ups and set local employment and apprenticeship targets in Section 106 agreements.

Regenerating town centres and local centres

3.19 The main challenge in relation to the town centres – Hammersmith, Shepherd's Bush and Fulham - is the need for their continued regeneration and better utilisation of sites within the designated town centres to ensure the continued provision of a wide range of high quality retailing, services, arts and cultural and other leisure facilities to serve local residents, visitors and workers.

3.20 There have been public realm improvements in all three town centres and others are planned, and there is a need for regeneration to respect local context as well as provide for further improvements to increase the vitality and quality of each centre. The economic health varies in different parts of each town centre and specific policies and intervention is needed to improve these areas.

3.21 There is concern that too many independent and specialist shops and services are being displaced by retail chains and that there is little difference in offer between centres, and common challenges which affect the town centres and other centres within the shopping hierarchy to a greater or lesser extent include:

- Pressure to change from shopping to other uses;
- Increases in the numbers and clustering of betting shops and payday loan shops;
- Too many vacant shops and premises and poor quality environment in some centres and parades;
- The loss of local pubs to higher value uses;
- Concern about takeaways close to schools and the potential impact on children's health; Underutilisation of sites and older premises; and
- The need to ensure parking policy encourages rather than deters local shopping.

Developing the regeneration areas

3.22 The 5 regeneration areas in the borough, namely Old Oak, White City, Hammersmith Town Centre, Earls Court and West Kensington and South Fulham Riverside, offer tremendous opportunities for growth, in terms of new mixed tenure private and social

housing and jobs, as well as provision of supporting infrastructure. The areas are at different stages of development and will require careful management over the next 20 years or more. Plans for Earls Court and West Kensington are well advanced, but for Old Oak in particular, the regeneration is more long term and subject to provision of much improved transport infrastructure in the form of HS2, Crossrail and associated improvements. White City is also well advanced. In all areas there will be housing to meet the borough's needs, jobs, supporting community facilities, local shopping, open space and transport provision. In all cases it will be important for the new development to integrate seamlessly with the rest of the borough and west London.

Improving the quality of the local environment

3.23 The quality of the local environment is a key issue for many local people and businesses and is influenced by many factors. The borough's heritage, streets, buildings, open spaces and waterways give H&F its character and sense of place. The borough's rich and varied townscape that is evident today is largely a result of its historical development. The River Thames was the major influence on early settlement patterns in the borough and it remains a major asset in the environmental quality of Hammersmith and Fulham. Most of the borough's built fabric dates from the extensive building programmes in the nineteenth and early twentieth centuries and it has maintained a much-valued built heritage, much of which falls within the borough's 45 designated conservation areas (Map 2). In many of these areas, the street provides a sense of scale and the setting for the consistent terraces of uniform architectural design⁽¹⁵⁾.

Map 2 Conservation Areas



3.24 Within the borough, there are approximately 500 statutorily Listed Buildings and approximately 2,150 locally designated Buildings of Merit, as well as a number of archaeological priority areas and the ancient monument of the Fulham Palace moated site. The heritage assets make an important contribution to the townscape character of the borough. The town centres at Hammersmith, Fulham and Shepherd's Bush have developed from the earliest patterns of settlement, and now have their own character and sense of place. Their architectural and historic quality is reflected in their conservation area designations. Historically they developed at accessible locations, an advantage that

3 Challenges

remains today. The areas around these centres, at Fulham in the southern part of the Borough, Hammersmith in the central part of the Borough, and Shepherd's Bush in the northern part, have their own character which reflects their development over time. Each of the areas have strong, identifiable townscape characters defined by their form, grain, building typology and architectural design. It will be important that the rich and varied character of the Borough is preserved. Any design for proposals in these areas will therefore need to be informed and inspired by careful analysis of the character and form of the specific area in order that it enhances the locality and respects its history.

3.25 Although some parts of the borough are very attractive, other areas are of poor quality. The areas of poor quality often exist within the designated regeneration areas.

3.26 There is the challenge of encouraging redevelopment and regeneration in the borough whilst preserving and enhancing valued local character especially in the areas that are protected by the borough's conservation areas. The provision of green infrastructure in regeneration schemes can help to improve the quality of the local environment.

Improving parks and open spaces

3.27 H&F has relatively little open space per person, just 231ha of public open space, or 1.3ha of open space per 1,000 residents⁽¹⁶⁾. It has some fine parks which have been awarded green flag status, but in some parts of the borough, particularly to the east, many residents do not have convenient access to local parks. Additional development in the borough will put further pressure on the open space that is available to local residents and visitors, unless additional open space can be created as part of new developments, such as the new park at Imperial Wharf and within the regeneration areas in general.

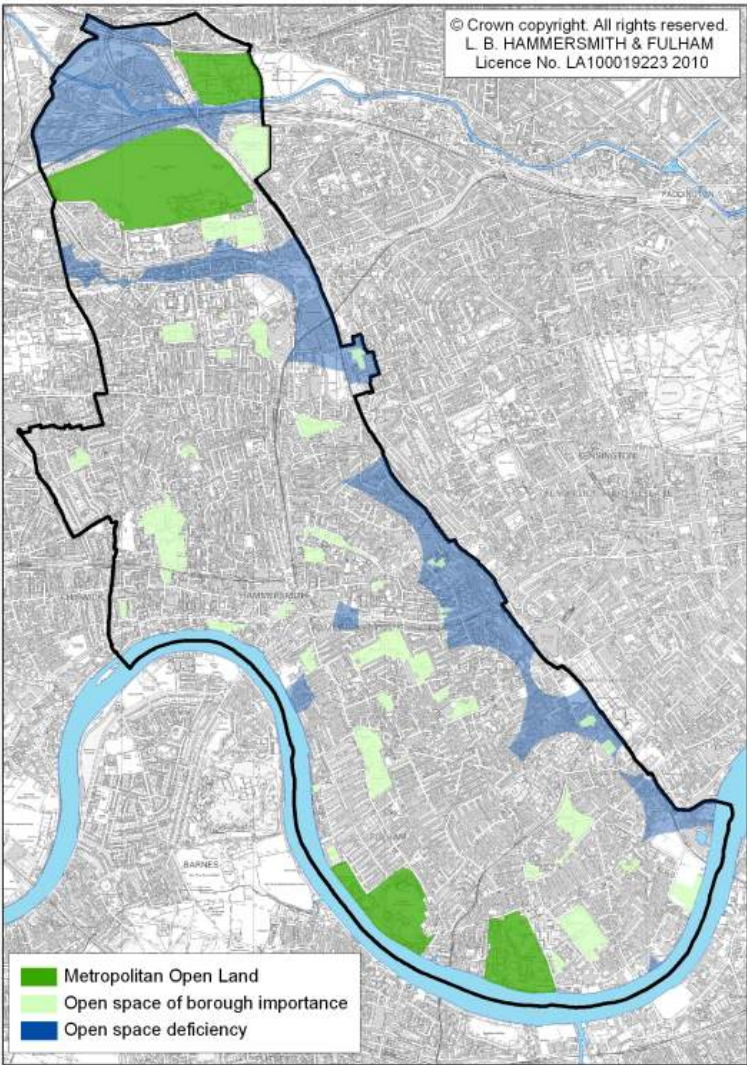
3.28 Parks and open spaces fulfil a number of different and sometimes potentially conflicting roles – providing for walking and sitting, active play and recreation. Many borough parks and open spaces are also subject to nature conservation area designations.

Increasing access and use of the River Thames and Grand Union Canal

3.29 There are vacant and underused sites and premises along the Thames which have significant potential for more intensive development. However, any development of riverside sites will need to respect the unique character of the river and will need to enhance the vitality of the riverfront whilst improving public access to the Thames for recreation and sporting activities. The Thames Strategy Kew to Chelsea document provides detail of the riverside environment, and the Riverside Walk Enhancement Report outlines opportunities for improvement along the river.

3.30 H&F has three safeguarded wharves in the south of the borough identified in the London Plan. Only one of these wharves still uses the river for freight movements and one wharf has been vacant since 1997. The London Plan seeks to protect these wharves for cargo-handling uses and all three wharves are designated as safeguarded wharves on the Proposals Map. However, it is the council’s view that vacant and under-used wharves should be comprehensively assessed to determine their longer term use as part of the Mayor of London’s review of safeguarding in London. A long stretch of the Thames is in the South Fulham Riverside regeneration area.

Map 3 Open Space



3.31 The Grand Union Canal has many of the characteristics and environmental features of the River Thames. The stretch within the borough lies within the Old Oak Common Opportunity Area which will be subject to considerable change to accommodate and take advantage of HS2 and Crossrail. The canal is a designated conservation area and nature conservation area and is also a valuable recreational and transport resource which should be enhanced and improved. The challenge for this strategy will be to balance the various functions and roles of the canal and canalside and to integrate it successfully into the regeneration of the area.

Improving opportunities for children and young people

3.32 According to GLA projections, by 2020 the number of 4-10 year-olds (primary sector) is predicted to rise from 13,096 to 15,597. For the age range 11-15 (secondary sector), numbers will rise from 7,441 to 8,757. The projections clearly show that the need for additional secondary places will increase after 2017 at a much faster rate than for primary places. The council uses these projections to help plan future investment in new places. The council’s investment programme will maintain a surplus of primary places until 2023, however there will be a deficit in secondary provision by 2019-20 without further investment.

3.33 Additional primary school places will also be needed to support the projected population growth resulting from proposed development, particularly in the Wood Lane and Earls Court areas. The Council will respond to this growth by an assessment of the capacity in existing primary schools, as well as the possible provision of new schools.

3 Challenges

3.34 Many of the schools in H&F are built on sites with limited outdoor space and therefore it is important to improve access to and provision of sports facilities in order to improve health and to reduce child obesity levels.

Improving health and reducing health inequalities

3.35 Among the key health issues in relation to the council's spatial strategy is the health of residents as well as ensuring that health care is provided to meet the needs of local residents. The difference in life expectancy between affluent and deprived areas in the borough is 7.9 years in men and 5.4 in women. In order to improve the health of borough residents it is important that they have good access to the appropriate facilities, including high quality specialist and emergency health care facilities. The borough's hospitals are a key part of the local community and the recent closure of Hammersmith Hospital A&E and the proposed closure of Charing Cross Hospital A&E, together with the loss of 336 acute in-patient beds are of great concern. The council is concerned that the health needs of the increasing local population has not been adequately assessed. Also that the proposed improvements in primary and community care and the Out of Hospital Strategy have not yet reduced demand for in-patient beds. Until there is evidence of a reduced need for hospital beds to serve the local community, Charing Cross Hospital should not be closed.

3.36 As part of a strategy to improve the health of the local community, it is important that residents and workers are able to live and to participate in healthier lifestyles. Tackling overcrowding and poor housing, improving air quality and reducing the impact of climate change can all help to reduce health inequalities in the borough.

Improving the quality and access to recreation facilities

3.37 Accessible recreation facilities are very important to local residents and workers, not only for enjoyment but because of their contribution to improving health, particularly children's health. In addition, recreation facilities can provide diversionary activities and help reduce anti-social behaviour and crime.

3.38 Of the open space in the borough, just 58.6 ha, a quarter of the public open spaces, is available as outdoor playing space. This equates to 0.34 ha of space per 1,000 residents, which is only 14% of the national standard recommended by the National Playing Fields Association. The difficulty of providing additional open space means that all opportunities to increase the provision or improve access to and the quality of outdoor playing space or other forms of sports provision need to be taken⁽¹⁷⁾.

Improving the quality and access to leisure activities

3.39 H&F has a wide range of arts, cultural and entertainment facilities which are important to both local residents and in some cases to residents of a much wider area. These facilities enrich, educate and improve lives and add greatly to making the borough a place where people want to live. Facilities such as the Apollo, Lyric Theatre, Riverside Studios, Bush Theatre and the three professional football clubs are also of London-wide significance. Pubs can also be seen to be a place of community value and provide facilities of local importance. The challenge is to enable renovation or replacement where this is necessary without losing the uses.

3.40 Although leisure activities bring many benefits to the local area, including jobs, they can in some cases cause problems for local residents. Pubs, bars and clubs that stay open late and serve alcohol can lead to significant environmental disadvantages including concerns over crime and disorder.

Improving access to community uses

3.41 H&F has a wide range of community uses, provided by the public, private and voluntary sectors. These are located across the borough in numerous buildings and spaces of varying quality. Although these uses are a valuable resource they often do not work in a joined up and focused way to meet the needs of vulnerable households.

3.42 Therefore as part of the development of area based social regeneration initiatives, the council is assessing whether there is the opportunity to improve the quality and access to community uses by the co-location of services.

Mitigating the impact of climate change

3.43 Climate change is a major long term challenge that needs to be addressed in this Local Plan and in future development in H&F. Carbon dioxide (CO₂) emissions need to be reduced through a range of measures that reduce energy consumption, decarbonise the energy supply and help move towards the use of transport that has low/zero carbon emissions.

3.44 Climate change is expected to lead to more frequent extreme weather events, so as well as reducing CO₂ emissions, developments need to be designed to cope with warmer, wetter winters and hotter, drier summers. They also have to withstand potential impacts such as heatwaves, droughts and flooding. The latter is of particular importance in H&F, as much of the borough is subject to some risk of flooding, including from surface water run-off and sewer discharge during intense storms.

Reducing congestion and improving transport accessibility

3.45 The strategic location of the borough and its position in relation to London's transport network means that H&F suffers from some of the worst road congestion in London⁽¹⁸⁾. The council is investigating options for replacing the Hammersmith Flyover and other sections of the A4 with a tunnel ("Flyunder") which would improve air quality and reduce noise. Congestion on north-south routes, particularly the Fulham Palace Road– Shepherds Bush –Wood Lane–Scrubs Lane corridor is a major issue. The only alternative north-south route in Fulham is North End Road and that is also heavily congested.

3.46 Road traffic is one of the main causes of carbon dioxide (CO₂) emissions, poor air quality⁽¹⁹⁾ and noise pollution in the borough. Nearly one sixth of CO₂ emissions in H&F in 2011 was from road transport⁽²⁰⁾ and traffic related emissions contribute to exceedence of air quality targets in the borough. In 2000 the whole borough was designated an Air Quality Management Area and an Action Plan adopted with the aim of meeting the government's national air quality objectives for nitrogen dioxide and particulates. Exposure to high levels of these pollutants has been shown to cause respiratory and cardiovascular diseases. The other main cause of noise pollution and to a lesser extent air pollution is

18 TfL RNPR Tech Note 3 April 2006

19 Air quality progress report and action plan review: LBHF

20 Local and Regional CO₂ Emissions Estimates for 2005-2006: DEFRA

3 Challenges

air traffic, the flightpaths into Heathrow and its associated road traffic. Any further expansion of capacity at Heathrow will adversely impact on borough residents through increased surface transport congestion, as well as increased noise and air pollution.

3.47 Most of the borough has good public transport apart from pockets in the south and particularly the north of the borough, where some borough residents have relatively poor levels of personal accessibility. There is also overcrowding of passenger rail services, particularly at peak times, but increasingly at other times as well. The future growth in the demand for travel will impact on the environment of the borough, including on air quality. The proposed HS2/Crossrail/Great Western Main Line interchange at Old Oak Common will significantly increase public transport capacity and provide a catalyst for sustainable development in this area.

3.48 There is also an issue with the lack of access to London Underground services for disabled and other less mobile people. Only 5 of the 14 stations are accessible from the street and one is accessible travelling in one direction only. The provision of a lift at Shepherd's Bush Central Line Station is particularly important in this respect, serving the major transport interchange and Westfield shopping centre; however the council recognises that due to financial constraints this will not be installed in the near future, but remains as a longer term aspiration.

3.49 A specific challenge will involve ensuring that proposed growth in the borough, especially in the regeneration areas, is adequately provided with new transport infrastructure that adds to (and complements) existing transportation provision and accessibility, combined with Travel Demand Management to minimise the amount of motorised traffic generated by new development.

Promoting Walking and Cycling

3.50 The council supports improved provision for cycling and walking as both are environmentally friendly means of transport and can help improve people's health. The council's Streetsmart design guide will help in the provision of attractive routes by reducing clutter and providing high quality paving and street furniture. The council will encourage increased cycling and walking by seeking the provision of convenient and safe cycle parking, signage and changing and showering facilities in new developments together with safe and accessible pedestrian routes within and through developments. Although the borough has one of the highest rates of cycling in London, there are barriers to cycling at particular locations, notably the Hammersmith gyratory. We aim to extend 20mph speed limits to all the residential roads in the borough, which will improve the safety and comfort of pedestrians and cyclists.

4 Spatial Vision

Regeneration of the borough

4.1 The Council's vision is to continue to see more people in decent affordable homes in a stronger local economy that provides training and job opportunities for local residents. In addition, it includes maintaining secure, quality local health and social care provision for all and safer and greener communities for people to live and work in.

4.2 The key strategic priorities in delivering this vision are:

- Giving more power to local communities
- Delivering affordable homes for local people;
- Building a stronger local economy;
- Improving local health and adult social care provision;
- Tackling crime and anti-social behaviour;
- Delivering social inclusion;
- Greening the borough;
- Supporting children and families;
- Creating more opportunities for young people;
- Delivering greater efficiencies in public spending.

4.3 The Local Plan's spatial vision interprets the council's corporate priorities and those of its partners and outlines how the borough will have been transformed in 20 years' time. It is based on the council's determination to provide more affordable housing for residents to buy or rent, ensure more employment and training opportunities for local people and a high quality education in local schools. In addition the council wants to see improved infrastructure - better transport links, reduced traffic congestion and greener streets, as well as more flourishing and cohesive neighbourhoods - more working families, less crime and stronger, healthier communities.

Local Plan vision

4.4 In the next 20 years, the benefits and the quality of life that the more affluent areas currently experience will have extended throughout the borough, particularly to those areas and people experiencing high levels of deprivation and disadvantage, poorer housing and environments. More residents and their families will have the opportunity to develop their knowledge and skills and to access job opportunities and own or rent their homes, so that they can stay in the borough and really participate and share in the benefits that Hammersmith and Fulham can offer.

4.5 Regeneration will have taken place in the White City Opportunity Area, including Shepherds Bush Town Centre, and in the Earls Court area, as well as along the South Fulham Riverside and in Hammersmith Town Centre and the wider area. The regeneration of the Old Oak Regeneration Area in the north of the borough will have started with phased, comprehensive mixed use development centred on the major HS2/Crossrail and Great Western Main Line interchange located at Old Oak Common Sidings.

4.6 Housing supply in Hammersmith and Fulham will have increased with approximately 25,800 additional homes, particularly family homes and affordable homes in low and medium rise developments. The new housing will be fully integrated socially, economically

4 Spatial Vision

and physically with the rest of the borough. Our town centres and smaller local centres will be important hubs within the borough, helping to sustain a strong, safe and prosperous borough community.

Achieving sustainable communities

4.7 The following principles will underpin the approach to achieving sustainable communities in the borough:

- a place where people want to live and work, now and in the future.
- A clean and safe neighbourhood located in an area rich in opportunity.
- A housing mix by type, size and tenure that meets the needs of local people on a range of incomes.
- Types of residential development that are predominantly low or medium rise, consisting of houses, small scale developments of flats and maisonettes, modern forms of the traditional mansion block, with gardens and shared amenity space in street based layouts, rather than inward looking estates or gated developments.
- Good design that enhances the community.
- Well designed, accessible and inclusive buildings, public and private spaces, and active streets that respect their surroundings.
- A range of shops, local services, leisure and other facilities (including open space and play space) within walking distance that meet the needs of a mixed community at different stages of peoples' lives.
- Employment and training opportunities for a range of skills and attainment levels.
- Good levels of educational attainment and skills, achieved or sought. Schools of choice for local people.
- Neighbourhoods which enable healthy lifestyles and good access to healthcare services which will help deliver better health outcomes.
- Low levels of crime, fear of crime and anti-social behaviour.
- A street pattern linking one place to another, encouraging walking and cycling routes through areas.
- Access to good public transport services.
- Satisfaction with the local townscape, public realm and environment, and its upkeep; no wasted or uncared for land.
- Satisfaction with management of the public realm and the housing stock.

Giving more power to local communities

4.8 Local communities that are designated Neighbourhood Forums are able to produce neighbourhood plans that will allow residents to have more say about planning policies and development in their local area. In addition, the introduction of Ward Panels in Hammersmith and Fulham will enable local communities to have more involvement in planning decisions that affect their local areas. Ward Panels will enable residents views to be considered at an early stage of a scheme's development.

Delivering affordable homes for local people

4.9 There will have been an increase in the supply of housing, particularly of affordable housing to buy or rent that meets needs of local people. The construction of larger family homes will have relieved overcrowding. There will also be new types of private and social sheltered housing which include on-site home and medical care. Much of this new housing will be in the five regeneration areas.

Building a stronger local economy

4.10 Regeneration initiatives will also have impacted on the local economy which will be thriving and growing and making an important contribution to providing employment for local people. High quality and affordable business space, including space for both small and start-up businesses will have been developed, to meet the needs of the local economy, particularly the small businesses, creating an environment conducive to entrepreneurs.

4.11 The high streets in the town and local centres will have been revitalised with fewer vacant shops and more local control over uses such as betting shops and pay day loan shops.

Improving local health and adult social care provision

4.12 The health of residents will have been improved, inequalities in health will have reduced and there will be more opportunities for physical activity. Healthcare will continue to be based on specialist healthcare provided at accessible local hospitals and network of local health centres. The integration of services across the health and social care sector through the Health and Wellbeing Board will support prevention, early intervention and reduce hospital admissions.

Tackling crime and anti-social behaviour

4.13 Existing and future Section 106 agreements will have been used to enhance neighbourhood policing and put more police on the beat. CCTV will be prioritised in areas of high crime and anti-social behaviour. Environmental crime, such as noise, will have been reduced and residential amenity will be protected.

Delivering social inclusion

4.14 Social exclusion will have been reduced as a result of the council and its partners working together and through the better use of resources. There will be decent homes, including supported housing, for people with learning and other disabilities.

Supporting children and families

4.15 The standard of education in the borough's schools will have been further improved to ensure that local schools provide the best possible education for local children, including those with special educational needs and disabilities. Schools will have strong links with their local communities and will enable community use of their facilities outside of school hours.

Creating more opportunities for young people

4.16 There will be a wide range of opportunities and activities available for young people. These will include a wider range of sports and arts and media activities, including those provided through schools, children's centres, youth clubs and sports clubs in the borough.

Greening the borough

4.17 By 2035, most areas of the borough will be of high environmental quality. The amount of open space in the borough will have increased through provision in mixed use schemes in our regeneration areas. In addition, the borough's parks and open spaces will have benefited from improvement programmes to make them more accessible and attractive

4 Spatial Vision

and to improve sports and play facilities for local residents. They will be valued for leisure, sport and recreation as well as for their contribution to the biodiversity and health of the borough. There will also be more street trees.

4.18 New development will have created a high quality environment that respects and enhances local context and the borough's natural and built environment (including its heritage assets). Developments along the River Thames and the Grand Union Canal will have respected the special character of these waterways and will have increased both public access and the use of the waterways, as well as enhancing biodiversity.

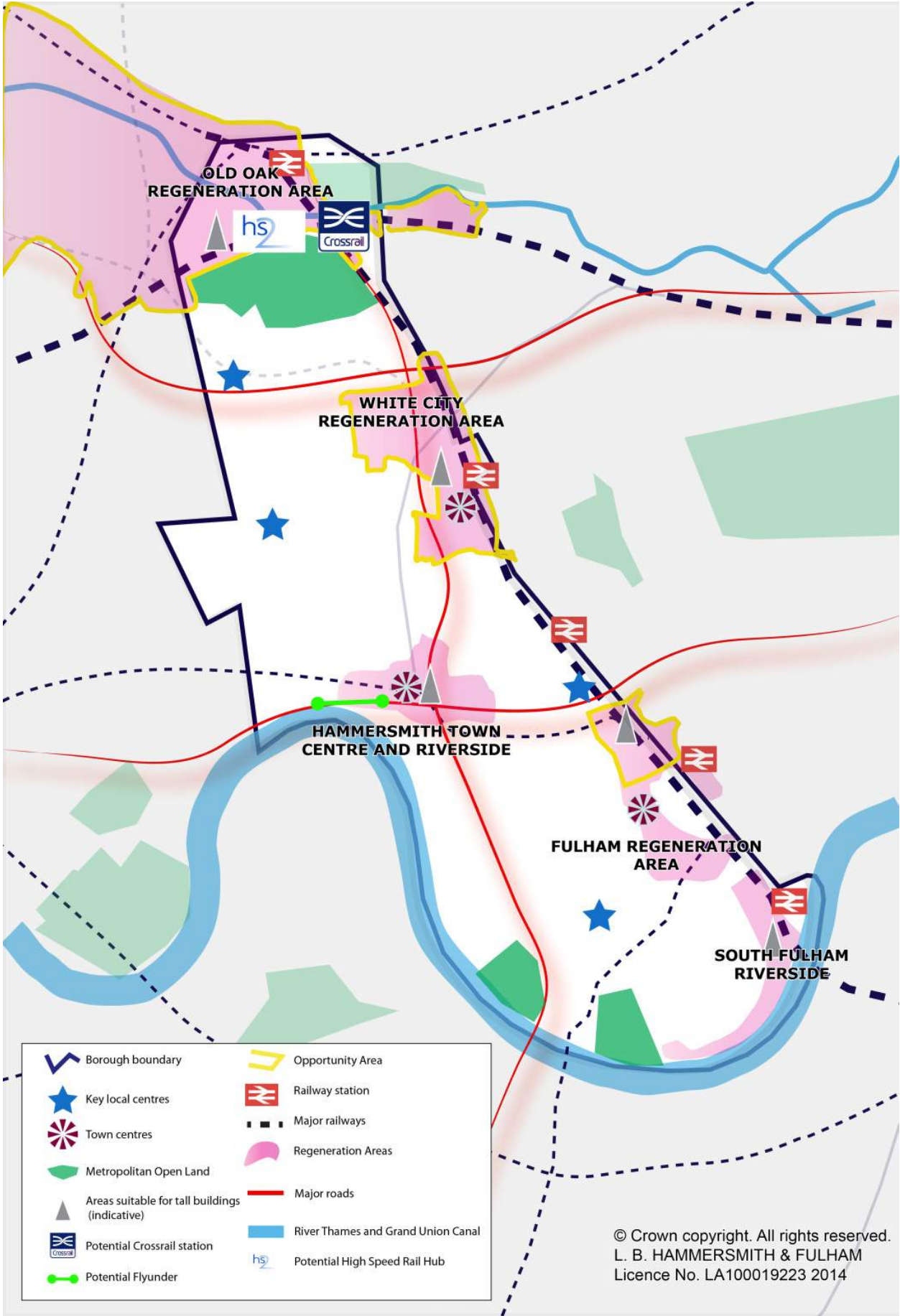
4.19 The council will have reduced road traffic generated in the borough and will wherever possible have reduced the impact of other road traffic on the local environment, particularly in terms of noise and air quality impacts. Where the council does not control the roads, for example the busy A4 and A40, the council will have worked with its partners, particularly Transport for London to achieve these aims. In respect of the A4 Flyover, subject to the successful lobbying of central and London government, the council will be planning for its replacement with a tunnel and the regeneration of the land that is freed up. The council will also have worked with partners to improve transport in the borough, particularly north - south links, as well as the opportunities for cycling and walking, including completion of the riverside walk. Where there is major development the council will have improved access for all, particularly for pedestrians and cyclists.

4.20 New buildings will be energy and resource efficient and much more of the borough's waste will be sustainably managed. All development in the borough, both buildings and infrastructure will have been designed to support the move to a low-carbon economy and take account of climate change impacts, particularly the risk of flooding. Work towards major developments in the regeneration areas being zero carbon exemplars.

4.21 To summarise, in the next 20 years there will have been:

- Increased provision of housing, particularly affordable housing to meet the needs of local residents and the development of sustainable communities;
- Physical, social and economic regeneration;
- Improved quality of life for all residents; and
- Mitigation of and adaptation to the impacts of climate change.

Map 4 Key Diagram



4 Spatial Vision

5 Strategic Objectives

5.1 The Local Plan objectives set out below outline how the council will encourage the delivery of this vision for the future of the borough. They give direction to the Local Plan policies.

1. In particular, encourage regeneration of the most deprived parts of the borough, especially in the Old Oak, White City, North Fulham and Hammersmith town centre areas.
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 housing for local residents to rent or buy and for homes for families.
3. Protect social housing, improve services for council residents and provide more new affordable homes for local residents to buy or rent.
4. Create opportunities for education, training and employment in order to reduce polarisation and worklessness and create more stable, mixed and balanced communities.
5. Encourage inward investment, facilitate job growth and support the borough's many smaller and younger firms enabling a highly entrepreneurial economy to develop and remain in the borough.
6. Support businesses particularly local firms and the third sector so that they maximise job opportunities, develop apprenticeships and recruit and maintain local people in employment and enhance the vitality and vibrancy of high streets.
7. Protect and enhance the borough's attractions for arts and creative industries.
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.
9. Ensure that both existing and future residents and visitors have access to a range of high quality facilities and services, including, health, education and training, retail, leisure, recreation, sporting activities, arts, entertainment and other community infrastructure, such as policing facilities and places of worship.
10. Ensure that the child care facilities and schools in the borough meet the needs and aspirations of local parents and their children.
11. Maintain and improve health care provision in the borough and encourage and promote healthier lifestyles, for example through better sports facilities, to reduce health inequalities.
12. Promote the safety and security of those who live, work and visit Hammersmith & Fulham.
13. Protect and enhance the amenity and quality of life of residents and visitors by providing a safe, accessible and pleasant local environment, characterised by a strong sense of place.
14. Preserve and enhance the quality, character and identity of the borough's natural and built environment (including its heritage assets) by respecting the local context, seeking good quality developments and ensuring compliance with the principles of inclusive and sustainable design.
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.
16. Increase public access and use of Hammersmith & Fulham's waterways as well as enhance their environment, quality and character.
17. Reduce and mitigate the local causes of climate change, mitigate flood risk and other impacts and support the move to a low-carbon future.

5 Strategic Objectives

18. Ensure the development of a safe, sustainable transport network that includes improvements to public transport, cycling and walking infrastructure which will improve transport accessibility and local air quality and reduce traffic congestion and the need to travel.
19. Ensure that regeneration in the borough benefits and involves all sections of the community and meets the diverse needs of residents and visitors now and in the future.

6 Regeneration Area Strategies

Regeneration Area Strategies

Strategic Policy - Regeneration Areas

The Council supports major regeneration and growth in the borough’s five regeneration areas and will work with the local community and key stakeholders to ensure that within these areas, proposals will:

- Provide new exemplary sustainable communities, delivered to the highest standards of urban design, environmental sustainability and social inclusion;
- Deliver 25,800 new homes in the period 2015-2035 to meet local housing needs and enable local residents to access affordable homes to buy or rent;
- Deliver 49,500 new jobs in the period 2015-2035, providing a range of skills and competencies and supported by initiatives to enable local residents to access employment and training; and
- Deliver new physical, social and environmental infrastructure that meets the needs of new residents as well delivering tangible benefits for surrounding communities.

6.1 The council has identified five Regeneration Areas (see Table 1), which are anticipated to be the key focus for growth in the borough over the next 20 years. Together, these regeneration areas have the capacity to deliver approximately 37,800 homes and 79,500 jobs and have the potential to tackle physical barriers and social deprivation. Within the plan period the indicative targets are for 25,800 homes and 49,500 jobs.

Table 1 Regeneration Areas and indicative homes and jobs targets

| Regeneration Area | Indicative new homes | Indicative new jobs |
|--|---|--|
| Old Oak Regeneration Area (OORA) | 18,000 (6,000 delivered in the plan period) | 50,000 (20,000 delivered in the plan period) |
| White City Regeneration Area (WCRA) | 6,000 | 10,000 |
| Hammersmith Regeneration Area (HRA) | 2,800 | 10,000 |
| Fulham Regeneration Area (FRA) | 7,000 | 9,000 |
| South Fulham Riverside Regeneration Area (SFRRA) | 4,000 | 500 |
| Total | 37,800 | 79,500 |

6 Regeneration Area Strategies

6.2 Three of the Regeneration Areas are designated as Opportunity Areas in the Mayor’s London Plan. The Old Oak Regeneration Area (OORA) sits within the Old Oak Common Opportunity Area, which crosses the borough boundary into the London Boroughs of Ealing and Brent and is identified in the draft Mayor’s Further Alterations to the London Plan 2014 as having the capacity to deliver 24,000 homes and 55,000 jobs. The White City Regeneration Area (WCRA) covers the same area as the White City Opportunity Area, which is identified in the Mayor’s Draft Further Alterations to the London Plan 2014 as having the capacity for 6,000 homes and 10,000 jobs. The Fulham Regeneration Area includes part of the Earl’s Court and West Kensington Opportunity Area, which also covers part of the Royal Borough of Kensington and Chelsea. The Earl’s Court and West Kensington Opportunity Area is identified as having the capacity for 7,500 homes and 9,500 jobs.

6.3 The regeneration areas represent an opportunity for significant new sustainable place-making and will provide the focus for new development in the borough. For each of the regeneration areas the council has set out the overall strategy for the area and the proposals for sites of strategic importance. In each regeneration area, development will be expected to tackle the physical nature of places, deliver sustainable communities with a range of housing tenures and affordabilities and be supported by social, physical and environmental infrastructure that meets the needs of new residents, as well as providing benefits for existing nearby residents. In taking forward these proposals, the council will aim to involve all sections of the community in the development of policies and proposals for the regeneration of the borough and in planning decisions. Development in each of the regeneration areas will need to respect and enhance the existing townscape context and heritage assets both within and around the area.

Alternative Options - Regeneration Areas

- Not to actively promote the regeneration areas and strategic sites within the borough

Question 1 - Regeneration Areas

What are your views on the approach to regeneration areas?

Old Oak Regeneration Area

Context

6.4 The Old Oak Regeneration Area (OORA) comprises 105 hectares, bounded to the south by the northern edge of Wormwood Scrubs, to the east by St Mary's Cemetery and the boundary with the Royal Borough of Kensington and Chelsea, to the north by the London Borough of Brent and to the west by the London Borough of Ealing. The OORA forms part of the Old Oak and Park Royal Opportunity Area, which is designated in the Further Alterations to the London Plan 2014.

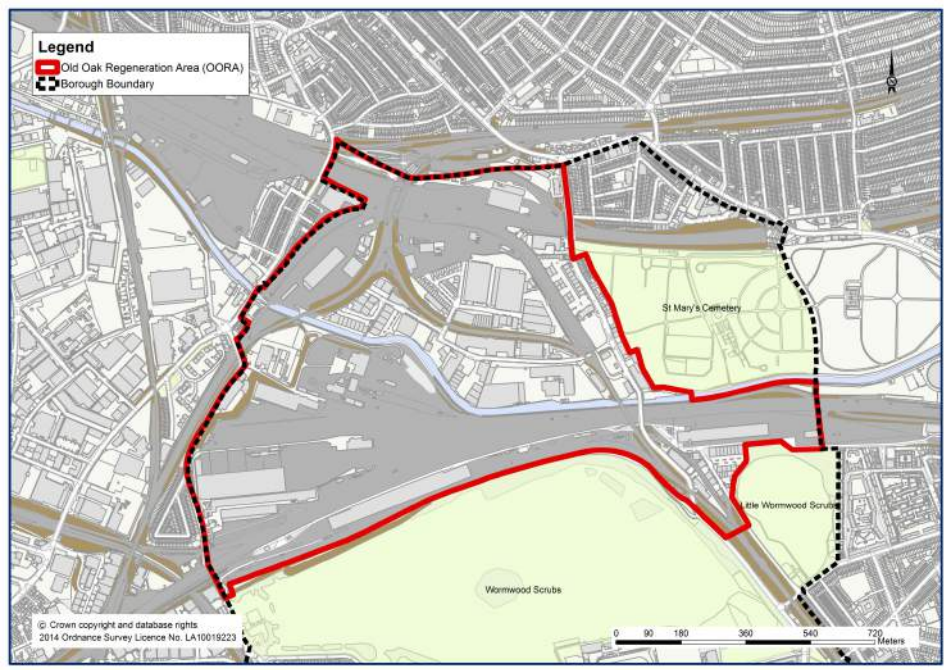
6.5 There are several key land holdings in the OORA. To the south of the Grand Union Canal, the OORA is occupied by railway infrastructure, including Old Oak Common Sidings (currently occupied by a First Great Western depot and a Heathrow Express depot and soon to be redeveloped as a Crossrail maintenance depot and stabling depot) and North Pole depot (soon to be reused as an Intercity Express Programme (IEP) depot). To the north, the OORA is occupied by the Car Giant car dealership, the Powerday recycling site and the European Metal Recycling site as well as a number of smaller enterprises.

6.6 There are a number of important heritage assets within the vicinity of the OORA. These include the Grand Union Canal Conservation Area, which lies wholly within the OORA and the St Mary's and Kensal Green cemeteries, which lie to the east of the OORA.

6.7 The area is currently severed by transport infrastructure. Running east to west are the West Coast Main Line, the Grand Union Canal and the Great Western Main Line. Running north to south are the North London Line, the West London Line and two rail freight spurs that connect each of these lines to the West Coast Main Line. Connectivity within the OORA is poor, with no east-west vehicular connections and limited pedestrian permeability. There are no stations on the railways that cross the area, apart from Willesden Junction, on the northern edge.

Strategic Policy OORA - Old Oak Regeneration Area

| Indicative homes | Indicative jobs |
|------------------|-----------------|
| 6,000 | 20,000 |



The council will support the principle of the sustainable, phased, comprehensive mixed use redevelopment of the OORA. Based around the planned major transport improvements at Old Oak Common, the council will encourage development of a new urban quarter which could deliver up to 6,000 homes across a range of tenures and affordabilities and 20,000 jobs, with supporting retail, community facilities and public open space, to create a new mixed, balanced and sustainable community in the period 2015-2035. Proposals for major sports, arts, leisure, education or health providers that act as the catalyst for mixed use regeneration will also be supported. In order to achieve this growth and to reach the full potential of up to 18,000 homes and 50,000 jobs the Council will:

- Work with the GLA, neighbouring boroughs, other strategic partners and landowners to secure the comprehensive regeneration of the area.
- Actively engage with local residents and community groups to ensure that regeneration delivers benefits for the surrounding area;
- Continue to support the Government’s proposals for a HS2, Crossrail and Great Western Main Line station at Old Oak Common.
- Support the provision of further rail connectivity at the proposed Old Oak Common station, including connections into the London Overground Network and a Crossrail spur to the West Coast Main Line.
- Support the early regeneration of the OORA in advance of the proposed Old Oak Common station.

Proposals for development in the OORA should:

- **Optimise development potential.** Development around the edges of the OORA should in terms of scale and form be sensitively integrated into the surrounding context. Tall buildings of exceptionally good design may be acceptable, as part of increased massing nearer to areas of high public transport accessibility and subject to detailed analysis of their impact on nearby heritage assets.
- **Demonstrate a high quality of urban design and public realm.**
- **Improve connections to existing communities, including North Acton, East Acton, White City, North Kensington, Kensal Green and Harlesden and improve both north-south and east-west connectivity within the OORA, providing safe and convenient connections for pedestrians and cyclists in accordance with recognised best practice.**
- **Secure economic benefits for the wider community around the Old Oak Regeneration Area by providing programmes to enable local people to access new job opportunities through training, local apprenticeships or targeted recruitment;**
- **Provide appropriate social, physical, environmental and transport infrastructure to support the needs of the OORA as a whole and create viable new sustainable communities.**
- **Create a network of new public green open spaces.**
- **Ensure that Wormwood Scrubs is protected and its existing character and biodiversity value is safeguarded.**
- **Ensure that retail provision within the OORA caters for the day to day needs of development and does not have a detrimental impact on neighbouring retail centres such as Shepherd's Bush and Harlesden.**

Justification

6.8 The Mayor of London's Further Alterations to the London Plan (FALP) 2014 identifies Old Oak as an Opportunity Area. It includes land in the OORA in LBHF and land within the London Boroughs of Ealing and Brent and covers 155 hectares in total. The Opportunity Area is identified as having the potential to provide up to 24,000 homes and 55,000 jobs, making it London's largest Opportunity Area in terms of its potential contribution to growth. The Council considers that approximately 18,000 homes and 50,000 jobs could be accommodated within LBHF and that approximately 6,000 homes and 20,000 jobs could be delivered within the next 20 years covered by this Local Plan, thereby helping to accommodate a substantial quantum of London's homes and jobs needs. It is important that the new homes are available to Londoners rather than to international investors.

6.9 In December 2013, the Government deposited a Hybrid Bill for a High Speed railway connecting London Euston to Birmingham. Known as High Speed 2 (HS2), the Bill includes a railway station at Old Oak Common, connecting High Speed 2 (HS2) to Crossrail and the Great Western Main Line (GWML). The planned Old Oak Common station would be one of the best connected stations in the UK, linking to Central London and Heathrow in 10 minutes, Canary Wharf in 20 minutes and Birmingham in 35 minutes.

6.10 The council has been lobbying for a rail station at Old Oak Common for a number of years and is supportive of the plans to locate a High Speed station there, recognising the step change in access that this would afford the Old Oak area and the significant opportunities for regeneration that it would create.

6 Regeneration Area Strategies

6.11 The North London Line and West London Line both run through the OORA and form part of the London Overground network. Connecting London Overground to the planned Old Oak Common station would enhance public transport accessibility in the OORA as well as relieving pressure on Euston and benefitting the existing stations along the London Overground network by providing a direct connection to HS2 and Crossrail and the Great Western Main Line. Any connection to the London Overground network should have a minimal impact on surrounding heritage assets and open spaces, such as Wormwood Scrubs which is designated as Metropolitan Open Land. There may also be an opportunity for a Crossrail spur to run from the west of Old Oak Common station to the West Coast Main Line. This would serve stations such as Harrow and Wealdstone, Watford Junction and Milton Keynes, which would help to relieve pressure at Euston and would increase the accessibility of Old Oak.

6.12 The planned Old Oak Common station would not be operational until at least 2026. However, the council is keen to ensure that the regeneration of Old Oak and the surrounding area starts before the delivery of the station and therefore will actively encourage proposals that help to kick start the regeneration of the area in advance.

6.13 Tall buildings of exceptionally good design may be appropriate within the OORA, given the high public transport accessibility that the HS2 proposals would afford the area. Any proposals would need to be assessed to ensure that they do not detrimentally impact on residential amenity and nearby open spaces and heritage assets such as Wormwood Scrubs, the Grand Union Canal, St. Mary's Cemetery and Kensal Cemetery.

6.14 Development around the edges of the OORA will need to be sensitively integrated into the existing context. Within the OORA, the Grand Union Canal is designated as a Conservation Area and development proposals will need to respond sympathetically to this heritage asset and its setting. Consideration should also be given to the impact of development on the setting of Wormwood Scrubs and the significance of St. Mary's Cemetery and the Grade I Registered Historic Park and Garden at Kensal Green Cemetery.

6.15 The comprehensive regeneration of Old Oak provides substantial opportunities to improve local connectivity in the area. In order to deliver this, development will need to provide new connections to and improve existing links with the surrounding neighbourhoods of North Acton, East Acton, White City, Kensal Green, North Kensington and Harlesden. Within the OORA itself, development will provide opportunities to overcome the existing severance by creating a new coherent and legible street network that bridges over barriers such as the West Coast Main Line, Great Western Main Line and the Grand Union Canal.

6.16 It is also important that new development creates a pedestrian and cycle friendly environment with strong and direct connections to the planned Old Oak Common station. The council will expect development to contribute to a new network of public green open spaces. This should form a 'green cross' centred on the planned Old Oak Common station and connecting North Acton in the west with the Grand Union Canal and Kensal in the east, and Willesden Junction in the north with Wormwood Scrubs to the south.

6.17 The area around the OORA is one of the most deprived in England, with many of the wards registering as being within the 10% most deprived nationally. Regeneration in the OORA provides opportunities to secure economic benefits for the wider community in the north of the borough. The early delivery of affordable homes and new employment would be expected to stimulate considerable investment in the surrounding area. All this will, in turn, increase local employment opportunities. It will be important to put in place schemes to assist people in gaining access to new jobs.

6.18 Across the OORA, development is anticipated to result in an additional 18,000 homes and 50,000 new jobs when fully completed. New social, physical, environmental and transport infrastructure should be provided to support the needs of this new community. It is anticipated that most of the social infrastructure capacity required by the uplift in residential and worker populations will be provided within the OORA. This will need to include facilities such as primary and secondary schools, nurseries, community space, an affordable public leisure centre, sports and arts facilities, health and dentistry centres and a police station. Consideration will need to be given to the capacity of the physical infrastructure, particularly for sewerage and surface water and the ability of the Counters Creek sewer to take increased foul and surface water drainage generated by this site. Surface water will need to be managed as close to its source as possible, with run-off minimised as far as possible through the integration of appropriate Sustainable Drainage Systems (SuDS), in line with the London Plan drainage hierarchy. All development must incorporate high levels of environmental performance by the use of low and preferably zero carbon technologies. Opportunities should be explored for the provision or connection into an existing or planned decentralised energy network. Substantial improvements will need to be made to the highways network within and near to the OORA, as well as improvements to the public transport network, including new and more frequent bus routes and improvements to London Overground and Underground stations. Any new road infrastructure should be carefully planned and managed as part of a strategy to ensure that extraneous traffic is not attracted to the area.

6.19 New retail within the OORA should predominantly be clustered around the planned Old Oak Common station where it can complement any retail provided within the station for interchanging passengers. Retail should cater for the day to day needs of the development and it is important that it should not be of such a scale that will have a detrimental impact on nearby retail centres such as Harlesden or Shepherd’s Bush.

Alternative Options - Policy OORA (Strategic Policy – Old Oak Regeneration Area)

- Maintain the current policy where existing strategic industrial land and waste uses are safeguarded.
- Defer the regeneration of parts of the site until suitable transport nodes are operational
- Optimise the quantum of development as far as possible but prohibit tall buildings in the regeneration area.
- Rather than a mix of employment and residential, land use could be weighted towards the provision of employment.
- Rather than a mix of employment and residential, land use could be weighted towards the provision of more residential use.

Question 2 - Old Oak Regeneration Area

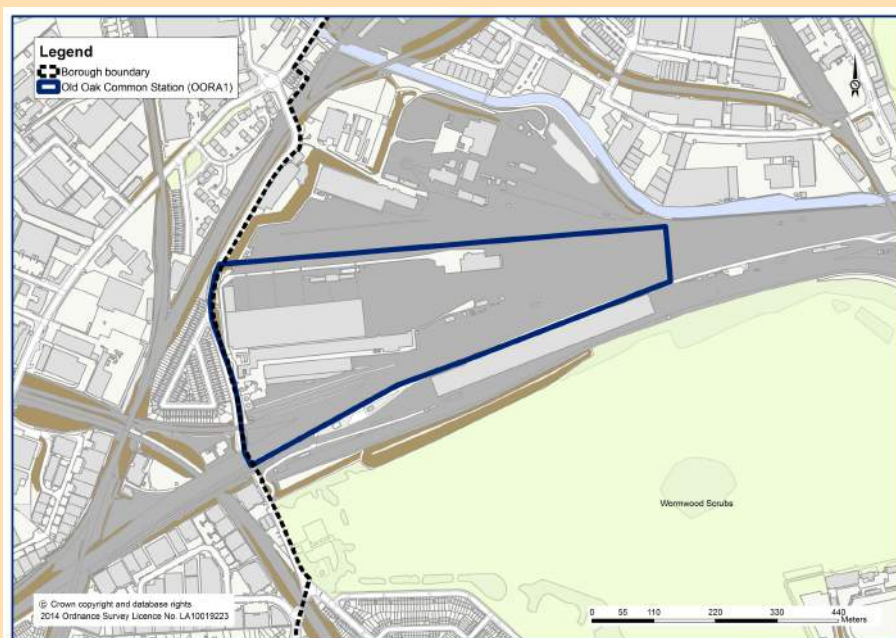
What are your views on the approach to the Old Oak Regeneration Area?

6 Regeneration Area Strategies

Strategic Site Policy OORA1 – Old Oak Common Station

The council will work with partners to secure a new Old Oak Common station that is of the highest design quality and is the focal point for the new community. It will therefore be expected that:

- The station and its immediate surroundings become the focal point for regeneration within the OORA and deliver uses such as retail, civic space, open space, offices and leisure.



The development should:

- Provide legible connections into and through the station, including free public access from the north, east and west and with access to the south to be opened once regeneration proposals are brought forward for the North Pole Depot.
- Be of exceptional architectural quality and to act as an exemplary marker of London's role as a world city.
- Be accompanied by a state of the art intermodal interchange that facilitates the safe and efficient movement of passengers from buses, taxis and private vehicles, including cycles, into and out of the station. Most access will be by buses, taxis, walking and cycling but provision will need to be made for a small proportion of journeys to be made by private car. The intermodal interchange should be designed to be attractive to pedestrians, allowing safe and efficient movement into and through the station and should be well integrated into the surrounding public realm.
- Be supported by adequate connections into the strategic road network. Improvements will be expected to road connections to the south and west to connect to the A40. New bridge connections over the Grand Union Canal must be provided to connect to Hythe Road and provide road connections to the north and east.

Justification

6.20 The station and its surroundings should not just provide access to the transport network, but should also offer a range of facilities and services to the local community. To enable this to happen, the station should be integrated into the urban fabric of the area. Facilities such as retail, cafes and restaurants are important services in any large station in order to cater for the needs of passengers. By integrating them into the wider area they could also serve the day to day needs of surrounding residents and workers and function in a similar way to the newly redeveloped London St. Pancras and King's Cross rail termini.

6.21 To enable the station to become the new focal point of the development and to increase accessibility and connectivity in the area, the station concourses should act as major thoroughfares within the OORA. It should also contribute to the pedestrian and cycle friendly network of open and civic spaces running from North Acton in the west to Kensal in the east and Willesden Junction in the north to Wormwood Scrubs in the south. In order to achieve this, access to the station must be provided from the north, south, east and west and uncharged public access should be provided through the station concourses. The western entrance is anticipated to be used by the highest numbers of people in the short to medium term. Therefore, provision should be made in this location for a major civic square. Subject to the Crossrail depots being released, there will also be the opportunity for a civic square or open space to the north of the station, which could become the main front door to the station for the majority of new residents and workers in the OORA. Access to the south would have to be opened up after the North Pole Depot is released for development, which is planned to be used as an Intercity Express Programme (IEP) Depot. The development of temporary solutions for accessing the open space at Wormwood Scrubs in advance of this will be encouraged. Once the IEP depot is relocated, there will be opportunities to explore innovative solutions for the ways in which the station interfaces with Wormwood Scrubs. An entrance in this location would open up opportunities for people to walk to and from East Acton Central Line station, further enhancing connectivity and accessibility in the area. Any proposals for an access into Wormwood Scrubs would need to be sensitive to the character and natural environment of the Scrubs. In particular, consideration should be given to the impact of any access on biodiversity.

6.22 The planned Old Oak Common station will potentially be one of the best connected railway stations in the UK. It will form a gateway to London and help to shape many visitors' first impressions of the city. The architectural quality of the station should contribute significantly to this. It will also act as the principal arrival point for the OORA, with the quality of the environment in and around the station setting the benchmark for the wider area and acting as a catalyst or precedent for future development. It is therefore imperative that the station is of the highest architectural quality, continuing the tradition established by London's other major rail stations.

6.23 It is estimated that the planned Old Oak Common station will handle approximately 250,000 passengers a day, making it one of the UK's busiest rail stations. Most of these passengers will be interchanging between HS2, Crossrail and the Great Western Main Line. However, approximately 50,000 passengers a day are also estimated to exit or enter the station from the surrounding area, either by bus, car, taxi, bicycle or on foot. To cater for this, the station will need incorporate a state of the art intermodal interchange. The Council will expect the interchange at Old Oak to be an exemplary intermodal facility that quickly transfers people into the station, is of exceptional design quality and seamlessly integrates into its surroundings.

6 Regeneration Area Strategies

6.24 Of the 50,000 passengers anticipated to exit and enter the Old Oak Common station from the surrounding area each day, it is estimated that about 10% will use cars or taxis. The existing road network around the OORA would be unable to cope with the additional trips generated by this. It is therefore imperative that road improvements are made and that the potential for new road connections is investigated. To connect to the A40, road widening and junction improvements will be needed along Old Oak Common Lane and at Gypsy Corner. The possibility of relocating the A40 northwards to the Great Western Railway corridor should be investigated, both to increase the connectivity of Old Oak Common and reduce its severance effect and release land in the White City area. New road bridges over the Grand Union Canal, connecting the Old Oak Common station site to Hythe Road should also be delivered. This would provide access to the road network to the north and east of the station and open up opportunities for new bus routes.

Alternative Options - Policy OORA1 (Strategic Site Policy – Old Oak Common Station)

- The station should be designed purely as an interchange station with a limited number of entrances and exits to be used primarily for emergency egress

Question 3 - Old Oak Common Station

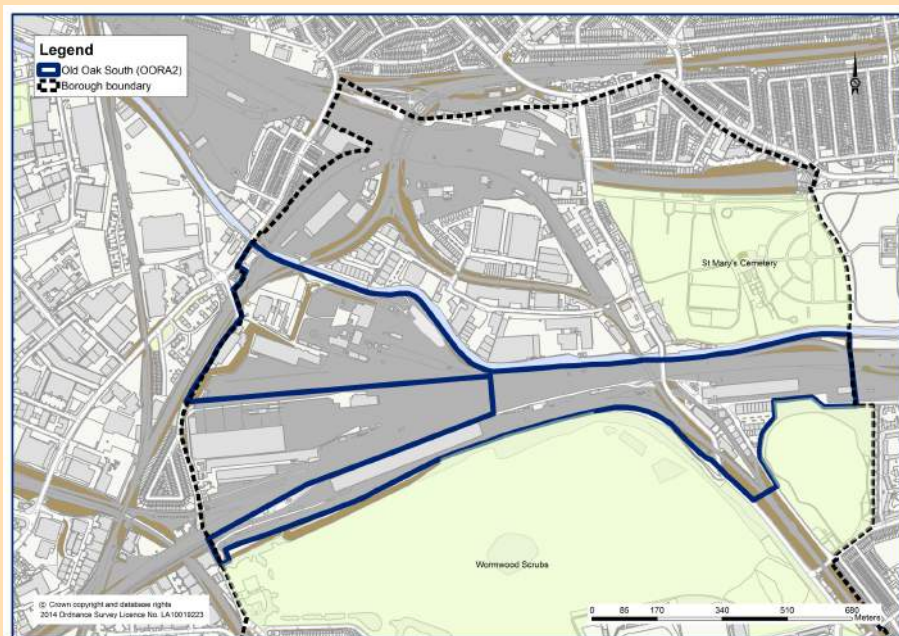
What are your views on the approach to Old Oak Common Station?

Strategic Site Policy OORA2 – Old Oak South

North Pole Depot

The council will encourage the early relocation of the Crossrail depots and Intercity Express Programme (IEP) depot to enable regeneration around the new Old Oak Common station (see Strategic Site policy OORA1). Development proposals for this strategic site should:

- Be employment led immediately around the Old Oak Common station, with opportunities for the creation of a substantial employment centre. Any tall buildings should be perceived as separate elements within a coherent group rather than a single mass.
- Be predominantly residential around the edges of the site, especially on the boundaries with Wormwood Scrubs, Little Wormwood Scrubs and the Grand Union Canal.
- Create new connections through the site including a new public east-west road connection on the IEP depot that will link, linking Old Oak Common Lane to Scrubs Lane and new road and pedestrian connections over the Grand Union Canal.
- Provide a network of public green open spaces, connecting the Grand Union Canal and Old Oak Common station to Wormwood Scrubs and connecting Old Oak Common Lane, through the planned Old Oak Common HS2 station to the Grand Union Canal.
- Contribute to upgrading Wormwood Scrubs and sports facilities such as the Linford Christie Stadium.



Justification

6.25 The establishment of a new urban quarter around the planned Old Oak Common station is largely dependent on the relocation of the Crossrail maintenance and stabling depots and IEP depot. The Crossrail depots have leases running until the mid 2040s whilst the IEP depot has a lease running until the late 2030s. The council considers that there

6 Regeneration Area Strategies

are more suitable locations to which these depots could be relocated so that they do not remain adjacent to one of the UK's largest and most accessible rail stations. In order to support the delivery of new homes and jobs for London, the council is engaging with rail operators to build a case for the early relocation of these depots so that regeneration can occur well in advance of the expiry of their leases. The council will support proposals for the early release and redevelopment of the depots.

6.26 The area around the planned Old Oak Common station will have levels of accessibility to public transport that are comparable with the most well integrated and connected locations in the West End, the City and Canary Wharf. Therefore, opportunities for the creation of a new employment centre at Old Oak should be exploited. Tall buildings may be appropriate within an employment centre in order to mark the location of the transport interchange. However, any tall buildings would need to be located sensitively and be exceptionally well designed in order to ensure that they make a positive contribution to the skyline. Tall buildings would need to be perceived as separate elements within a coherent group rather than combine to form a single mass, particularly when viewed from the Grand Union Canal to the north and Wormwood Scrubs to the south.

6.27 Away from the potential employment centre, development should be predominantly residential. Development proposals would need to consider and respond sensitively to Old Oak Common Lane, Old Oak Lane and Victoria Road to the west, the Grand Union Canal and Hythe Road Ecological Park to the north, Little Wormwood Scrubs to the east and Wormwood Scrubs to the south.

6.28 There are significant opportunities for improving connectivity in Old Oak South. To the west, development of the vacant Old Oak hostel site on Old Oak Common Lane will provide opportunities for a bridge link across the Grand Union Canal to the Old Oak North Strategic Site. This connection could be provided within the early phases of development as it is not dependent on the relocation of the Crossrail depots or the construction of the planned Old Oak Common station. With the delivery of the planned Old Oak Common station there will be opportunities to secure a further connection over the Grand Union Canal to the east. These two connections over the Grand Union Canal would improve both east-west and north-south connectivity within the OORA. The release of the Crossrail depots would provide further opportunities for improved connectivity, including additional connections over the Grand Union Canal. To the south of Old Oak Common station, the release of the IEP depot would allow for the provision of a road link connecting Old Oak Common Lane in the west to Scrubs Lane in the east. To the east of Scrubs Lane development should also provide a road link into the Kensal Canalside Opportunity Area in the Royal Borough of Kensington and Chelsea.

6.29 Old Oak South has the potential to play an important role in the open space strategy for the OORA with the planned Old Oak Common station acting as the centre of a 'green cross' of connecting spaces linking North Acton, Willesden Junction, the Grand Union Canal and Wormwood Scrubs. The Old Oak Common HS2 station should be decked over and landscaped to provide the principal east-west connection through the area, linking the Grand Union Canal to Old Oak Common Lane. To the west of the planned Old Oak Common station, a civic square should be provided to act as the main entrance into the station in the short to medium term. In the longer term, once the Crossrail depots are brought forward for development, a new civic square/open space should be provided to the north of the station. This will become the main arrival point into the station for the new community within the OORA. A network of open spaces should be provided to connect this entrance space to the Hythe Road Ecological Park, south of the Grand Union Canal. Here, provision should be made for a pedestrian/cycle bridge over the Grand Union Canal,

continuing the north-south arm of the ‘green cross’ into Old Oak North. To the south of the planned Old Oak Common station, the release of the IEP depot will allow for the completion of a connection to Wormwood Scrubs. A civic or open space should also be provided here, whilst improvements to Wormwood Scrubs and Linford Christie Stadium, would contribute to meeting the needs of the regeneration area.

Alternative Options - Strategic Site Policy OORA2 (Old Oak South)

- Land use should be weighted towards the provision of residential uses throughout the area.
- Rather than actively pursuing the relocation of the Crossrail and Intercity Express Programme depots we could assume that these remain within the strategic site.

Question 4 - Old Oak South

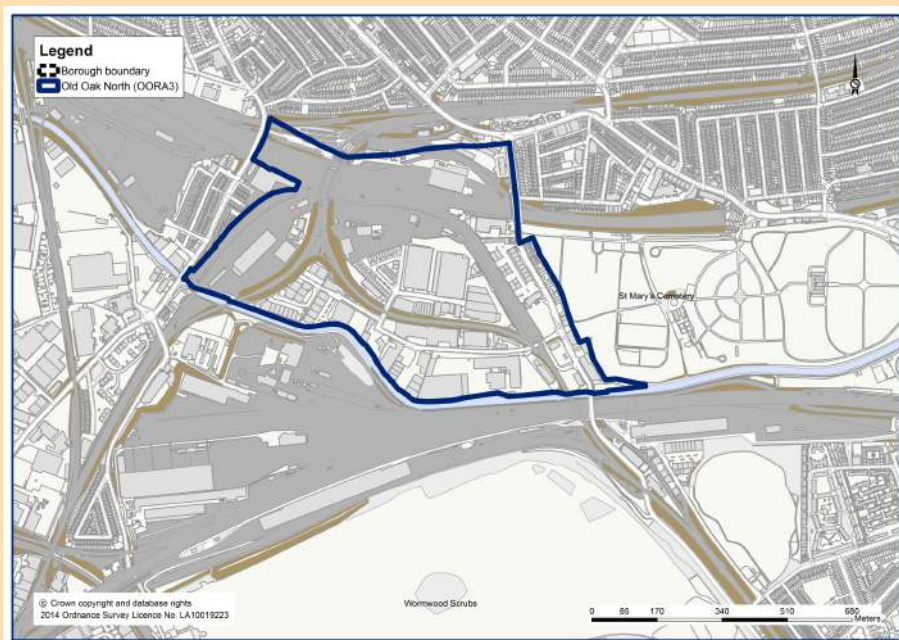
What are your views on the approach to Old Oak South?

6 Regeneration Area Strategies

Strategic Site Policy OORA3 - Old Oak North

The Council will support the early development of the Old Oak North site. Proposals for the site should:

- Lead to the substantial provision of new housing, including affordable homes with supporting social and physical infrastructure. In addition, a major educational, health, arts, leisure or sports complex such as a football stadium would be supported if it helped to act as a catalyst for the regeneration of the area.
- Create new connections into the site, including over the Grand Union Canal into the Old Oak South site and new road connections off Scrubs Lane. Existing connections should be enhanced and the existing pedestrian bridge from Willesden Junction should be replaced by a new high quality pedestrian walkway and cycle route. Improvements should be secured to Willesden Junction station, including the creation of a new station entrance to the east.
- Provide a network of open spaces connecting the Grand Union Canal to Willesden Junction station.
- Ensure that taller buildings are located at points of townscape significance within the wider plan and respect the amenity of residential properties in the vicinity and the amenity and settings of the Grand Union Canal, St. Mary's and Kensal Cemeteries and Wormwood Scrubs.

**Justification**

6.30 The strategic site is bounded by rail lines on three sides and by the Grand Union Canal to the south. Old Oak North is currently occupied by three key land holdings. Powerday, a company recycling construction and some other waste, occupy approximately 3.5 hectares. European Metal Recycling (EMR) occupy approximately 3.3 hectares to the north of the Old Oak North site. EMR recycle mainly commercial waste. The Car Giant car dealership occupies the majority of the rest of the Old Oak North site, having landowning

interests totalling over 20 hectares. Powerday provide for the council's waste apportionment target and would therefore need to remain within the strategic site in the short to medium term. The Car Giant and EMR sites are critical to the comprehensive regeneration of the strategic site and would need to be relocated elsewhere.

6.31 The Council will expect development within the Old Oak North strategic site to be predominantly residential, capitalising on the site's south facing aspect onto the Grand Union Canal. To the north of the site, residential uses may not be as desirable or appropriate as a consequence of the proximity of the West Coast Main Line. However, as this part of the site is close to Willesden Junction station it has good public transport accessibility and therefore presents opportunities for more mixed use development and supporting infrastructure. It is anticipated that the land to the south of Willesden Junction station, is likely to form the first phase of development within Old Oak North. Here, opportunities should be explored for the provision of a major educational, health, arts, sports or leisure complex to act as a catalyst for regeneration and to front load the provision of infrastructure, particularly improvements to pedestrian access from the south of the site to Willesden Junction station. The council is aware of Queens Park Rangers desire to relocate and build a new football stadium in the Old Oak Common Regeneration Area and considers that the Old Oak North site could be a good location because of its characteristics. In addition, such a major development could, subject to planning consent and other related approvals, proceed relatively quickly and thereby contribute to the physical infrastructure required to open up the area.

6.32 New road connections into the site are key to unlocking the potential of the area for regeneration. Current vehicular access into the site is off Scrubs Lane via Hythe Road, which tunnels under a road link to the Powerday waste site, the West London Line and a freight spur between the West London Line and the West Coast Main Line. Development will need to fund improvements to this tunnel and there may be opportunities for the tunnel to be shortened. A new access road should also be provided into the Old Oak North strategic site further north along Scrubs Lane to access the parcel of land to the north of the West London Line. To the south of the Old Oak North strategic site, two new vehicular connections over the Grand Union Canal should be provided, as well as pedestrian bridge connections, in association with those proposed in the Old Oak South strategic site. There may also be opportunities for a further vehicular connection into the Old Oak North strategic site from the west. Along the northern edge of the Grand Union Canal, there will be opportunities to open up the Canal to the public. A new pedestrian walkway should be provided here between Old Oak Common Lane and Scrubs Lane. Adjacent to this there will be opportunities for the provision of cafes, restaurants and leisure uses, which will help to generate activity along the Canal.

6.33 Old Oak North also has the potential to contribute to a new open space network within the OORA. Development proposals coming forward will be expected to deliver a network of pedestrian friendly, connected green spaces linking the Grand Union Canal in the south to Willesden Junction station in the north. To the south of this green link, a pedestrian/cycle bridge should be provided over the Grand Union Canal and to the north the existing pedestrian bridge over the West Coast Main Line should be replaced by a wider pedestrian walkway and cycle track. Opportunities for the creation of two new civic squares to the north and south of the West Coast Main Line, to act as points of arrival into the new development, should also be explored. Improvements will also need to be made to Willesden Junction station to increase its capacity to cater for the demands arising from development within the OORA.

6 Regeneration Area Strategies

6.34 To the edges of the Old Oak North strategic site, development should respect and respond to the existing context. There may be opportunities for tall buildings within the centre of the site. Any tall buildings would need to be exceptionally well designed and respect the amenity of surrounding residential properties and heritage assets, particularly the Grand Union Canal and St. Mary’s and Kensal cemeteries.

Alternative Options - Strategic Site Policy OORA3 (Old Oak North)

- Retain both the European Metal Recycling (EMR) and Powerday waste recycling sites in the longer term.
- Not to encourage the development of a major educational, health, leisure or sports complex to act as a catalyst for regeneration.
- Rather than development in Old Oak North being residential led, the land use could be weighted towards the provision of employment.

Question 5 - Old Oak North

What are your views on the approach to Old Oak North?

White City Regeneration Area

Context

6.35 White City Regeneration Area (WCRA) comprises 110ha on the eastern edge of the Borough, adjacent to the boundary with the Royal Borough of Kensington and Chelsea (RBKC). The WCRA has been designated an Opportunity Area in the Mayor's London Plan 2011 and Draft Further Alterations to the London Plan (FALP) 2014. The area has also been identified as a potential future 'International Town Centre' in the FALP. The regeneration area has three distinct sub-areas White City East, Shepherd's Bush Town Centre and the estates in White City (White City West).

6.36 White City East consists of land to the north of Westfield London and to the east of Wood Lane with the addition of the Media Village site and former BBC Television Centre. Imperial College London is developing a new campus to the north of the A40, bringing academic uses related to bio-medical and technological research to this area.

6.37 White City West comprises LBHF's largest local authority housing estates - the White City Estate and Batman Close. This area also includes the Wood Lane Estate, Loftus Road Football Stadium and the TA Centre.

6.38 Shepherd's Bush Town Centre lies to the south of the WCRA and is an important retail, entertainment and cultural centre which includes Westfield London, the W12 Centre and Shepherd's Bush Market. The town centre is designated a metropolitan centre in the London Plan.

6.39 There are a number of heritage assets throughout the area. Much of the area is within the Wood Lane Conservation Area, which centres around the Grade II Listed BBC Television Centre, but also includes the White City London Underground Station, which is a building of merit. The Grade II Listed DIMCO building is to the south of the conservation area. The Shepherd's Bush Conservation Area covers Shepherd's Bush Green and surrounding buildings, including the Shepherd's Bush Empire theatre and the former Odeon Cinema buildings which are both Grade II Listed.

6.40 The opportunity exists in the WCRA for substantial mixed-use development which will help to regenerate the wider area, by providing new housing, including affordable housing, a greater range of job opportunities and community and leisure facilities to contribute to the aspirations for the wider West London sub-region, helping to sustain London's growth.

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Strategic Policy WCRA - White City Regeneration Area

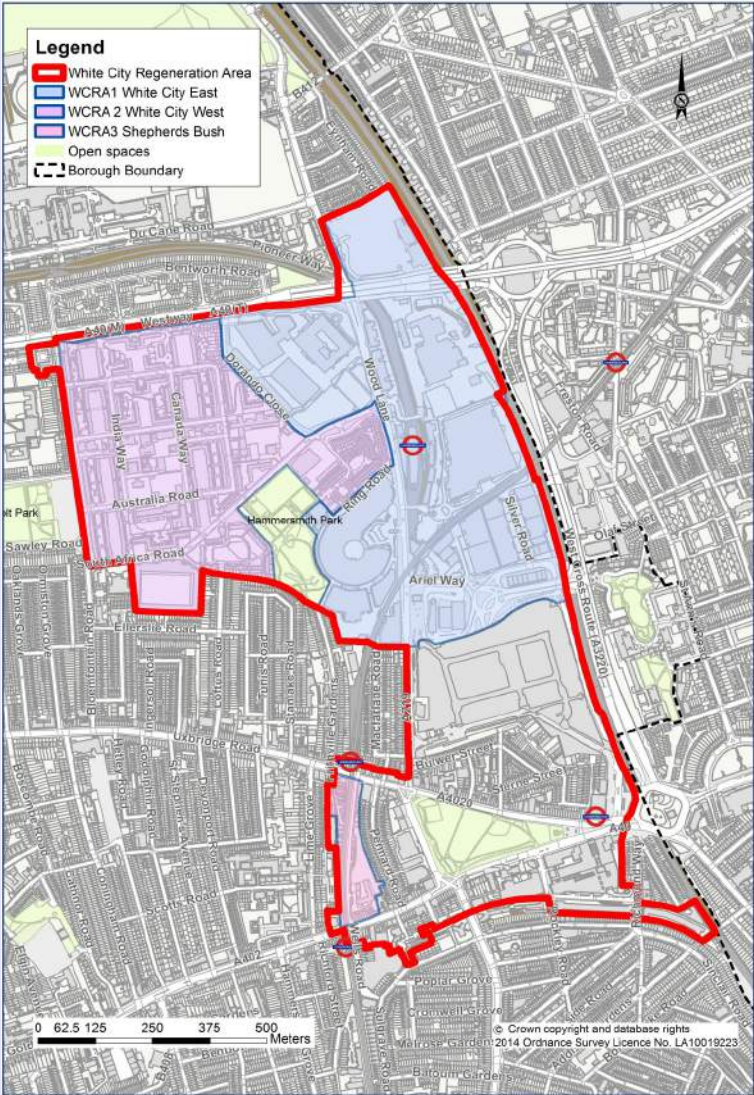
| Indicative additional homes | Indicative new jobs |
|-----------------------------|---------------------|
| 6,000 | 10,000 |

The Council will work to secure the comprehensive regeneration of WCRA, in particular the creation of a new high quality mixed-use development in White City East, along with the creation of a major educational facility with supporting retail, community facilities and open space; the regeneration of the historic Shepherd’s Bush Town Centre; and the phased renewal of the estates. In order to achieve this, the Council will:

- Work with the GLA, TfL, other strategic partners, and landowners to secure the comprehensive regeneration of the area;
- Actively engage with local residents and community groups to ensure that the regeneration delivers benefits for the surrounding area; and
- Work with the community and local enterprises, to establish ongoing partnerships and initiatives to provide sustainable public sector service delivery in the area.

Proposals for development in WCRA should:

- Contribute to the provision of 6,000 new homes across a variety of tenures and 10,000 jobs, mainly within White City East, but also in smaller scale developments elsewhere in White City West and in the town centre;
- Provide commercial uses within a new mixed-use area in White City East, capitalising on existing activities in the area including creative, media and bio-technology sectors;
- Include educational use, together with a limited amount of student accommodation;



- **Sustain regeneration of the historic town centre, by locating retail activities within the town centre. Major leisure and retail that cannot be located within the town centre may be appropriate north of Westfield on the edge of the existing town centre boundary;**
- **Improve the vitality of the important Shepherd's Bush Market;**
- **Provide appropriate social, physical, environmental and transport infrastructure to support the needs arising from the development of WCRA as a whole and create new sustainable communities;**
- **Support the maintenance of existing green space and encourage the creation of new green space;**
- **Secure economic benefits for the wider community by providing programmes to enable local people to access new job opportunities through training, local apprenticeships or targeted recruitment;**
- **Improve connections to existing communities, including between White City West, the town centre and east to RBKC to improve both north-south and east-west connectivity within the WCRA and connections to the wider area;**
- **Ensure that development extends and integrates with the urban grain and pattern of development in the WCRA and its surrounding area; and**
- **Ensure that new development respects the scale of adjoining development along its edges, but with increased massing towards the centre of the site. The scale should be generally medium rise and aim to meet the regeneration objectives of the area. A limited number of tall buildings of exceptionally good design may be acceptable especially in locations close to the A40 and A3220 where they are not considered to have a detrimental impact on the setting of listed buildings, the character and appearance of the Wood Lane conservation area, or the setting of other neighbouring conservation areas and the local area in general.**

Justification

6.41 White City is identified as an Opportunity Area in the London Plan due to an area of underused industrial land within close proximity to Central London and key transport links. The Opportunity Area is identified in the Further Alterations to the London Plan 2014 for a minimum of 6,000 homes and 10,000 jobs. The Mayor identifies the redevelopment of the Opportunity Area as having potential for mixed density housing and a focal point for office development at or around the tube stations at White City and Wood Lane along with other commercial, leisure, open space, education and retail uses of appropriate scale to support the local community. Housing-led intensification should support local regeneration, enable estate renewal and seek a mixed and balanced community. It identifies there may be scope to enhance education and research capabilities in the area, linked in particular to healthcare and bio-technology. Development should promote the vitality of the town centre, particularly the Shepherd's Bush Market, and complement the viability of other west and central London centres.

6.42 WCRA remains an area with one of London's highest levels of deprivation in terms of income and employment. It requires further investment within the community in order to facilitate opportunities for more residents to enter the workforce, through education, training and recruitment. A major catalyst to the improvement in the area has been the

6 Regeneration Area Strategies

introduction of Westfield London Shopping Centre which has brought significant numbers of visitors to the area and improvements to public transport accessibility and the surrounding public realm, including Shepherd's Bush Green.

6.43 There is already an existing large employment focus in the area, particularly with a focus on creative industries, with BBC's presence at Media Village, the business start-up companies within the Ugli building, and soon with Imperial College London's research and development sector. There is scope to develop further employment activities in White City East, not only to replace jobs lost by the relocation of existing employment activities but for creating additional jobs linked to new uses coming forward for development. Imperial College has commenced development on the former BBC Woodlands site, for a mix of uses including student accommodation, housing, medical research, offices, technology transfer space, a hotel and conference facility and other ancillary uses. Further educational and research uses are likely to be brought forward on the Dairycrest site as part of a wider mix of uses to encourage business start-ups and incubator space. The departure of most of the BBC's activities at the Television Centre has provided the opportunity to open up the site for refurbishment and inclusion of new mixed-use development, and the future departure of QPR Football Club from the area may bring forward further opportunities. Shepherd's Bush Market is identified for market improvement which could attract additional visitors to the area, and any additional development could provide further job opportunities if it can provide for mixed use scheme.

6.44 Imperial College London is a world-class university which has a reputation for excellence in science, medicine, engineering and commerce and ranks within the top 10 universities in the world. The council supports the opportunity to provide a world-class higher educational campus in the area, as it will bring much needed investment to the area. Primary and secondary educational facilities are also encouraged at this location. Some student accommodation may be appropriate as part of the overall mix of residential types, sizes and tenures within the WCRA.

6.45 In recognition of the opening of Westfield London and the improved transport links, the Mayor's London Plan identifies Shepherd's Bush as a Metropolitan Centre. The draft Further Alterations to the London Plan (2014) identifies it as having potential to become an international town centre. Westfield, along with the W12 Centre and Shepherd's Bush Market provide the three key retail anchors for the town centre. Each anchor provides a retail offer that is attractive to different communities and cultures and helps contribute to the town centre's vibrancy. The W12 Centre has recently refurbished shop units and has provided a hotel and Shepherd's Bush Market is likely to be refurbished which will both further encourage footfall throughout the town centre. The West London Retail Needs Study projected a significant need for further retail floorspace in the town centre before 2031. As a result, a larger scale mixed use scheme was consented immediately north of the existing Westfield London, from the edge of the existing Westfield London shopping centre to the Hammersmith & City Line viaduct. This scheme includes additional retail floorspace, substantial leisure facilities and housing. If implemented, this development could justify a future extension of the designated town centre boundary.

6.46 Shepherd's Bush Market and adjacent land has planning permission for a scheme which intends to reconfigure the market space, providing new stalls and shops and an improved layout alongside the existing traders and to provide a greater mix of uses with residential units above. The market will provide benefits for existing market traders with a better layout and improved public realm which will in turn attract greater numbers of visitors to the area. This investment will ensure the market is sustained for its richness in culture and wide range of goods for years to come.

6.47 Development must contribute to the provision of infrastructure necessary to support the new sustainable community. Because of the scale of development in the OA, supporting infrastructure will need to include provision on site towards public open space, community, health, sports, arts and leisure facilities, new schools (primary, secondary and nursery provision), junction improvements, bus enhancements and new pedestrian and cycle connections. Where on site provision is not possible or not feasible, financial contributions will be sought. Consideration will need to be given to the capacity of the physical infrastructure, particularly for sewerage and surface water and the ability of the Counters Creek sewer to take increased foul and surface water drainage generated by new development. Surface water will need to be managed as close to its source with run-off minimised through the integration of appropriate Sustainable Urban Drainage Systems (SuDS), in line with the London Plan drainage hierarchy. Opportunities should be explored to secure the provision or connection into an existing or planned decentralised energy network. In order to deliver the objectives for the area, it is essential that there is a comprehensive approach and that individual private sector site developments contribute to wider regeneration in the WCRA as a whole, at the very least providing tangible benefits to achieving sustainable communities. This will contribute to many of the key corporate aims, namely, giving more power to local communities, delivering social inclusion, creating more opportunities for young people and delivering greater efficiencies in public spending. Any public sector services delivered in the White City Regeneration Area should be discussed with the local community which will likely be in the form of a Ward Panel for the area.

6.48 Due consideration will need to be given to the impact of each site within the strategic transport network, ensuring that future development will not consume a disproportionate amount of transport capacity. A strategic Transport Study prepared in 2012, modelled the impact of the potential increase in population on the local highway and public transport network. The study identifies areas recommended for transport investment in and around the WCRA. The majority of the opportunity area is well served by public transport, however, the area suffers from problems with high volumes of road traffic and also lack of physical connectivity, particularly in White City East where the A40, the A3220 and rail infrastructure creates physical barriers restricting access to and from the area. The whole area should be planned to enable easy movement within the area, especially from homes to transport connections, employment, shops, schools, open space, leisure and other facilities. Planned and committed TfL improvements to the West London Line services will increase public transport capacity and a Crossrail station and/or HS2 rail link station in the Old Oak Regeneration Area would bring great benefits to this area in the long term as it will be likely to relieve pressure on the Central Line.

6.49 Census data from 2011 indicates that the unemployment rate was at 7.4% in White City, as compared to 5.1% in London overall. The introduction of new employment uses and large-scale retail provides an important opportunity for the local community which currently suffers from high levels of unemployment and skills deficits. Proposals that involve substantial new employment opportunities should offer skills training, work placements, apprenticeships and targeted local recruitment campaigns in order to make best use of added value of employing local labour. The council will encourage businesses to embrace the London Living Wage. Developments should also look to promote local businesses and encourage sustainable business enterprise and entrepreneurship especially among young people and business start ups.

6.50 East-west pedestrian and cycling connectivity will be improved by the proposed subway under the West London Line and A3220 which has been secured as part of the Imperial College development. But further enhancements across the area will be required

6 Regeneration Area Strategies

to ensure high public transport use, along with provision for more pedestrian and cycle infrastructure, including a bridge across the A3220 adjacent to the Hammersmith & City and Circle Line. The council's vision for the area is dependent on improvements and capacity in public transport, cycling and walking to ensure a high proportion of trips are made in environmentally sustainable ways.

6.51 The layout of each of the sites and how they relate and connect to one another to overcome barriers to movement will be carefully considered. There is an opportunity to create a high quality townscape to open up the area to enable easy movement within the area and to the surrounding area (including the Royal Borough of Kensington and Chelsea), especially from homes to transport links, employment, shops, open space and other facilities. It should have regard to the existing character and pattern of surrounding streets, along with respecting nearby quieter streets that wish to retain that character.

6.52 Development should respect the prevailing scale of the surrounding townscape along its edges, and be generally medium rise. However, parts of the area such as alongside the A40 and A3220 are less sensitive to the impact of building height due to large pieces of road and rail infrastructure that act to separate potential taller elements from nearby lower-rise residential areas. A limited number of tall buildings could be considered as part of the approach to urban design provided they are of exceptional design quality and do not have an unreasonable impact on nearby residential properties and where they are not considered to have a detrimental impact on the setting of listed buildings, the character and appearance of the Wood Lane conservation area, or the setting of other neighbouring conservation areas and the local area in general. Some other limited locations within the WCRA may also be acceptable for tall buildings, as long as it can be demonstrated that they do not have a negative impact on the character and setting of Listed Buildings, Conservation Areas and the local area in general. This will also be subject to consideration of other design and amenity policies as set out within the Borough-Wide policies within this Local Plan.

Alternative Options - Strategic Policy WCRA (White City Regeneration Area)

- Develop an updated SPD for the area.
- Extend the Regeneration area boundary and exclude the area of land to the west and/or the town centre from the boundary.

Question 6 - White City Regeneration Area

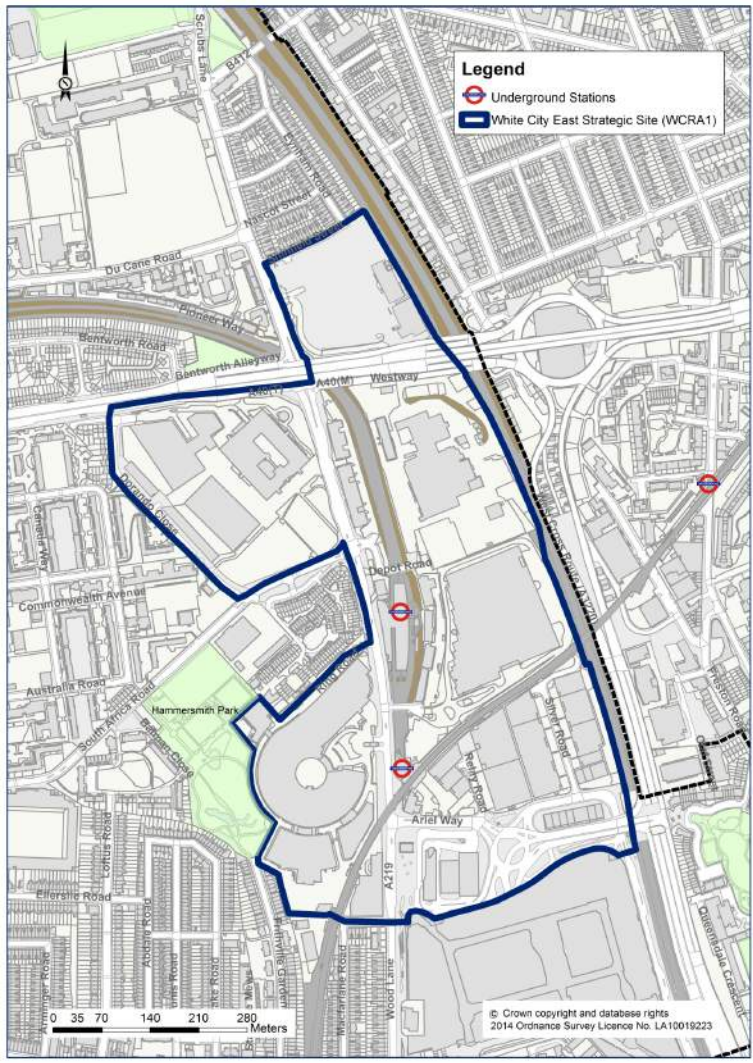
What are your views on the approach to White City Regeneration Area?

Strategic Site Policy WCRA1 - White City East

The council will seek regeneration in White City East for a mixed-use urban quarter within a high quality environment.

Proposals for development in White City East should:

- be mixed use providing housing, employment and community uses, creative industries and a major educational hub, leisure facilities as well as small-scale retail;
- provide large amounts of housing for residents across all tenures, house sizes and affordability;
- ensure that on sites primarily developed for higher educational purposes, that a mix of uses is provided, including non-student accommodation and other non-educational uses;
- provide retail to meet the day to day needs of development. Any retail provision exceeding day to day needs should be provided adjacent to Shepherd’s Bush Town Centre;
- demonstrate how the proposal fits within the context of a detailed masterplan, and how it integrates and connects with the surrounding context. There should be improved permeability and access between Westfield and areas north in the WCRA, particularly through areas of public open space;
- provide a network of green corridors and public open spaces including a local park located centrally of approximately 2ha in size;
- ensure that development provides high quality places for living and working that are well integrated with, and respect the setting of, the surrounding area;
- retain those parts of the BBC TV Centre which have historic and/or architectural interest. The Centre’s setting should be integrated with the surrounding public realm, providing connectivity to the east, west and south of the site; and



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- **contribute proportionally to the achievement of the objectives and policies for the area; to the overall provision of social and physical infrastructure such as: a health centre, educational facilities, public open space, employment training and recruitment programmes, community facilities, a decentralised energy network and other necessary improvements to the transport infrastructure to enable the White City Regeneration Area to be developed to its potential.**

Justification

6.53 This area includes the land to the north of Westfield London on the east side of Wood Lane, but also includes the BBC TV Centre and the BBC Media Village sites. The White City East site provides the most substantial opportunity for early regeneration in the WCRA. Development proposals will need to secure an appropriate mix of land uses to provide the full benefits of regeneration, ensuring that the appropriate number of homes and jobs are delivered, that separate planning applications are well related and connected and provide appropriate social and physical infrastructure to mitigate the impacts of their development. Development proposals must contribute to the provision of social and physical infrastructure necessary to support development of the whole area to create a sustainable community, including the timely availability of local skilled labour through pre-employment and skills training.

6.54 White City East has the capacity to provide many of the 6,000 new homes for the regeneration area, including a range of new affordable housing in different tenures, student housing and housing for those in need of care and support. The aim is to create a sustainable community which will include accommodation for families, students and people that already live in the area. White City East will secure as much affordable housing as viable, which will over the next 15-20 years, provide new affordable housing which could create opportunities also for estate residents in the regeneration area to access accommodation that better suits their needs. Any decision about the approach to this would need to be tested with residents, but it could consider providing:

- New social and affordable rented housing of the right sizes and types would provide more opportunities for transfers to alleviate overcrowding, under occupation or obtain housing more suited to a tenant's needs.
- Intermediate housing at the right price levels to enable existing tenants who can afford to move into home ownership, to do so.
- Similar opportunities for leaseholders living on the estates who would have opportunities to move if they consider that new homes are more suited to their needs.

6.55 Imperial College London has purchased two key sites to the north of White City East, and construction is underway on the former BBC Woodlands site to the north of the Westway. The council supports the development of these sites for large scale higher educational uses together with residential (non-student), employment and local retail and supporting infrastructure to ensure that the council achieves its aims for regenerating the area for a mix of uses. Student accommodation will be considered on these sites but it should not compromise the overall housing capacity of the area nor should it create large areas of predominantly student housing. It is important that the area will achieve a mix of housing types and sizes across all sites to ensure the area comprises a cross-section of people.

6.56 Westfield London has planning permission for a mixed use scheme including larger scale retail uses and residential units on the site immediately north of their existing retail store and south of the Hammersmith and City Line viaduct. Although this constitutes larger scale retail, it is located at the south of the railway viaduct and adjacent to the town centre.

6.57 The strategic site covers a large area which is bounded and crossed by roads and railway lines, but it must not be planned out of context with the surrounding area. Development provides the opportunity to connect with and knit together the surroundings while providing a permeable internal layout. Development in White City East should provide north-south and east-west connections to overcome the physical severance experienced across this part of the WCRA. The railway arches situated between the Westfield and Marks and Spencer site are key to delivering the north-south pedestrian flows and should be encouraged to be opened up for circulation and other active uses. There is also potential for providing a new pedestrian and cycle route from the TV Centre to Shepherds Bush Market, alongside the Hammersmith and City Line, which would be a useful addition to permeability and connections. Development of land beside the West London Line and A3220 should provide for east-west pedestrian and cycle connections to encourage sustainable modes of transport. Development on either side of the A40 must be well connected through provision of a primary north-south vehicular route, together with additional secondary vehicular roads that link to additional east-west links. The area immediately north of Westfield requires careful handling in urban design and land-use terms to provide improved permeability and linkages to the north to overcome the barrier effect of the Hammersmith and City Line railway arches.

6.58 Sufficient public open space for residents and workers should be provided to support the future residential and working population in the area. A local park of approximately 2 hectares should be provided to support the additional population that will come to the area. A central location to the east of Wood Lane would be most beneficial, which as well as providing for the needs of development in White City East, would be well located as a space for those people visiting the area for work or shopping in the town centre. The delivery of this open space should be met through proportional contributions from all landowners in the area. Green spaces should be connected to provide a network across the area to encourage biodiversity corridors across the area, including the provision of an ecological corridor along the West London Line.

6.59 Development should be of a high architectural quality and its scale should be sensitive to the surrounding context, particularly existing heritage assets and nearby conservation areas. White City East is the most appropriate area within the WCRA for taller buildings. This is mainly due to the area east of Wood Lane being surrounded by larger pieces of infrastructure that separate the taller elements from lower rise housing in the surrounding area. Tall buildings are likely to be acceptable closest to the A40 and A3220 if they can be located sensitively to limit the impact of overshadowing on existing and future communities or areas of public realm and open space, and do not have an unreasonable impact on views from nearby conservation areas adversely impact upon surrounding heritage assets.

6.60 Parts of the BBC TV Centre have been identified as being of special architectural and historic interest, and are statutorily listed as Grade II. It is these buildings that form the key focus of the Wood Lane Conservation Area. The TV Centre is significant to the future of the WCRA because of its location and the potential for linking the western part of the regeneration area with Wood Lane, for the creation of a public realm focus on Wood Lane. The development and re-use of the Television Centre must retain those buildings

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of historic and architectural importance on the site, especially its iconic appearance from Wood Lane. Preferred uses for this site should be relevant to the nature of the historic use and its legacy.

6.61 Provision of infrastructure is key to ensuring the WCRA is successful, not only to provide for the additional population, but also to bring about benefits for the whole area. This is essential to create a sustainable community. The size of the regeneration area and the anticipated development potential may mean that the majority of infrastructure will need to be provided on site. It is considered that development will need to provide an area of public open space, a community and health centre, leisure facilities, a recruitment and job shop and educational facilities (secondary, primary and nursery provision) if it is considered that expansion of existing facilities is not a preferred option. Social infrastructure such as contributions for training and employment will be required. Employment and training packages should help local residents to access construction and end-user employment opportunities in order to achieve the desired social and economic mobility ambitions. Development must also take into account the provision of other on site physical infrastructure, particularly new access roads, electrical capacity and substations, sewerage and surface water management and the ability for the Counters Creek sewer to take increased foul and surface water drainage generated by this site. Surface water will need to be managed as close to its source as possible, with run-off being minimised as far as possible through the integration of appropriate Sustainable Drainage Systems (SuDS), in line with the London Plan drainage hierarchy. CCTV and other secure by design infrastructure will also be required. Development must incorporate the principles of sustainable design and construction, including the consideration of provision or connection into a combined heat and power/ decentralised energy network and the sustainable management of waste generated by the development.

Alternative Options - Strategic Site Policy WCRA1 (White City East)

- Separate planning development of individual sites east of Wood Lane.
- Encourage predominantly employment or housing with little mix.

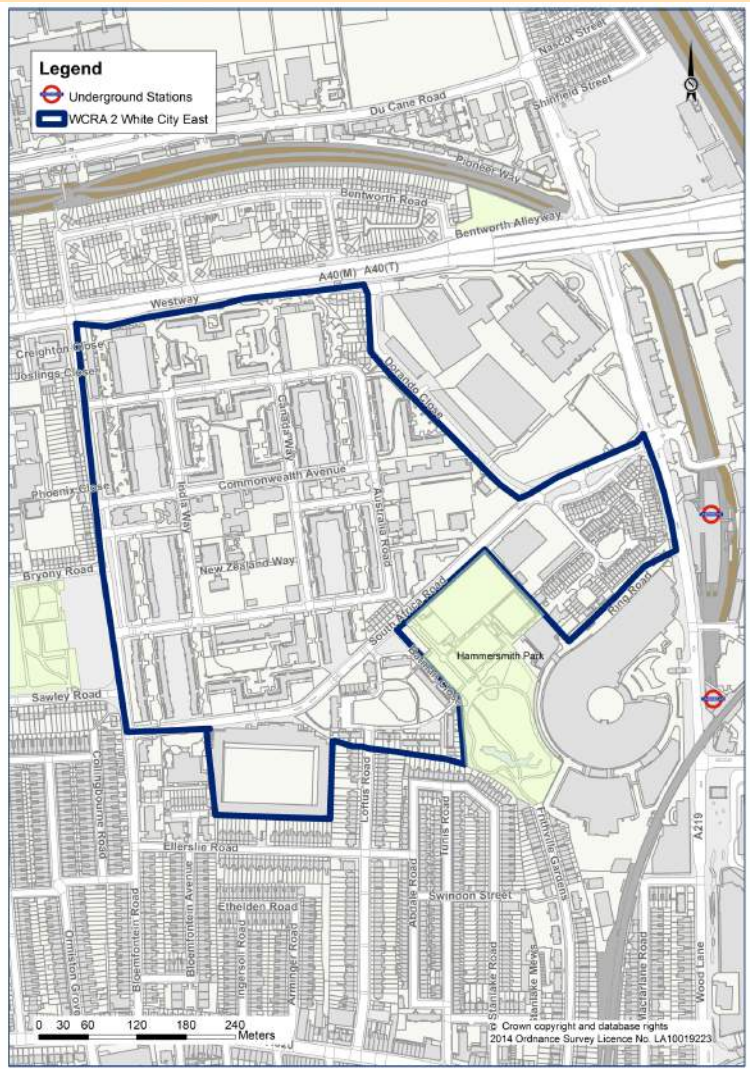
Question 7 - White City East

What are your views on the approach to White City East?

Strategic Site Policy WCRA2 - White City West

The council will work with estate residents and other stakeholders to secure the renewal of the estates and the creation of a sustainable community. Development proposals within this strategic site should:

- Support employment and skills training opportunities to assist residents in obtaining local jobs
- Enable existing residents to remain in the area, providing a more sustainable community through provision of new housing with a mix of tenures and sizes of units that enable greater housing choice;
- Provide an appropriate level of social, environmental, transport and physical infrastructure and co-locate facilities where this will make the most efficient use of infrastructure;
- Assist in providing a permeable street pattern that is well integrated with the surrounding area; and
- Enable the continuation of some commercial uses in areas less suitable for residential purposes.



If either the Loftus Road Stadium or Territorial Army (TA) Centre come forward for redevelopment, the council will seek residential led development. On the Loftus Road site, in particular, there should be provision of community facilities and open space.

Justification

6.62 Currently 53% of residents in WCRA live in social rented housing and 28% are living in private rented accommodation (Census 2011). Providing new alternative accommodation will give people who live on the White City Estates and who consider they live in less than ideal circumstances (e.g. because of overcrowding or because of mobility issues) the opportunity and choice to transfer to more suitable accommodation in the WCRA. For existing tenants, and for their children when they need their own home, whether

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rented or owned, there would be a much better choice of housing types and tenure in the locality with more opportunities for people to realise their aspirations and move into affordable home ownership.

6.63 The estate has a number of sites providing a range of services to local residents, some of which could be co-located, providing opportunities for other sites to come forward for redevelopment over the next few years, as well as providing a more coherent and efficient use of services throughout the area, benefiting the local community by making better use of funding. The area does still require significant investment in infrastructure to ensure that new developments contribute to the regeneration of the area, and this should be considered by any forthcoming Ward Panel, who will be there to ensure quality and local oversight to generate cost savings.

6.64 There could be a better, more permeable layout within the area to create more attractive, useful and easier to maintain amenity spaces and connections. There would be the opportunity to design out crime, anti-social behaviour and improve security in and around open spaces. All new developments should connect and integrate well with the surrounding residential estates, which could provide clear and safe pedestrian and cycle connections to the east and south of the area.

6.65 Where areas are not appropriate for replacement housing, commercial development and/or small scale retail may be appropriate to provide further jobs, self employment and enterprise opportunities within the local area and better access to facilities.

6.66 The QPR ground at Loftus Road is a cramped site with limited opportunity for expansion, and the Club's ambitions should be considered in planning of this area over the next 20 years. The football stadium is a valued community asset for the White City community and the pitch is designated as openspace. Therefore any redevelopment of this site would need to include a sport/community/leisure facility that could achieve substantial benefits for the community as well as open space. The TA Centre is a low intensity use of land which could be better used given its location. The opportunity for a development to facilitate estate regeneration should be considered if the TA facility can be relocated, but development must also contribute to the objectives for regeneration of the area, including housing for local people.

Alternative Options - Strategic Policy Site WCRA2 (White City West)

- Not to seek a comprehensive approach to planning this area and allow piecemeal development and improvements on the estates as opportunities arise.
- Consider any proposals for either the QPR ground or the TA Centre separately that might be put forward.

Question 8 - White City West

What are your views on the approach to White City West?

Strategic Site Policy WCRA3 - Shepherd's Bush Market and adjacent land

The Council will continue to support and work with existing traders for the retention and improvement of Shepherd's Bush Market to provide a more vibrant mix of town centre uses, retaining accommodation for existing market traders and traders along Goldhawk Road.

Development proposals for this strategic site should:

- Retain and improve the market, including its layout, to create a vibrant, mixed use area; include additional leisure uses, offices and residential development to ensure a more vibrant mix; and
- Consider including adjacent Pennard Road Laundry site in any development scheme and land to the west of the market off Lime Grove.



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Justification

6.67 Shepherd’s Bush Market is an important and distinctive part of the town centre’s cultural and retail offer. The council considers that the market requires improvement to secure its long-term viability. The layout of the market should be improved to maximise the space within the site and provide an improved public realm.

6.68 A mixed use scheme providing replacement market stalls as well as other uses such as leisure, housing and offices, will not only improve the market as a destination but will also help regenerate and bring more trade to the town centre. Any office developments will be expected to be small or medium scale.

6.69 The market currently operates on a cramped site and there are opportunities to consider combining it with other land to produce a scheme with wider regeneration benefits. The adjacent Pennard Road former laundry land is key to this, and a joint development is a better solution for what is a backland site with limited access. The Peabody Trust and Broadway Centre land could be brought into a scheme, subject to agreement on relocation.

Alternative Options - Strategic Site Policy WCRA3 (Shepherds Bush Market and adjacent land)

- Allow the market to continue in its existing form and encourage refurbishment by Transport for London. No other change to adjacent properties, but develop the Pennard Road site for housing.

Question 9 - Shepherds Bush Market

What are your views on the approach to Shepherds Bush Market and adjacent land?

Hammersmith Regeneration Area

Context

6.70 The Hammersmith Regeneration Area (HRA) is centred on King Street and Hammersmith Broadway, although the southern boundary extends to Hammersmith Bridge and the Thames. The HRA includes Hammersmith Town Centre, the A4 and its flyover and parts of the Thames riverside.

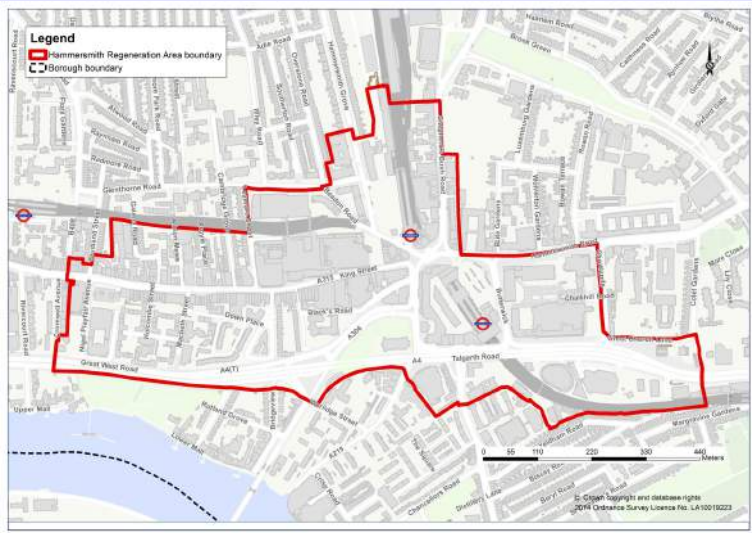
6.71 Hammersmith has seen a substantial amount of regeneration in recent years with schemes coming forward for the former Beadon Road NCP car park, Hammersmith Palais, Hammersmith Embankment (now known as Fulham Reach) and new housing on Glenthorne Road. There has also been significant investment in improvements to the Kings Mall and the Hammersmith Apollo, while works are being carried out to the Lyric Theatre to expand it. The bus station at Hammersmith Broadway has been expanded temporarily pending permanent extension in a future development. The Hammersmith London Business Improvement District (BID) is now well established and aims “to inject life and vibrancy into central Hammersmith attracting more people to the area and making it a more desirable place to work in and visit”.

6.72 There is a need to continue the regenerative drive and continue to compete with London’s other employment and retail centres. Although Hammersmith has a wide range of town centre functions, its major roads, including the A4 flyover and the gyratory severely impact on the centre, significantly reducing environmental quality and restricting pedestrian movement between the town centre and the riverside.

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Strategic Policy HRA – Hammersmith Regeneration Area

| Indicative additional homes | Indicative new jobs |
|-----------------------------|---------------------|
| 2,800 | 10,000 |



The Council will encourage the regeneration of Hammersmith town centre and seek development that builds upon the centre’s major locational advantages for office and retail development. Opportunities will be taken to secure more modern accommodation, to continually improve the environment and public realm, and to improve access between the town centre and the Thames. In order to achieve this, the Council will:

- Work with the GLA, TfL, other strategic partners, including the Hammersmith BID and landowners to secure the regeneration of the area;
- Actively engage with local residents and community groups to ensure that regeneration delivers benefits for the surrounding area;
- Support the continuation of Hammersmith as a major town centre with a wide range of major retail, office, local government services, leisure, arts, entertainment, community facilities and housing;
- Promote the continued regeneration of Hammersmith Town Centre by actively encouraging the improvement of the Kings Mall and other retail in this part of the town centre, and the range and quality of independent and specialist shops;
- Promote the continuation of the town centre as a key strategic office location, through provision of modernised office blocks;
- Support proposals for the regeneration of the western part of the town centre around the Town Hall;
- Support proposals that expand Hammersmith’s arts and leisure offer, capitalising on the existing facilities such as Hammersmith Apollo, Lyric Theatre, St Pauls Green, Lyric Square, Riverside Studios and the river front;
- Promote and support the replacement of the flyover and section of the A4 with a tunnel; and

- **Return the Hammersmith Gyratory to two way working provided that this can be done without unacceptable traffic and environmental costs in the neighbouring areas.**

Proposals for development in the HRA should:

- **Improve pedestrian and cycle connectivity with the River;**
- **Improve the range and quality of independent and specialist shops and services, as well as leisure services;**
- **Provide appropriate social, physical, environmental and transport infrastructure to support the needs arising from the development of HRA;**
- **Secure economic benefits for the wider community around the Hammersmith Regeneration Area by providing programmes to enable local people to access new job opportunities through training, local apprenticeships or targeted recruitment;**
- **Seek the creation of a high quality urban environment, with public spaces, architecture and public realm of the highest quality, that is sensitively integrated into the existing context;**
- **Improve and enhance St Pauls Green and Furnivall gardens and their connections to the rest of the regeneration area; and**
- **Ensure that feeder roads to the gyratory are not widened or properties demolished as part of these plans.**

Justification

6.73 Hammersmith is a major town centre providing shopping facilities for a catchment population of nearly 46,000 people. Many people commute daily to Hammersmith which is a key office location for West London. The town centre is also important for government services with the London Borough of Hammersmith and Fulham's Town Hall, Hammersmith Library & Archive Centre, Adult Learning & Skills Service, Hammersmith police station and Hammersmith fire station all located within or close to its boundary. Hammersmith also has a strong tradition of arts, culture and entertainment with the Lyric Theatre, a four screen cinema and the Hammersmith Apollo. The Riverside Studios, the Thames Pathway and Furnivall Gardens are outside the Regeneration Area but these also provide a valued contribution to the area's leisure offer. There are also a number of hotels within the town centre and its surrounds.

6.74 It is important that Hammersmith continues to compete as a retail location. The council will support proposals that further enhance the vitality and viability of the centre. The approach to regenerating the town centre has two key elements. Firstly, the core shopping area focused on the eastern end of King Street should be strengthened by encouraging development that modernises existing accommodation that attracts a range of varied retail and facilities in the area that links well with Lyric Square. Secondly, the council will encourage a general upgrading of the shopping offer at the western end of King Street, up to and around the Town Hall, through the provision of uses which will lead to greater pedestrian flows in King Street while not detracting from the core shopping area.

6.75 Hammersmith is an office centre of sub-regional significance, both for the public and private sector. Its role as an office centre extends to the east along Hammersmith Road to Olympia and to the south along Fulham Palace Road. It is proposed to maintain the town centre's status as a primary office location, encouraging its renovation and

6 Regeneration Area Strategies

replacement of floorspace with more energy efficient, low carbon and modern office accommodation, particularly in the northern and eastern part of the town centre where there is less focus on retail and leisure uses.

6.76 In the town centre the priority should be for shopping, leisure and offices, but new residential development is also important, as this can help bring evening activity and vitality into the town centre. All new housing developments will be expected to contribute to creating a more sustainable community and provide housing for people on low to middle incomes.

6.77 The council also wish to sustain and enhance Hammersmith's role as a cultural and leisure destination. With the possibility of land being freed up by tunnelling of the A4, there is an opportunity to create an arts, leisure and public space precinct that could improve connections between the Hammersmith Apollo, Lyric Theatre and square, Riverside Studios, St Pauls Green and the river front. However, whilst maintaining the important leisure role of the centre, the council will seek to ensure that any adverse impact that some leisure uses can have on local residents, such as anti-social behaviour and noise is minimised.

6.78 Following the emergency closure of the A4 flyover in Hammersmith in 2011, issues have been raised about the viability of the flyover, especially in relation to the escalating cost of maintenance and the increased risk of failure. The council has undertaken a feasibility study to look at the possibility of removing the flyover and parts of the A4 and replace it with a tunnel. This study has demonstrated that a tunnel is viable, and the proposal has the support of local people, the Mayor of London and TfL. The land released through removal of the A4 would create opportunities to reconnect Hammersmith Town Centre to the River Thames, as well as opening up opportunities for development which could help fund the delivery of the tunnel. Much of this land could provide the opportunity for new homes for people to live in the regeneration area, in a range of tenures and affordability which will contribute to the key aim of creating sustainable communities.

6.79 The possibility of tunnelling the A4 may also open up opportunities to consider the unravelling of the one way system in Hammersmith, which currently covers the Hammersmith Gyratory, King Street and Glenthorne Road. The council has been involved in an early public meeting with key stakeholders and residents where a number of different possible tunnelling alternatives were discussed. The Hammersmith Gyratory is currently at capacity with long queues of traffic often developing along several arms of the junction, especially when there is disruption to the road network. A high level feasibility study is being carried out to consider a range of road options for the area, which will also investigate the impact of traffic on the town centre.

6.80 Pedestrian movement between the town centre and the riverside is currently limited due to the lack of pedestrian routes, the uninviting environment under the A4 flyover and little wayfinding signage. There could be potential to provide a high quality, safe and easily accessible public realm that will encourage activity toward the Riverside Studios and the Thames Path and uses along the river frontage.

6.81 There is currently investment in Hammersmith Town Centre, with the upgrading of the Kings Mall, which has already attracted a number of new shops along King Street and new office developments such as 10 Hammersmith Grove. The redevelopment around Hammersmith Town Hall at the western end of King Street will include a public square

with new shops, restaurants and a replacement cinema. This should lead to greater pedestrian flows along King Street and help to improve the vitality and viability of the western end of King Street.

6.82 Development must contribute to the provision of infrastructure necessary to support new development in HRA. Supporting infrastructure will need to include provision on site towards public open space, community, health and leisure facilities, junction improvements, bus enhancements and pedestrian and cycle connections. Where on site provision is not possible or not feasible, financial contributions will be sought. It is likely that infrastructure for new schools (primary, secondary and nursery provision) will need to be provided as a contribution for the expansion of existing schools in the area.

6.83 Regeneration in HRA provides opportunities to secure economic benefits for the wider community. New development will increase local employment opportunities. It will be important to put in place schemes to assist people in gaining access to new jobs.

6.84 It is important that any new schemes in the town centre are of high quality architecture and design which improve the appearance and quality of buildings.

Alternative Options - Strategic Policy HRA (Hammersmith Regeneration Area)

- Not to pro-actively promote development and, in particular, not to promote the strategic development sites set out below. Sites would be dealt with as they come forward.

Question 10 - Hammersmith Regeneration Area

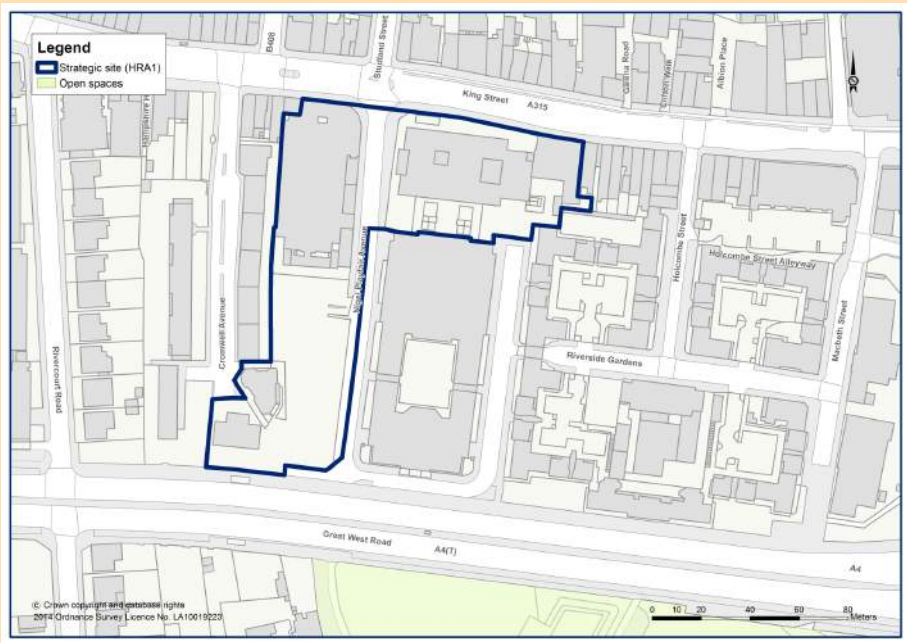
What are your views on the approach to Hammersmith Town Centre?

6 Regeneration Area Strategies

Strategic Site Policy HRA1 - Town Hall Extension and adjacent land, Nigel Playfair Avenue

The council will work with partners to upgrade the Town Hall Extension and neighbouring land to provide refurbished or replacement council offices of high quality design along with a mix of other uses to contribute to the improvement of the area at street level. Proposals will be expected to:

- Include replacement council offices and a mix of town centre uses, including retail, employment and housing;
- Provide an active frontage along King Street, complementing the core shopping area and helping to improve the economic health of the western part of the town centre;
- Improve the area at street level by either opening up the Grade II listed Town Hall frontage and creating a new public space or refurbishing the Extension building and including an area of civic space;
- Provide space for a cinema;
- Improve links with Furnivall Gardens and the river; and
- Ensure building height is generally consistent with the existing height in the townscape, having particular regard to the civic significance of the site and the importance of enhancing the contribution and setting of the Grade II listed Town Hall building and respecting views along the river.



Justification

6.85 This major site at the western end of the town centre is key to the regeneration of this area and this end of King Street. In order to realise the regenerative benefits and a suitable mix of uses, a comprehensive development based on assembling a sufficiently large site is proposed. This could comprise a combination of redevelopment and refurbishment of land and buildings including car park and registry office, cinema, the

Town Hall Extension and the Friends Meeting House. However, as the cinema is included on the local register of buildings of merit, it should be included in redevelopment proposals only if the benefits to this part of Hammersmith outweigh its loss.

6.86 Development should include a mix of retail units (shops and restaurants) at ground floor level on King Street. The western part of the town centre currently suffers from poor footfall and the provision of a number of retail stores as part of redevelopment proposals could attract shoppers to this end of King Street. Retention of a cinema at this end of King Street is encouraged, thereby maintaining a key town centre leisure facility that attracts footfall at different times of the day/evening. Any development should also include residential development above ground floor level, built to meet high standards of access and environmental sustainability. Provision for additional housing will help meet the objective for a greater choice of housing in the town centre and help regenerate this part of King Street through increased trade for local shops.

6.87 The Town Hall Extension is outmoded and unattractive and its refurbishment or demolition could improve the setting of the Grade II listed main Town Hall building. The creation of a high quality civic campus with new offices and a new public space and potential for arts and leisure events, together with a mix of new retail uses would greatly enhance this part of the town centre. It will also enable improved road access and servicing of the site.

6.88 The provision of new public spaces can provide an opportunity for improved pedestrian and cycle access to Furnivall Gardens and the riverside. This will also help to establish this end of the town centre as a destination. The existing underpass could be upgraded and widened, or if the A4 was to be tunnelled, access could be provided at street level.

6.89 Taller buildings are not appropriate for this part of the town centre. An existing permission allows for development no higher than the existing town hall extension, with the exception of a clocktower which is proposed to assist in identifying its civic location and the end of the town centre.

Alternative Options - Strategic Site Policy HRA1 (Town Hall Extension and adjacent land, Nigel Playfair Avenue)

- Demolish the Town Hall Extension and provide alternative offices on Nigel Playfair Avenue car park, but not include the cinema site and the Pocklington Estate on Cromwell Avenue in the development.
- Restrict the development site to the car park but replace the Town Hall Extension with additional offices and/or housing.

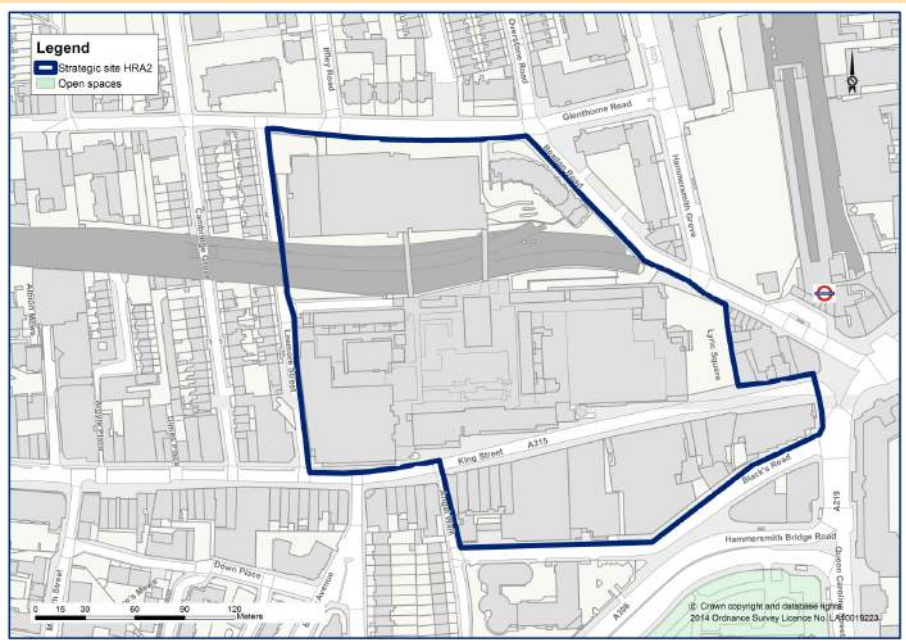
Question 11 - Town Hall Extension

What are your views on the approach to the Town Hall Extension?

Strategic Site Policy HRA2 – King Street East

The Council will encourage proposals for this strategic site that improve the quality of the town centre. Proposals should:

- Increase the vitality and viability of the centre through increasing the range of retail unit sizes and town centre uses;
- Provide further office uses to retain a strong commercial role for Hammersmith Town Centre;
- Include additional housing;
- Enhance the attractiveness of, and access to retail at the King’s Mall and its appearance on King Street;
- Improve the southern side of King Street to enhance the centre’s retail offer and provide pedestrian links from King Street toward the River Thames;
- Support and encourage further growth of the area’s arts, culture and leisure offer;
- Improve the town centre environment, through public realm, pedestrian linkages and shopfront improvement;
- Provide adequate social, physical, environmental and transport infrastructure to support the needs of development; and
- Respond to the prevailing height in the town centre and respect the existing townscape and historic context and make a positive contribution to the skyline.
- Retain within the site the social rented accommodation in the Ashcroft Square Estate.



Justification

6.90 The site is located in the heart of Hammersmith Town Centre. It consists of the Kings Mall shopping centre and also includes the Sovereign Court, the London Underground District and Piccadilly Line railway tracks, the Lyric Square, the southern side of King Street between 21 King Street and Angel Walk, office developments including Landmark

House and Thames Tower and other smaller parcels of land. Construction is already underway on the former Glenthorne Road Car Park (Sovereign Court) and West 45 Offices to provide a mixed use scheme for ground floor commercial space, 418 new homes and replacement car park.

6.91 New office space will assist in sustaining the general vitality of the town centre and continue its role as a key office location for the Borough, while improving the quality and the configuration of existing office space will help to meet modern office design and requirements.

6.92 One of the key attractors to the area are the shops that are situated within the Kings Mall. Further works could be carried out to improve the entrances into the Mall and to ensure that its configuration and appearance along King Street is attractive, open, relates well to the centre as a whole and maintains a high level of activity along King Street. The opportunity should also be taken to improve connections between the podium level of the Ashcroft Square Estate and the town centre, potentially removing the unattractive and visually obtrusive stairwell that connects to King Street.

6.93 The south side of King Street has had little investment in recent years unlike the north side of the high street. Marks and Spencer have indicated that they may look to intensify the uses on the site. The council considers that both this building, the Boots store and other smaller properties along King Street could benefit from reconfiguration and intensification. Any redevelopment proposals on the south side of King Street should improve pedestrian access from King Street near Lyric Square through to Black's Road, St Paul's Green and to the riverside. The Lyric Theatre and square are key leisure spaces for the town centre which is separated from the larger open space around St Paul's Church and the Apollo Theatre, with Riverside Studios and the Thames further to the south. Subject to feasibility of redeveloping this part of King Street, there may be an opportunity to open up a passage for pedestrian circulation between the key leisure uses in the town centre. Through the provision of better linkages, this could encourage further growth of the area's arts and leisure offer, by fostering new arts and cultural spaces within these regenerated areas.

6.94 The success of the area will also be dependent on improved capacity in public transport, cycling and walking infrastructure to ensure greater mobility through the area. New linkages and connections around the town centre should be explored, not only to enhance access to arts and leisure uses, but also for general improvement in pedestrian and cycle movement, providing opportunities for better linkages from the town centre to the riverside.

6.95 Any new buildings in this part of the town centre will need to respond to the current prevailing height. Although a taller element has been approved at Sovereign Court for 17 storeys, the current prevailing building height remains at 10 storeys. This will ensure that the building heights will not adversely impact on nearby heritage assets, the townscape and views from the river, while still visually reinforcing the role of this major town centre by adding to the legibility of a linked cluster of buildings.

6 Regeneration Area Strategies

Alternative Options - Strategic Site Policy HRA2 (King Street East)

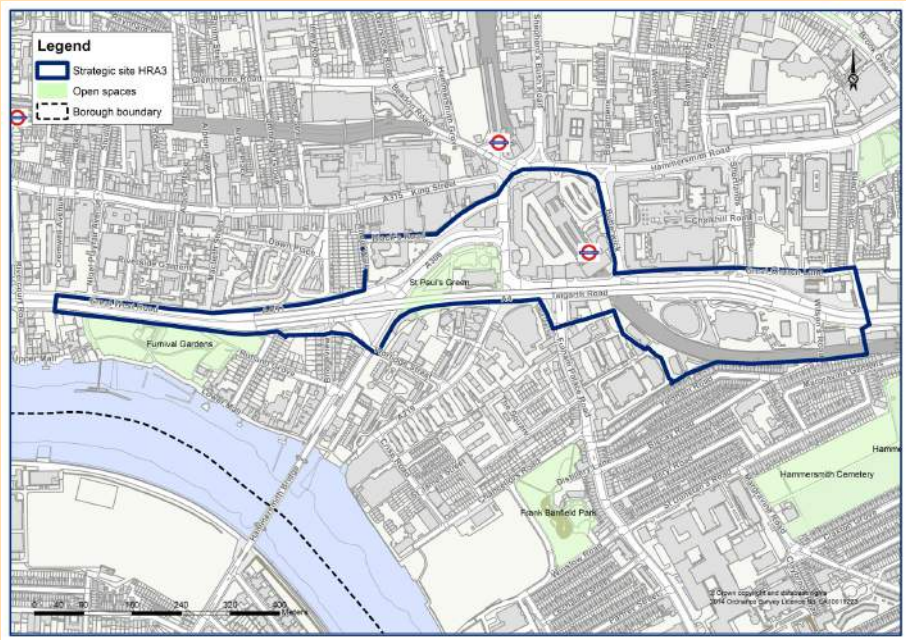
- Focus on only upgrading the retail element in this area.
- Comprehensive redevelopment of the shopping centre site.
- Encourage development to be residential rather than office led.
- Prohibit tall buildings that exceed the height of existing buildings.

Question 12 - King Street East

What are your views on the approach to King Street East?

Strategic Site Policy HRA3 - A4, Hammersmith Flyover and adjoining land

The Council will work with Transport for London and other stakeholders to replace the Hammersmith Flyover (A4) with a tunnel, thereby releasing land for development that will contribute to the social, environmental and economic regeneration of Hammersmith town centre.



The council will expect any proposal to remove the Hammersmith Flyover and a section of the A4 and replace it with a tunnel to:

- result in the release of land formerly occupied by the Flyover and its approaches for redevelopment;
- ensure that there will be no detrimental impact on the flow of traffic on this strategic route and no increase in levels of traffic congestion in Hammersmith Regeneration Area and the surrounding road network, minimising the displacement impact;
- develop and improve the quality and safety of pedestrian and cycle routes, particularly those connecting Hammersmith Town Centre to the riverside;
- improve the quality of the environment of Hammersmith town centre and its environs by removing high levels of noise, vibration and air pollution;
- ensure that the tunnel entrances and exits have a minimal impact on the amenity of nearby residents;
- minimise disruption during construction; and
- reconfigure the Hammersmith Gyratory to provide an improved traffic solution for road users.

Development proposals for the strategic site released by the tunnel should:

- provide for mixed-use redevelopment, including housing for local people across a range of tenures and affordabilities, employment, hotels, retail and arts, cultural and leisure facilities and supporting infrastructure;

6 Regeneration Area Strategies

- **improve and enhance St Paul's Green and Furnivall Gardens and their connections with the rest of the regeneration area;**
- **provide new areas for public open space and improve physical connections between the town centre and the riverside; and**
- **be of a coherent urban design that has regard to the setting and context of the regeneration area.**

Justification

6.96 The Hammersmith Flyover was opened in 1961. It was constructed with the aim to take traffic out of Hammersmith Town Centre, but has unfortunately had adverse consequences, cutting off Hammersmith Town Centre from the River Thames, severing the traditional Victorian street pattern and creating large amounts of traffic moving around the Hammersmith Gyratory to get on and off the A4. Other traffic impacts, such as pollution, noise and visual impact make the area around it unpleasant. Removal of the flyover and putting a section of the A4 underground has the key benefit of creating significant environmental, social and physical improvements, not only through removal of the road infrastructure, but also through the provision of new opportunities for redevelopment on land previously occupied by the flyover, including the potential for creation of a new public green open space around the town centre. The additional housing, offices, retail and leisure uses would provide economic benefits for the surrounding area, by delivering much needed new homes and jobs and through enhanced retail and leisure offer that development would afford Hammersmith Town Centre.

6.97 Any proposals would need to ensure that as much through traffic as possible uses the tunnel to reduce levels of traffic on surface roads, particularly in and around Hammersmith Regeneration Area. Proposals would also need to ensure that the traffic that currently uses the A4 is not displaced into neighbouring areas.

6.98 The redevelopment on land freed up by the removal of the flyover and the A4 provides the opportunity to improve pedestrian and cycling links between Hammersmith Town Centre and the River Thames, encouraging the use of more sustainable modes of transport. Redevelopment also provides opportunities to enhance the quality and quantity of public open space in Hammersmith, providing better opportunities for leisure and recreation for new and existing residents and workers.

6.99 The tunnelling of the A4 provides opportunities to enhance the environmental quality in Hammersmith through the improvement in noise and air quality. Government targets for nitrogen dioxide are high within Hammersmith Broadway and have been above target for the last five years.

6.100 While the tunnel would significantly improve the air quality where the stretch of A4 will be moved underground, the air quality, noise and vibration implications at new entrances and exist will need to be investigated carefully. However, with adequate tunnel ventilation using technological best practice, much can be done to mitigate this impact.

6.101 The initial feasibility study carried out in 2013/14 by the council considered the level of traffic disruption throughout the construction phase. Traffic flow along the A4 is assumed to be disrupted for approximately 18 months (half of the construction time), with lane closures, tidal flow, night-time and weekend closures and construction traffic. Any project that comes forward will need to carefully consider this in detail against the construction methodology and design of any tunnel to ensure these impacts are minimised.

This will also have to be weighed up against a do-nothing scenario, which would involve substantial traffic disruptions associated with regular maintenance or upgrading of the flyover.

6.102 The Hammersmith gyratory is a complex junction in the local and strategic road network, connecting the A4, A406, King Street, Beadon Road, Shepherd's Bush Road, Hammersmith Road and Fulham Palace Road. The junction is further complicated by it surrounding Hammersmith's key public transport interchange for underground and buses and acting as a barrier to pedestrians accessing Hammersmith. TfL has removed other similar gyratory systems to return them to two-way working over the last few years to the benefit of road and pedestrian users. Their current work programme is investigating other gyratories in Wandsworth and Vauxhall Cross along with various other new study areas. Any proposals to replace the flyover and A4 with a tunnel should return the Hammersmith gyratory to two way working provided it does not involve the widening of other roads in the area or the demolition of properties, or other unacceptable traffic and environmental effects.

6.103 The land freed up by the A4 and flyover will provide opportunities for development to help finance the tunnel. Within Hammersmith Town Centre, development should be mixed use. Around St. Paul's Green development proposals should increase the size of the green and provide new town centre uses. To the east of the town centre around the Ark office building, there will be opportunities for commercial led development, helping to further anchor the predominant office based uses in this location. Outside of the Hammersmith Town Centre boundary, development should be residential led. Development proposals should result in an enhancement to the size and quality of Furnivall Gardens. Proposals should also deliver strong connections between Furnivall Gardens and St. Paul's Green, linking the two spaces together visually and through the creation of new green infrastructure.

6.104 The tunnelling of the A4 and flyover provides substantial opportunities for development proposals to re-knit together the Victorian street pattern that was severed during its construction and reconnecting Hammersmith Town Centre to the River Thames. The opportunity would also be created to rebuild and improve public access across Hammersmith Broadway. Relinking the centre, north-south and east-west routes is consistent with the Mayor of London's Road Task Force criteria for the future of strategic road improvements.

6.105 Development proposals would need to be of a sympathetic scale and height to neighbouring buildings and the surrounding context. There are also a number of Grade II and II* listed buildings in Hammersmith such as St. Paul's Church and Hammersmith Apollo. Development would need to sensitively respond to these heritage assets as well as the character of nearby conservation areas.

6 Regeneration Area Strategies

Alternative Options - Strategic Site Policy HRA3 (A4, Hammersmith Flyover and adjacent land)

- Retain the flyover and continue to support the town centre in its current function.
- Retain the flyover and unravel the one-way system to create a civic space that could encourage a mixed use town centre, encouraging a mix of uses along the prime retail frontage in town centre.
- Protect offices in the town centre and increase density of employment uses with the inclusion of a flyunder, but retain the current one-way system.

Question 13 - A4, Hammersmith Flyover and adjoining land

What are your views on the approach to Hammersmith Flyover?

Fulham Regeneration Area

Context

6.106 The Fulham Regeneration Area (FRA) covers a total of 47 hectares and comprises Fulham Town Centre and the Earl's Court and West Kensington Opportunity Area.

6.107 Fulham Town Centre is designated in the Mayor's London Plan 2011 and the Further Alterations to the London Plan (FALP) as a Major Town Centre. It provides a wide variety of shopping facilities, which serve the needs of the surrounding communities. The centre is generally healthy with low vacancy rates, although retail on North End Road in the north of the centre has seen higher vacancy and less investment.

6.108 The Earl's Court and West Kensington Opportunity Area is identified in the Mayor's Further Alterations to the London Plan (FALP) 2014. The Opportunity Area is partially within the Royal Borough of Kensington and Chelsea and, in total, is identified in the Mayor's draft revised London Plan 2014 as having the capacity for 7,500 homes and 9,500 jobs. The Opportunity Area is primarily split into three key land holdings, namely the Earl's Court Exhibition Centres, the Lillie Bridge London Underground depot and the West Kensington and Gibbs Green housing estates.

6.109 The area is well served by public transport. To the south, Fulham Town Centre is served by Fulham Broadway District Line station and a number of bus routes. To the north, the Earl's Court and West Kensington Opportunity Area is served by West Kensington (District line), Earl's Court (District and Piccadilly Lines) and West Brompton (District and London Overground).

6 Regeneration Area Strategies

Strategic Policy FRA – Fulham Regeneration Area

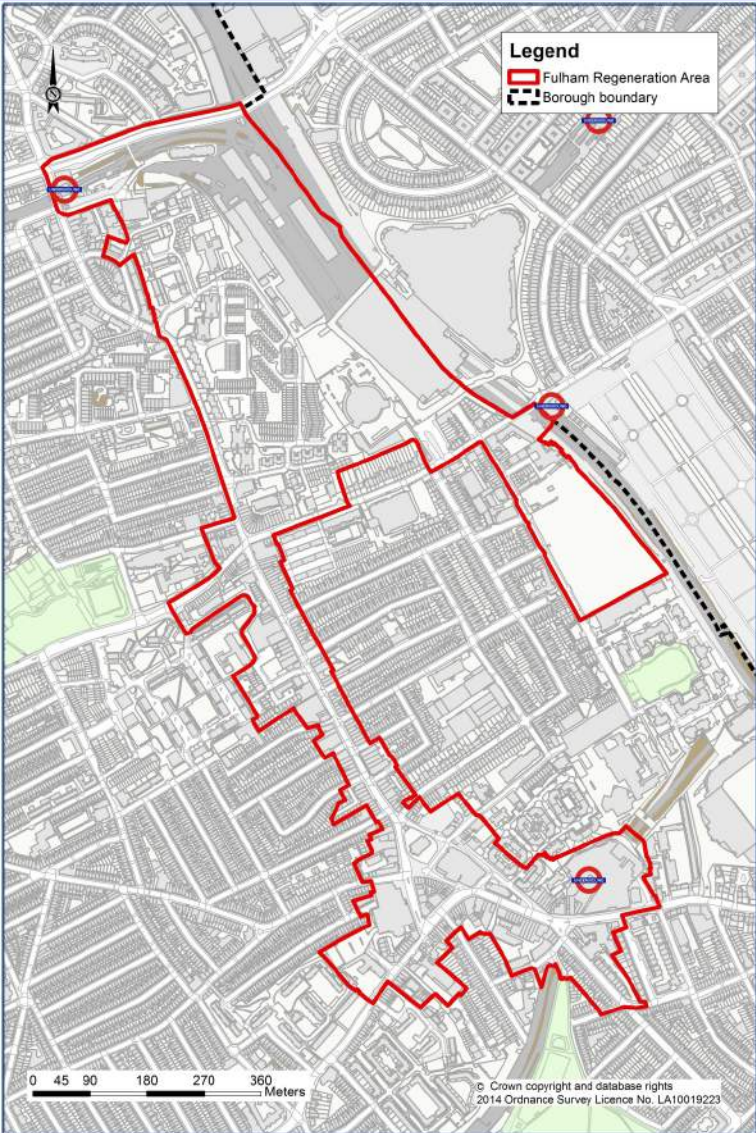
| Indicative additional homes | Indicative new jobs |
|-----------------------------|---------------------|
| 7,000 | 9,000 |

There is a substantial opportunity for regeneration within the Fulham Regeneration Area (FRA) and for the development of strategic sites to benefit the wider community. In order to achieve this, the Council will:

- Work with the GLA, Royal Borough of Kensington and Chelsea, other strategic partners and landowners to secure the regeneration and renewal of the area.
- Actively engage with local residents and community groups to ensure that regeneration delivers benefits for the surrounding area;

Development proposals should:

- Contribute to the provision of 7,000 homes and 9,000 jobs;
- Enhance the vitality and viability of Fulham Town Centre, particularly on North End Road and explore opportunities to secure the long term future of and enhance the North End Road street market;
- Provide for the improvement of the West Kensington, Gibbs Green and Registered Provider estates;
- Secure economic benefits for the wider community around the Fulham Regeneration Area by providing programmes to enable local people to access new job opportunities through training, local apprenticeships or targeted recruitment;
- Provide appropriate social, physical, environmental and transport infrastructure to support the needs arising from the area as a whole; and



- **Demonstrate a high quality of urban design and public realm; and preserve or enhance the character, appearance and setting of heritage assets including the Grade II* listed Fulham Town Hall.**

Justification

6.110 Most of the FRA overlaps with the Earl's Court and West Kensington Opportunity Area, which is identified in the Mayor's London Plan 2011 and Further Alterations to the London Plan (FALP) 2014 and also covers land within the Royal Borough of Kensington and Chelsea. In order to secure the greatest benefits from regeneration, the Council will work closely with the Greater London Authority and Royal Borough of Kensington and Chelsea to ensure that a holistic approach is taken to the future planning of the Opportunity Area and work with residents, businesses, landowners and other interested parties to ensure that development in the Opportunity Area secures wider benefits for the local community.

6.111 The FRA benefits from a high level of public transport accessibility due to the four London Underground stations within or near to its boundary. This high level of public transport accessibility, together with the facilities and services in Fulham Town Centre provides the opportunity for the delivery of a substantial number of new homes and jobs. The largest development opportunity within the FRA is in the Earl's Court and West Kensington Opportunity Area, which is identified in the Mayor's Draft Revised London Plan 2014 as having the capacity to deliver 7,500 homes and 9,500 jobs across both LBHF and RBKC. It is anticipated that 6,500 homes and 8,500 jobs could be accommodated in LBHF. In addition to this capacity in the Earl's Court and West Kensington Opportunity Area, the FRA is considered to have the capacity to deliver an additional 500 homes and 500 jobs making an overall total for the FRA of 7,000 homes and 9,000 jobs. Elsewhere within the FRA it is known that Chelsea Football Club have aspirations to redevelop Stamford Bridge Stadium.

6.112 Fulham Town Centre will be supported to re-establish its historic role in the locality and maintain its status as a major town centre in the London Plan. Further shopping and leisure uses will be encouraged in the town centre and at an appropriate scale to meet locally generated needs within the Opportunity Area. Although the opportunity for providing modern shop facilities is limited, there is scope for improvement as part of possible development in North End Road (see Strategic Site FRA2 below). Regeneration in the area as a whole (especially in relation to the Earls Court/West Kensington Opportunity Area) will bring a demand for shopping, leisure and services that should help improve the overall health of the town centre.

6.113 The North End Road Market is important to the vitality and viability of the town centre and should remain. However, there may be scope to consider the possible relocation of the market to an off-carriageway site within the regeneration area, that could provide a more attractive market, allow public realm improvements in North End Road, reduce traffic congestion and increase public safety. Regeneration in the Earls Court & West Kensington Opportunity Area may present new opportunities for enhancing the market. Any enhancement of the market will be in consultation with the market traders.

6.114 The FRA and its surroundings are dominated by a number of large council housing estates which exhibit high levels of social, economic and physical deprivation with high levels of social rented housing. The redevelopment of the Earls Court Exhibition Centre could provide the opportunity for improvements to the West Kensington and Gibbs Green

6 Regeneration Area Strategies

estates, including the potential for renewal of and additions to all or parts of the estates, to enable improved housing opportunities for local residents and to support economic regeneration in this area.

6.115 As a whole, the north Fulham area (West Kensington together with the area around and including the northern part of the town centre) remains one of the most polarised in the borough in social, economic and physical terms. Regeneration in the FRA provides opportunities to secure economic benefits for the wider North Fulham community. New employment would be expected to stimulate considerable investment in the surrounding area and in town centre businesses. All this will, in turn, increase local employment opportunities. It will be important to put in place schemes to assist people in gaining access to new jobs.

6.116 New social, physical, environmental and transport infrastructure will be necessary to support the needs of the growing residential and worker community in the FRA. It is anticipated that most infrastructure will be needed to support development within the Earl’s Court and West Kensington Opportunity Area. Because of the scale of development in the OA, supporting infrastructure may include facilities such as primary and secondary schools, nurseries, community space, an affordable leisure centre, sports and arts, health and dentistry centres, a police station and public and private green open space. Financial contributions will be sought for the delivery of off site improvements where the on site delivery of infrastructure cannot be secured. Substantial improvements to the public transport network and highway network will also be necessary, including improvements to London Underground and Overground station, new and more frequent bus routes and new bus stops, and junction and road capacity improvements. Opportunities should be explored to secure the provision of a decentralised energy network, particularly within the Earl’s Court and West Kensington Opportunity Area. Development must also take account of the capacity of the physical and environmental infrastructure, particularly for sewerage and surface water.

6.117 Development within the FRA should be of the highest quality of design and respect surrounding heritage assets. The FRA is bounded by a number of Conservation Areas and statutory listed and locally listed buildings. Development on the edges of the FRA must respond to this context and be predominantly low-medium rise. Closer to the centre of the FRA, there will be opportunities for higher density development, including the potential for tall building, subject to detailed design and analysis. Architecture within the FRA should be of the highest quality and opportunities should be explored to improve connectivity through the FRA, especially within the Earl’s Court and West Kensington Opportunity Area.

Alternative Options - Strategic Policy FRA – (Fulham Regeneration Area)

- Not to pro-actively promote development and, in particular, not to promote the strategic development sites set out below. Sites would be dealt with as they come forward.

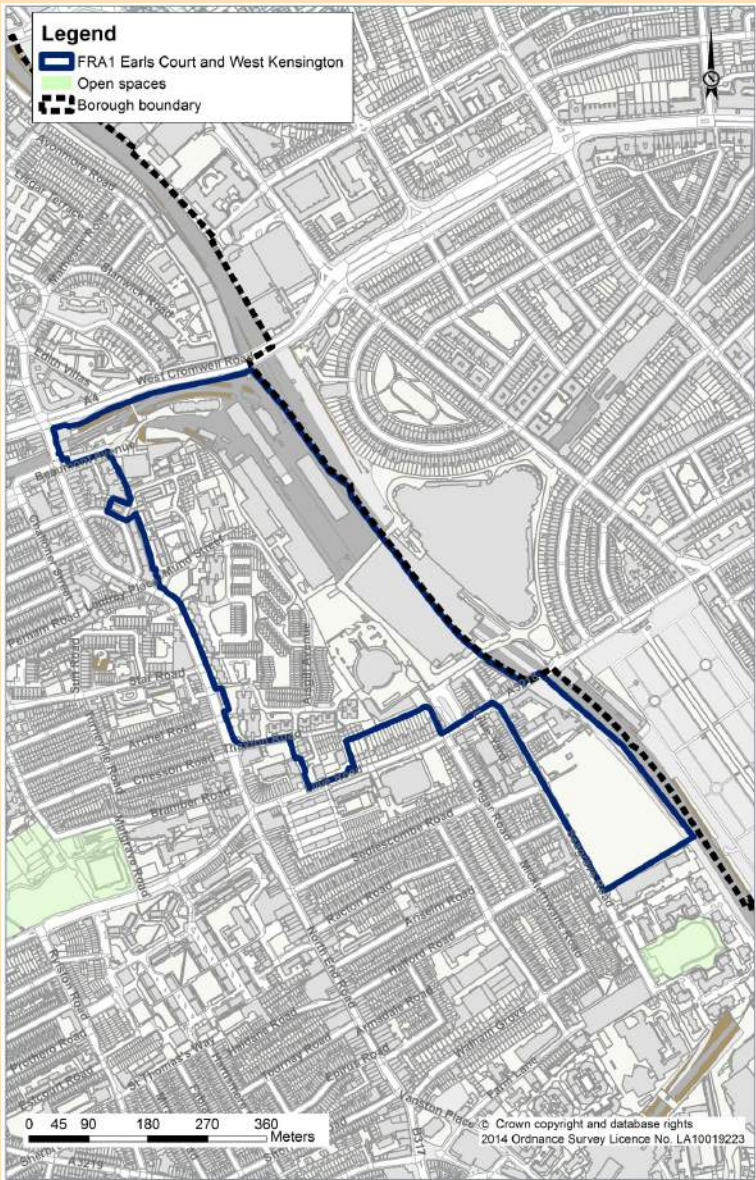
Question 14 - Fulham Regeneration Area

What are your views on the approach to the Fulham Regeneration Area?

Strategic Site Policy FRA1 – Earl’s Court and West Kensington Opportunity Area

The Council will support the phased mixed use residential led redevelopment of the Earl’s Court and West Kensington Opportunity Area. Development proposals should:

- Provide a mix of land uses, including housing, employment, hotels, leisure and associated facilities, retail to cater for day to day needs and cultural facilities. Cultural facilities should include a major arts, leisure or entertainment activity that will be a major visitor attractor;
- Provide adequate social, physical, environmental and transport infrastructure to support the needs of the area as a whole;
- Provide for improvement to the West Kensington, Gibbs Green and Registered Provider estates, as part of the comprehensive approach to the regeneration of the Opportunity Area;
- Provide green corridors and public open spaces including the provision of a centrally located local park of at least 2 hectares;
- Ensure that the design, layout, massing and density of development takes account of and respects the local context and setting, local conservation areas and local views. In addition, development should also recognise the substantial scope offered by the scale and location of the Opportunity Area to create a new sense of place and range of densities. There may be scope for tall buildings in close proximity to the existing Empress State building, however any tall buildings would need to be justified by a full urban design analysis.



6 Regeneration Area Strategies

Justification

6.118 The Earl's Court and West Kensington Opportunity Area covers approximately 37 hectares across both the London Borough of Hammersmith and Fulham and the Royal Borough of Kensington and Chelsea. The Opportunity Area is currently occupied by three key landowners: Capital and Counties (Capco) own the Earl's Court Exhibition Centres, Empress State building and Seagrave Road car park, London Underground Ltd own the Lillie Bridge transport depot and the London Borough of Hammersmith and Fulham own the West Kensington and Gibbs Green housing estates. In 2013, Capco was granted planning approval for the redevelopment of the Earl's Court Exhibition Centres, Lillie Bridge transport depot and the West Kensington and Gibbs Green housing estates to provide a mixed use residential led development. Separately, in 2012 Capco was granted planning permission to redevelop the Seagrave Road car park.

6.119 The Earl's Court and West Kensington Opportunity Area is identified in the Mayor's London Plan as having the capacity to deliver 7,500 homes and 9,500 jobs. It is estimated that 6,500 homes and 8,500 jobs could be accommodated within LBHF. In order to realise this development potential, the Council will expect a comprehensive approach to be taken to the improvements to and the redevelopment of the Opportunity Area. This approach will have benefits in terms of:

- Attracting development finance and enabling estate renewal.
- A comprehensive approach for the whole area would provide the opportunity to create a permeable layout for the whole area, with a good range of facilities and useful open space and better connections to rail and underground stations. It will also provide the potential to enable the inclusion of new road links between the A4 and Lillie Road that will help improve the local highway network (in H&F and RBKC) as well as better servicing the development. There would be a holistic approach to design issues across the area.
- A phased development would underpin regeneration of the surrounding area through a greatly increased demand for local shops and services. It would help regenerate North End Road.
- There would be significant scope for new commercial development and development of a new major visitor destination with associated hotel and leisure development. This would provide more local employment opportunities and the scope for training and apprenticeship schemes.
- A comprehensive approach to all the area would provide more scope for development of an appropriate mix and a more even distribution of housing tenures across the Opportunity Area.

6.120 Development should be primarily residential led, but the size of the Opportunity Area allows for a range of supporting uses to be provided. The provision of appropriate commercial floorspace is considered appropriate within the Opportunity Area. The quantity of commercial floorspace will need careful assessment in relation to the role of Hammersmith town centre as a preferred office location and the proposals for the Old Oak and White City opportunity areas.

6.121 In addition to commercial development, the Earls Court & West Kensington Opportunity Area will be expected to deliver a range of other commercial uses, for example retail, leisure, culture and hotels. Retail and leisure uses will need to ensure that they have no significant adverse impact on existing centres. Earls Court has a strong legacy of being a cultural destination. Despite the anticipated loss of the Earl's Court Exhibition Centre,

this legacy should not be lost and development proposals brought forward within the Opportunity Area should provide a major arts, leisure or entertainment venue which should help to continue the area's cultural legacy.

6.122 The size of the site and the anticipated development potential will mean that the majority of social infrastructure provision can be provided on site. It is considered that development may need to provide educational facilities (secondary, primary and nursery provision), a health centre, a community centre which could potentially include a library, an affordable leisure centre and a police station as well as public open space.

6.123 The majority of the opportunity area is well served by public transport including bus routes and railway stations linked to the District, Piccadilly and West London lines, but access to public transport will need to be improved. Planned and committed TfL improvements to services will greatly increase public transport capacity. However, traffic congestion limits the capacity of the highway network so that new development will need to be based on very high public transport use. Development is likely to need a range of transport improvements including, potential improvements to the highway network.

6.124 Development must also take account of the capacity of the physical infrastructure, particularly for sewerage and surface water management and the ability of the Counters Creek sewer to take increased foul and surface water drainage generated by this site. In addition, the West London Line railway corridor is designated partly as a green corridor and partly as a nature conservation area of borough wide importance. It is important that these ecological resources are protected and enhanced. Opportunities should also be explored for the provision or connection into a decentralised energy network.

6.125 The West Kensington and Gibbs Green housing estates lie to the west of the Opportunity Area. The West Kensington Estate was built between 1972-74 and includes 604 properties in 5 tower blocks, low rise flats, maisonettes and terraced houses. Gibbs Green Estate has 98 properties built in 1961 and comprising 7 medium-rise blocks. There are also pockets of newer Housing Association development across the estates. Overall the proportion of social rented housing is 78%. The estates suffer from discontinuous internal roads and there is poor integration with the surrounding area. The West Kensington Estate in particular has large areas of poorly laid out and underused communal land. The eastern boundary is formed largely by the TfL depot which has an adverse effect on the estate environment.

6.126 The Council will encourage comprehensive redevelopment proposals for the Opportunity Area that include improvements to the West Kensington and Gibbs Green estates. This could potentially include renewal and additions to parts of the estates. There should be no net reduction in the amount of social rented housing in the Opportunity Area. Mixed and balanced communities should be created across the Opportunity Area and a variety of housing made available to local people.

6.127 The Opportunity Area has a strong physical, social and economic context provided by the surrounding communities, and the existing urban grain, form and pattern of development of the surrounding residential areas, conservation areas, and town and local centres. New development must be planned having regard to and respecting this setting and should reflect the high quality residential conditions found in the vicinity in both boroughs. Also, owing to the size and scale of the Opportunity Area, new development should realise the scope for delivering new places of different character, including varied urban form and density. Development should be permeable and provide new connections

6 Regeneration Area Strategies

to improve the existing local highway, pedestrian and cycle networks. This will help to ensure that the potential regeneration benefits to the surrounding area are optimised and that people living in both boroughs will benefit.

6.128 Overall, the design, layout, massing and density of development must take account of and respect the local context and setting, local conservation areas, and local views.

6.129 The surrounding residential area is sensitive to the impact of tall buildings. In principle, some tall buildings may be appropriate in the Opportunity Area, in particular in the vicinity of the Empress State Building as this part of the area may be less sensitive to height in relation to key views. However, tall buildings will need to be put in context as part of full urban design analysis that considers, in particular, local and longer distance views (e.g. from the riverside), as well as examining the impact on the rest of the Opportunity Area and conservation areas in the surrounding area in both boroughs. Care needs to be taken to protect and enhance the character and appearance of Brompton Cemetery in the Royal Borough of Kensington and Chelsea which is a Grade I Registered Historic Park and Garden of Historic Interest.

Alternative Options - Strategic Site Policy FRA1 (Earls Court and West Kensington Opportunity Area)

- Deal with the future of the sites separately without trying to combine the land in one overall scheme. The future of the housing estates would be considered as a separate development scheme.

Question 15 - Earl’s Court and West Kensington Opportunity Area

What are your views on the approach to the Earls Court and West Kensington Opportunity Area?

South Fulham Regeneration Area

Context

6.130 The South Fulham Riverside Regeneration Area (SFRRA) is located in the south of the borough, next to the River Thames. The area has a south facing river frontage of 1,700m, which is the most defining feature of the area. It is bound by the Hurlingham Club and the Broomhouse Drawdock on the west and the West London Line embankment in the east. The northern boundary generally follows the line of Carnwath Road and Townmead Road, extending north to include the Imperial Gasworks National Grid site.

6.131 The area comprises a mix of land uses and includes underutilised and vacant riverfront commercial sites that sit alongside new large residential developments. The area is in fragmented ownership, and access to the riverside is limited, restricted to isolated passages around large plots of land. The area has been designated a regeneration area because it is capable of a substantial increase in homes and jobs along the riverfront.

6.132 The majority of the SFRRA lies within the Sands End Conservation Area, designated to protect the River Thames and riverside from unsympathetic development. Part of the north and eastern part of the SFRRA is included within the Imperial Square & Gasworks Conservation Area. On the Gasworks site there are a number of listed structures including the Gasholder (circa 1830), believed to be the oldest surviving gasholder in the world. The Cremorne Bridge, also known as Battersea Railway Bridge - built between 1861 and 1863 - was recently listed as Grade II*, it is considered to be the most complete of the early railway bridges across the Thames in inner London. The River Thames is a nature conservation area of metropolitan importance.

6.133 A significant part of the SFRRA along Carnwath Road will be affected by Thames Water's Thames Tideway Tunnel or "super sewer" which has been given a Development Consent Order by the Government. The Hurlingham wharf site is one of five drive sites. The tunnel will take seven years to build and main construction is due to start in 2016.

6 Regeneration Area Strategies

Strategic Policy SFRRA - South Fulham Riverside Regeneration Area

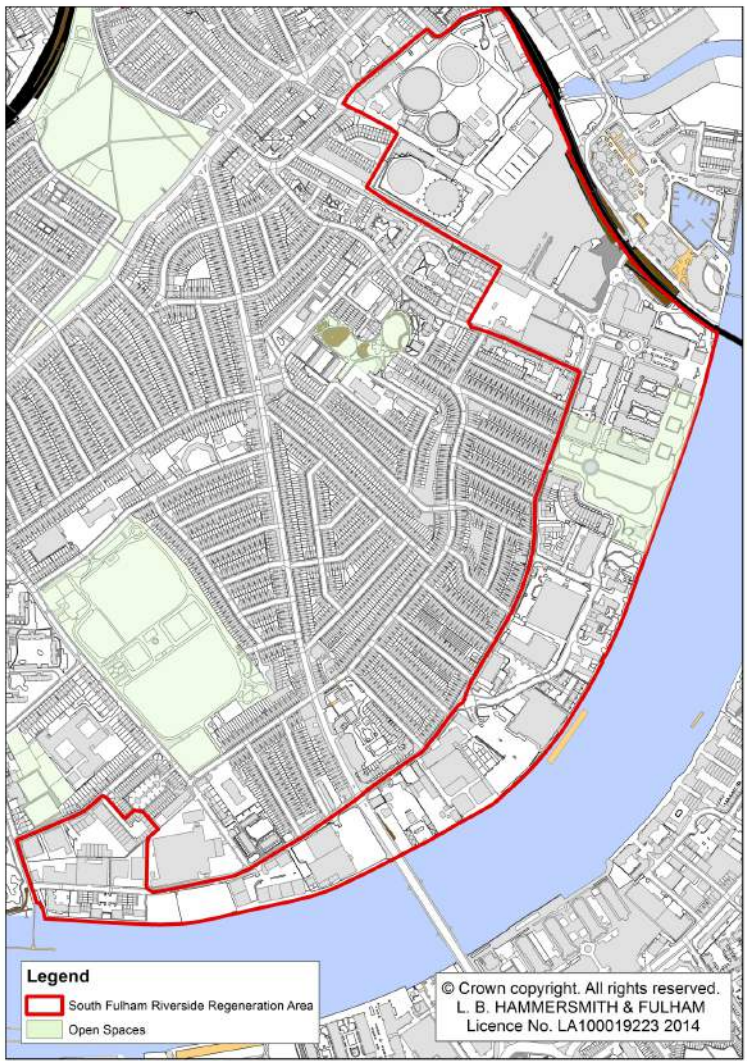
| Indicative homes | Indicative jobs |
|------------------|-----------------|
| 4,000 | 500 |

The council will work with landowners and other partners to secure the phased regeneration of the area to become a high quality residential area together with a mix of other uses. In order to achieve this, the Council will work with:

- Neighbouring boroughs, strategic partners, and landowners to secure regeneration of the SFRRA; and
- Actively engage with local residents and community groups to ensure that regeneration delivers benefits for the surrounding area;

Proposals for development in SFRRA should:

- Be for predominantly residential purposes to contribute to the South Fulham Riverside target of 4,000 additional dwellings by 2035;
- Include employment based uses that will meet local business needs and are compatible with residential development in the most accessible parts of the area, particularly in the vicinity of Imperial Wharf Station and on sites close to the Wandsworth Bridge Road, Townmead Road and Carnwath Road junction;
- Include appropriate small scale retail, restaurants/ cafes and leisure uses to support day to day needs. These uses are likely to be appropriate on the Thames frontage to provide activity adjacent to the river. Opportunities for river related uses will be encouraged in accordance with the objectives of the Local Plan River Thames policies;
- Create a high quality urban environment. On the riverside, a very high standard of urban design will be necessary. Opportunities will be



encouraged that maximise the permeability and connectivity between sites, include the extension of the Thames Path and provision of open spaces that create interest and activity;

- Demonstrate how they integrate and connect with the surrounding context, particularly the river;
- Support the implementation of a pedestrian and cycle bridge that will provide access to the south of the river;
- Provide appropriate social, physical and environmental infrastructure to support the needs arising from development and the area as a whole;
- Secure economic benefits for the wider community around the South Fulham Regeneration Area by providing programmes to enable local people to access new job opportunities through training, local apprenticeships or targeted recruitment;
- Be acceptable in terms of their transport impact and contribute to necessary public transport accessibility and highway capacity in the SFRRA; and
- Be sensitively integrated with the existing townscape, ensuring the protection of heritage assets, and respect for the scale of the surrounding residential buildings, particularly to the north of the regeneration area. Building height can be gently stepped up toward the riverside, to provide a presence and give definition to the river frontage. There may be an opportunity for taller buildings at two key focal points at Imperial Wharf Station and Fulham Wharf.

Justification

6.134 The South Fulham Riverside, along Carnwath and Townmead Roads, is in a variety of uses: residential, commercial and industrial, retail and leisure. Many sites in the SFRRA, including Imperial Wharf, Chelsea Creek, Baltic Sawmills, Lots Road and Fulham Wharf have planning permissions for development, but there has been limited new employment development for light industrial, office or storage uses whereas considerable residential development has taken place. The overriding need is for new homes and much of the area is not accessible enough for significant new employment space. The Strategic Housing Land Availability Assessment (SHLAA) identifies capacity for nearly 4000 additional homes in the plan period, up to 2035. Individual development sites will need to be supported by Transport Assessments which detail the impact of any scheme on the highway, walking and cycling networks, public transport routes and taking into consideration any committed developments within the area. These will need to be consistent with the work carried out in the Transport Assessment 2010 and later addendums, unless it can be justified otherwise.

6.135 With much of the area having a low PTAL rating, it is important that employment space should be located in the most accessible parts of the regeneration area, being Imperial Wharf Station, with a secondary location around the junction at Wandsworth Bridge Road, Townmead Road and Carnwath Road where it is closest to a number of bus routes that run both along Wandsworth Bridge Road and along Townmead Road. With many previous employment sites being redeveloped for housing, it is important that some replacement employment opportunities are provided in new development schemes to create a mixed use area and provide jobs locally.

6.136 Small scale retail, restaurants and cafes should be provided as part of mixed use developments, primarily to meet local need, particularly on the riverfront to provide a vibrant and high quality environment that will increase riverfront activity along the Thames Path.

6 Regeneration Area Strategies

The riverside walk should connect to a series of public spaces along its length to accommodate active uses and interest along the linear spaces. The Council does not consider that it is appropriate for additional major stores to be considered in the area. Any additional floorspace in the area should primarily cater for local needs in order to sustain the town centres. The majority of the SFRRA is within the Thames Policy Area where specific design policies apply, as set out in the borough-wide policies. It is also a key priority to extend and improve the Thames Path National Trail, together with pedestrian routes linked from the river and canal to the surrounding area. The riverside walk should be at least 6 metres wide. Much of this will depend on the development of vacant and underused riverside sites. The River Thames also has a significant potential for water based activities that can increase opportunities for sport and recreation in the borough.

6.137 A holistic approach to the regeneration of SFRRA will provide opportunities to improve local connectivity in the area. The whole stretch should be dealt with in a comprehensive way. The area was shaped by its industrial heritage and this pattern remains apparent today. Without consideration of how the schemes relate to one another and have regard to its setting and context, there is a danger of isolating communities. The Council will expect developers to demonstrate how the development approach will optimise the site for development, accessibility and recreational benefit, along with how it will benefit neighbouring developments and local residents. Each development should identify key spaces and nodes where routes intersect or are prominent. Connections to and from Imperial Wharf West London Line Station will be key for providing direct access to the key transport connections.

6.138 There are three safeguarded wharves, with only Comley's Wharf still in use for waterborne freight transport. The adjoining Swedish Wharf is still used as an oil storage depot but does not currently use the river for transport. Hurlingham Wharf is currently vacant and has not been used as an operational wharf for 16 years.

6.139 The London Plan and the Port of London Authority seek to protect safeguarded wharves for cargo handling uses. The Mayor of London's Safeguarded Wharf Review in 2011/12 failed to take into account evidence submitted by H&F demonstrating the potential for consolidating wharf capacity on fewer and better located wharf sites and the importance of Hurlingham Wharf to the regeneration of Carnwath Road. However the Secretary of State has not yet confirmed the Mayor's recommendations to continue to safeguard Hurlingham, Swedish and Comleys Wharves.

6.140 Hurlingham Wharf and adjoining sites are required as a main drive site for the construction of the Thames Tideway Tunnel. The construction of the Thames Tideway Tunnel was approved by the Secretaries State for Communities and Local Government and for Environment, Food and Rural Affairs in September 2014 and will limit regeneration in the Carnwath Road area for the next 10 years. On 24th September, the Thames Tideway Tunnel Order 2014 came into force and Hurlingham Wharf and adjoining sites have been safeguarded for the construction of the tunnel under provisions set out in article 52 of the Order.

6.141 The council will continue to promote the consolidation of wharf capacity downstream of Wandsworth Bridge on Swedish and Comleys Wharves, where road access to the strategic road network can be improved. Any proposals for non-river use on the safeguarded wharf sites will need to be supported by viability assessments in accordance with the London Plan policy 7.26 'Increasing the Use of the Blue Ribbon Network for Freight Transport'.

6.142 A new pedestrian and cycle bridge would provide a key link to allow more people to access the south of the river and the Clapham Junction town centre. Pedestrians and cyclists could use either side of the river, providing alternative leisure and commuter routes, and will be likely to increase the number of pedestrians and cyclists using the Thames Path. Planning permission has been approved for a footbridge adjacent to Cremorne Bridge, as it is located most centrally between the other crossing points of Wandsworth Bridge and Battersea Bridge, which are approximately between a 1km and 1.2km walk in either direction. Proposals will have to be carefully considered in relation to any impact the footbridge may have on the setting of and views toward the Grade II* Listed Cremorne Bridge.

6.143 It is anticipated that most physical and social infrastructure capacity required by the increase in resident and worker population will need to be provided on site or in close proximity to the development. This will need to include facilities such as primary and secondary school places, contributions toward health facilities, public open space, play space, a community centre and policing. There will also be requirements for highway network and public transport improvements throughout South Fulham Riverside particularly at the Wandsworth Bridge Road junction.

6.144 Regeneration in the SFRRA provides opportunities to secure economic benefits for the wider community in the borough. Training and employment funding and initiatives, including through pre-employment support activity and local recruitment campaigns will be important. New employment would be expected to stimulate considerable investment in the surrounding area. All this will, in turn, increase local employment opportunities. It will be important to put in place schemes to assist people in gaining access to new jobs. The council will encourage businesses to embrace the London Living Wage.

6.145 The amount and type of development will depend on the capacity of public transport and the road network in this area and the potential for their improvement. Public transport accessibility is generally at a low level with most of the area being at least a 10 minute walk from an underground or rail station. However, bus services have improved in recent years and the Imperial Wharf West London Line (WLL) station has improved accessibility in the eastern part of the area. The WLL is set for a platform extension and TfL will be improving bus services in the area through s106 contributions as and when demand dictates. The council will work with transport partners to carry out further public transport improvements in this area. The extension of the river bus service will be encouraged to call at Chelsea Harbour Pier. It currently runs at peak times between Putney and Central London.

6.146 The townscape analysis prepared as part of the existing Core Strategy SPD for South Fulham Riverside suggests that the area has two key focal points of townscape significance, being at Fulham Wharf where the supermarket provides a draw and focus of activity and the other at Imperial Wharf/Chelsea Harbour, which is based around the new development, park and station. These areas, in view of the townscape significance could accommodate increased massing and height. Elsewhere in the framework area, the general scale, height and massing should have a closer relationship to the existing townscape. There is a variation in building height in the area, and it would be appropriate for new development to adopt a similar variety of scale, ensuring that development on the river front provides a clear edge to the riverside walk in order to provide some presence and enclose the area fronting onto the river. Following analysis of existing building heights, general building height is recommended to be in the range of 4-7 storeys with reduced

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massing at the upper levels. This could be satisfactorily accommodated throughout the area, ensuring that in certain pockets such as along Townmead Road and Carnwath Road, that the more domestic scale is respected.

Alternative Options - Strategic Policy SFRRRA (South Fulham Riverside Regeneration Area)

- Prioritise the safeguarding of wharves over other land uses
- Promote employment led development across the site.
- Tall buildings will be acceptable in principle in all areas of the SFRRRA, subject to compliance with other Local Plan policies.

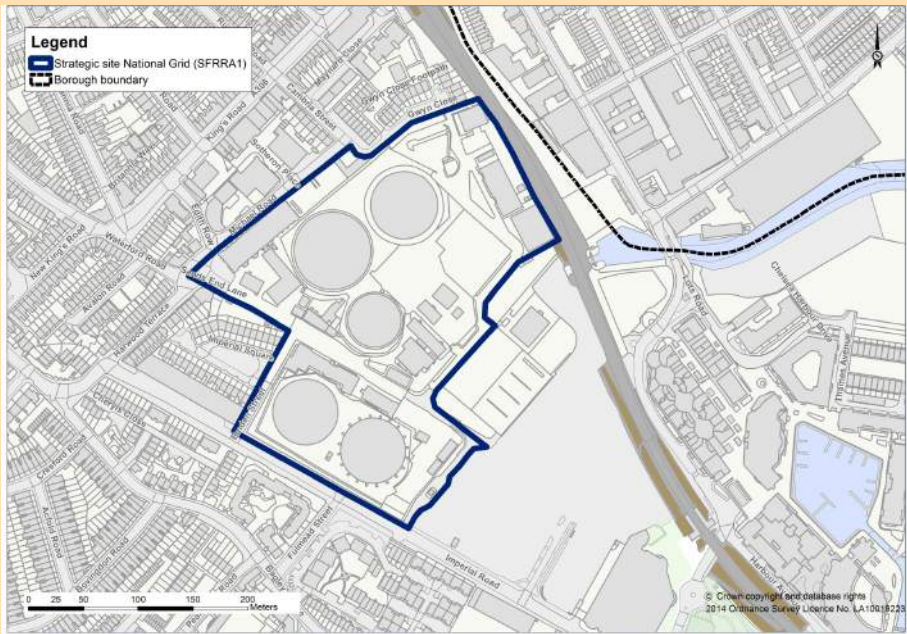
Question 16 - South Fulham Riverside Regeneration Area

What are your views on the approach to the South Fulham Riverside Regeneration Area?

Strategic Site SFRRRA1 - Imperial Gasworks National Grid

The council supports comprehensive residential-led development of the site with supporting community facilities and open space. Development proposals for this site should:

- Be predominantly residential with supporting social, physical, environmental and transport infrastructure;
- Provide for a link road through the site connecting Imperial Road through to the New Kings Road together with a network of pedestrian and cycle connections.
- Aim to provide a pedestrian access under the West London Line at the southern end of the site connecting to Lots Road;
- Provide an area of public open space of at least 1 hectare;
- Be of high quality design which respects the character and appearance of the Imperial Square and Gasworks Conservation Area and protects the Grade II Listed Gasholder and other associated structures and its setting;
- Ensure that the building heights are predominantly low to medium rise, and represent a general reduction in scale of redevelopment from neighbouring sites located towards the riverside. There may be some scope for increased massing at a limited location towards the south-east corner of the site; and
- Ensure any remaining gas operations that may be required are designed in such a way to ensure that that may be required health and safety requirements are met and integrated into the high quality design for the area with minimal impact.



Justification

6.147 The Imperial Gasworks National Grid site has been mainly used for a gas storage facility and is now decommissioned. The site has potential to come forward for a residential-led development to increase the quantity of new housing in the Borough, in

6 Regeneration Area Strategies

line with the overall SFRRA policy. Ancillary uses such as small scale retail for day to day needs will also be appropriate, along with social and physical infrastructure to adequately provide for the additional population.

6.148 A new link road will be required to enable development of this site and facilitate the regeneration of South Fulham Riverside by easing capacity at the Bagley’s Lane junction, as tested and modelled in the Strategic Transport Study. Further work will be required to assess any link road options and the impact that increased traffic would have on nearby junctions, including those in the Royal Borough of Kensington and Chelsea. The site must also be designed to ensure increased permeability through to the Chelsea Creek development which is currently under construction.

6.149 A network of pedestrian and cycle links should be encouraged, to provide access through the strategic site to the Chelsea Creek development and on to the Thames Path, but also improve connections under the West London Line which currently acts as a barrier to pedestrian movement and connect the site to Lots Road. Such a connection could be provided immediately north of the Counters Creek/ Chelsea Creek.

6.150 The area is located in an area of open space deficiency, therefore an area of public open space should be provided as part of any proposal for this site. A larger park could be provided at this site which could include a variety of spaces that will provide vitality and interact with its surrounding environment. The open space should feel generous and well-designed so that it feels safe and accessible.

6.151 Part of the site lies within the Imperial Square and Gasworks Conservation Area. There is a rich history of industrial archaeology on the Gas Works site including statutory and locally listed buildings, some of which make a key contribution to the character and appearance of the Conservation Area and must be retained and integrated into the design of any new development. All development must respect the character and appearance of the Conservation Area, by providing good quality design that does not interfere with historic and architectural elements.

6.152 New buildings should respect the scale and amenity of nearby residential properties, and should be low to medium rise, particularly at the northern end of the site where neighbouring residential development is two-storey. There may be potential for an increase in massing at the south-eastern end of the site near to the neighbouring taller buildings at Chelsea Creek, however this would need to be of very high quality design and would be subject to detailed views analysis.

6.153 Any remaining activities relating to the gas works facility should comply with environmental policies, particularly borough wide policies on hazardous substances and control of potentially polluting uses if any related activities to gas storage are to be retained on site.

Alternative Options - Strategic Site SFRRA1– (Imperial Gasworks National Grid)

- Maintain the site for employment purposes
- Promote employment-led mixed use development

Question 17 - Imperial Gasworks National Grid

What are your views on the approach to the Imperial Gasworks site?

6 Regeneration Area Strategies

7 Borough-wide Policies

7.1 In addition to the spatial strategy, there are a number of borough wide and locally specific policies to deliver the spatial strategy and to ensure that development both within and outside the proposed regeneration areas contributes to meeting the council’s objectives. The borough wide policies set out below are relevant to development throughout the borough, including the regeneration areas.

7.2 All the borough wide policies should help achieve the decent neighbourhood principles that are set out in our Spatial Vision.

Meeting Housing Needs and Aspirations

Borough-wide Policy HO1

Housing supply

The council will work with partner organisations and landowners to exceed the proposed London Plan target of 1,031 additional dwellings a year up to 2025 and to continue to seek at least 1,031 additional dwellings a year in the period up to 2035. The New homes to meet London’s housing need will be achieved by:

- 1. The development of strategic sites identified within the Local Plan;
- 2. The development of sites identified in the council’s Strategic Housing Land Availability Assessment;
- 3. The development of windfall sites and the change of use of buildings where land and premises are shown to be surplus to the requirements of other land uses;
- 4. The provision of new homes through conversions;
- 5. Ensuring that new dwellings meet local needs and are available for occupation by people living in London; and
- 6. The retention of existing residential accommodation and improvement in the quality of private rented housing.

The following are estimates of the likely increases in new housing in different parts of the borough.

7 Borough-wide Policies

Table 2 Indicative Housing Targets

| Area | 2015/20 | 2020/25 | Total 10 years | 2025/30 | 2030/35 | Total 20 years |
|---------------------------------------|---------|---------|----------------|---------|---------|----------------|
| White City OA | 1,000 | 2,500 | 3,500 | 1,500 | 1,000 | 6,000 |
| Hammersmith Town Centre and Riverside | 200 | 600 | 800 | 1000 | 100 | 2,800 |
| Fulham Regeneration Area | 1,500 | 2,500 | 4,000 | 1,500 | 1,500 | 7,000 |
| S Fulham Riverside | 1,500 | 1,500 | 3,000 | 500 | 500 | 4,000 |
| Old Oak | 0 | 2,000 | 2,000 | 2,000 | 2,000 | 6,000 |
| Rest of the borough | 1,000 | 700 | 1,700 | 700 | 0* | 2,400 |
| Total | 5,200 | 9,800 | 15,000 | 7,200 | 6,000 | 28,200 |
| Average/year | 1,040 | 1,960 | 1,500 | 1,440 | 1,200 | 1,410 |

*The estimates are based on identified sites. Due to the smaller nature of the sites outside of the Regeneration Areas, there are no known sites that are expected to come forward outside of Regeneration Areas in the longer term.

Justification

7.3 The council’s proposed housing target in the Draft Further Alterations to the London Plan 2014 is 1,031 additional homes a year in the period up to 2025. This figure was developed through collaborative working with the Mayor of London on the London Housing Capacity Study 2013 and through further work on the council’s Strategic Housing Land Availability Assessment. The table above indicates that the council would expect housing provision to exceed the London Plan target for additional homes for the period 2015/25. However recent experience indicates that even though sites are developable and have the benefit of planning permission housing completions do not come forward at the anticipated rate. The council will monitor the annual completion of dwellings and will work with developers to ensure that sites with residential planning permissions are developed.

7.4 Housing capacities in the two opportunity areas in White City and Earls Court & West Kensington are based on recent planning permissions and on guidance included in the Core Strategy 2011 Supplementary documents namely, the White City Opportunity Area Planning Framework and Earls Court and West Kensington Opportunity Area Joint Supplementary Planning Document. New housing in the Old Oak Regeneration Area is not expected to come forward until the 2020s and therefore no additional housing for this area has been included in the indicative housing targets until after 2020.

7.5 The indicative housing targets are based on the assessment methodology set out in the council’s Strategic Housing Land Availability Assessment. The actual numbers of houses built on any site will be considered through the planning application process. This process will take account of the site setting, urban design of housing areas, appropriate housing mix, transport capacity and other factors as set out in policies in the Local Plan and other guidance.

7.6 In addition, to the significant amounts of new housing proposed in the Regeneration Areas, additional housing will come forward on windfall sites throughout the borough and as a result of changes of use of non-residential buildings and the conversion of larger houses to two or more smaller dwellings.

7.7 In addition to the provision of new housing to meet both local need and London’s need for more housing, it is essential that housing is not lost to other uses and that it is not allowed to remain vacant. There is evidence from the 2011 Census and from other sources that some flats and houses, particularly those that been recently completed are not occupied. Properties are being purchased by investors and being left vacant and therefore are not contributing to meeting London’s housing need. The council will therefore work with developers and land owners to ensure that new dwellings are marketed and occupied as homes by local and UK residents.

Alternative Options - Policy HO1 (Housing supply)

- Allow more employment land to be redeveloped for housing.
- Introduce a time limit for the protection of vacant sites.

Question 18 - Housing supply

What are your views on the approach to housing supply?

7 Borough-wide Policies

Borough-wide Policy HO2

Housing conversion and retention

The council will:

1. **Permit 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.**
2. **Resist 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.**

Justification

7.8 In order to achieve the council's housing target of an additional 1031 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.

7.9 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.

7.10 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.

7.11 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.

7.12 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.

7.13 The loss of existing housing, particularly affordable 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. There is evidence that at least 225 flats and houses in H&F are being used as short stay accommodation for visitors to London.

Alternative Options - Policy HO2 (Housing conversion and retention)

- Allow the loss of existing housing.
- Greater restrictions on conversions.

Question 19 - Housing conversion and retention

What are your views on the approach to housing conversion and retention?

7 Borough-wide Policies

Borough-wide Policy HO3

Affordable Housing

Housing development should increase the supply and improve the mix of affordable housing to help achieve more sustainable communities in the borough.

On sites with the capacity for 10 or more self-contained dwellings affordable housing should be provided having regard to the following:

- a. A borough wide target that at least 40% of all additional dwellings built between 2015-25 should be affordable.**
- b. 60% of additional affordable housing should be for social or affordable renting, especially for families and 40% should be a range of intermediate housing.**
- c. Affordable dwellings should be located throughout a new development and not concentrated on one part of the site.**
- d. The council will encourage the provision of affordable rented and social rented housing in ways that enable tenants to move into home ownership.**
- e. In negotiating for affordable housing and for an appropriate mix of social and affordable rented and intermediate housing in a proposed development, the council will take into account:**
 - site size and site constraints; and**
 - financial viability, having regard to the individual circumstances of the site and the availability of public subsidy.**
- f. In exceptional circumstances, a financial contribution may be required to provide affordable housing off-site where other sites may be more appropriate or beneficial in meeting the borough's identified affordable housing needs.**

In addition, there should be no net loss of social/affordable rented housing on development sites.

Justification

7.14 A key aim of the Local Plan is to meet local housing need by increasing housing supply, particularly the supply of affordable housing. In order to achieve this strategy Hammersmith and Fulham will seek to increase the amount of affordable housing in the borough by setting an affordable housing target of at least 40% of all additional dwellings to be built between 2015 and 2025. 60% of the net gain in affordable housing should be social or affordable rented housing and 40% should be intermediate housing available to households who cannot afford to buy and/or rent market accommodation in the borough (H&F Housing Market Assessment). In order to meet the target for affordable housing, the council will negotiate for affordable housing to be provided on all larger sites in accordance with the London Plan threshold target of sites with the capacity for 10 or more additional self-contained dwellings. In some circumstances it may be appropriate to redevelop social/affordable rented housing in order to improve the quality of the housing stock or to

provide a better mix of housing. Where this is appropriate, the local community should be fully involved and there should be no net loss of social/affordable rented housing in terms of numbers of dwellings or habitable rooms provided.

Income and the cost of housing

7.15 As outlined previously, some parts of H&F are very deprived and other areas have some of the most prosperous neighbourhoods in London. There are 4 Lower Super Output Areas⁽²¹⁾ within the 10% most deprived nationally; and, 25 Lower Super Output Areas, or 23% of the borough, amongst the 20% most deprived nationally. The most deprived neighbourhoods are also those with the highest levels of social rented housing.

7.16 House prices and private sector rents are well above the London and the West London average. Hammersmith & Fulham has the 4th highest house prices in the country. The average property price in September 2014 was £795 K which is 73% above the London average. Also house prices have been increasing much faster in London than elsewhere in the country (Sept 2014 Land Registry data).

7.17 Rents in the private sector are also high compared to the rest of London. The average rent in H&F is £1724 per month, the 6th highest in London and over twice the average for England as a whole (H&F Strategic Market Assessment).

7.18 The very high cost of market housing both for owner occupation and for rent impacts on who can afford to live in the borough. Using the 3.5x earnings as a measure of affordability and the current lower quartile income house price for the borough (£360,000), a household would need an income of £103,000 to purchase an 'entry level' property in the borough.

7.19 Although private sector rents are high in comparison to incomes they are significantly more affordable than owner occupation. The number of households living in private rented housing has risen from 17,650 (23.4%) households in 2001 to 26,800 (33.3%) in 2011, about a 50% increase in 10 years. In 2011, 34% of households live in owner occupied housing which is a significant reduction since 2001, when 44% of households were in owner occupation.

7.20 Although the stock of intermediate affordable housing has increased in the last 10 years, the 2011 Census recorded only 1257 households living in shared ownership housing compared to 706 households in 2001. The census does not provide data on the number of households living in other forms of intermediate housing, such as discounted market sale housing. These households are all included in the owner occupied sector.

7.21 Social rented housing has increased from 24,630 (31.7%) in 2001 Census to 25,133 (31.1%) in 2011 Census. In some parts of the borough, in particular the north of the borough the proportion is significantly higher.

Need for affordable housing

7.22 The analysis of income and housing costs above highlights the very high cost of housing both for owner occupation and private renting in relation to household incomes in the borough. The need for more affordable housing in the borough is demonstrated by the number of households on the Housing Register – 850 applicants and the number of

21 A Super Output Area (SOA) is a geographical area designed for the collection and publication of small area statistics. There are 111 SOAs in H&F each comprising about 700 households

7 Borough-wide Policies

households, approximately 1,200 in temporary housing, including bed and breakfast. Also, 17% of households in social rented housing in the borough are overcrowded. Hammersmith and Fulham is ranked 12th in terms of boroughs with the most overcrowded properties.

7.23 In addition to the number of households requiring social/affordable rented housing, there are also applicants on the Homebuy Register seeking intermediate affordable housing to buy. As house prices and market rents are so high in H&F, affordable rented and intermediate housing needs to be affordable to a broad range of incomes. The income range of households that should be eligible for new intermediate affordable housing in H&F is £21,100 to £80,000 for households that require 3 or more bedrooms.

Negotiating for Affordable Housing

7.24 In considering the mix of tenure that is appropriate for additional dwellings to be built in the borough, the council has had regard to the London Plan affordable housing policies and to its assessment of the housing market, including housing need and how this can be met.

7.25 The council’s Housing Viability Study (2009) and the CIL Viability Assessment (2014) both indicate that 40% affordable housing should be achievable on most sites. However, it is recognised that in negotiating for affordable housing on a specific site, site constraints and financial viability may affect the amount of affordable housing that can be achieved on that site.

7.26 Affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated that this is not appropriate in terms of the policies in this Plan, it may be provided off-site. A cash in lieu contribution will only be accepted where this would have demonstrable benefits in furthering the affordable housing and other policies in this Plan. It will be ring-fenced and, if appropriate, pooled to secure additional affordable housing either on identified sites elsewhere or as part of an agreed programme for provision of affordable housing.

Alternative Options - Policy HO3 (Affordable Housing)

- Set differential affordable housing targets in different parts of the borough.
- Set a lower or higher target for social/affordable rented housing, or rely on the current London Plan target of 60%.

Question 20 - Affordable Housing

What are your views on the approach to affordable housing?

Borough-wide Policy HO4

Housing quality and density

The council will expect all housing development to respect the local setting and context, provide a high quality residential environment, be well designed and energy efficient in line with the requirements of the Code for Sustainable Homes, and (subject to the size of scheme) provide a good range of housing types and sizes.

All new housing must take account of the amenity of neighbours (see also Design and Conservation policies) and must be designed to have adequate internal space in accordance with London Plan Policies unless it can be shown that not building to those standards is justified by the circumstances of a particular site.

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 acceptable amenity and design considerations, or to shared amenity space/ and to children's playspace.

Acceptable housing density will be dependent primarily on an assessment of these factors, taking account of London Plan policies and subject to public transport and highway impact and capacity.

In existing residential areas, and in substantial parts of regeneration areas, new housing will be expected to be predominantly low to medium rise consisting of small scale developments of houses, maisonettes and flats, and modern forms of the traditional mansion block and other typologies of residential development that may be suitable for its context, with gardens and shared amenity space in street based layouts. (See also policy OS1 Improving and Protecting Parks and Open Spaces).

Some high density housing with limited car parking may be appropriate in locations with high levels of public transport accessibility (PTAL 4-6) provided it is satisfactory in all other respects.

Justification

7.27 The Local Plan 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.

7.28 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). The London Plan is accompanied by a Housing SPG which provides more guidance on the implementation of London Plan policy 3.5 'Quality and Design of Housing Developments'. In addition the council has prepared SPD to provide relevant guidance regarding local issues. 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

7 Borough-wide Policies

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.

7.29 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 and Fulham where developments are often juxtaposed with their neighbours.

7.30 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 green space 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.

7.31 Residential density ranges set out in the London Plan 2011 are important for assessing the development potential of sites, but they are only one factor to be taken into account in considering the appropriate scale and intensity of development. Other policies within this Local wide policies and the Design and Conservation policies in this Development Management Local Plan are of key importance in considering the appropriate density and development potential.

7.32 The London Plan provides policy guidance to ensure that housing output is optimised for different types of location and Table 3.2 of London Plan policy 3.4 identifies 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 Hammersmith and Fulham, including within and around the town centres, is primarily residential with small building footprints and buildings of less than 4 storeys. Therefore the higher density ranges of the London Plan 'Central' setting will only be appropriate in those parts of the Regeneration Areas identified in the Local Plan as being suitable for higher density development.

7.33 Higher density development must have particularly good design quality and positively enhance the locality (its appearance and amenities). Mixed tenure housing developments should be tenure blind, meaning that it should be difficult to spot the difference in the architectural quality of market and affordable properties.

7.34 Small development sites can often be problematic and the council will especially resist attempts to overdevelop which often leads to adverse effects on neighbours and the locality. In large schemes, such as in regeneration areas, there is more scope to achieve higher density housing and as long as there is still a good mix of housing types overall, some high rise non-family residential may be acceptable. Such large schemes will need to be supported by appropriate social infrastructure.

Alternative Options - Policy HO4 (Housing Quality)

- Set a specific mix and density of homes for different areas within the borough.
- Maximise density in all locations.

Question 21 - Housing quality and density

What are your views on the approach to the quality and density of housing?

Borough-wide Policy HO5

Housing mix

The council will work with Registered Providers and other house builders to increase the supply and choice of high quality residential accommodation that meets local residents’ needs and aspirations and demand for housing. In order to deliver this accommodation there should be a mix of housing types and sizes in development schemes, including family accommodation.

Developments should aim to meet the following mix subject to viability, locational characteristics and site constraints being considered on a site by site basis:

- For social and affordable rented housing 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; and
- 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

7.35 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.

7.36 For affordable homes larger than one bedroom, the Council wishes to see 50% of each property type to be able to accommodate an additional person. For example, with the 40% requirement for 2 bedroom affordable rented homes, half of these should be for 3 persons, the remaining half for 4 persons. The same approach should be applied to 3 bedroom properties (5 persons and 6 persons).

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7.37 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. As set out within the policy this will be negotiated on a site by site basis.

7.38 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.

7.39 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 de-conversion of smaller flats in order to enable the reinstatement of a single family dwelling.

Alternative Options - Policy HO5 (Housing mix)

- Apply a mix of housing flexibly on a site-by-site basis.
- Maximise the provision of dwellings and to not require an increase in family accommodation overall or for private market housing.

Question 22 - Housing mix

What are your views on the approach to the mix of housing?

Borough-wide Policy HO6

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 or easily adaptable for residents who are wheelchair users.

Car parking spaces should be provided on site to meet the needs of blue badge holders.

Justification

7.40 The London Plan requires all new housing to be built to Lifetime Homes standards. The government is proposing to incorporate this Lifetime Homes standard in Part M of the Building Regulations as Requirement M4 (1) Category 1 – VISIBLE dwellings. Although all new build housing will be built to this standard, the council consider that new dwellings resulting from a change of use, conversion or extension to existing residential building, should also aim to meet this Category 1 standard. However it is recognised that there may be circumstances where it is not possible to achieve full Lifetime Homes (Category 1) standards. The policy therefore allows for some flexibility in achievement of the criteria, but the council will require assessments to show why the Lifetime Homes (Category 1) standards cannot be met.

7.41 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.

7.42 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 meeting the needs of residents holding Blue Badges (see Transport policies).

7.43 The requirement for 10% of all new housing on schemes of 10 or more units to be built to be easily accessible or adaptable wheelchair is in accord with the London Plan and with the proposed Part M of the Building Regulations as Optional Requirement M4(2) Category 2 – Accessible and adaptable dwellings. When providing such 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 equal proportion to the tenure mix of the development.

Alternative Options - Policy HO6 (Accessible housing)

- Apply a development size threshold of 20 or more units when seeking wheelchair housing
- Requiring 10% of all new housing, including conversions, to be wheelchair accessible or easily accessible for wheelchair users

Question 23 - Accessible housing

What are your views on the approach to accessible housing?

7 Borough-wide Policies

Borough-wide Policy HO7

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.

The council will encourage and support applications for new special needs and supported housing, including specialist housing for older people, if it meets the following criteria:

- **there is an established local need for the facility;**
- **the standard of the facilities are satisfactory and suitable for the intended occupants;**
- **there is a good level of accessibility to public transport and other facilities needed by the residents; and**
- **the impact of the proposed development will not be detrimental to the amenity of the local area or to local services.**

Justification

7.44 Special needs housing covers all housing types with an element of care and support such as, extra care housing, housing for people with learning disabilities and nursing homes, sheltered housing and residential care homes with on site home and medical care. The council considers that elderly residents should have the opportunity to access special needs housing located in the borough. The council’s aims to create more sustainable communities which would enable residents to remain in their communities through different stages of their life.

7.45 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.

7.46 The Further Alterations to the London Plan 2014 includes an indicative benchmark for specialist housing for older people in LBHF of 60 additional dwellings pa. This includes 45 specialist dwellings for private sale and 15 for intermediate sale. To ensure that new specialist housing can meet local needs, applications for new 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 people coming and going, and this needs to be taken into account in considering the scale and location of such developments.

7.47 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.

Alternative Options - Policy HO7 (Meeting needs of people who need care and support)

- Only permit the loss of special needs housing if the development would be wholly for affordable housing
- Resist the loss of special needs accommodation

Question 24 - Meeting needs of people who need care and support

What are your views on the approach to special needs housing?

Borough-wide Policy HO8

Hostels and houses in multiple occupation

The acceptability of planning applications for new houses in multiple occupation (HMOs) or hostels or for the loss of existing 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 proposed or existing HMO or hostel accommodation.

Justification

7.48 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.

7.49 The council 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

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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.

Alternative Options - Policy HO8 (Hostels and houses in multiple occupation)

- Encourage the conversion of hostels and HMOs to self-contained accommodation and not permit further HMOs
- Permit loss of hostels and HMOs only if the accommodation is replaced by permanently available affordable housing
- Resist the loss of hostels and HMOs

Question 25 - Hostels and houses in multiple occupation

What are your views on the approach to special needs housing?

Borough-wide Policy HO9

Student accommodation

The council recognises the London-wide need for student accommodation, and to assist in meeting this need it will support applications for student accommodation as part of mixed use development schemes within the Old Oak Regeneration Area, White City and Earls Court and West Kensington Opportunity Areas. Applications for student accommodation outside of these areas will be assessed on a site by site basis, but the council will resist proposals which are likely to have adverse local impacts.

An application for student accommodation will need to show that:

- a. The site is in an area with good public transport accessibility (normally PTAL 4-6) with access to local convenience services and the proposal would not generate additional demands for on-street parking;
- b. There would be no loss of existing housing;
- c. The development does not have a detrimental impact on the local area, and where appropriate should include a management and maintenance plan for the accommodation to demonstrate 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. The accommodation is of high quality, including size of units, daylight and sunlight standards;
- e. Wheelchair accessible accommodation is provided to meet the needs of disabled students; and
- f. The student accommodation should be secured for occupation by members of specified London-based educational institutions.

Justification

7.50 The borough is home to a number of university and higher education institutions, principally Imperial College, which has teaching facilities at Hammersmith Hospital and Charing Cross Hospital and proposals for development in the White City Opportunity Area. A number of these higher educational institutions have expressed a need to increase their capacity, as have many other higher educational institutions across London, buoyed by London's international status and reputation as a global centre for higher education. This has put pressure on conventional housing to accommodate students and there is a need to increase the capacity of student accommodation in London in order to ensure that there is a suitable choice of available purpose built accommodation.

7.51 The council considers that the borough's largest and most deliverable regeneration areas offer an opportunity to help deliver a significant quantum towards addressing this student accommodation shortage for local institutions. It considers that student housing in these areas will be best provided within major new developments as part of mixed use schemes. However all applications will need to demonstrate satisfactorily that the proposals will have a positive impact on the overall strategies for the Opportunity Areas and will not adversely impact on residential neighbours or town and local centres. Applications will need to be accompanied by a management plan, setting out how the impact upon neighbours and the amenity of the borough's existing residents will be managed. In order to ensure that students are able to adequately get to and from their area of study, it will be important that developments are located within areas of good public transport accessibility within the Opportunity Areas.

7.52 Outside of the Opportunity Areas, applications for student accommodation will be assessed on a site by site basis. It is acknowledged that students can create benefits for an area, for example by adding vibrancy and vitality to the local economy. However, concentrations of students can also have a negative impact. In particular, the council is concerned about the direct impact of noise and comings and goings on neighbouring properties, and the indirect impact of the growth in facilities such as bars and takeaways that can themselves cause a nuisance, especially late at night. The council will consider all applications on their own merits, but the primary consideration will be the amenity of the borough's existing residents and the strategy to direct student accommodation schemes to the Opportunity Areas.

7.53 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.

7.54 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.

7.55 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

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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.

7.56 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 only by students of specified educational institution(s), normally a London based 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.

Alternative Options - Policy HO9 (Student accommodation)

- Restrict student housing unless it meets the needs of a local college or institutions
- Not have a transport accessibility level criterion and allow student accommodation across all the regeneration areas subject to other criteria

Question 26 - Student accommodation

What are your views on the approach to meeting the different accommodation needs of our students?

Borough-wide Policy HO10

Gypsy and traveller accommodation

The council will work closely with the Royal Borough of Kensington and Chelsea to protect, improve and, if necessary, increase the capacity of the existing gypsy and traveller site at Westway.

Justification

7.57 The council and the Royal Borough of Kensington and Chelsea (RBKC) jointly provide a site for 19 travellers’ pitches on land in RBKC to the east of the White City Opportunity Area. Following engagement with the local traveller community an assessment of the need for traveller pitches will be carried out in accordance with the Gypsy and Traveller Accommodation Needs Assessments (DCLG 2007). When this assessment is completed the council will work with RBKC and the local traveller community to determine how best to meet any identified needs.

Alternative Options - Policy HO10 (Gypsy and traveller accommodation)

- Identify alternative sites in the borough to meet the need for additional pitches.

Question 27 - Gypsy and traveller accommodation

What are your views on the approach to meeting travellers' accommodation needs?

Borough-wide Policy HO11

Basement accommodation and lightwells

New basement accommodation in existing dwellings will only be permitted where:

- **it does not extend beyond the footprint of the dwelling and any approved extension (whether built or not);**
- **it does not comprise more than one storey;**
- **there is no adverse impact on the amenity of adjoining properties and on the local, natural and historic environment; and**
- **it does not increase flood risk from any source and complies with the requirements of policy CC3 on reducing the risks of flooding.**

All other new or extended accommodation below street level should be designed to minimise the risk of flooding to the property and nearby properties from all sources of flooding.

To minimise the risk of sewer flooding, developments will be required to provide active drainage devices.

New self contained basement flats will not be permitted in the Environment Agency's Flood Zone 3 areas where there is a risk of rapid inundation by flood waters in the event of a breach of the river's flood defences, unless a satisfactory means of escape can be provided.

Justification

7.58 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 (such as flooding) or negative impact on the street scene due to the need for the provision or alteration of lightwells. Restricting the extent of basement excavations to the existing footprint and to any approved extension and limiting the depth of excavation to a single storey will help to limit the extent and duration of construction. This will help to reduce the impact of basement construction on local residents. Rear extensions are not normally granted for any extension that covers more than 50% of the open area at the rear of a property, as originally built or extended.

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7.59 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/or on groundwater flows. Vegetation and permeable surfaces can help to control surface water runoff. Where proposals cause the loss of vegetation, this 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 where they are at risk of rapid inundation by flood waters in the event of failure of flood defences and where no adequate means of escape can be provided 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 to protect against sewer flooding, developments must include the provision of a pumped solution or 'active drainage devices' incorporating non-return valves to prevent water entering a property from drains and sewers.

7.60 Basement excavation often raises concerns about the structural stability of adjacent properties because of works to party walls and foundations, in particular. These issues may be properly dealt with by means of a party wall agreement under the Party Wall Act 1996. However, 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 or land instability. The NPPF places significant weight on ground conditions, land stability and local environmental issues (eg. Paragraphs 109, 120 and 121) as material considerations in determining planning applications. Therefore, the council requires applicants to submit a Subterranean Construction Method Statement (carried out by a qualified structural or civil engineer) with the planning application and to make the statement available at the same time to neighbouring owners to demonstrate that the development accords with the policy.

Alternative Options - Policy HO11 (Basement accommodation and lightwells)

- Permit all basement residential accommodation where criteria including room sizes, car parking, daylight and sunlight is met.

Question 28 - Basement accommodation and lightwells

What are your views on the approach to basement accommodation and lightwells is the most appropriate?

Borough-wide Policy HO12

Detailed residential standards

The council will ensure that the design and quality of all new housing, including new build, conversions and change of use, is of a high standard and that developments provide housing that will meet the needs of future occupants and respect the principles of good neighbourliness.

To achieve a high standard of design, the following considerations will be taken into account:

- Floor areas and room sizes in new build dwellings, conversions and changes of use, including meeting 'Nationally Described Space Standard';
- Accessibility for disabled people;
- Amenity and garden space provision;
- A safe and secure environment;
- Car parking and cycle parking;
- Flood protection measures and 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, including issues such as loss of daylight, sunlight, privacy and outlook.

Proposals for extensions will be considered acceptable where it can be demonstrated that there is no detrimental 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 has prepared an SPD that provides further guidance on these and other residential amenity issues referred to in Local Plan.

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Justification

7.61 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 Local Plan and that it will not be detrimental to the amenities of residents in the surrounding area, including loss of daylight, sunlight and privacy for existing residents. 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.

7.62 It is important for new housing to meet standards on matters such as minimum dwelling and room size and on the amount of amenity space. The government is proposing to introduce a Nationally Described Space Standard which as a minimum new dwellings in H&F will be expected to meet. Where changes to the existing stock are proposed, including basement accommodation, they 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 anticipates adopting detailed residential standards in SPD. The detailed guidance in this SPD will take account of the London Plan and the Mayor of London's Housing SPG 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.

7.63 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 and 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.

Alternative Options - Policy HO12 (Detailed residential standards)

- Not to have any standards
- Require market housing to meet the standards of the Mayor's Housing Design Guide only.

Question 29 - Detailed residential standards

What are your views on the approach to residential standards?

Local Economy and Employment

Borough-wide Policy E1

Providing for a range of employment uses

The council will support proposals for new employment uses, especially those that recognise the existing strengths in the borough in creative industries, health services and bio-medical research, and the retention and intensification of existing employment uses. It will require flexible and affordable space suitable for small and medium enterprises in large new business developments. When considering new proposals the council will also take into account:

- **whether there will be displacement of other priority uses;**
- **whether 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.**

Justification

7.64 Over the years the borough has proved to be an attractive location for many multi-national companies, including the BBC and Earls Court and Olympia Group, and the continued presence of large businesses is welcome because of their contribution to the local economy and in providing jobs and opportunities to residents. However, as well as being favoured by major companies, the strength of the local economy is also buoyed by the very many local office and industrial businesses which often provide services direct to residents or to other businesses in the borough. Creative industries are a particular strength in the borough which the council is keen to encourage, and there is also the opportunity to build on the presence of Hammersmith Hospital/Imperial College and Charing Cross Hospital by encouraging bio-medical related companies. In addition, the council will use its economic strength to encourage local business when procuring and hiring contractors.

7.65 Because many of the borough's businesses are small or medium sized and because there is demand for accommodation from such enterprises, it is important that new and refurbished business developments provide accommodation that can meet the needs of a variety of activities, including start up businesses, so that the rich mix of businesses in the borough can continue. The council will ensure that its own stock of business premises continues to meet the needs of the local economy, including start up businesses, so that the rich mix of businesses in the borough can continue. To assist small businesses, the council will support new local enterprise partnerships and encourage local credit union finance.

7.66 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 2012 projected a likely requirement of an additional 320,000 sq.m. (gross) of office floorspace within the borough to 2031. With regard to offices, the majority of the new office floorspace requirements will be located within the Town Centres, Opportunity Areas and Old Oak Regeneration Proposals outside of these areas for large new office development (above 2,500 sq.m.) will generally be discouraged unless it can

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be demonstrated that provision cannot be provided within the town centres or the White City and Earl’s Court and West Kensington Opportunity Areas or the Old Oak Regeneration Area. 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 other priority uses such as community facilities or housing will be lost by proposals for new employment uses.

7.67 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.

Alternative Options - Policy E1 (Providing for a range of employment uses)

- To seek a fixed proportion of accommodation for small business in larger developments.
- To allow the market to decide on the appropriate size of premises.

Question 30 - Providing for a range of employment uses

What are your views on the approach to the provision of employment uses?

Borough-wide Policy E2

Land and premises for employment uses

The council will seek to retain land and premises capable of providing continued accommodation for employment or local services unless:

- 1. Continued use would adversely impact on residential areas; or**
- 2. An alternative use would give a demonstrably greater benefit that could not be provided on another site; or**
- 3. It can be satisfactorily demonstrated that the property is no longer required for employment purposes; or**
- 4. An alternative use would enable support for essential public services and is otherwise acceptable.**

Where the loss of employment use is proposed in line with sub para.3 above, 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, including small and medium sized enterprises, in appropriate locations.**

The mixed use enhancement of employment sites will be considered acceptable where these are under-utilised, subject to the satisfactory retention or replacement of employment uses in the scheme where this continues to be appropriate.

Justification

7.68 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)).

7.69 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.

7.70 In general where there is a planning application for change of use out of employment, 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.

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7.71 Change of use resulting in the loss of employment 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 require evidence to support change of use on this basis in the absence of marketing information.

7.72 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 Mayor of London and to supplementary planning guidance to the London Plan. The borough is currently identified in the London Plan as an area where there should be a “restricted transfer” of industrial and warehousing land to other uses, although in the Further Alterations to the London Plan it is classified as “restricted (with exceptional planned release)”. Applications for change of use of Industrial and warehousing (Use Classes B1 (c), B2 and B8) sites and premises 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.

7.73 There may be some sites in employment use that are capable of more intensive use to accommodate additional uses particularly residential. Where this is appropriate the council will ensure that accommodation is retained for employment uses for which there is a demonstrable need. This will include adequate replacement accommodation for small businesses.

Alternative Options - Policy E2 (Land and premises for employment uses)

- To allow employment land and premises to be lost to other uses without the assessment of appropriate criteria.

Question 31 - Land and premises for employment uses

What are your views on the approach to land and premises for employment use is the most appropriate?

Borough-wide Policy E3

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, the Earl's Court and West Kensington and White City Opportunity Areas and the Old Oak Regeneration Area 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, the following will be considered appropriate, subject to meeting the above criteria:

- small scale hotels; and
- visitor accommodation related to major visitor attractions of sub-regional or greater significance in accordance with the provisions of London Plan Policy 4.5A (c).

Justification

7.74 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.

7.75 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/Regeneration 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. In many areas a scale of less than 50 bedrooms is more likely to be appropriate. Proposals for extension of existing hotels will be considered having regard to the criteria set out in Policy E3 subject to the primary focus of new visitor accommodation to be the town centres and Opportunity/Regeneration Areas identified in the policy.

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7.76 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.

Alternative Options - Policy E3 (Provision for Visitor accommodation and facilities)

- Developing area-specific policies for different types of accommodation, indicating, for instance where larger hotels would generally be acceptable
- Identifying capacity for new visitor facilities in the town centres and other locations with good public transport access and include a criteria based approach to determining proposals

Question 32 - Provision for visitor accommodation and facilities

What are your views on the approach to provision for visitor accommodation?

Borough-wide Policy E4

Local employment, training and skills development initiatives

The council will insist on appropriate employment and training initiatives for local people of all abilities in the construction of major developments and in larger employment generating developments, including visitor accommodation and facilities, when these are completed. Local businesses will be encouraged to adopt the London Living Wage.

Justification

7.77 Continued economic growth in the borough will require a growing work force. These jobs will not go to workless residents in the borough unless they have the necessary qualifications and skills. If local workless people are not moving into the local labour market, the growth in jobs will have to be met by workers from outside the local area. This will increase pressure on the already overstretched supply of housing and local transport infrastructure.

7.78 Applications for large scale employment generating activity (usually over 200 jobs), including visitor accommodation and facilities, will be encouraged to offer skills training, work placements, apprenticeships and targeted local recruitment campaigns in order to make best use of the added value of employing local labour. Initiatives should be brought forward 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.

7.79 There are many agencies involved in training, such as the Learning & Skills Council (LSC), Ealing Hammersmith & West London College (EHWLC) and Job Centre Plus (JCP) and the voluntary & community sector (VCS), but the council has a central role in ensuring that learning and skills provision for adults in H&F is delivered in a coherent and effective way.

7.80 The council 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 the council will ask them to commit to programmes to enhance business and area competitiveness as well as maximising opportunities for local entrepreneurship and enterprise. This will be secured through associated S106 agreements as part of larger developments including those within the Opportunity/Regeneration Areas. Further guidance is available in the regeneration area policies and the supporting SPDs for the Opportunity/Regeneration Areas. The council will also encourage the London Living Wage which it believes is good for business, good for the individual and good for society.

Alternative Options - Policy E4 (Local employment, training and skills development initiatives)

- To not seek any contributions and for employment training and skills development

Question 33 - Local employment, training and skills development initiatives

What are your views on the approach to provision for training skills and development?

7 Borough-wide Policies

Town and Local Centres

Borough-wide Policy TLC1

Hierarchy of town and local centres

The council will work with the Mayor of London and other stakeholders, such as Business Improvement Districts, to sustain the vitality and viability of the borough's hierarchy of three town centres, 4 key local centres, 17 neighbourhood parades and 6 satellite parades (see Appendix 2 and Map 6 for details) and to sustain the vitality and viability of the hierarchy. In particular:

- Hammersmith town centre is designated as a major centre in the London Plan and will be the borough's primary civic centre, a strategic office centre, and major shopping, arts, cultural and entertainment centre. Sites should be developed within the town centre to strengthen that role and especially to regenerate King Street between the Town Hall and the prime shopping area. (See also policy for Hammersmith Regeneration Area);
- Shepherds Bush town centre is designated as a metropolitan centre in the London Plan. The priority will be to strengthen the historic town centre by encouraging shopping and leisure based development and uses that will help regenerate town centre functions and link with the White City Opportunity Area. Major leisure, sports and arts activities and major shopping that cannot be located within the town centre may be appropriate north of Westfield on the edge of the existing town centre boundary and there is potential to consider a northwards extension of the town centre. Improving the vitality of Shepherds Bush Market is an important part of the strategy for this centre. (see also policy for the White City Regeneration Area); and
- Fulham town centre is designated as a major centre in the London Plan. The priority will be to regenerate the northern part of the centre, which is in need of significant new investment, by the provision of more and improved shopping. The focus for Fulham town centre will be shopping and local services and leisure activities. (See also policy for the Fulham Regeneration).

The 4 key local centres are East Acton, Askew Road, North End Road (West Kensington) and Fulham Road.

The 17 neighbourhood parades and 6 satellite parades are identified in Appendix 2 and Map 6.

In all three town centres (but also in other centres in the hierarchy) the council will encourage diversity and distinctiveness in the shopping mix. The council will seek to ensure a good range of shop sizes and types, with independent as well as national traders, that are accessible to local residents, workers and visitors. The council will negotiate planning obligations where appropriate, feasible and viable to mitigate the loss of, and/or secure or support, affordable retail space to encourage small or independent traders. The council will promote the provision of shopmobility schemes.

In the major regeneration areas new shopping facilities of an appropriate scale will be required to provide for the day to day needs of people living and working in the area.

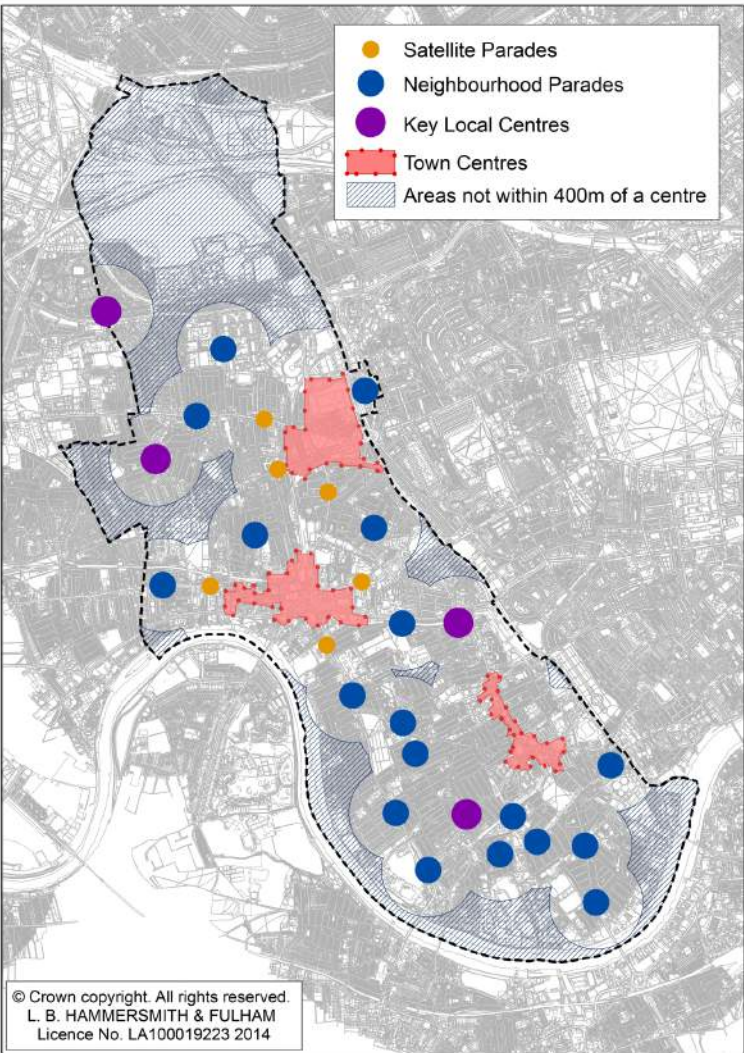
7 Borough-wide Policies

Applications for all new shopping will be expected to meet the policies set out in the National Planning Policy Framework or successor national planning policy. However, whatever national policy is in place, the council will be concerned that all proposals are of an acceptable scale and appropriate impact for the existing hierarchy.

Justification

7.81 The council wants to encourage the regeneration of Hammersmith & Fulham’s town centres to improve their viability and vitality as well as sustain a network of supporting smaller centres. It is aware that, in the context of economic, demographics, retail supply and social changes, some centres will require substantial extra retail space and others will need to plan for a more static and in some cases possible decline in retail space. A key aim in relation to the town centre and local centre hierarchy is to ensure that there is sufficient capacity for new retail floorspace in line with identified need and that surplus capacity does not lie vacant. The council will encourage other uses where appropriate, including health and leisure facilities. It is also important to ensure that there are supporting complementary facilities in towns, including arts, culture and entertainment.

Map 5 Shopping Hierarchy



7.82 There is a significant amount of evidence for quantitative need for retail floor space in West London, including regional studies prepared by Experian on behalf of the Mayor of London. These studies provide a range of quantitative outputs which the council will consider when responding to retail proposals. The most recent council study, the Joint West London Retail Needs Study 2010 (WLRNS), identified future estimated retail need in the borough and specifically within the borough’s three town centres up to 2021 as set in the following table:

Table 3 Estimated Retail Need

| | Borough-wide (Sq m gross) | Hammersmith (Sq m gross) | Fulham (Sq m gross) | Shepherds Bush (Sq m gross) |
|--|------------------------------|-----------------------------|------------------------|-----------------------------------|
| Comparison | 74,500 | 17,200 | 7,800 | 41,400 |
| *Convenience | 7,600 | 2,200 | 1,100 | 4,300 |
| A3 - A5 | 11,100 | 2,800 | 2,600 | 4,000 |
| *Convenience figures based on supermarket sales densities (Source: West London Retail Needs Study 2010) | | | | |

7.83 The council aims to meet future need primarily within the established shopping hierarchy so as to maximise opportunities to obtain goods, services, jobs and leisure activities in places that are convenient to where people live and work. A number of development sites have been identified for future retail growth in the town centres, but there will be some new provision to support growth in the identified regeneration areas, particularly the White City Opportunity Area, the Earls Court and West Kensington Opportunity Area and the Old Oak Regeneration Area. The WLRNS retail need estimates are based on London Plan population growth projections and the estimates will need to be considered in the light of the potential local growth in regeneration areas.

7.84 The council’s policies will assist in ensuring a good range of convenient and accessible local facilities and services for borough residents, which is an important part of what makes a decent neighbourhood. The policies will also discourage the further increase of businesses such as pay day loan shops, betting shops, pawnbrokers and fast food takeaways which are already well represented. The policies will mean that most borough residents living within walking distance (about quarter of a mile or 400m) of a town centre or lower order local centre. Supporting policies will seek a range of shopping and other facilities in these centres and where development takes place, it may be appropriate to seek affordable space and agreements with developers so that a proportion of space can be offered to independent small retailers.

7.85 A key council priority is to capture the regenerative benefits of Westfield in the original Shepherds Bush town centre. Planning permission was granted in April 2014 as part of a mixed use scheme for Westfield to extend the town centre retail and leisure offer to the north of Westfield towards the Hammersmith and City Line Viaduct. The council considers that these uses will assist in regenerating the town centre as well as achieving many additional objectives for the White City Opportunity Area. Other key proposals for Shepherds Bush include strengthening the western part of the town centre through the regeneration of the Shepherds Bush Market as well as maintaining the W12 shopping centre as an important retail anchor. These initiatives will help strengthen the convenience offer in Shepherds Bush and assist in meeting local needs as well as enhance Shepherd’s Bush’s function as a metropolitan centre.

7.86 Hammersmith will continue to be a major town centre and the council will support development that improves the vitality and viability of the centre and strengthens its role as a centre for offices, local government and for arts, culture, leisure and services as well

7 Borough-wide Policies

as shopping. Key sites in meeting this objective, as well as providing new housing are the Town Hall and adjacent land in Nigel Playfair Avenue and King Street, Kings Mall car park, and the remaining part of the Hammersmith Island Site currently occupied by the temporary bus station. The proposed “Hammersmith Flyunder” (see Strategic Policy for Hammersmith Regeneration Area) could potentially release existing highways land for redevelopment which could significantly improve the town centre’s offer.

7.87 Fulham Town Centre will be supported to re-establish its historic role in the locality and maintain its status as a major town centre in the London Plan. The Local Plan policies will seek to provide further shopping and leisure uses at an appropriate scale to meet locally generated needs. One opportunity for improvement is in the northern part of the centre, along North End Road and Lillie Road. Regeneration in this locality should link with the regeneration of the Earls Court/West Kensington Opportunity Area.

7.88 In key local centres, the aim is to ensure a greater variety of uses than in neighbourhood parades. However, in both types of centre the council’s policies will seek to retain a predominance of shopping over other uses. These centres can help contribute towards the identified estimated need for further low and mid ranking comparison and convenience retail floorspace to meet the needs of the local population. The council will work with its partners to try to coordinate service provision based on these centres. The council will consider the designation of further local centres or parades within the WCOA, ECWK Opportunity Area and Old Oak Regeneration Area if this is required to meet the needs of the new development and is supported by capacity studies (see also policies for these individual areas).

7.89 Those centres that adjoin or are in close proximity to town centres are known as satellite parades. The purpose of these parades is to provide local services, but they also provide opportunities for a variety of uses that will support the nearby town centres.

7.90 In shopping parades, other than those identified in the hierarchy, particularly where shops and premises have been vacant for a long time, there will be more limited protection of shopping facilities, and possible alternative uses could include small offices, health facilities and A class uses other than those falling within class A1. These alternative uses would need to be compatible with adjoining uses and therefore in some more residential locations, uses such as restaurants, pubs and bars may not be appropriate.

7.91 In all the centres and shopping areas there will be planning controls to maintain appropriate levels of retailing, local services and other uses. In particular, the council considers that the proliferation of betting shops, pawnbrokers and payday loan shops in the borough needs to be addressed in relation to their concentration and proximity to areas of deprivation. In respect of takeaways there is evidence that convenient access to these activities can have an adverse impact on child health, particularly child obesity rates. Therefore the council considers it is particularly important that additional hot food takeaways are not located in the vicinity of schools and other centres focusing on children’s activities.

7.92 In addition to the hierarchy described above, there is one superstore in Sands End, another on Shepherds Bush Road and a small number of shed based retailers, mainly at Wandsworth Bridge. There continues to be pressure for new supermarkets of different sizes to be established throughout the borough, both in and outside centres included in the hierarchy. Whilst small supermarkets may expand the choice in local shopping centres, large stores can have potential for adverse impacts on town or local centres and increase local traffic.

Alternative Options - Policy TLC1 (Hierarchy of Town and Local Centres)

- Maintain the existing hierarchy of town and local centres and protected parades with protection of corner shops without any updates or boundary changes
- No longer have a designated hierarchy.

Question 34 - Hierarchy of town and local centres

What are your views on the approach to helping support our town and local centres?

7 Borough-wide Policies

Borough-wide Policy TLC2

Managing uses in the prime retail frontage areas of town centres

The council will seek to manage uses within the prime retail frontages as shown on the Proposals Map and defined in Table 9 below with the objective of ensuring that shops (A1 use class) remain the main use in the town centres.

1. In the core areas of the following town centres there should be no loss of class A1 frontage at street level or net loss of class A1 floorspace:
 - 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.
2. Elsewhere within the prime retail frontages, changes out of A1 floorspace or a reduction in the proportion of the length of frontage in A1 use may be permitted where it does 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 or have permission to be used by uses other than those within class a1;
 - b. No more than 20% of the length of the frontage 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 or have permission to be used by uses other than those within class A1.
3. 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.
4. Additional A4 and A5 uses (pubs, bars and takeaways), betting shops, pay day loan shops, amusement centres, mini cab offices and residential uses will not be permitted on the ground floor of the prime retail frontages.
5. In all calculations of the proportion of the frontage of street blocks in class A1 and non-class A1 uses, the lawful use and unimplemented extant permissions for changes of use will be taken into account.
6. Consent will not be granted for any ground floor residential frontages.

Justification

7.93 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 and related facilities and services 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 4. 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 and the achievement of a good mix of uses. Because some malls are subject to specific planning consents that permit changes within Use Class A, the quota policies will not apply to these frontages.

Table 4 Shopping frontages by Town Centre

| Town Centre | Frontage |
|--------------------|--|
| Shepherds Bush | Uxbridge Road: North Side - Nos. 54-202; South Side – Shepherds Bush (West 12) Centre. |
| 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. |
| 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. |

7.94 For a town centre to operate successfully, it is necessary for shops to group together. 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.

7.95 Some non-retail uses, such as a bank, restaurant or pub, 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, the retail function will be adversely affected if the mix of uses is affected by too great a loss of shops, and by making comparison shopping more difficult through dispersal of

7 Borough-wide Policies

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 other uses which are complementary to the retail frontage and which maintain or increase the vitality and viability of the prime retail frontage.

7.96 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. However, 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.

7.97 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 and /or where there is a high concentration of betting shops and pay day loan shops. 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.

7.98 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 Shepherds 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 Shepherds Bush, this greater degree of flexibility in the prime retail frontage is appropriate because of the amount of additional retail space in Westfield London.

7.99 An individual street block is generally considered to be an uninterrupted length of frontage on one side of a road which runs between two side roads. 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, including upper floors. In addition, the council considers that the anti-clustering policy regarding the provision of non A1 uses should not apply to the internal frontage 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.

7.100 The clustering of non-retail uses may create dead frontages 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, office 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 residential upper floors will be encouraged.

Alternative Options - Policy TLC2 (Managing uses in the prime retail frontage areas of town centres)

- Alter the boundaries of the town centres and prime retail frontages
- Change quotas so that they are either more or less restrictive or remove completely

Question 35 - Managing uses in the prime retail frontage areas of town centres

What are your views on the proposed approach to help manage uses in the prime retail frontage of the town centres?

7 Borough-wide Policies

Borough-wide Policy TLC3

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 frontage 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.

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 all calculations of the proportion of the frontage of street blocks in class A1 and non-A1 uses, the lawful use and unimplemented extant permissions for changes of use will be taken into account. Consent will not be granted for any ground floor residential frontages.

Justification

7.101 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, activities 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 will normally not be appropriate 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. In addition, in respect of betting shops and pay day loan shops, it is important that too many do not concentrate in any area and detract from the vitality and viability of the centres. The council considers that in non-prime retail 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 other uses identified in the policy.

Alternative Options - Policy TLC3 (Managing uses in the non-prime retail frontage areas of town centres)

- Alter the boundaries of the non-prime retail frontages
- Change quotas so that they are either more or less restrictive or remove completely

Question 36 - Managing uses in the non-prime frontage areas of town centres

What are your views on the approach to help manage uses in the non-prime retail frontage of the town centres?

7 Borough-wide Policies

Borough-wide Policy TLC4

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 Appendix 2). 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 will be permitted to change to non-class A1 uses; and
- b. No more than 20% of the key local centre frontage as a whole will be permitted to change to 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 will be permitted to change to non-class A1 uses; and
- b. No more than 20% of the neighbourhood parade frontage as a whole will be permitted to change to 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 will be permitted to change to non-class A1 uses; and
- b. No more than 25% of the satellite parade frontage as a whole will be permitted to change to food and drink use (class A3, A4 and A5 uses).

Criteria for all key local centres, neighbourhood and satellite parades

Community facilities 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 proposals involving the loss of pubs, the council will consider evidence of need, community asset value and viability in pub use.

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

In respect of proposals for additional betting shops, pawnbrokers and pay day loan shops, in addition to the quota policies that apply, the council will take into account the distribution and clustering of such premises in the locality (see policy TLC7).

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

Justification

7.102 Although the council recognises that non-retail uses can contribute to the vitality and viability of lower tier 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 non-retail pressures threaten the existing function of individual centres varies, with some being more capable of accommodating change than others.

7.103 The additional non-quota criteria such as vacancy and evidence marketing, to be used in assessing other uses 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 Clinical Commissioning Group 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 has prepared SPD for hot food takeaways. In respect of betting shops and pay day loan shops, the council is concerned that too great a prominence of these will detract from the primary purpose of these centres, namely provision of local shops and services.

7.104 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 use 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.

7 Borough-wide Policies

7.105 Extra policy protection for pubs is considered important because of the importance these facilities can have in the social fabric of communities and because of the continued rate of closure of such premises. The council will expect any planning application involving the proposed loss of a pub to be accompanied by robust justification, such as evidence of need and marketing.

Alternative Options - Policy TLC4 (Managing uses in key local centres, neighbourhood parades and satellite parades)

- Change quotas so that they are either more or less restrictive or remove completely.

Question 37 - Managing uses in key local centres, neighbourhood parades and satellite parades

What are your views on the approach to help manage uses in the borough's local centres?

Borough-wide Policy TLC5

Small non designated parades, clusters and corner shops

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 take into account:

- the need 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);
- the range of shops in the locality to meet local needs;
- the length of time that the application premises may have been vacant and the marketing of the premises; and
- the number of uses that may adversely impact on the quality of the parade or cluster, 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 proposals involving the loss of pubs the council will consider evidence of need, community asset value and viability in pub use. In respect of hot food takeaways (class A5), in addition to the quota policies that will apply, the council will take into account proximity to areas where children and young people are likely to congregate, such as schools, parks and youth facilities.

In respect of proposals for additional betting shops, pawnbrokers and pay day loan shops, in addition to the quota policies that apply, the council will take into account the distribution and clustering of such premises in the locality (see policy TLC7). 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 the lawful use and unimplemented extant planning permissions for changes of use.

Justification

7.106 A substantial amount of the borough's retail floorspace is located outside of the Local Plan 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. The Further Alterations to the London Plan recognise that pubs can play an important part in the social fabric of communities, and the council will seek to prevent the loss of these uses where there is sufficient evidence

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of need, community asset value and viability in pub use. The quotas will normally be applied to the whole non designated parade or cluster, although the council may also take into account any shopping provision in nearby locations.

7.107 In the case of proposals for class A5 uses (hot food takeaways), the council and NHS Hammersmith and Fulham Clinical Commissioning Group are concerned at 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 that attract children and young people, as well as the prevalence and clustering of takeaways when assessing the acceptability of these uses.

Alternative Options - Policy TLC5 (Small non-designated parades and clusters and corner shops)

- Change quotas so that they are either more or less restrictive or remove completely
- Protect all shop parades across the borough as retail locations

Question 38 - Small non designated parades, clusters and corner shops

What are your views on the approach to help manage uses outside of designated centres?

Borough-wide Policy TLC6

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; and**
- 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

7.108 Hammersmith and Fulham 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.

7.109 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. However, in order that the

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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. 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.

7.110 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.

7.111 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.

7.112 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.

7.113 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 available from the council relating to the provision of tables and chairs on the public highway.

7.114 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, focusing on Fulham Broadway. In addition, the council in June 2011 introduced a further special licensing policy relating to cumulative impact for Shepherds Bush.

7.115 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.

Alternative Options - Policy TLC6 (Managing the impact of food, drink and entertainment uses)

- Formulate a policy based on regional policies such as night time economy zones and/or other GLA guidance.
- Relax the approach to night-time opening in the area, as long as local residents are not adversely affected.

Question 39 - Managing the impact of food, drink and entertainment uses

What are your views on the approach to help managing the impact of food, drink and entertainment uses?

Borough-wide Policy TLC7

Addressing the concentration and clustering of betting shops, pawnbrokers and payday loan shops

Planning permission for new betting shops, pawnbrokers and payday loan shops will not be permitted in the prime retail frontage of town centres or within 400 metres of the boundary of an existing or permitted betting shop, pawnbrokers or payday loan shop.

Outside of these areas, planning permission will only be granted for a betting shop, pawnbrokers or payday loan shop where it can be demonstrated that the proposal will not impact on residential amenity and will add to the vitality of the existing shopping parade or cluster.

Justification

7.116 Hammersmith and Fulham has a high concentration of betting shops per capita. There are currently 46 licensed premises across the borough and notable concentrations on North End Road and in our designated town and local centres. Local retail health checks confirm that the over representation of such uses is especially high in the most deprived parts of the borough.

7.117 Evidence has shown that the prevalence of betting shops can displace other high street uses and can also impact on the vitality of both town and local centres. In addition, the over representation of betting shops in the most deprived parts of the borough can restrict the retail choices available to the more vulnerable members of the local community and can have an impact on their health and finances.

7.118 To ensure that shopping areas remain diverse and balanced, the council is seeking to limit the amount and concentration of betting shops, pawnbrokers and payday loan shops in areas of high concentration. This will also help the council address strategic and

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borough wide objectives in relation to health and regeneration. The betting shop exclusion zone enables the council to manage the amount of new betting shops within walking distance of existing premises, thereby reducing the clustering and concentration of such uses. 400 metres is considered to be a standard benchmark for walking distance equating to approximately 5 minutes walk. Applying a criteria to be met with regard to residential amenity will enable the council to only allow such uses in locations where they will not impact upon the local community.

Alternative Options - Policy TLC7 (Addressing the concentration and clustering of betting shops, pawnbrokers and payday loan shops)

- Permit betting shops, pawnbrokers and payday loan shops subject to existing non-A1 quota policies
- Only permit new betting shops, pawnbrokers and payday loan shops in designated shopping areas
- Restrict betting shops, pawnbrokers and payday loan shops in the most deprived parts of the borough

Question 40 - Addressing the concentration and clustering of betting shops, pawnbrokers and payday loan shops

What are your views on the approach to address the concentration of betting shops, pawnbrokers and payday loan shops?

Borough-wide Policy TLC8

Public houses

1. The Council will only permit the change of use or redevelopment of a public house (A4) after consideration of relevant town and local centre retail policies and an assessment of the following:
 - a. a viability report that demonstrates to the Council's satisfaction that the public house is no longer economically viable, including evidence of active and appropriate marketing for a continuous period of at least 12 months;
 - b. the role the public house plays in the provision of space for community groups and whether the loss of such space would contribute to a shortfall in local provision;
 - c. the design, character and heritage value of the public house and the significance of the contribution that it makes to the streetscape and local distinctiveness, and where appropriate historic environment, and the impact the proposal will have on its significance; and
 - d. the ability and appropriateness of the building and site to accommodate an alternative use or uses without the need for demolition or alterations that may detract from the character and appearance of the building.
2. Where the evidence demonstrates to the Council's satisfaction that a public house is not economically viable, but where the building is assessed as making a significant contribution to the local townscape and streetscape, or is assessed as making a positive contribution to the historic environment, the Council will require the building to be retained.
3. The proposed change of use of a ground floor of a public house for residential use will only be acceptable where:
 - a. the premises are not within a town centre, key local centre, satellite parade or neighbourhood parade;
 - b. the proposal has been assessed against parts 1c and 1d of this policy and the impact of the proposal on these features; and
 - c. the Council is satisfied that residential use is acceptable, the accommodation to be provided will be of the highest quality and it meets the requirements outlined in residential standards.

Justification

The NPPF identifies public houses as a community facility that contributes to enhancing the sustainability of communities and residential environments. As such, pubs should be safeguarded and retained for the benefit of the community and planning policies and decisions should guard against the unnecessary loss.

This approach is supported by the London Plan (Policy 3.16 Protection and enhancement of social infrastructure) which cites the protection and enhancement of social infrastructure, which can include pubs. In addition, it is supported by proposed changes to policy 4.8

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(Supporting a successful and diverse retail sector and related facilities and services) of the Further Alterations to the London Plan which recognises the important role that London's public houses can play in the social fabric of communities.

The council has identified 109 traditional pubs in the borough after discounting premises that operate as bars and clubs. Over recent years the borough, like the rest of London, has seen a number of pubs change to other uses, including retail and residential. There is increasing public concern at this loss, however the General Permitted Development Order currently allows public houses (A4 Use Class) to change to some other uses including retail, professional and financial services, and restaurants without the need for planning permission. In instances where planning permission is required, the council will resist the loss of public houses as they can fulfil the following important community role:

- a **social** role in supporting local community interaction and activities to help maintain sustainable neighbourhoods;
- an **economic** role in contributing to the vibrancy and vitality of shopping and commercial areas, and the vibrancy of residential areas contributing to a mix of land uses; and
- an **environmental** role in their intrinsic value to the cultural and historic heritage of local neighbourhoods.

In order to ensure that the Council can make a sound assessment when a change of use is proposed, applicants will be required to submit a viability report. 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 use of pub space for community groups can be a valued resource and evidence will be required demonstrating consultation has taken place with local community and voluntary organisations. The applicant will be required to carry out an assessment of the needs of the community for community facilities to show that the existing or former public house is no longer needed and that alternative provision is available in the area.

Where there is local need, this use should be retained or replaced within the building, unless an alternative approach can be identified and agreed. The retention of the ground floor for non-residential use will normally help maintain street activity and a mixed use neighbourhood.

The Council may also consider adding certain public houses to the Community Assets Register if the community support for their retention is significant.

The townscape, streetscape and heritage significance of the public house will need to be assessed, where relevant. This will mean submitting a report prepared by a suitably qualified professional, and where the heritage significance needs to be assessed, the submission of a heritage statement assessing the heritage values of the building as set out in English Heritage's Conservation Principles: Policies and Guidance (2008), including a townscape appraisal.

Where the building is deemed significant, but the retention of the public house use is shown not to be economically viable, then the building itself or the identified significance will need to be retained.

Alternative Options - Policy TLC8 (Public houses)

- Permit change of use subject to existing non-A1 quotas
- Allow change if premises fall out of use

Question 41 - Public houses

What are your views on the approach the protection and enhancement of public houses?

7 Borough-wide Policies

Community Facilities, Leisure and Recreation

Borough-wide Policy CF1

Supporting community facilities and services

The council will work with its strategic partners to provide borough-wide high quality accessible and inclusive facilities and services for the community by:

- Seeking to ensure high quality healthcare and the retention and enhancement of existing healthcare facilities, such as accident and emergency departments, including Charing Cross Hospital and Hammersmith Hospital, unless there is clear evidence that there is no longer an identified need for a particular facility; and;
 - assisting in securing sites and buildings for future healthcare provision or reorganisation of provision, including local hubs for a wide range of health services in the north, centre and south of the borough, including new provision in the regeneration areas; and
 - supporting renewal of existing GP premises and other healthcare facilities where this is required.
- Seeking the improvement of school provision, including:
 - Improvement and/or expansion of secondary schools;
 - Improvement and/or expansion of primary schools through the primary school capital programme;
 - Supporting the creation of new free schools;
 - Requiring the building of new primary schools as appropriate and applicable to the need generated by development proposals and available existing capacity in the White City Opportunity Area, the Earls Court and West Kensington Opportunity Area and the Old Oak Regeneration Area;
 - Supporting the provision of schools and facilities for those with special needs; and
 - Supporting provision of childcare nurseries
- Improving the range of leisure, recreation, sports, arts, cultural and entertainment facilities by:
 - Protecting existing premises that remain satisfactory for these purposes;
 - Supporting re-provision of facilities for existing users in outworn premises where opportunities arise;
 - Seeking new facilities where appropriate and viable, including as part of major development proposals, in particular:
 - Major new leisure, arts, sports and recreation facilities in the White City Opportunity Area, especially east of Wood Lane and in Shepherd's Bush town centre, in the Earls Court and West Kensington Opportunity Area and in the Old Oak Regeneration Area; and

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- **Water related sports and educational facilities in riverside and canalside developments.**
 - **Supporting the continued presence of the major public sports venues for football and tennis, subject to the local impact of the venues being managed without added detriment to local residents;**
 - **Enhancing sport, leisure and cultural provision for schools and public use in suitable local parks.**
-
- **Protecting all existing community facilities and services throughout the borough where there is an identified need;**
 - **Supporting the Metropolitan Police Service, the London Fire and Emergency Planning Authority and Her Majesty's Court Service and action to deal with safety, crime and anti-social behaviour; and**
 - **Requiring developments that increase the demand for community facilities and services to make contributions towards, or provide for, new or improved facilities.**

Justification

7.119 In a built up borough like H&F where there are many competing uses, it is important to maintain, manage and enhance community facilities. Such uses include education, health, leisure, places of worship, recreation facilities, and 3rd sector uses, but may also embrace uses such as pubs where they provide a valued community asset. These community facilities can play an important part in the social fabric of communities and are an important element of what makes a decent neighbourhood. The council will work with partners to keep aware of needs, assist with the implementation of agreed programmes by allocating sites for specific uses and ensure that requirements are taken into account in new developments.

7.120 Community facilities need to be located so that they have maximum accessibility for their potential users. It will be appropriate for some facilities that attract people from a large area to be located in a town centre or key local centre, and the council's policies allow for this possibility. Other local facilities may be better located close to the communities they serve. 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 council believes that establishing community hubs in areas of the borough where there are high levels of deprivation will better meet the accommodation needs of the 3rd sector.

7.121 The council's strategy for the regeneration of the borough will see a rise in H&F's population as well as more visitors to the borough. This growing population will increase the demand for community services and facilities and will impact on all providers of social infrastructure, such as the Metropolitan Police Service and the NHS Clinical Commissioning Group. Finding sites for new facilities to support this growth can be difficult, but the council will ensure that the strategies for the borough's five regeneration areas fully take into account the need to provide appropriate education, health and other community facility infrastructure. Elsewhere, when new developments result in an increase in the demand for community facilities, they will also be expected to make appropriate provision for new or improved facilities. In addition, in those cases where there is pressure to redevelop existing facilities the council will protect these, unless it can be shown that a need no longer exists or that facilities can be appropriately replaced or provided elsewhere.

7.122 The current situation regarding known planned community service provision is set out below. (See also the Infrastructure Schedule in Appendix 6).

Schools and other educational and training facilities

7.123 The council's key educational priorities are to:

- Meet the council's statutory responsibility to meet demand for school places;
- Progress the schools of choice agenda for expansion of popular schools;
- Increase the percentage of resident children choosing the borough's schools; and
- Deliver the Special Schools Strategy

7.124 Delivery of the above strategy will result in improved education and training so that young people will be better able to take advantage of local jobs. There will also need to be an increase in primary school places in the north of the borough to meet the increasing child population. At secondary stage, the council is committed to the provision of adequate school places to meet local need, for instance the expansion of Lady Margaret School, the proposed expansion of Sacred Heart School, and the recently completed new accommodation for Queensmill School, and is supportive of the development of post 16 learning. The council also supports the government's new Free Schools policy which it considers will improve the educational choices of children in the local community. The following Free Schools have been established in the Borough: West London Free School (Primary and Secondary); Earls Court Primary; Ark Conway; and Fulham Boys School (C of E) Secondary. Burlington Danes Academy (Ark) is due to open in 2015/6.

7.125 The following school improvements have been committed to in the Council's Primary, Secondary and Alternative Provision for 2014/15 and beyond with funding from the Children's Services Capital Programme:

- Expansion of Pope John Primary School;
- Expansion of Holy Cross RC Primary School
- Expansion of Fulham Bilingual provision at Clancarty Road
- Development of a Bi-Borough Pupil Referral Unit with RBKC
- William Morris Sixth Form – enhanced SEN provision

7.126 In addition the council will generally support developments that improve independent educational, further educational and training facilities in the borough.

Leisure, recreation and sports facilities

7.127 The borough has a rich and varied range of leisure, recreation, sports, and arts, culture and entertainment facilities. The responsibility for the provision of these facilities, including investment and maintenance, falls to a number of organisations, including the council. Because the facilities give residents and visitors to the borough the opportunity to participate in a range of activities that help to improve quality of life, health and well being, the council will seek to protect existing uses, such as Riverside Studios, the Lyric Theatre and Linford Christie Stadium, and assist in providing new facilities. Where there is a recognised deficiency in the provision of any facility or activity, the council will seek to readdress this situation through the application of Local Plan policies, particularly in the regeneration areas where there are identified development sites (see also policies for these areas).

7 Borough-wide Policies

7.128 In respect of sport, the limited amount of open space in the borough, including in most of our secondary schools, means that the council has to maximise the use of its resources. The council have prepared a Sports and Physical Activity Strategy to increase participation in sports.

7.129 Given the limited amount of open space, the council also wants to make better use of the Thames and canal for water sports and the council will negotiate for new facilities, as part of redevelopment schemes, where appropriate.

Health

7.130 The council wishes to see the improved health and wellbeing of the community and will work with the Imperial College Healthcare NHS and other partners to achieve this objective. It recognises that there are changing health needs as a result of factors such as people living longer and more people living with long-term conditions like diabetes, heart disease, asthma and dementia. However, whatever the needs, the priority must continue to be to improve the health of all residents, to reduce health inequalities and to deliver new and improved health facilities in the borough.

7.131 The Imperial College Healthcare NHS' s strategy has led to the reorganisation of hospital facilities and other health services in the borough, including the closure of A&E services at Hammersmith Hospital. The council is concerned that such changes should not lead to cutting back on NHS services and particularly supports the continuation of A&E services at Charing Cross. The council also supports enhancement of existing facilities and provision of new services with capital receipts from sales of land and buildings where release has been justified.

7.132 In terms of secondary care, the three main hospitals operating in the borough (Queen Charlotte's Hospital, Hammersmith Hospital and Charing Cross Hospital) are managed by the Imperial College Healthcare NHS Trust which is one of the largest NHS trusts in the country. As part of the 'Shaping a Healthier Future' service re-modelling due to be implemented in 2017, it has been announced that Charing Cross Hospital will become a world-class elective (non-emergency) surgery centre and will retain its local Accident and Emergency service, along with other changes. The council will continue to work with its health delivery partners to protect hospitals and A&E units and to ensure adequate services are provided to support the existing and future population of the borough.

7.133 In terms of primary care, the Hammersmith & Fulham Clinical Commissioning Group (CCG) is responsible for commissioning local health care services in conjunction with the National Commissioning Board (NCB). The CCG commissions local community and acute services and works with GPs to support primary care. The ambitions of the CCG are set out in its Out of Hospital Care Strategy 2012-2015 which aims to shift the emphasis towards providing more care in GP surgeries, people's homes, local communities, and in children's centres and schools. The NCB develops and oversees all CGs and directly commissions primary care services and some specialised services.

7.134 In terms of primary care property and estates, the Department of Health has set up NHS Property Services Limited (NHS PS) to provide expert management of a large portion of the NHS estate which owns and manage all PCT estate that was not transferred to NHS providers in March 2013. It also manages 'surplus' NHS and government estate. The focus of its role centres on delivering and developing cost-effective property solutions

for community and primary care health services. NHS PS works with the new commissioning bodies and the Health & Wellbeing Boards (HWBs) to ensure that estate needs of the local NHS can continue to be met.

7.135 The Local Plan also recognises the contribution that other elements of the plan have on the health of residents (“public health”), including access to parks and play areas, recreation facilities, the opportunities to walk and cycle, community safety, access to shops selling fresh foods, controls on hot food takeaways, educational attainment and access to employment, the borough’s air quality and noise and light pollution. Public health functions and statutory duties are managed by the Tri-Borough Public Health Department (jointly between LBHF, RBKC and City of Westminster). It works with and supports other council services in delivering public health benefits, including recognising the influence planning and the built environment has on improving health and wellbeing and reducing health inequalities.

7.136 The council also has a Health & Wellbeing Board (HWB) which has statutory duties including promoting integrated working, the production of a Joint Strategic Needs Assessment (JSNA) and a Joint Health and Wellbeing Strategy (JHWS) which is informed by the JSNA. The JHWS has been developed and consulted upon alongside the council’s emerging Community Strategy 2014-2022:

- Integrated health and social care services which support prevention, early intervention and reduce hospital admissions;
- Delivering the White City Collaborative Care Centre to improve care for residents and regenerate the White City Estate;
- Every child has the best start in life;
- Tackling childhood obesity;
- Supporting young people into Healthy Adulthood;
- Better access for vulnerable people to Sheltered Housing;
- Improving mental health services for service users and carers to promote independence and develop effective preventative services; and
- Better sexual health across Tri-borough with a focus on those communities most at risk of poor sexual health.

7.137 In the council’s regeneration areas it will be important for new health services to be provided as part of supporting social infrastructure. The council will also seek other ways of improving the health of residents, including access to new and existing parks and play areas, recreation facilities, opportunities to walk and cycle, community safety, access to shops, controls on hot food takeaways, educational attainment and access to jobs, and management of air quality and noise and light pollution”.

7.138 Further details on proposals for specific new or expanded health facilities are provided in Chapter 10 and the Infrastructure Schedule.

Alternative Options - Policy CF1 (Supporting Community Facilities and Services)

- Maintain a town centre focus, but with a more flexible approach to the use of sites where activities close down elsewhere.
- Identify premises needs and safeguard sites, possibly as part of mixed use development.

7 Borough-wide Policies

Question 42 - Supporting community facilities and services

What are your views on the approach to supporting community facilities and services?

Borough-wide Policy CF2

Enhancement of community uses

Proposals for new or expanded community uses 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 community uses should be provided as part of the necessary supporting social infrastructure for significant new housing and other development proposals. Where it is not appropriate to provide community uses on site or in total as part of a development scheme, a contribution to new and/or enhanced uses in the locality will be sought.

In any development proposal, existing community uses should be retained or replaced, unless there is clear evidence that there is no longer an identified need for a particular facility or alternative community uses. In assessing need, the council will take into account the role the facility plays in the provision of space for community groups and whether the loss of such space would contribute to a shortfall in local provision. In addition a viability report that demonstrates to the Council's satisfaction that the facility or alternative community uses is not economically viable, including evidence of active and appropriate marketing for a continuous period of at least 12 months, will be required.

Justification

7.139 Buildings and land used for community uses constitute a major community resource. Community uses cover a variety of activities ranging from schools and churches to some public houses (see Glossary for definition) and 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. However, whilst some community uses will have a local catchment, others may attract users from a much wider area.

7.140 Where new or expanded community uses are provided they should be designed to meet need and should be accessible, affordable and adaptable, and where appropriate offer flexible accommodation that can be used for a variety of uses by the local community. In those circumstances where it is not appropriate to provide new facilities as part of a development scheme, for example because the development is not large enough or because there are other nearby schemes also liable to provide social infrastructure, it may be more appropriate to provide funding towards new or expanded facilities to be provided in the locality.

7.141 The loss of buildings and land for community uses will only be acceptable where there is no identified need for the facility and satisfactory marketing has been undertaken for appropriate alternative community uses, such as marketing for a period of at least one year. An assessment of need should be provided together with evidence of viability in such circumstances where the loss of community uses is proposed. The assessment should include how this need is currently being met and give consideration of other existing providers which contribute to meeting that need. The Localism Act’s provisions allow local community groups, which meet a set of criteria laid down by government, to nominate an ‘asset’ in their local area to be placed on a List of Assets of Community Value. The purpose of this is to give community groups the opportunity to identify land or property that they believe furthers the social wellbeing or social interests of the local community, and gives them time to bid for that asset if an owner decides to sell.

Alternative Options - Policy CF2 (Enhancement of community uses)

- Allow change if premises fall out of use.
- Do not seek new or replacement facilities.

Question 43 - Enhancement of community uses

What are your views on the approach to enhancing community uses?

Borough-wide Policy CF3

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 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;
- Seeking retention or replacement of existing community arts, culture, entertainment, leisure, recreation and sport uses, unless there is clear evidence that there is no longer an identified need for a particular facility or alternative community arts, culture, entertainment, leisure, recreation and sport uses. A viability report that demonstrates to the Council’s satisfaction that the facility or alternative arts, culture, entertainment, leisure, recreation and sport use is not economically viable, including evidence of active and appropriate marketing for a continuous period of at least 12 months, will be required.
- Encouraging the temporary use of vacant buildings for community uses, including for performance and creative work.

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Justification

7.142 Accessible arts, cultural, entertainment, leisure, recreation and sports facilities 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 particularly important elements of town centres and will be essential in supporting the borough’s growth which is particularly directed to the five regeneration areas (see also policies for these areas).

7.143 The venues occupied by these uses vary greatly from purpose built premises to conversions from other uses. They are often open during the evening and at night-time, and along with uses such as restaurants and pubs 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.

7.144 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 protected, and as a consequence the council will require adequate justification for any proposals for change of use or redevelopment of premises to other uses. The proposed loss of buildings and land that are used for arts, culture, entertainment, leisure, recreation and sports uses will be considered against criteria such as the suitability and viability of the site or premises for such uses with or without adaption, evidence of unsuccessful marketing, evidence of need and community asset value. In addition, in order to try to reduce deficiencies in provision, 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 are accessible and affordable and meet the needs of the community.

7.145 Temporary use of buildings may offer the opportunity for community uses, particularly those that are transient or may have a short life. They may help to enliven town centres where vacancy is an issue.

Alternative Options - Policy CF3 (Enhancement of arts, culture, entertainment, leisure, recreation and sport uses)

- Allow change if premises fall out of use.
- Do not seek new or replacement facilities.

Question 44 - Enhancement of arts, culture, entertainment, leisure, recreation and sport uses

What are your views on the approach to enhancing arts, culture, entertainment, leisure, recreation and sport uses?

Borough-wide Policy CF4

Professional football grounds

In considering any redevelopment proposal for all or part of an existing football ground, the council will normally require the provision of suitable facilities to enable the continuation of professional football or other field-based spectator sports.

7.146 The council wishes to retain professional football in the borough, because it provides a major source of entertainment and contributes to the life of the community. The council is only prepared to consider re-development proposals for professional football grounds if they make provision for continuation of professional football or other field-based spectator sports at that ground. If it can be demonstrated that professional football or other field-based spectator sports are no longer viable there, the redevelopment should include provision for other community service uses in accordance with other policies in this Chapter.

Alternative Options - Policy CF4 (Professional football grounds)

- Not to actively promote the continued presence of football clubs in the borough

Question 45 - Professional football grounds

What are your views on the proposed approach to professional football clubs?

7 Borough-wide Policies

Green and Public Open Space

Borough-wide Policy OS1

Protecting parks and open spaces

To protect, enhance and increase provision of parks, open spaces and biodiversity in the borough by:

- **Designating a hierarchy of open space that includes metropolitan open land (MOL), open space of borough wide importance and open space of local importance (see Appendix 3) as well as a hierarchy of nature conservation areas of metropolitan, borough and local importance, and green corridors along the borough’s railway lines (see Appendix 4);**
- **Requiring a mix of new public and private open space in the Old Oak Regeneration Area, White City and Earls Court and West Kensington Opportunity Areas and the South Fulham Riverside Regeneration Area and in any new major development; and**
- **Improving existing parks, open spaces and recreational facilities throughout the borough.**

Justification

7.147 In a densely built up area like Hammersmith and Fulham, the local environment and public spaces are very important.

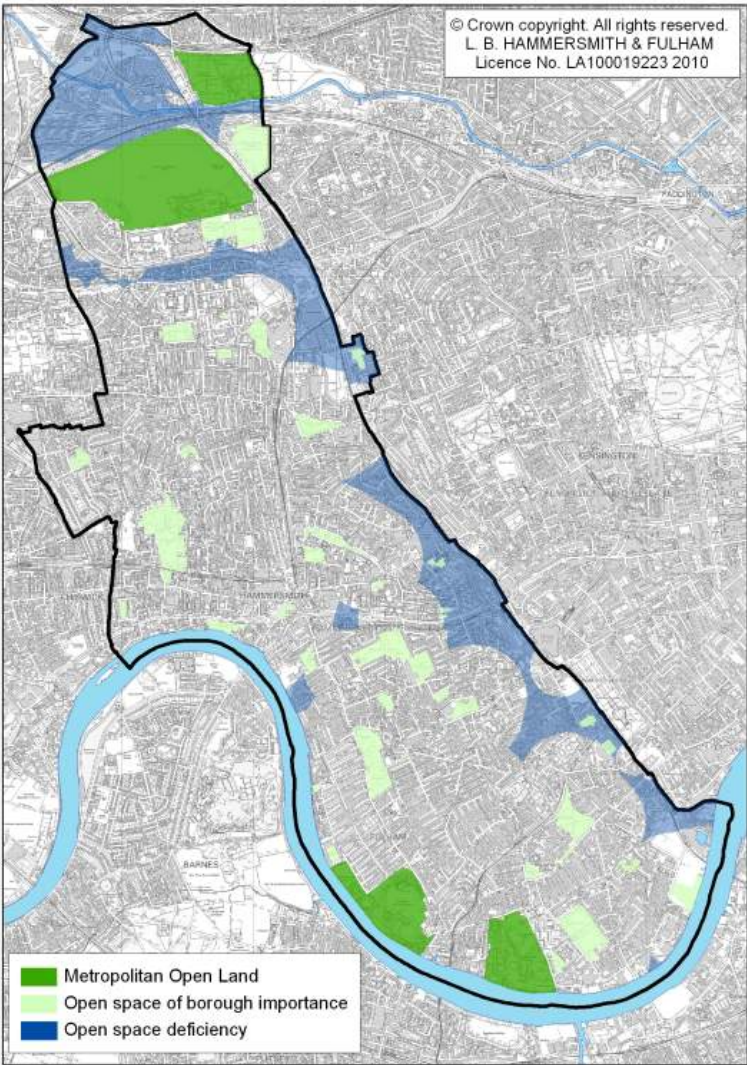
Hierarchy and status of parks and open space

7.148 The council’s 2008 Parks Survey and other background information shows that open space is important for peoples’ quality of life and for enhancing biodiversity in the borough. Open spaces provide opportunities for people to exercise and to take part in outdoor sport and recreation which enhances the health of local people. It is therefore important to maintain open spaces for the benefit of the community and involve local communities in the use of such spaces. The council has designated an open space hierarchy that responds to the variety of parks and open spaces in the borough, including strategically important open space, namely metropolitan open land (MOL), and open spaces of borough-wide and more local importance (see Proposals Map and Appendix 3). Overlapping with this hierarchy are those areas which have particular nature conservation interest. These areas were originally identified by the former London Ecology Unit and are classified as of metropolitan, borough-wide and local importance (see Proposals Map, Map 8 and Appendix 4). On Wormwood Scrubs there is also a designated local nature reserve.

New and improved parks and open spaces

Map 6 Open Space

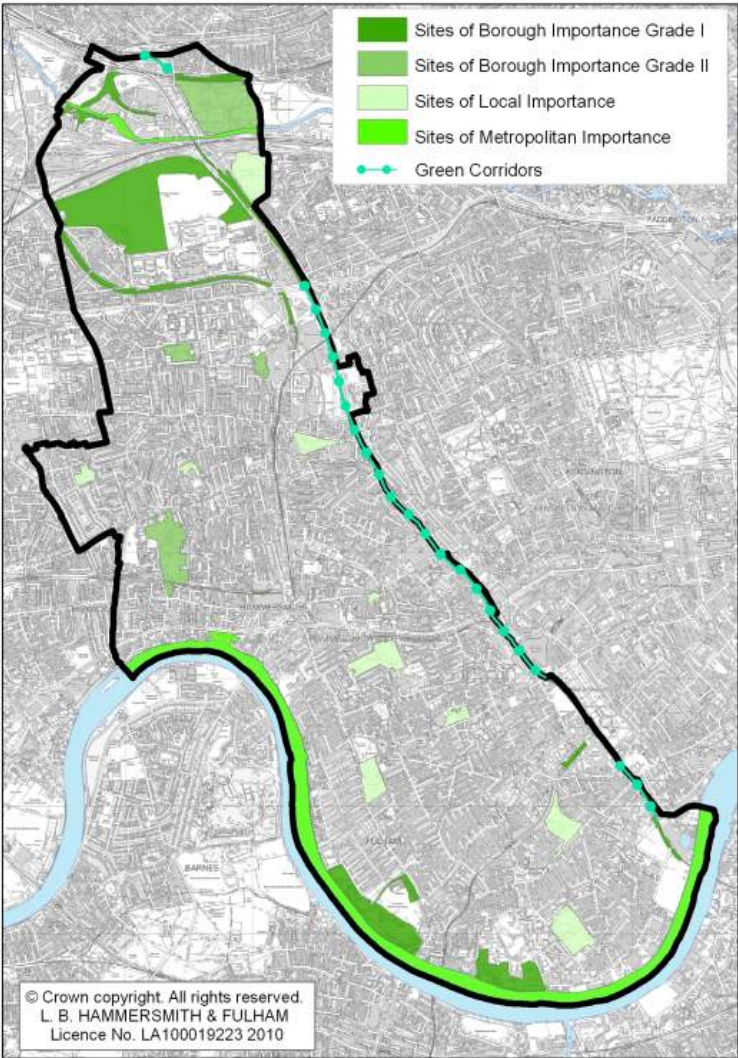
7.149 The council’s 2005 Open Spaces Audit reveals that Hammersmith and Fulham has relatively little open space per person and with more people living and working in the borough, the improvement of existing parks and open spaces and facilities within them, and the provision of more public open space and private amenity space as part of new developments will be important, particularly in areas of deficiency (see Map 7). The council’s Parks and Open Spaces Strategy 2008-2018 sets out a framework for the delivery of services and future improvement actions for the London Borough of Hammersmith and Fulham, community partners and stakeholders involved in providing, managing and enjoying open spaces across the borough. Because of existing deficiency in open space, nature conservation (see Map 8) and children’s play areas throughout the borough it is important that new developments contribute to reducing this deficiency by provision of open space and play facilities for all ages as part of regeneration schemes. Such open space should be provided overall in a combination of public and private areas.



7 Borough-wide Policies

7.150 In the opportunity and regeneration areas especially, there are opportunities for new open space. This may be provided in a number of ways, for example in easily accessible small private spaces and in larger parks. However, all new publicly accessible open spaces whether on public or private land will be expected to be of high quality and ensure attractive, accessible, usable, durable and adaptable places and to contribute to improving the quality of life, reducing the incidence of crime and anti-social behaviour and to making places better for people. In addition they should contribute to biodiversity and flood risk management.

Map 7 Nature Conservation Areas



Alternative Options - Policy OS1 (Protecting parks and open spaces)

- Do not designate and protect open spaces in the borough.
- Review MOL boundaries and consider whether new areas should be designated.

Question 46 - Protecting parks and open spaces

What are your views on the approach to protecting parks and open spaces?

Borough-wide Policy OS2

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:

- Refusing development on public open space and other green open space of borough-wide importance (see Appendix 3 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 Local Plan 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 Local Plan and provision is made for replacement of open space of equal or greater value elsewhere;
- Requiring accessible and inclusive new open space in any new major development, particularly in the regeneration areas and in any area of open space deficiency (see policy OS1); and
- Seeking improvements to existing open space and the facilities within them, such as Linford Christie Stadium, where appropriate and when development proposals impact upon provision.

Justification

7.151 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.

7.152 The council considers that it is important to have a general presumption against development on existing open space, 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. However, it will not be appropriate to exacerbate or create a deficiency in access to open space or undermine the overarching objective to improve access to open space. In order to improve access to the borough's parks and open spaces for local residents, the council will restrict their use for private events and use by out-of-borough schools.

7 Borough-wide Policies

7.153 New open space is sought in regeneration area and strategic site policies to help achieve the 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.

7.154 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 improvements could include new or upgraded play areas, refurbished pathways, better signing or additional seating, and would be provided in the context of the council's Parks and Open Spaces Strategy. In particular, the council will seek improvements to Wormwood Scrubs in the light of its proximity to the Old Oak Regeneration Area. 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 nature conservation and greening are included in the Planning Guidance SPD.

Alternative Options - Policy OS2 (Access to parks and open spaces)

- Increase the amount of open space to be provided in all new developments in all areas of the borough.
- Have a strict presumption against development.
- Limit the possibility of improvement of facilities in parks.

Question 47 - Access to parks and open spaces

What are your views on the approach to accessing parks and open spaces?

Borough-wide Policy OS3

Playspace for children and young people

Development proposals should not result in the loss of existing children and young people's 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 normally 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.

Alternative Options - Policy OS3 (Playspace for Children and young people)

- Require playspace for 0-8 year olds only in residential developments accommodating over 10 children
- Do not provide for any playspace provision in development proposals

Question 48 - Playspace for children and young people

What are your views on the approach to accessing parks and open spaces?

Justification

7.155 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.

7.156 New residential development including mixed use developments with housing in the identified regeneration areas and elsewhere should make provision for new playspace. The council will take into account the Mayor of London’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.

7 Borough-wide Policies

Borough-wide Policy OS4

Nature conservation

The nature conservation areas and green corridors identified on the Proposals Map (and shown on Map 8 and listed in Appendix 4) 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 local plan, 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, where appropriate to the scale and nature of the development enhance the nature conservation interest through initiatives such as new green infrastructure and habitats, tree planting and brown and green roofs and protect any significant interest on the site and any nearby nature conservation area.

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

7.157 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. 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.

7.158 In this borough green corridors extend along parts of the railway network and link nature conservation areas. The green corridors, the River Thames and the Grand Union Canal 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.

7.159 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. Nature conservation can enhance the character of the building and the value of the site.

Alternative Options - Policy OS4 (Nature Conservation)

- Not to permit any development on nature conservation areas or green corridors.
- Allow unconstrained development on nature conservation areas or green corridors unless these areas have higher level protection

Question 49 - Nature conservation

What are your views on the approach to accessing parks and open spaces?

Borough-wide Policy OS5

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 or brown roofs and other planting as part of new development;
- Protecting back, front and side gardens from new development and encouraging planting in both back and front gardens;
- Seeking to prevent removal or mutilation of protected trees;
- Seeking retention of existing trees and provision of new trees on development sites; and
- Adding to the greening of streets and the public realm.

7 Borough-wide Policies

Justification

7.160 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 or brown roofs and walls are also an essential sustainable design consideration and provide many of the benefits of more conventional urban greening.

7.161 Back, front and side 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 gardens. More detailed guidance for applicants seeking permission for new development is included in the Planning Guidance SPD. In addition, the council will generally discourage the installation of paving and impervious surfaces in existing front gardens and will encourage their removal, unless the paving is original (see Planning Guidance SPD). 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.

7.162 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 to 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.

Alternative Options - Policy OS5 (Greening the borough)

- Only seek biodiversity enhancement measures for major developments.
- Require all new developments to incorporate biodiversity enhancement measures

Question 50 - Greening the borough

What are your views on the approach to greening the borough?

River Thames and Grand Union Canal

Borough-wide Policy RTC1

River Thames and Grand Union Canal

The council will work with its partner organisations, including the Environment Agency, Port of London Authority and Canal and River Trust, Thames Water and landowners to enhance and increase access to, as well as use of, the waterways in the borough, namely the River Thames and the Grand Union Canal, and improve waterside environments by:

- Identifying the Thames Policy Area on the Proposals Map and setting out general criteria for the design of development in this area in this Local Plan and in the planning framework for the South Fulham Riverside regeneration area;
- Encouraging the development of vacant and underused land along the waterways, namely the River Thames, Chelsea Creek and Grand Union Canal taking into account their local context and character;
- Protecting existing water dependent uses and requiring new development to provide opportunities for water based activities where appropriate and enhance river and canal related biodiversity, safeguard and enhance where necessary flood defences, as well as encouraging public access especially for leisure and educational activities; and
- Ensuring the provision, or improvement and greening, of the Thames Path National Trail (the Riverside Walk) in all riverside developments and the canalside tow path along the Grand Union Canal.

Justification

The Thames

7.163 The River Thames is of considerable benefit to Hammersmith and Fulham and is of strategic importance to London as a whole. The Thames Policy Area designation and associated policies aim to protect the features of the riverside and of the river, including the Chelsea Creek, particularly its environmental quality and importance as:

- a major linear open space which is particularly important in an area with limited parks and open spaces;
- a landscape feature with views and landmarks of local importance;
- a resource for recreation and sport, tourism and leisure;
- an ecological resource and an important refuge for plants and wildlife;
- an area with considerable archaeological and historic interest; and
- a transport resource.

7.164 Further details of the qualities and character of the river and riverside are included in the Thames Strategy - Kew to Chelsea.

7.165 A balance needs to be reached between the many functions of the river. In Hammersmith and Fulham there is a particular issue with vacant and under-used safeguarded wharves and the development of the land adjoining these sites. More detail

7 Borough-wide Policies

on the wharves is provided in the policy for the South Fulham Riverside regeneration area. However, in respect of the land adjoining the wharves, their sterilisation would not accord with London Plan policies to optimise the potential of sites or to improve the environment of the River Thames. It is therefore the council's intention to encourage development of these sites and to encourage suitable waterside uses as part of mixed use schemes where these would be appropriate. However, the development of land adjoining the safeguarded wharves should have regard to London Plan policy and the need for design to seek to minimise conflict between different uses. The River Thames has a significant potential for water based activities that can increase opportunities for participation in sport and recreation in the borough.

7.166 It is important that all waterside developments respect the flood defences and enhance these where necessary. The council will work closely with the Environment Agency on these matters. It is also important to extend and improve the Thames Path National Trail, together with pedestrian and cycling routes to link it to the surrounding area, which will often depend on the development of the vacant and underused riverside sites.

The Grand Union Canal

7.167 The borough's section of the Grand Union Canal links Brentford and the Paddington Branch and was built in 1801. It was built to improve the movement of goods between the industrial Midlands and the north of England and the London area. It passes through a mainly industrial area of the borough, although on the north side of the canal to the east of Scrubs Lane there are St Mary's Roman Catholic and Kensal Green Cemeteries which have conservation area and MOL status. The canal has both transport and recreation, sport, tourism and leisure functions and is also an important nature conservation area of metropolitan importance. In 2002 the canal was designated as a conservation area in recognition of its industrial archaeological importance and contribution to the amenity of this part of the borough. There is a tow path on the southern side of the canal which is used by pedestrians and cyclists.

7.168 It is envisaged that development in the Old Oak Regeneration Area will come forward during the next 20 years, and when this happens it will be essential for any development along the canal to be of a high quality and embrace inclusive urban design whilst taking into account local context and character. Proposals will need to consider how all aspects of the urban realm and land uses can be addressed to help regenerate the area. Improved access to the canal and the creation of a long distance canalside walk will be an integral part of development and will help open up the area.

Alternative Options - Policy RTC1 (River Thames and Grand Union Canal)

- Protect existing water-dependant uses, but not explicitly seek an expansion of such activities.
- Oppose any new buildings in the riverside area.

Question 51 - River Thames and Grand Union Canal

What are your views on the approach to the River Thames and Grand Union Canal?

Borough-wide Policy RTC2

Access to the Thames 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

7.169 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 policy RCT1 - River Thames and Grand Union Canal). New sections of the riverwalk will normally be achieved when redevelopment of riverside land takes place and its provision is specifically set out in the policies for South Fulham Riverside and Hammersmith Town Centre and Riverside regeneration areas. Elsewhere, 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.

7.170 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. Measures will be taken to reduce pedestrian-cyclist conflicts, for example by providing separate paths where appropriate, or measures to slow cyclists. 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.

7.171 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.

7 Borough-wide Policies

7.172 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 happens. 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.

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

Alternative Options - Policy RTC2 (Access to the Thames riverside and foreshore)

- Not allowing cyclists to use the riverside walk.

Question 52 - Access to the Thames riverside and foreshore

What are your views on the approach to accessing the Thames riverside and foreshore?

Borough-wide Policy RTC3

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, including the foreshore, 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.

There will be a presumption against tall buildings along the riverside, but in limited parts of South Fulham Riverside regeneration area, taller buildings may be appropriate if it can be demonstrated that a tall building would be a key design element in a masterplan for regeneration and that it would have a positive relationship to the riverside.

Justification

7.174 In addition to the general design policies development on the riverside needs to respect the unique character of the river, 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 and much of the riverside is subject to conservation area status, whilst the river itself is a nature conservation area of metropolitan importance and development must protect its ecological value.

7.175 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. The council will require the submission of a design and access 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 navigation, hydrology and ecological interests;
- proposals for river edge treatment, including evidence of the Environment Agency's agreement if the 16 m setback 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; and
- sections on protecting and enhancing public access to and along the river, landscaping, open spaces and street furniture and lighting.

7.176 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; and
- vii. public access and recreation opportunities.

7.177 In respect of proposals for tall buildings, further policy guidance is provided in policy DC3 Tall Buildings. The South Fulham Riverside Regeneration Area policy has additional guidance for this area and taller buildings could be accommodated at the Fulham Wharf site and the Chelsea Creek/National Grid sites on Imperial Road.

7 Borough-wide Policies

Alternative Options - Policy RTC3 (The design and appearance of development within the Thames Policy Area)

- Revise the boundary of the Thames Policy Area
- Create an area based approach to design, taking into account the Conservation Area Character profiles and the Thames Strategy Kew to Chelsea character appraisal.
- Allow tall buildings along the riverside.

Question 53 - Design and appearance of development within the Thames Policy Area

What are your views on the approach to the design and appearance of the Thames Policy Area?

Borough-wide Policy RTC4

Water-based activity on the Thames

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. Specific requirements regarding development of the borough’s three safeguarded wharves are set out in the London Plan.

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 impede 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

7.178 The river Thames 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.

7.179 It is important to retain and improve the river infrastructure identified in paragraph 7.172 above, such as drawdocks, slipways, steps, stairs, hard, 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 and proposals will be resisted unless these serve a water based purpose. Proposals for new permanent moorings will be considered in relation to the policy criteria.

7.180 In considering proposals for the use of the river, the council will consult and collaborate with appropriate organisations such the Port of London Authority and the Environment Agency. Proposals for development on the three safeguarded wharves are subject to referral to the Mayor of London under amended directions issued to the council in 2000. London Plan policy 7.26 and supporting paragraph 7.77 set out the viability tests against which the redevelopment of safeguarded wharves for other land uses should be assessed. In addition the development of sites adjacent or opposite safeguarded wharves should be designed in such a way so as to minimise the potential for conflicts of use and disturbances.

7.181 The council will work with TfL and the Port of London Authority to encourage the development and provision of passenger riverboat services for both leisure and commuting, not only eastwards between Putney Bridge and Central London, but also westwards towards Hammersmith and Chiswick.

Alternative Options - Policy RTC4 (Water-based activity on the Thames)

- Allow for mixed use development of wharves where that would enable a working wharf use and provide increased public access to the riverside.
- Identify appropriate locations for additional moorings for different purposes, and the scope for expansion.
- Encourage residential moorings.

Question 54 - Water-based activity on the Thames

What are your views on the approach to water-based activity on the Thames?

7 Borough-wide Policies

Borough-wide Policy RTC5

Enhancing the Grand Union Canal and improving access

Development along the canal will be expected to provide a mix of uses. The council will expect canalside development to:

- 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;
- be 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; and
- encourage the use of the canal for appropriate freight movement (for example construction and waste materials for HS2 and leisure passenger boats).

Justification

7.182 The canal passes through the Old Oak Regeneration Area. 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 towpath), 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.

7.183 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.

7.184 The council will consult the Canal and River Trust on development proposals affecting the canal and canalside as appropriate.

Alternative Options - Policy RTC5 (Enhancing the Grand Union Canal and improving access)

- Preserve the existing character of the canal as it passes through the borough by resisting new canalside development alongside and near the canal.

Question 55 - Enhancing the Grand Union Canal and improving access

What are your views on the approach to enhancing the Grand Union canal and improving access?

7 Borough-wide Policies

Design and Conservation

Borough-wide Policy DC1

Built environment

All development within the borough, including in the regeneration areas should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places.

Development within the borough which includes tall buildings which are significantly higher than the generally prevailing height of buildings in the surrounding area, particularly where they have a disruptive and harmful impact on the skyline, will generally be resisted.

However, areas where tall buildings may be appropriate are as follows:

- In parts of White City Regeneration Area.
- In parts of the Earls Court & West Kensington Opportunity.
- In limited parts of South Fulham Riverside Regeneration Area (see also policy in River Thames and Canal section).
- In parts of Hammersmith Town Centre. Not all parts of the town centre will be suitable and any proposals for tall buildings will need to respect the existing townscape and historic context and make a positive contribution to the skyline emphasising a point of civic or visual significance.
- In parts of the Old Oak Regeneration Area, tall buildings of exceptionally good design may be appropriate as part of the plan for regeneration, taking advantage of the high public transport accessibility that the HS2 proposals would afford the area.

The character of the built form and the sensitivity of the setting of heritage assets may mean that some parts of these areas will be sensitive to, or inappropriate for, tall buildings. Any proposals for tall buildings will need to respect the existing townscape context, demonstrate tangible urban design benefits, and be consistent with the council's wider regeneration objectives.

Justification

7.185 The council will expect applicants to consider urban design in a wide context. It is not just about the design and materials of individual buildings. There should be a holistic approach to design that considers what makes a place function and how buildings, public realm, land uses and movement patterns can combine to produce attractive, distinctive and safe areas that achieve the highest standards. The council will expect all development proposals to provide an accessible environment that meets the needs of all users.

7.186 The existing character of the borough is heavily influenced by a variety of historical, landscape and architectural assets. Some of these are of national importance, such as listed buildings and the Fulham Palace Moated Site, whereas others are of borough

importance, including archaeological priority areas (see Appendix 5) and locally listed buildings of merit. However, whether they are of national or local importance they should be considered in all developments in accordance with the policies of the National Planning Policy Framework and the associated English Heritage Historic Environment Planning Practice Guide.

7.187 Many residents value the human scale of the traditional streetscape in the borough and often want to see this maintained in new development, and where this is appropriate the council will seek this form of design in development proposals. In addition, all new development will need to be inclusive and accessible to the whole community, and designed to minimise opportunities for crime and anti-social behaviour. A large proportion of the public realm is public highway, and works should follow the best practice design principles laid out in “Streetsmart” which will be regularly reviewed and updated.

7.188 There is scope for tall buildings in the regeneration of the borough. The general character of any particular area will always be an important consideration in assessing the acceptability of tall buildings.

7.189 Taller buildings may be appropriate in the areas identified. A broad assessment will be necessary and Proposals for tall buildings will always require a full design appraisal.

7.190 The White City Opportunity Area includes some parts which are less constrained in terms of local townscape context than other parts of the borough and so tall buildings may be appropriate, providing a distinctive recognisable landmark. The White City Opportunity Area Planning Framework SPD sets out guidance on this matter.

7.191 Hammersmith Town Centre has a number of existing tall buildings and further tall buildings of a similar height could be appropriate in some parts of the centre. Any proposals for tall buildings in the town centre will need to respect, public parks and squares, historical context and make a positive contribution to the skyline emphasising a point of civic or visual significance, demonstrate tangible urban design benefits, and be consistent with the Council’s wider regeneration objectives.

7.192 In the Earls Court and West Kensington area there may also be some scope for tall buildings in carefully selected locations that are less constrained by the surrounding context, and the Earls Court and West Kensington Opportunity Area Joint SPD sets out further guidance.

7.193 In the Old Oak Regeneration Area there will be scope for tall buildings to form an essential part of the planned regeneration in seeking to optimise regeneration potential by taking advantage of the areas high level of accessibility.

7.194 Elsewhere there are areas of the borough, particularly in conservation areas and along the Thames, that are particularly sensitive to tall buildings and where heights of buildings should generally be restricted. However, limited parts of the South Fulham Riverside Regeneration Area may be appropriate for tall buildings and these are identified in the SPD. (See also Tall Buildings background paper).

7 Borough-wide Policies

Alternative Options - Policy DC1 (Built Environment)

- Focus on the design attributes of individual buildings and the materials used rather than the wider design context
- Allow the market to determine the location of tall buildings rather than identifying suitable areas for tall buildings in the Local Plan

Question 56 - Built environment

What are your views on the approach to the built environment?

Borough-wide Policy DC2

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;
- g. Sustainability objectives; including adaptation to, and mitigation of, the effects of climate change;
- h. The principles of accessible and inclusive design;
- i. Principles of Secured by Design; and
- j. The concerns of the local community.

Justification

7.195 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.

7.196 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. Where appropriate this analysis should be carefully laid-out and fully explained in the Design and Access Statement accompanying the planning application.

7.197 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.

7.198 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 included in Supplementary Planning Documents and other guidance including the Mayor's London Housing Design Guide and Housing SPG published in November 2012.

7.199 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.

7.200 It is recognised that new build development within areas experiencing substantial change in the borough, such as regeneration and opportunity areas, provide the opportunity to create a high quality architectural character, and sense of place which would add to the boroughs built heritage. 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. Larger schemes should aim to meet the criteria outlined in the Building for Life assessment.

7.201 Basement excavation should be limited to the footprint of the built form in order to provide the potential for garden space and permeable surfaces and the potential for soft landscaping and tree planting which in many cases would add to the street scene.

7.202 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 promote high standards of design in the public realm which is harmonious with, and enhances, the local area thereby reinforcing local distinctiveness.

7 Borough-wide Policies

7.203 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.

Alternative Options - Policy DC2 (Design of new build)

- Give priority to high quality proposals that are not constrained by heritage and design issues
- Require preparation of Access and Design Statements for all developments.

Question 57 - Design of new build

What are your views on the approach to the design of new build?

Borough-wide Policy DC3

Tall buildings

Apart from those areas identified in the Local Plan, tall buildings which are significantly higher than the general prevailing height of the surrounding townscape and which have a disruptive and harmful impact on the skyline will be generally resisted by the council. In the areas identified as appropriate for tall buildings, any proposal will need to demonstrate that it:

- Has an acceptable relationship to the surrounding townscape context in terms of scale, streetscape and built form;
- 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;
- Has an acceptable impact in terms of the setting of, and views to and from, heritage assets;
- Is supported by appropriate transport infrastructure;
- Is of the highest architectural quality with an appropriate scale, form and silhouette;
- Has an appropriate design at the base of the tall building and provides ground floor activity;
- Interacts positively to the public realm and contributes to permeability of the area;
- Is of a sustainable design and construction where energy use is minimised and the design allows for adaptation of the space;
- Does not have a detrimental impact on the local environment in terms of microclimate, overshadowing, light spillage and vehicle movements; and
- Respects the principles of accessible and inclusive design.

Justification

7.204 Most of the townscape of the borough is sensitive to the impact of tall buildings.

7.205 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. 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, especially where they intrude on established views and skylines from open spaces, the river, riverside or bridges. The impact of tall buildings in sensitive locations should be given particular consideration.

7.206 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 the precise locations for tall buildings meet the criteria of this policy and the English Heritage / CABE Guidance on Tall Buildings. It is this delicate balance that has determined the council’s approach to tall buildings in the borough.

7.207 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.

Alternative Options - Policy DC3 (Tall buildings)

- Remove the general presumption against tall buildings across the borough to permit tall buildings subject to the proposal satisfying design criteria
- Amend criteria to make the policy more or less restrictive or remove completely.

Question 58 - Tall buildings

What are your views on the approach to tall buildings?

7 Borough-wide Policies

Borough-wide Policy DC4

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, neighbouring properties 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

7.208 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.

7.209 Extensions should be subservient to the parent building and should never dominate the parent building in bulk, scale, materials or design. Rear extensions above ground floor level should generally comprise no more than half the width of the rear of the property and all rear and side extensions 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.

7.210 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.

7.211 Plant and other building services should 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

7.212 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.

7.213 Lightwells should be designed to take into account the Lightwells Design Guide within relevant SPD.

7.214 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.

7.215 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.

Alternative Options - Policy DC4 (Alterations and extensions)

- Prohibit all extensions and alterations in conservation areas to preserve the existing character of the area.
- Encourage design freedom and the development potential of land by removing constraints on the design and dimensions of proposed alterations and extensions

Question 59 - Alterations and extensions

What are your views on the approach to alterations and extensions?

7 Borough-wide Policies

Borough-wide Policy DC5

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.

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.

The council will also take into account any relevant supplementary planning documents.

Justification

7.216 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.

7.217 Shops in Hammersmith and Fulham are primarily located in the three major town centres of Hammersmith, Shepherd's 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.

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

7.219 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 (see Planning Guidance SPD for further detail).

7.220 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.

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

7.222 Where a former retail unit is converted to another use, such as residential, the council will expect the retention of the shopfront, where it is historically or architecturally interesting, and the shop surround of pilasters and fascia where they exist, so that there is no adverse impact on the character of an area.

Alternative Options - Policy DC5 (Shopfronts)

- Expect the retail style appearance of the frontage to be retained along with the shop surround of pilasters and fascia where they exist.

Question 60 - Shopfronts

What are your views on the approach to shopfronts?

Borough-wide Policy DC6

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

7.223 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.

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

Alternative Options - Policy DC6 (Replacement windows)

- Permit replacement windows of different materials to be used

Question 61 - Replacement windows

What are your views on the approach to replacement windows?

7 Borough-wide Policies

Borough-wide Policy DC7

Views and landmarks

The council will protect the strategic view of St Paul’s Cathedral and important local views shown on the Proposals Map

Local views afforded by the open nature of the borough’s 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. The Council will refuse consent where proposed development in these views would lead to substantial harm to the significance of a designated heritage asset and townscape generally, unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm caused.

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. This 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

7.225 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).

7.226 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.

7.227 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.

7.228 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.

7.229 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.

7.230 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.

7.231 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.

7 Borough-wide Policies

Alternative Options - Policy DC7 (Views and landmarks)

- Focus on the most important views in the borough, namely the riverside prospects.

Question 62 - Views and landmarks

What are your views on the approach to views and landmarks?

Borough-wide Policy DC8

Heritage and conservation

The council will aim to protect, restore or enhance the quality, 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 Fulham Palace Moated site scheduled ancient monument. When determining applications for development affecting heritage assets, the council will apply the following principles:

- a. The presumption will be in favour of the conservation and restoration of heritage assets, and proposals should secure the long term future of heritage assets. The more significant the designated heritage asset, the greater the presumption should be in favour of its conservation.
- b. Proposals which involve substantial harm to, or loss of, any designated heritage asset will be refused unless it can be demonstrated that they meet the criteria specified in paragraph 133 of the National Planning Policy Framework.
- c. Development affecting designated heritage assets, including alterations and extensions to buildings will only be permitted if the significance of the heritage asset is preserved or enhanced or if there is clear and convincing justification. Where measures to mitigate the effects of climate change are proposed, the benefits in meeting climate change objectives should be balanced against any harm to the significance of the heritage asset and its setting.
- d. Applications for development affecting non-designated heritage assets (buildings and artefacts of local importance and interest) will be determined having regard to the scale and impact of any harm or loss and the significance of the heritage asset.
- e. Development should preserve the setting of, make a positive contribution to, or reveal the significance of the heritage asset. The presence of heritage assets should inform high quality design within its setting.
- f. Particular regard will be given to matters of scale, height, massing, alignment, materials and use.
- g. Where changes of use are proposed for heritage assets, the proposed use should be consistent with the aims of conservation of the asset concerned.
- h. Applications should include a description of the significance of the asset concerned and an assessment of the impact of the proposed development upon it or its setting which should be carried out with the assistance of a suitably qualified person. The extent of the requirement should be proportionate to the nature and level of the asset's significance.
- i. Where a heritage asset cannot be retained in its entirety or when a change of use is proposed, 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. The extent of the requirement should be proportionate to the nature and level of the asset's significance; and
- j. The proposal respects the principles of accessible and inclusive design.

7 Borough-wide Policies

Justification

7.232 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 5 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 statutory Listed Buildings and approximately 2,150 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 Appendix 5). The heritage assets make an important contribution to the townscape character of the borough.

Table 5 Conservation Areas

| | | |
|------------------------------------|------------------------------|---------------------------------------|
| 1. St. Peter's Square | 16. Fulham Park Gardens | 31. The Billings and Brompton Cutting |
| 2. The Mall | 17. Sedlescombe Road | 32. Ingersoll/Armingier |
| 3. Brook Green | 18. Dorcas Estate | 33. Coningham Road/Lime Grove |
| 4. Hurlingham | 19. Fitz George & Fitz James | 34. Gunter Estate |
| 5. Bishops Park | 20. Hammersmith Grove | 35. Turneville/Chesson |
| 6. Imperial Square | 21. Shepherds Bush | 36. Lakeside/Sinclair/Blythe Road |
| 7. Studdridge Street | 22. Hammersmith Broadway | 37. King Street (East) |
| 8. Ravenscourt Park & Starch Green | 23. Avonmore & Olympia | 38. Colehill Gardens |
| 9. Walham Green | 24. St. Mary's | 39. Fulham Reach |
| 10. Parson's Green | 25. Bradmore | 40. Putney Bridge |
| 11. Queen's Club Gardens | 26. Melrose | 41. Sands End Riverside |
| 12. Wormholt & Old Oak | 27. Baron's Court | 42. Wood Lane |
| 13. Westcroft Square | 28. Crabtree | 43. Cleverly Estate |
| 14. Walham Grove | 29. Central Fulham | 44. Hammersmith Odeon |
| 15. Barclay Road | 30. Moore Park | 45. Grand Union Canal |

7.233 Heritage assets are a non-renewable resource.

7.234 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.

7.235 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 contemporary high quality design.

7.236 The council will protect its listed buildings from demolition or harmful alteration and from development which has a harmful impact on their setting.

7.237 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.

7.238 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.

7.239 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.

7.240 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 artefacts 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 (see Planning Guidance SPD for further detail).

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- 7.241** 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 (see relevant supplementary planning document).
- 7.242** 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.
- 7.243** 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.

Alternative Options - Policy DC8 (Heritage and conservation)

- Permit development without consideration of heritage assets or conservation area designations
- Prohibit development and infrastructure in areas of identified sensitivity, such as conservation areas

Question 63 - Heritage and conservation

What are your views on the approach to heritage and conservation?

Borough-wide Policy DC9

Advertisements

The council will require a high standard of design of advertisements which are in keeping with the character of their location and do not impact on public safety and will 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.

Advertisements and hoardings displayed above ground floor level are normally unacceptable.

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

Advertisement shrouds secured on scaffolding or buildings will only be permitted in tightly defined circumstances. It is important that the advertisement shroud should not over-dominate the building in terms of its size, height or illumination or spoil the character or appearance of the area. Advertisement shrouds should only be displayed for a limited period.

The display of estate agents boards within Regulation 7 areas will not be permitted.

Justification

7.244 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.

7.245 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 and these will be kept under review.

Alternative Options - Policy DC9 (Advertisements)

- Not to have any specific criteria controlling advertisements.
- Prohibit advertisements in areas of identified sensitivity, such as conservation areas.

7 Borough-wide Policies

Question 64 - Advertisements

What are your views on the approach to advertisements?

Borough-wide Policy DC10

Telecommunications

The Council support the expansion of Telecommunications networks, but are keen to avoid any detrimental impact on the local townscape. Proposals for telecommunications development should meet the following criteria:

- a. The proposed apparatus and associated structures should be sited and designed in order to integrate successfully with the design of the existing building, and thereby minimise its impact on the external appearance of the building;
- b. The siting and appearance of the proposed apparatus and associated structures should be compatible with the scale and character of existing development, their neighbours and their setting, and should minimise impact on the visual amenity, character or appearance of the surrounding area;
- c. The siting and appearance of the apparatus and associated structures should not have an adverse impact on conservation areas, listed buildings, buildings of merit or areas of open space;
- d. Where appropriate, proposed apparatus and associated structures should share locations where there is an existing facility.

Justification

7.246 Mobile communications are now considered an integral part of the success of most business operations and individual lifestyles. The Council will support the expansion of telecommunications networks whilst at the same time minimising any detrimental impacts on the visual amenity of the boroughs townscape.

Alternative Options - Policy DC10 (Telecommunications)

- Not to have any specific criteria controlling telecommunications apparatus but to apply general design criteria to assess applications
- Prohibit the development of telecommunications apparatus and infrastructure in areas of identified sensitivity, such as conservation areas

Question 65 - Telecommunications

What are your views on the approach to telecommunications?

Environmental Issues, including Tackling and Adapting to Climate Change

Climate Change

7.247 New development, including refurbishment schemes need to address issues of climate change. In particular, new development should minimise energy use and the use of other non renewable resources, as well as facilitating an increase in the use of low and zero carbon technologies to help minimise carbon dioxide (CO₂) emissions. This will particularly be required of major developments.

7.248 The risks of flooding from the River Thames and from sewer and surface water flooding are key issues in H&F. As such, they need to be taken into account in planning new developments in the borough. Climate change could result in a higher number of heatwaves and droughts in summer months as well as wetter winters. New developments therefore need to be designed and constructed to withstand and also help to mitigate such impacts.

Borough-wide Policy CC1

Reducing Carbon Dioxide Emissions

The council will require all major developments to implement energy conservation measures by:

- Implementing the London Plan sustainable energy policies and meeting the associated carbon dioxide (CO₂) reduction targets to ensure developments are designed to make the most effective use of passive design measures, minimise energy use and reduce CO₂ emissions;
- Requiring energy assessments for all major developments to demonstrate and quantify how the proposed energy efficiency measures and low/zero carbon technologies will reduce the expected energy demand and CO₂ emissions;
- Requiring major developments to demonstrate that their heating and/or cooling systems have been selected to minimise CO₂ 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 CO₂ emissions from major developments, where feasible;
- Where it is not feasible to make the required CO₂ reductions by implementing these measures on site or off site as part of the development, a payment in lieu contribution should be made to the council which will be used to fund CO₂ reduction measures in the borough; and
- Encouraging energy efficiency and other low carbon measures in all other (i.e. non-major) developments, where feasible.

7 Borough-wide Policies

Justification

7.249 Local planning authorities have a statutory duty to take action on climate change and include policies in local plans that will help reduce CO₂ emissions. To this end, this policy supports the London Plan’s established energy hierarchy approach to encouraging sustainable energy practices in new developments by requiring them to:

- use less energy
- supply energy efficiently
- use renewable energy

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

7.251 Where a development has maximised CO₂ emissions reduction on site but still falls short of meeting the required target, a payment in lieu can be made to the council which will be used to implement sustainable energy measures off-site. The payment should be based on the council’s accepted price of offsetting carbon emissions and be calculated for a 30 year period, in line with national guidance.

7.252 Energy Assessments will be required to be submitted as part of the supporting information accompanying every application for a major development. Where an assessment such as the Code for Sustainable Homes or BREEAM (or equivalent) is used to determine a development’s environmental performance, this must be supplemented with a more detailed Energy Assessment in order to show compliance with the London Plan’s CO₂ reduction targets. Further details on the requirements for Energy Assessments are provided in the council’s Planning Guidance SPD. Developers are encouraged to use energy performance standards such as PassivHaus to guide development of their Energy Strategies, particularly in relation to reducing demand for heating. The Passivhaus standard can be applied not only to new residential dwellings but also to new commercial, industrial and public buildings and may also be suitable for refurbishment projects where the external appearance of a building would not be harmed as a result of the alterations required.

Alternative Options - Policy CC1 (Reducing carbon dioxide emissions)

- To make no additional requirements and accept construction to the Building Regulation Standards.

Question 66 - Reducing Carbon Dioxide Emissions

What are your views on the approach to reducing carbon dioxide emissions?

Borough-wide Policy CC2

Ensuring Sustainable Design and Construction

The council will require the implementation of sustainable design and construction measures in all major developments by:

- Implementing the London Plan sustainable design and construction policies to ensure developments incorporate sustainability measures, including, but not limited to, minimising energy use, 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 (or equivalent assessments such as the Code for Sustainable Homes or BREEAM) for all major developments to ensure the full range of sustainability issues have been taken into account during the design stage; and
- Encouraging the integration of sustainable design and construction measures in all other (i.e. non-major) developments, where feasible.

Justification

7.253 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 major 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 are also encouraged to consider sustainable design and construction principles, where this is feasible.

7.254 Any assessments carried out to determine a major development’s environmental performance using the Code for Sustainable Homes or BREEAM (or equivalent) must be supplemented with an Energy Assessment which shows compliance with the requirements of Policy CC1 on reducing CO₂ emissions.

7.255 Further details on the requirements for the Sustainability Assessment are provided in the council’s Planning Guidance SPD.

Alternative Options - Policy CC2 (Ensuring sustainable design and construction)

- Not to seek sustainable design and construction through planning control.

Question 67 - Ensuring Sustainable Design and Construction

What are your views on the approach to ensuring sustainable design and construction?

7 Borough-wide Policies

Borough-wide Policy CC3

Reducing Water Use and the Risk of Flooding

The council will require developments to reduce the use of water and minimise current and future flood risk by implementing the following measures:

- All planning applications in the Environment Agency's Flood Zones 2 and 3 for new build, changes of use and conversions from a less to a more vulnerable use should include a site specific Flood Risk Assessment (FRA) which assesses the risk of flooding from all sources, in particular tidal, surface and ground water, as well as sewer flooding. Where there is a risk of flooding, appropriate flood proofing measures should be integrated, in accordance with the guidance in the H&F Strategic Flood Risk Assessment;
- Developments in the Environment Agency's Flood Zone 1 are still required to submit an FRA if they are located in one of the borough's Critical Drainage Areas, as defined in the council's Surface Water Management Plan. The FRA should demonstrate how flood risk from sewers and surface water run off will be managed on site without increasing flood risk;
- Developments in the Environment Agency's Flood Zone 1 that include provision of new or extended structures below ground level are still required to submit an FRA if they are located in an area with increased potential for elevated groundwater, as defined in the council's Surface Water Management Plan. The FRA should demonstrate how flood risk from groundwater will be managed on site without increasing flood risk;
- Prior to undertaking a FRA, the developer needs to address the requirements of the National Planning Policy Framework and, where applicable, to carry out the Exception Test. Evidence that the Exception Test has been passed will need to be included in the FRA;
- All developments in the borough, particularly those that increase a site's impermeable area in any of the Critical Drainage Areas, as defined in the council's Surface Water Management Plan, will be required to incorporate Sustainable Drainage Systems (SuDS) to reduce both the volume and speed of surface water run-off, unless there are practical reasons for not doing so. Where installed, SuDS measures should be retained and maintained for the lifetime of the development and details of their planned maintenance should be provided.
- Small-scale developments in Critical Drainage Areas such as householder extensions that increase surface water run-off will be required to manage this increase through the implementation of SuDS measures;
- SuDS should be implemented with the aim of achieving greenfield run-off rates where possible. If this is not feasible, a minimum of at least 50% attenuation of the undeveloped site's surface water run-off at peak times should be achieved;
- All new outdoor car parking areas and other hard standing surfaces shall be designed to be rainwater permeable with no run-off being directed into the sewer system, unless there are practical reasons for not doing so;
- New self contained basement flats will not be permitted in the Environment Agency's Flood Zone 3 areas where there is a risk of rapid inundation by flood waters in the event of a breach of the river's flood defences, unless a satisfactory means of escape can be provided;

- All new developments should include water efficient fittings and appliances, where provided. In addition, major developments and high water use developments should include other measures such as rainwater harvesting and grey water re-use;
- All new development proposals will be required to demonstrate that there is sufficient water and wastewater infrastructure capacity both on and off site to serve the development or that any necessary upgrades will be delivered ahead of the occupation of development;
- Development adjoining the river will be expected to maintain the integrity of river defences and setback development in order to allow maintenance and improvement of the defences.

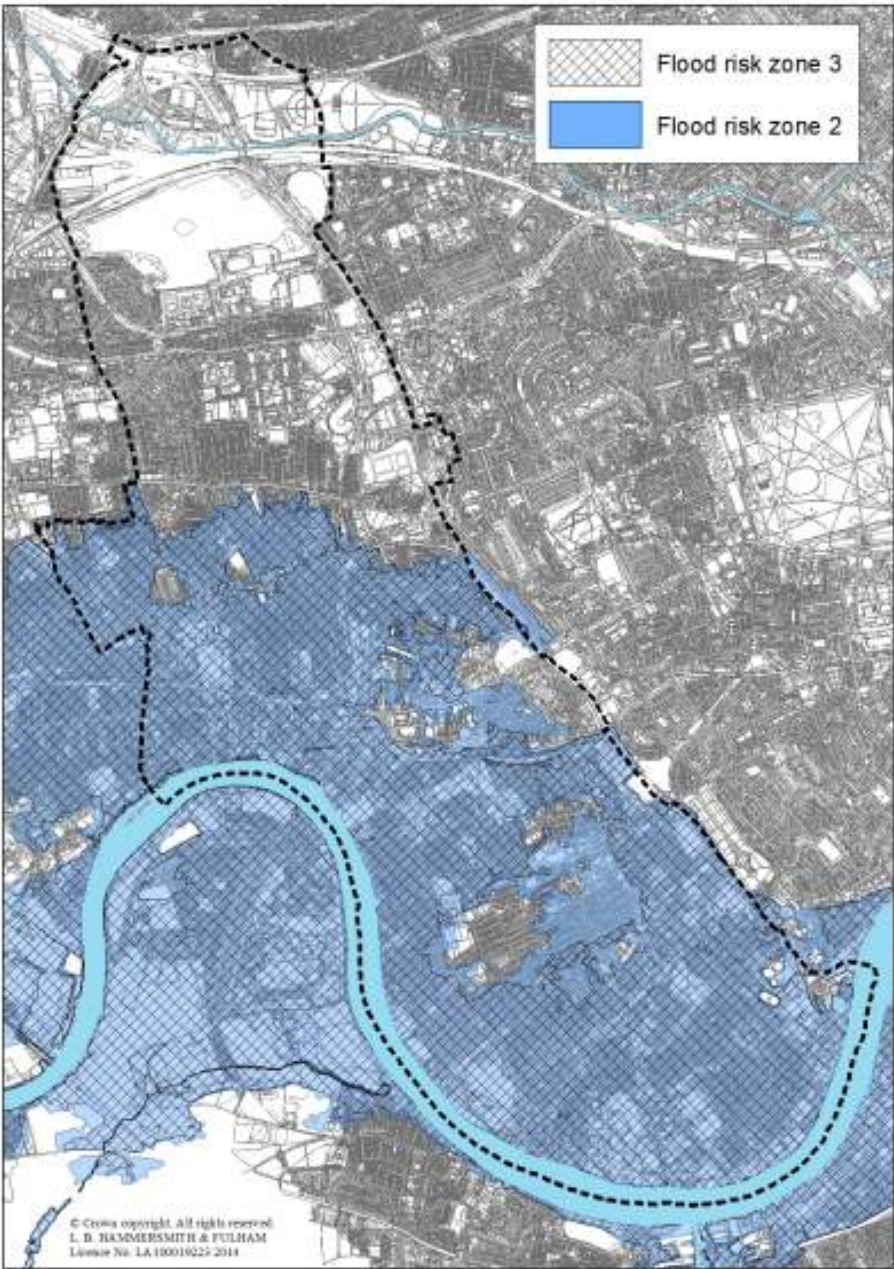
Justification

Map 8

7.256 Over 60% of the borough and about 75% of the population are in the Environment Agency’s Flood Zones 2 and 3 (medium-high risk of flooding from the Thames), as shown in Map 9, although the actual extent of tidal flooding from the river is mitigated by existing flood defences.

7.257 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 the risk of a breach of defences will be managed.

7.258 As most of the borough is at risk from some form of fluvial/tidal flooding, it would be unreasonable to restrict development only to Flood Zone 1 in the north of the borough, particularly as much of this area is at risk from sewer and surface water flooding. The council considers that from a borough-wide perspective, the Sequential Test permits the consideration of



7 Borough-wide Policies

all sites for development, subject to individual sites satisfying the requirements of the Exception Test (see Technical Guidance to the National Planning Policy Framework) and providing an appropriate site specific Flood Risk Assessment. Further guidance on FRA requirements is included in the Hammersmith and Fulham Strategic Flood Risk Assessment, and the Planning Guidance SPD.

7.259 However, there is a restriction on self-contained basements being constructed in areas at risk of rapid inundation by flood waters in the event of failure or breach of the river's flood defences. Such developments are highly vulnerable to flood impacts and there is a potential risk to life unless there is a satisfactory means of escape provided.

7.260 There is an increased potential for elevated groundwater in some parts of the borough, mainly to the south of Goldhawk Road. This needs to be taken into account where basement construction or extensions are planned to ensure that any new development does not increase flood risk by impacting on groundwater flows to the detriment of neighbouring properties. Policy HO11 on basements and lightwells sets out further requirements in this respect.

7.261 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 Systems(SuDS) and water efficiency measures. The council's emerging Surface Water Management Plan shows that Critical Drainage Areas cover the majority of the borough. These are areas considered to be at risk of surface water and sewer flooding during severe storms. Sewers in these locations are known to be incapable of carrying all of the surface and foul water directed in to them during periods of heavy rainfall, causing sewer surcharging and surface water flooding. Further details on surface water flood risk in the borough is contained in the council's Strategic Flood Risk Assessment and emerging Surface Water Management Plan documents, available on the council's website.

7.262 SuDS measures detailed in FRAs should clearly demonstrate how they will achieve the required attenuation of peak surface water run-off, in line with the drainage hierarchy outlined in London Plan policy 5.13: Sustainable Drainage. An on-going maintenance programme should also be included for implementation to ensure the effectiveness of the system for the lifetime of the development. To help minimise run off from new areas of hard standing, including car parks, these should be designed to be permeable and allow infiltration of surface water with no run-off being directed to the sewer system (unless there are practical reasons for this not being possible).

7.263 In consultation with Thames Water, developers will be required to demonstrate that there is adequate capacity in the sewer system both on and off site to serve the development and that it would not lead to problems for existing users. In some circumstances, including all major developments impacting on surface or foul water drainage within the catchment of the Counters Creek sewer, this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development would lead to overloading of existing infrastructure.

7.264 Developers should be aware that once the SuDs Approval Body (SAB) requirements of the Flood and Water Management Act are enacted, it will be necessary for the drainage system of defined developments to be approved by the (SAB ahead of the commencement of construction work. Developers will therefore need to ensure that the drainage proposals for new developments will be sufficient to obtain approval from the

SAB as well as complying with the policies of the London Plan and the Hammersmith and Fulham Local Plan. Where it is intended for surface water flows to be discharged to a sewer, confirmation that capacity exists will need to be sought and provided by Thames Water.

7.265 All development schemes, including minor proposals 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 could include a combination of options including, but not limited to, the use of green or brown roofs, maximising the area of permeable surfaces, provision of water butts and rainwater harvesting systems, using underground attenuation tanks and flow control mechanisms or direct discharge into watercourses such as the Thames, where this is feasible.

7.266 Landscaping schemes associated with major and minor schemes will be expected to minimise the use of impermeable surfaces, maximising use of permeable materials. Where feasible, the inclusion of rainwater harvesting systems should also be considered as a way of helping to reduce runoff while also reducing potable water usage within developments.

7.267 Water is an increasingly scarce resource, and with an increasing population in Hammersmith and Fulham there is rising demand. There is therefore a need to ensure that new and refurbished buildings are designed to minimise the use of water by installing water efficient fittings and appliances where these are provided as part of the development. Required water efficient fittings include water efficient showerheads, tap fittings and toilets. Water efficient appliances include removable fixtures such as dishwashers and washing machines. As well as reducing water demand, integrating water efficiency measures can help reduce foul water flows from developments. This is particularly important in H&F as the sewer system is a combined system that takes all wastewater, including foul and surface water run-off. Major new developments and those that use high volumes of water such as hotels, offices, schools, commercial and leisure uses will be expected to implement water efficiency measures such as those outlined above, including the collection and re-use of water (grey water recycling) and rainwater harvesting.

Alternative Options - Policy CC3 (Reducing water use and the risk of flooding)

- To resist the location of vulnerable uses in Flood Zones 2 and 3

Question 68 - Reducing Water Use and the Risk of Flooding

What are your views on the approach to reducing water use and the risk of flooding?

7 Borough-wide Policies

Borough-wide Policy CC4

Water Quality

The council will require 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

7.268 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 effect 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.

7.269 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.

Alternative Options - Policy CC4 (Water quality)

- No reasonable alternative options identified.

Question 69 - Water Quality

What are your views on the approach to water quality?

Borough-wide Policy CC5

Strategic Waste Management

The council will pursue sustainable waste management, including:

- **Planning to manage 348,000 tonnes per annum of waste in H&F by 2031 (or 242,000 tonnes if the revised figure in the Further Alterations to the London Plan are approved);**
- **Promoting sustainable waste behaviour and maximum use of the WRWA Smuggler's Way facility; and**
- **Seeking, where possible, the movement of waste and recyclable materials by sustainable means of transport, including the Grand Union Canal.**

Justification

7.270 London Plan policies are seeking to manage as much of London's waste within London as practicable, and are working towards managing the equivalent of 100% of London's waste (municipal and commercial and industrial waste) arising in London by 2013. H&F's apportioned waste total for 2031, as specified in the London Plan, comprises 152,000 tonnes municipal solid waste and 196,000 tonnes commercial and industrial, although the Further Alterations to the London Plan (FALP) revise these figures to 103,000 and 139,000 tonnes respectively.

7.271 The borough's municipal waste, together with that of the three other boroughs in the Western Riverside Waste Authority area (WRWA), is managed through a riverside site (Smuggler's Way), close to Wandsworth Bridge in the London Borough of Wandsworth. Currently most of the non-recyclable municipal waste is transported by river to an Energy from waste facility in Bexley. The contract which does not expire until the early 2030s does not commit the Waste Authority to a specified amount of waste for incineration and therefore recycling rates can continue to rise without any penalty. Recyclable materials are dealt with by a materials reclamation facility (or MRF) with a capacity for 84,000 tonnes located at WRWA's Smuggler's Way site at Wandsworth. If recycling targets are met there will be a need for further facilities.

7.272 In order to manage increasing tonnages of recyclables and compostable waste there is a need to ensure that major new developments, such as those within the White City Opportunity Area and Earls Court and West Kensington Opportunity Area and Fulham regeneration areas and the development at Imperial Road, make provision for managing their waste on site.

7.273 In addition to the Wandsworth facilities for managing the disposal of municipal waste, H&F currently has two large sites (Old Oak Sidings and EMR site), and some other smaller sites, within the Old Oak Regeneration Area. The London Plan 2011 allocates a tonnage of 348,000 tonnes of waste to be managed in Hammersmith and Fulham by 2031, excluding construction and demolition waste, although the FALP reduces this figure to 242,000 tonnes.

7.274 The Old Oak Sidings site is approximately 3.5ha and is licenced to manage up to 1.6 million tonnes of waste per annum. The site is capable of managing both household/commercial/industrial waste and construction and demolition waste. In 2013,

7 Borough-wide Policies

the site received 219,000 tonnes of household/commercial/industrial waste out of a total of 360,000 tonnes of waste received. This represented approximately 60% of waste received at the site. Based on this proportion, it is estimated that the site has an ultimate licenced capacity to manage a maximum of 960,000 tonnes of household and commercial and industrial waste (subject to market variation and realising the potential of rail and canal for waste transport). The EMR site is approximately 3.3ha and has a licenced capacity of 419,000 tonnes per annum. The site specialises in metal recycling and materials recovery (particularly end of life vehicles and white-goods).

7.275 The council considers that the Old Oak Sidings (Powerday) site could meet the waste apportionment target proposed under both the existing London Plan and the FALP. The council will continue to safeguard the Old Oak Sidings site for waste management activities, however its long term future is subject to the council’s regeneration proposals for the Old Oak Regeneration Area and to the Mayor of London’s proposed Old Oak and Park Royal Development Corporation. The council is investigating ways forward with the Mayor, such as the potential for relocating businesses and pooling apportionment requirements with other authorities in order to allow regeneration to take place. In addition, major development sites will be expected to sort, process and recover materials on site thereby further increasing H&F’s capacity to locally manage waste.

Alternative Options - Policy CC5 (Strategic waste management)

- To designate a part of the White City Opportunity area for a waste management site in accordance with the London Plan

Question 70 - Strategic Waste Management

What are your views on the approach to strategic waste management?

Borough-wide Policy CC6

On-site Waste Management

All new 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.

- **All developments, including where practicable, conversions and change of use, should aim to minimise waste and should provide convenient facilities with adequate capacity to enable the occupiers to separate, store and recycle their waste both within their own residence and via accessible and inclusive communal storage facilities, and where possible compost green waste on site;**
- **In major development proposals on-site waste management should be provided, particularly for commercial and industrial waste streams;**
- **Sustainable waste behaviour, including the re-use and recycling of construction, demolition and excavation waste will be encouraged and recyclable materials should wherever feasible be segregated on site, providing there is no significant adverse impact on either site occupants or neighbours. 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

7.276 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.

7.277 In 2013/14, 20.53% of household waste collected by the council was recycled. In recent 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.

7.278 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.

7.279 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.

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7.280 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.

Alternative Options - Policy CC6 (On-site waste management)

- Encourage a greater range of waste management types especially on existing waste transfer sites.
- Allocate sites that would be detrimental the achievement of environmental and regeneration objectives.

Question 71 - On-site Waste Management

What are your views on the approach to on-site waste management?

Borough-wide Policy CC7

Hazardous Substances

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

The council will ensure that development takes account of major hazards identified by the Health and Safety Executive, namely:

- **Fulham North Holder Station, Imperial Road**
- **Fulham South Holder Station, Imperial road**
- **Swedish Wharf, Townmead Road**

Justification

7.281 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.

7.282 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.

7.283 In Fulham there are three installations handling notifiable substances, including pipelines. Whilst they are subject to stringent controls under existing health and safety legislation, it is important to control the kinds of development permitted in the vicinity of these installations. Circular 04/00 requires that the Health and Safety Executive should be consulted prior to the granting of planning permission about the risks to the proposed development from the notifiable installation and this could lead to refusal of permission, or restrictions on the proximity of development to the notifiable installation. The notifiable sites and pipelines are shown on the Proposals Map, together with the distance from the notifiable site for which consultation with the Health and Safety Executive will be required. The distance from the pipelines in which buildings will not normally be permitted is also listed.

Alternative Options - Policy CC7 (Hazardous substances)

- Delete the policy and rely on existing statutory mechanisms to provide the required controls

Question 72 - Hazardous Substances

What are your views on the approach to hazardous substances?

7 Borough-wide Policies

Borough-wide Policy CC8

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 open spaces and 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; and**
- 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

7.284 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.

7.285 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.

7.286 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.

Alternative Options - Policy CC8 (Contaminated land)

- Development should not be permitted unless action is taken to address any contamination on the site so as not to expose future users to any risk.

Question 73 - Contaminated Land

What are your views on the approach to contaminated land?

Borough-wide Policy CC9

Air Quality

The council will seek to reduce the potential adverse air quality impacts of new developments by:

- **Requiring all major developments to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and also considers the potential for exposure to pollution levels above the Government’s air quality objective concentration targets;**
- **Requiring 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 exceedances of the Government’s air quality objectives; and**
- **Requiring mitigation measures that reduce exposure to acceptable levels where developments are proposed that could result in the occupants being particularly affected by poor air quality.**

Justification

7.287 The whole of Hammersmith and Fulham is an Air Quality Management Area for Nitrogen Dioxide (NO2) and particulate matter (PM10) 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.

7 Borough-wide Policies

7.288 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.

Alternative Options - Policy CC9 (Air quality)

- Delete the word ‘major’ from the first sentence of the policy so that all developments that are affected by poor air quality will require mitigation measures to reduce exposure to unacceptable levels of air quality.

Question 74 - Air Quality

What are your views on the approach to air quality?

Borough-wide Policy CC10

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; and
- 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

7.289 The dominant sources of noise in Hammersmith and Fulham 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.

7.290 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. 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.

7.291 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.

7.292 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.

7.293 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.

Alternative Options - Policy CC10 (Noise)

- Amend the policy to permit noise generating or sensitive uses in proximity to each other provided that the duration of noise generated is for acceptably short periods at times when their impact to affected parties would be minimal.

Question 75 - Noise

What are your views on the approach to addressing noise?

7 Borough-wide Policies

Borough-wide Policy CC11

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 and Nature Conservation Areas, including the River Thames and the Grand Union Canal.

Justification

7.294 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.

Alternative Options - Policy CC11 (Light pollution)

- Adopt a market led approach to lighting control as cost pressures will lead to cost efficient use of lighting
- Ensure that the policy addresses light pollution impacts on natural receptors

Question 76 - Light Pollution

What are your views on the approach to addressing light pollution?

Borough-wide Policy CC12

Control of Potentially Polluting Uses

All proposed developments (including new buildings, demolition of existing buildings, conversions and changes of use) will be required to show that there will be no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties, particularly where commercial and service activities will be 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

7.295 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.

Alternative Options - Policy CC12 (control of potentially polluting uses)

- Adopt a market led approach to pollution control

Question 77 - Control of Potentially Polluting Uses

What are your views on the approach to controlling potentially polluting uses?

7 Borough-wide Policies

Transport and Accessibility

Borough-wide Policy T1

Transport

To work with strategic partners to improve transportation provision and accessibility in the borough, by improving and increasing the opportunities for cycling and walking, improving bus services, particularly north-south and by seeking better connections to national and regional rail by:

- Seeking a road tunnel replacing all or parts of the A4, including the Flyover through Hammersmith allowing for major new housing, community facilities and office developments within the town centre and improved links to the Thames;
- Continuing to promote major improvements with new stations and enhanced local and sub-regional passenger services on the West London Line;
- Supporting the implementation of a HS2 Crossrail/Great Western interchange at Old Oak with an interchange with the West London Line;
- Extending the Mayor’s Bike Hire scheme throughout the borough;
- Seeking a new station on the Central Line at Du Cane Road;
- Seeking the increased capacity and reliability of the Piccadilly and District Lines;
- Seeking a routing of the Chelsea-Hackney line (Crossrail 2) via Chelsea Harbour/Sands End;
- Seeking increased use of the Thames and the Grand Union Canal for passenger services and freight use where this is compatible with the capacity of the connecting road network and meets environmental concerns;
- Increasing the opportunities for walking, for example by extending the Thames Path National Trail, and for cycling by supporting the Mayor’s Cycling Vision;
- Seeking localised improvements to the highway network to reduce congestion on north-south routes in the borough;
- Securing access improvements for all, particularly people with disabilities, as part of planning permissions for new developments in the borough; and
- Ensuring that traffic generated by new development is minimised so that it does not add to parking pressures on local streets or congestion, or worsen air quality; and
- Relating the intensity of development to public transport accessibility and highway capacity.

Justification

Public transport

7.296 A key objective is to improve public transport and accessibility in the borough, whilst reducing the adverse impact of road traffic and traffic congestion. The level of population and employment growth proposed over the next 20 years will necessitate increased investment in public transport to improve transport accessibility for all users, and the council will work with partners, transport operators and developers to ensure that

this takes place (see also the Infrastructure schedule). The council will also seek to ensure that major new development is located in areas with high levels of public transport accessibility, thereby reducing the need to travel by private car, to minimise energy use and to increase opportunities for walking and cycling. If there is not adequate capacity in the transport system, the council's strategy for growth may be constrained or delayed.

7.297 The borough has historically had poor opportunities for north-south travel on public transport and on the highway network. The council has put considerable effort into promoting the increased use of the West London Line for passenger transport and have secured new stations at West Brompton, Shepherds Bush and Imperial Wharf. However, although services have improved, higher frequency and more action is needed by rail operators to ensure that there is sufficient capacity for the future, particularly in the five proposed regeneration areas. In particular, direct sub-regional services to Gatwick airport must be restored and maintained to provide quick links with the regeneration areas at White City, Earls Court and North Fulham and Old Oak. The possibilities for additional stations should be explored, for example in the North Pole/White City Opportunity area, as advocated by RBKC.

7.298 The Government's decision to support a High Speed Rail Line (High Speed 2) from London to the West Midlands and beyond is welcomed, and this potentially gives a great boost to the council's aspirations for regeneration of large tracts of railway land in the north of the borough. The council believes Old Oak Common could become one of the capital's busiest interchanges, with train links to Heathrow and Bristol to the west, Birmingham to the north, Stratford and Canary Wharf to the east, and Richmond, Clapham Junction and Gatwick to the south. (See also policy for the Old Oak Regeneration Area).

7.299 In addition to improvements to the overground network, the regeneration of the borough also needs to be supported by the underground and bus network. The Council supports the Chelsea-Hackney line (Crossrail 2) scheme, but a diversion through South Fulham Riverside, rather than as currently planned, would greatly assist the regeneration objectives for this area. Elsewhere improvements to increase the capacity on underground routes and the quality of the bus network will also need to accompany the growth in the borough's population and jobs.

The River Thames and Grand Union Canal

7.300 Both the Thames and the Canal are part of London's Blue Ribbon network which the Mayor of London wishes to see provide increased passenger and freight transport. In respect of the Thames, there is now a riverboat service between Putney and Blackfriars which calls at Chelsea Harbour and the main central London piers. However, it only runs at Monday-Friday peak times. The council supports increased passenger service, including services towards Hammersmith and Chiswick, and provision of improved and new piers and other infrastructure that are appropriate and viable. The council also supports greater use of the river Thames for freight movement, particularly for the short to medium term transport of aggregates and construction waste to and from the large redevelopment sites adjacent to the river. However, the council recognises that the transfer of freight between barges and lorries can cause problems of congestion in the local road network and will therefore seek river freight activity on a consolidated site which has the best connections to the Strategic Road Network (i.e. to the east of Wandsworth Bridge).

7 Borough-wide Policies

Local Implementation Plan

7.301 The council has developed and is implementing proposals to improve transport in the borough through its second Transport Local Implementation Plan (LIP2), a statutory document in which borough councils are required to show how they will implement the Mayor of London’s Transport strategy in their area. The Draft LIP2 was drawn up in close collaboration with the LDF and was adopted in 2011 and updated in September 2013.

Alternative Options - Policy T1 (Transport)

- Identify and safeguard land for bus depots and stands to facilitate provision of (extra) services.

Question 78 - Transport

What are your views on the approach to transport?

Borough-wide Policy T2

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 (see indicative thresholds set out below), 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

7.302 The council expects Transport Assessments (TA) and Travel Plans to be produced in accordance with Transport for London’s “Transport Assessment Guidance”, published in 2014. This document 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.

7.303 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.

7.304 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.

7.305 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.

Table 6 Indicative Thresholds

| Land Use | Threshold | Criteria |
|------------------------------|--|----------|
| A1: Foodstore | 1000m2 GFA (500m2 NSA) | ABCD |
| DIY Store | 2000m2 GFA (1000m2 NSA) | BDE |
| A3: Fast Food Restaurant | 50 seats | A |
| | 200 seats | AC |
| B1/A2: Office | 3000m2 GFA (1500m2 NSA) | C |
| B2/7: Industry | 2500m2 GFA (1250m2 NSA) | E |
| B8: Storage and Distribution | 2500m2 GFA (1250m2 NSA) | E |
| C1: Hotel | 200 bedrooms | A |
| | 100 bedrooms where other facilities (eg conference rooms) are provided | ACD |
| C2: Hospitals | 250 beds | AB |
| C3: Dwellings | 200 units | B |
| D2: Cinema/theatre/bingo | >250 seat capacity | A |
| Sports Centre | >2000m2 GFA | |

7 Borough-wide Policies

| Land Use | Threshold | Criteria |
|---|-----------|----------|
| Note: Transport for London and the council require all schools to produce and maintain an up to date travel plan. | | |

7.306 A TA is required for all planning applications which are referred to the Mayor of London. The criteria for referral are given in the Mayor's Transport Assessments Guidance document.

7.307 The council will encourage developer support for public transport services and infrastructure and associated facilities, through financial contributions, where these improvements are necessary to enable the development to take place.

7.308 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.

Alternative Options - Policy T2 (Transport assessments and travel plans)

- Increasing the number of schemes that require a TIA
- Reducing the need for TIAs by raising the threshold

Question 79 - Transport assessments and travel plans

What are your views on the approach to transport assessments and travel plans?

Borough-wide Policy T3

Vehicle Parking Standards

The council will require any proposed development (new build, conversion or change of use) to conform to its car parking standards. The council has adopted the car parking standards of the London Plan which are given in the table below.

Justification

7.309 Sufficient car parking will need to be provided to meet the essential needs of developments, particularly ensuring that there are suitable places for disabled people, car clubs and electric cars. Parking space is often an inefficient and unattractive use of land and its impact on local environmental quality should be minimised where car parking is provided in new developments. Additional commuting by car should not be encouraged as it would add to congestion.

7.310 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.

7.311 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.

7.312 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 7 Hammersmith and Fulham and London Plan Car Parking Standards

| Retail Use | PTAL 6 & 5 | PTAL 4 to 2 | PTAL 1 |
|---|------------|-------------|--------|
| 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 |
| Maximum retail standards – sq.m of gross floorspace per parking space | | | |

Alternative Options - Policy T3 (Vehicle parking standards)

- Retain borough specific vehicle parking standards

Question 80 - Vehicle Parking Standards

What are your views on the approach to vehicle parking standards?

7 Borough-wide Policies

Borough-wide Policy T4

Increasing 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 TfL’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

7.313 Increasing opportunities for safe and quality walking and cycling in the borough will have a number of benefits, ranging from improving people’s health and air quality and reducing traffic congestion, to helping to tackle climate change. As well as strategic walking and cycling routes, the council will seek local improvements, including convenient and safe walking routes, cycling changing and parking facilities and signage.

7.314 The Mayor of London has a target of quadrupling cycling in London by 2031 (Mayor’s Transport Strategy May 2010) and the Mayor of London’s Cycling Vision intends to double cycling over the next 10 years (March 2013). 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.

7.315 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. The London Plan’s recent amendments have increased the B1 office standard of one cycle parking space per 250 square metres of GFA to 1 space per 150 square metres of GFA would still only allow less than 13 per cent of staff to cycle to work, a figure that is already significantly exceeded in many workplaces. In some cases the sharing of general town centre cycle parking between, eg office and leisure use, could be considered.

Table 8 Cycle Parking Standards

| Location Category | Land Use Category | Location | Cycle Parking Standard |
|----------------------------|-------------------------|---|--|
| 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 |
| Others | SG | Minicab offices | No standard. To be considered on their merits |
| Business | B1(a) | Offices | One space per 50 sqm |
| | B1 (unrestricted) | | |
| | 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 B8: 1 space per 250 sqm |
| Residential | C3 | Flats and houses | Dwellings with 1-2 bedrooms: 1 space 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 1 space per 3 staff |
| | C1 | Guest houses and small hotels (less than 30 rooms) | 1 space per 4 bedrooms |

7 Borough-wide Policies

| Location Category | Land Use Category | Location | Cycle Parking Standard |
|----------------------|-------------------|--|--|
| | | | 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 1 space per 2 staff |
| Education and Health | C2 | Hospitals | 1 space per 3 staff 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 health practices, including dental, veterinary and alternative medicine | 2 spaces per consulting room |
| | 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 |

| Location Category | Land Use Category | Location | Cycle Parking Standard |
|-------------------|-------------------|--|--|
| | 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 |

Alternative Options - Policy T4 (Increasing the opportunities for cycling and walking)

- Base cycle parking standards on an assessment of demand for this mode
- Increase surface level crossings within Hammersmith

Question 81 - Increasing opportunities for cycling and walking

What are your views on the approach to transport assessments and travel plans?

Borough-wide Policy T5

Housing with reduced parking

Market and intermediate housing with zero or reduced parking will only be considered in areas with good levels of public transport accessibility, 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 new social/affordable rented housing has sufficient car parking to meet the essential needs of the tenants.

7 Borough-wide Policies

Justification

7.316 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.

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

7.318 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 night shift workers. Experience has shown that the council should be aiming for about 25% of social/affordable rented dwellings to have a parking space.

Alternative Options - Policy T5 (Housing with reduced car parking)

- Retain borough specific vehicle parking standards.

Question 82 - Housing with reduced parking

What are your views on the approach to housing with reduced car parking?

Borough-wide Policy T6

Parking for blue badge holders

Blue Badge parking provision where developments are provided with vehicular access. New developments that include vehicular access should provide at least one accessible, off street car parking bay for Blue Badge holders even if no other general parking is provided as part of the development.

Justification

7.319 The provision of bays should be regularly monitored and reviewed to ensure the level is adequate and that enforcement is effective. Spaces designated for blue badge holders should be located on firm level ground and as close as feasible to the accessible entrance to the building (see also relevant SPD).

Alternative Options - Policy T6 (Parking for blue badge holders)

- Rely on the London Plan policies on disabled parking

Question 83 - Parking for blue badge holders

What are your views on the approach to parking for blue badge holders?

Borough-wide Policy T7

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.

7 Borough-wide Policies

Justification

7.320 There are limited opportunities for tackling urban congestion and increasing road capacity in the borough. North–south movements can be particularly difficult, and development schemes, particularly in the regeneration areas, will need to consider how they contribute to improvements to the highways network.

7.321 To achieve the objectives of this policy, the borough's roads are grouped into a hierarchical network - with different roads fulfilling different functions, 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.

7.322 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.

Table 9 Hierarchy of Borough Roads

| Hierarchy | Roads |
|--|--|
| A. Strategic Routes (Transport for London Road Network) | A4: Great West Road (including the slip roads to Hammersmith Bridge Road)/ <i>Hammersmith Flyover/Talgarth Road (east of Butterwick)/ West Cromwell Road</i> 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: Shepherds 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 |

7 Borough-wide Policies

| Hierarchy | Roads |
|-----------------------|---|
| | <p>A315: Hammersmith Road (east of Butterwick)</p> <p>A3218: Lillie Road</p> <p>A3219: Munster Road (north of Dawes Road)/Dawes Road (west of North End Road)</p> <p>B317: North End Road (south of Dawes Road)</p> <p>B408: Askew Road: Old Oak Common Lane/Old Oak Road: Hopgood Street/Macfarlane Road (east of Hopgood Street).</p> <p>B317: North End Road (north of Dawes Road)</p> <p>B318: Harwood Road</p> <p>B408: Paddenswick Road/Dalling Road (south of Paddenswick Road and north of Glenthorne Road)/Glenthorne Road (west of Studland Street)</p> <p>B409: Stamford Brook Road</p> <p>B412: North Pole Road: Bloemfontein Road:Du Cane Road: Glenthorne Road (east of Beadon Road): Hammersmith Grove (south of Glenthorne Road)</p> |
| D. Local Access Roads | <p>i. Retaining an essential through traffic function in the short to medium term:</p> <p>B408: Dalling Road (south of Glenthorne Road) : Coningham Road : Emlyn Road/Larden Road: Hammersmith Grove (north ofGlenthorne Road): Munster Road (south ofDawes 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</p> <p>ii. Other: All roads not included in classifications above.</p> |

7.323 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.

Alternative Options - Policy T7 (Borough road network – hierarchy of roads)

- Rely on other policies within the Local Pan to assess development on strategic and local roads.

Question 84 - Borough road network - hierarchy of roads

What are your views on the approach to managing the borough road network?

7 Borough-wide Policies

8 Delivery and Implementation of the Local Plan

Delivery and implementation

The council will implement the policies and proposals of the Local Plan by:

- working with stakeholders and partner organisations through a variety of fora and other arrangements, including Ward Panels;
- preparing other Local Plan documents, supplementary planning documents, joint Opportunity Area Planning Frameworks (OAPFs) development briefs, master plans and best practice guidance where necessary;
- utilising development management powers, including pre-application discussions and involving partner organisations where appropriate;
- having regard to the financial viability of development in the following ways:
 - Plan-making
 - CIL charge-setting
 - Negotiating Section 106 Agreements ('106s'), including for affordable housing
- allocating council funding and seeking other monies for projects which support the Local Plan; and
- preparing authority monitoring reports on an annual basis to review the effectiveness of policies and identifying alterations where necessary.

Justification

Stakeholders and partner organisations

8.1 Responsibility for the successful implementation of the policies within the Local Plan falls not only upon the council as local planning authority and in some cases as the land owner or service provider, but also upon the council's partners and other stakeholders, including neighbouring boroughs, the GLA and other public and private sector organisations, especially with regard to strategic matters.

8.2 In addition, landowners and developers will be important partners in the regeneration of the borough. Much of the land in the regeneration areas is held by private landowners and their commitment and active involvement is required to implement this strategy. There are ongoing discussions with these key landowners and stakeholders to determine the way forward for development and the council has adopted or is preparing area frameworks for each of the identified regeneration areas. In some cases there are opportunities to consider joint schemes with private landowners or developers holding adjacent or nearby sites which could involve joint ventures or special purpose vehicles, subject to European Union procurement rules.

Development Management

8.3 It will be through development management processes, including pre-application discussions and Ward Panels that the council will seek to implement many of the policies and proposals in the Local Plan. The council will also consider, when appropriate, the use of compulsory purchase powers to enable land to be developed, redeveloped or improved

8 Delivery and Implementation of the Local Plan

to help deliver regeneration. The council will usually try to negotiate with the owner, but if the owner refuses to sell, the council can start the process that will allow it to buy the land or property.

Provision of detailed guidance and encouraging development

8.4 The council's pro-active planning approach to regeneration will be supported by a number of planning documents and detailed guidance. In particular the council will prepare other Local Plan documents, Supplementary Planning documents (SPDs), joint Opportunity Area Planning Frameworks (OAPFs), development briefs, master plans and best practice guidance where necessary. The council has adopted or is preparing the documents below:

- the White City Opportunity Area Planning Framework (adopted October 2013)
- Earls Court and West Kensington Opportunity Area Joint SPD (adopted March 2012)
- South Fulham Riverside SPD (adopted January 2013) ; and
- Old Oak: A Vision for the Future (consultation June 2013).

8.5 More detail on each of the area frameworks can be found in the relevant sections of the Local Plan and more detail on the timescale and portfolio of Local Plan documents can be found within the council's Local Development Scheme.

8.6 The preparation and implementation of area frameworks provides a focus for discussions with the landowners and developers and with the infrastructure providers who are key to the delivery of the council's strategy for each area. They are also important in explaining to local residents and other stakeholders how the strategy for their area affects them and enables them to get involved at an early stage in the regeneration of their area.

Viability

8.7 With regard to viability, the NPPF requires local planning authorities to, *inter alia*:

- Work closely with the business community to identify and address barriers to investment, including viability (paragraph 160);
- Give careful attention to viability and costs in plan-making and decision-taking (paragraph 173);
- Ensure the sites and scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened (paragraph 173);
- Assess the likely cumulative impacts on development in their area of all existing and proposed local standards, SPDs and policies, when added to nationally required standards to ensure the implementation of the plan is not put at serious risk (paragraph 174); and
- Consider, where practical, working up and testing Community Infrastructure Levy (CIL) charges alongside the Local Plan (paragraph 175).

8.8 The NPPG on Viability provides further detail and states that the requirement to assess viability "should not undermine ambition for high quality design and wider social and environmental benefit but such ambition should be tested against the realistic likelihood of delivery" (paragraph 1).

Delivery and Implementation of the Local Plan 8

8.9 In particular, for CIL, the CIL Regulations 2010 (as amended) require charging authorities to strike an appropriate balance between funding infrastructure and the impact on economic viability (Regulation 14(1)) and CIL guidance elaborates further on this. Further detail on CIL and viability can be found in the emerging CIL Charging Schedule documentation.

8.10 The council considers that its policies together with its emerging CIL charges are deliverable and allow development to be viable as defined by paragraph 173 of the NPPF, i.e. “provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable”. The evidence for this is provided in the following documents:

- LBHF CIL Viability Study (April 2014) (Peter Brett Associates for LBHF)
- White City Opportunity Area Development Infrastructure Funding Study (WCOA DIFS) Original Report (September 2012) and Final Report (May 2013) (AECOM and Deloitte for LBHF, GLA)
- South Fulham Riverside Delivery and Infrastructure Funding Study (SFR DIFS) (March 2012) (CgMs for LBHF)
- Earls Court and West Kensington Opportunity Area Viability Summary (November 2011) (DVS for LBHF, RBKC, GLA)

Funding sources

8.11 The council will allocate council funding and seek monies for projects which support the Local Plan. More detail on funding for infrastructure is provided in the Infrastructure Schedule as summarised in Chapter 10.

Monitoring

8.12 To enable the council to know whether the Local Plan policies and programmes for infrastructure are achieving their objectives and targets, the council will monitor policies and infrastructure delivery and prepare Authority Monitoring Reports (AMRs) on an annual basis.

8.13 Section 113 of the Localism Act 2011 amended section 35 of the Planning and Compulsory Purchase Act 2004 which sets out the requirements for AMRs. Regulation 34 of The Town and Country Planning (Local Planning) (England) Regulations 2012 provides further detail on these requirements which are also reflected in the National Planning Practice Guidance on Local Plans. The requirements are summarised here. The AMR must:

- Identify the timetable for preparation and stages reached (including adoption and dates) for each Local Plan document or Supplementary Planning Document (SPD) listed in the council’s Local Development Scheme (LDS), and the reasons for any slippage in achieving the timetable;
- Identify the extent to which the council is, or is not, implementing policies in the Local Plan and, where policies are not being implemented, explain the reasons why and the steps intended to be taken to ensure that the policy is implemented;
- Specify the council’s progress in meeting targets for net additional dwellings or affordable dwellings for both the period in respect of which the report is made and the period since the policy was first published, adopted or approved;
- Detail any made neighbourhood development orders or neighbourhood development plans;

8 Delivery and Implementation of the Local Plan

- Contain monitoring information required by the Community Infrastructure Levy (CIL) Regulations 2010 (as amended); and
- Give details of what action the council has taken regarding the duty to cooperate.

8.14 The detailed monitoring indicators are listed in Appendix 6.

Alternative Options - Delivery and Implementation

- The council does not take a pro-active approach in planning for regeneration.

Question 85 - Delivery and Implementation

What are your views on the approach to delivery and implementation?

9 Planning Contributions and Infrastructure

Planning contributions and infrastructure planning

The council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms:

Community Infrastructure Levy (CIL)

The council will charge CIL on developments in accordance with the CIL Regulations (as amended) and the H&F CIL Charging Schedule (emerging), once in effect.

The council will spend CIL on:

- Infrastructure in accordance with the H&F Regulation 123 (R123) List (emerging);
- Projects identified for 'Neighbourhood CIL'; and
- CIL administration expenses (no more than the statutory cap).

Section 106 Agreements ('S106s')

The council will seek to negotiate S106s, where the S106 'tests' are met, for:

- The provision of infrastructure projects or types *not* specified on the R123 List (through either financial contributions or 'in kind' delivery); and
- Non-'infrastructure' provisions, such as for affordable housing (see policy H2) and S106 monitoring expenses.

Community Infrastructure Levy (CIL)

The CIL is a charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area.

The council is in the process of setting a CIL charge which is intended to come into effect in 2015. The council will spend CIL on:

- Infrastructure in accordance with the H&F Regulation 123 (R123) List (emerging) following appropriate consultation;
- Projects identified for 'Neighbourhood' CIL' (up to 15-25%) following appropriate consultation; and
- CIL administration costs (no more than the statutory cap, which is currently set at 5%).

Further details of the council's emerging CIL can be found at www.lbhf.gov.uk/cil.

It should also be noted that the Mayor of London's CIL Charging Schedule has been in effect since April 2012 and the council collects this CIL on behalf of the Mayor as part of the funding package for Crossrail. The Mayor of London's Use of Planning Obligations in

9 Planning Contributions and Infrastructure

the Funding of Crossrail, and the Mayoral CIL SPG (April 2013) provides further guidance on the operation of the Mayoral CIL. London Plan Policy 8.3 Community Infrastructure Levy provides strategic planning policy on CIL and states that the “Mayor will work with Government and other stakeholders to ensure the effective development and implementation of the CIL”.

Section 106 Agreements (S106s)

S106s are planning obligations or undertakings which can be agreed between a landowner and local planning authority relating to a planning permission and are normally used where planning conditions cannot adequately control the development and/or to secure the provision of necessary infrastructure

Section 106 (S106) of the Town and Country Planning Act 1990 (as inserted by S12 of the Planning and Compensation Act 1991) states that any person interested in land in the area of a, local planning authority may, by agreement or otherwise, enter into an obligation:

- a. restricting the development or use of the land in any specified way;
- b. requiring specified operations or activities to be carried out in, on, under or over the land;
- c. requiring the land to be used in any specified way; or
- d. requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.

The S106 ‘tests’ have been put into statute in R122(2) of the CIL Regulations 2010 (which are replicated exactly in paragraph 204 of the NPPF and the NPPG on Planning Obligations) and states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development.

R123 of the CIL Regulations includes provisions to ensure the local use of CIL and S106s do not overlap and limits pooled contributions from S106s towards infrastructure which may be funded by CIL.

London Plan Policy 8.2 Planning Obligations provides strategic planning policy on S106s and states that “Boroughs should set out a clear framework for negotiations on planning obligations in DPDs having regard to relevant legislation, central Government policy and guidance and local and strategic considerations”.

Infrastructure Planning

The NPPF suggests that planning has an economic, social and environmental role to deliver sustainable development involving using the planning system to contribute to “building a strong, responsive and competitive economy... including the provision of infrastructure” (paragraph 7).

Planning Contributions and Infrastructure 9

The NPPF sets out a core planning principle that planning should “take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs” (paragraph 17). It also states that “Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure” (paragraph 21) and goes on to state that LPAs should “work closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability” (paragraph 160).

The Local Plan sets out the council’s approach to regeneration and development in the borough over the next 20 years.

The Infrastructure Schedule also draws upon the more detailed area-based planning guidance provided in the White City,Earls Courtand West Kensington, South Fulham Riverside and Old Oak areas. In particular, further detailed infrastructure planning work has been undertaken in the form of ‘Development Infrastructure Funding Studies’ (DIFS) for both White City and South Fulham Riverside.

The key infrastructure categories are set out below, with further detail on related strategies, partner organisations, specific projects, timescales and funding in Appendix 6 (Infrastructure categories & relevant strategies) and the Infrastructure Schedule (Appendix 8).

| Infrastructure Category | Sub-Categories |
|--|----------------------------|
| Adult Social Care | Adult Social Care |
| | Health |
| Children’s Services | Early Years |
| | Primary Schools |
| | Secondary Schools |
| | Youth |
| Environment, Leisure & Residents’ Services | Culture |
| | Community Safety |
| | Emergency Services |
| | Leisure |
| | Parks |
| | Waste & Street Enforcement |
| Finance & Corporate Governance | Community Investment |
| Housing & Regeneration | Housing & Regeneration |

9 Planning Contributions and Infrastructure

| Infrastructure Category | Sub-Categories |
|--------------------------------|---|
| | Economic Development, Adult Learning & Skills |
| Libraries & Archives | Libraries & Archives |
| Transport & Technical Services | Energy |
| | Environmental Health |
| | Drainage & Flooding |
| | Highways |
| | Transport |

It should be noted that the council works on a ‘Bi-Borough’ basis with the neighbouring Royal Borough of Kensington and Chelsea and on a ‘Tri-Borough’ basis with the City of Westminster Council for a number of services within these infrastructure categories.

Alternative Options - Planning Contributions and Infrastructure Planning

- No reasonable alternative options identified.

Question 86 - Planning Contributions and Infrastructure Planning

What are your views on the approach to planning contributions and infrastructure planning?

10 Monitoring

10.1 The council will monitor the policies in the Local Plan to assess how well they are achieving their objectives. In the main this will be carried out through monitoring the indicators set out in Appendix 6. The monitoring results will be included in the council’s annual monitoring reports (AMRs).

10

Monitoring

11 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 the NPPF Annex 2: Glossary. 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.

11 Glossary

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, health care 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*’.

Contaminated land defined in section 78A(2) as any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that -

(a) significant harm is being caused or there is a significant possibility of such harm being caused, or;

(b) pollution of controlled waters is being, or is likely to be, caused.

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.

11 Glossary

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 WCs. 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.

11 Glossary

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.

Heritage Asset A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

Highly Vulnerable Uses in relation to flood risk are considered to be as follows:

- Police stations, Ambulance stations and Fire stations and Command Centres and telecommunications installations required to be operational during flooding.
 - Emergency dispersal points.
 - Basement dwellings.
 - Caravans, mobile homes and park homes intended for permanent residential use.
 - Installations requiring hazardous substances consent.
-

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 (ie 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 (eg HomeBuy), other low cost homes for sale and intermediate rent.

Less Vulnerable Uses in relation to flood risk are considered to be as follows:

- Police, ambulance and fire stations which are not required to be operational during flooding.
- Buildings used for: shops; financial, professional and other services; restaurants and cafes; hot food takeaways; offices; general industry; storage and distribution; non-residential institutions not included in 'more vulnerable'; and assembly and leisure.
- Land and buildings used for agriculture and forestry.
- Waste treatment (except landfill and hazardous waste facilities).
- Minerals working and processing (except for sand and gravel working).

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- Water treatment works which do not need to remain operational during times of flood.
- Sewage treatment works (if adequate measures to control pollution and manage sewage during flooding events are in place).

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 London Housing Design Guide 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.

More Vulnerable Uses in relation to flood risk are considered to be as follows:

- Hospitals.
 - Residential institutions such as residential care homes, children’s homes, social services homes, prisons and hostels.
 - Buildings used for: dwelling houses; student halls of residence; drinking establishments; nightclubs; and hotels.
 - Non–residential uses for health services, nurseries and educational establishments.
 - Landfill and sites used for waste management facilities for hazardous waste.
 - Sites used for holiday or short-let caravans and camping.
-

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.).

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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.

OpenSpace 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).

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 eg 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 discrete unit.

Sensitive use in relation to flood risk is regarded as residential land with gardens or soft landscaping.

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.

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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.

Vulnerable use is referenced within the document in relation to the vulnerability to flooding

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.

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Appendix 1 - Summary of the Local Plan Sustainability Appraisal

1. Set out below is a summary of the non-technical summary of the draft Local Plan Sustainability Appraisal January 2015.

Summary of the Sustainability Appraisal of the Local Plan

Strategic Objectives

2. The strategic objectives of the draft Local Plan set out the many and varied aims of the council in relation to land use and future development. Overall, the Sustainability Appraisal (SA) revealed that they exhibit a broad commitment to the principles of sustainable development and are largely compatible with the assessment objectives of the SA process.

3. It is the Local Plan objective to regenerate the most deprived parts of the borough and increase housing where there is most tension with the SA objectives. However, the SA considered that incompatibilities can be reduced, and in some cases eliminated, provided the plan policies are implemented in a sustainable fashion, for example by incorporating energy and resource efficiency measures, making space for biodiversity, ensuring public transport accessibility and avoiding inappropriate development in areas of flood risk.

Regeneration Area Policies and Strategic Sites

4. The draft Local Plan includes preferred policies for the broad spatial approach to planning and regeneration across the borough over the next 20 years.

5. The Local Plan's preferred approach is to focus major growth in five key

regeneration areas; to promote new housing and employment activities throughout these areas; and to deliver supporting infrastructure. In addition, the Local Plan sets out a designated town and local centre hierarchy which overlaps with the regeneration areas.

6. The SA found that the council's preferred strategic approach to regeneration was sustainable.

7. For each of the five regeneration areas identified, the Local Plan sets out policies for the overall strategy and vision for the area and the proposals for sites of strategic importance.

8. In relation to the policies for the key regeneration areas and strategic sites, the SA found that no wholly unsustainable policies have been put forward. In general, the policies meet social and economic sustainability criteria, but there is less certainty as to whether they will meet the environmental objectives as this will depend on implementation through the development management policies. Throughout the SA process, recommendations were made in order to ensure a high level of sustainability in those development management policies concerned with environmental criteria. The SA also recommended that more in-depth sustainability appraisals are carried out for the key regeneration areas, for example as individual area planning frameworks are prepared or updated, and that appropriate appraisals accompany major planning applications.

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Boroughwide development management policies

9. In addition to the overarching spatial strategy and regeneration area policies, the Local Plan includes a number of boroughwide development management policies to help deliver the spatial strategy and to ensure that development both inside and outside the proposed regeneration areas contributes to meeting the council's objectives.

10. The preferred boroughwide development management policies are generally sustainable.

Conclusions and Recommendations

11. The preferred strategic objectives, spatial policies, regeneration area and strategic site policies and boroughwide development management policies are generally sustainable. This is only to be expected given the iterative nature of the Local Plan process and the fact that sustainability appraisal has run side by side with the development of policy options. In addition, this document is the latest of a series of SAs to be published on council planning documents, with previous reports being made available for planning documents in June 2007 (Core Strategy Preferred Options), June 2009 (Core Strategy Options), October 2011 (Core Strategy) and July 2013 (Development Management Local Plan).

12. In general, growth in London is supported by national and London wide policy and is more sustainable in a highly accessible area like Hammersmith and Fulham than in many other areas of the country. Achieving the council's vision, including regenerating deprived areas of the borough and delivering affordable homes for local people and improving local health and social care provision will, however, have an impact on the environment and will need to be managed carefully (for example, to minimise carbon emissions and resource use) through development management and environmental standards.

Appendix 2 - Town and Local Centre Hierarchy

| Town Centres | Designation |
|----------------|---------------------|
| Hammersmith | Major Centre |
| Fulham | Major Centre |
| Shepherds Bush | Metropolitan Centre |

| Key Local Centres | Address |
|----------------------------------|--|
| East Acton | Old Oak Common Lane, 74 to 100, Erconwald Street, 1 to 5, 2 to 4 Westway 1-11,13 |
| Askew Road | East side, 105 to 119, 63-105, 121-155, West side, 66 to 118, 124 to 128, 157 to 165 |
| North End Road (West Kensington) | East side, 137 to 153, 155-169, 175 to 203c, plus 4-12 North End Crescent West side, 62-70, 78 to 84, 86 to 114 North End Road, plus 1 Baron’s Court Road, 2 Castletown Road, 2 -6 Charleville Road, 1 Charleville Road |
| Fulham Road | North side, 656 to 702c, South side, 799 to 859, 604-620 Fulham Road, 753-763 Fulham Road, 765-781 Fulham Road, 783-797 Fulham Road |

| Neighbourhood Parades | Address |
|-----------------------|--|
| Bloemfontein Road | Shop units in Charnock House |
| Uxbridge Road West | South side, 171 to 197a, North side, 412 to 420, 424 to 448 |
| Edward Woods Estate | 2-18 Swanscombe Road, Shop Units in Swanscombe House, Shop Units in Mortimer House |
| Brackenbury Village | 127a-139 Brackenbury Road, 22, 53-55 Aldensley Road |
| Blythe Road | North side, 108-118, and Coleridge Court shop units, South side, 59 to 73 |

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| Neighbourhood Parades | Address |
|---|--|
| Baron's Court | Palliser Road, West side, 45-55, Margravine Gardens, South side, 1, 3, 3a Shops in Baron's Court station |
| Fulham Palace Road North (previously known as Greyhound Road) | Fulham Palace Road, West side, 168 to 190, 192 to 206, 208 to 220; East side 169 to 177, 179-191, 193 to 207 and 209-211 Lillie Road, North side, 392 to 402 - |
| Fulham Cross | 287-297 Munster Road, 299-305 Munster Road, 325 Lillie Road, 302-320 Munster Road |
| Munster Road | East side, 236 to 244, West side, 199 to 259 |
| Fulham Palace Road South | East side, 323- 327, 329 to 367 |
| King's Road | 559-575 Kings Road, 577-581 Kings Road, 587-599 Kings Road, 554-562 Kings Road, 564-598 Kings Road, 600-612 Kings Road |
| Fulham High Street | 6-66 Fulham High Street, 963-969 Fulham Road, 1-9a, 15-35, 41-47 and 49-67a Fulham High Street, 947-961 and 764-792 Fulham Road |
| Parson's Green | New Kings Road, North side, 26 to 40, South side, 173 to 207, 48-60 New Kings Road, 62-80 New Kings Road, 82-96 New Kings Road, 251-269 New Kings Road, 271-285 New Kings Road, 287-305 New Kings Road |
| Wandsworth Bridge Road (North) | East side, 99 to 133, West side, 112 to 132, and 134 to 142, 1 Hazlebury Road |
| Wandsworth Bridge Road (South) | West side, 308 to 314 including Post Office fronting Hugon Road, East side, 269 to 283 |
| King Street (Hamlet Gardens) | 338-340a King Street, 344-348 King Street, 352-366 King Street, 370-372 King Street, Standish House and 345-357 King Street, 369-399 King Street |
| Parsons Green Lane | West side, 50 Parsons Green Lane, Dexter Court & Brigade House East side, 51, 61 to 77 Parsons Green Lane; 1-3 Parsons Green |

| Satellite Parades | Address |
|--------------------------------|--|
| Uxbridge Road East | North side, 216 to 250, and 262 to 294, South side, 15 to 41, and 57 to 95 |
| Goldhawk Road | South side, 57 to 75, 77 to 85; North side, 56 to 104, 106-120 |
| Shepherd's Bush Road | West side 48 to 104 |
| King Street (Ravenscourt Park) | 182-230 King Street, 232 -246a King Street, 248-260 King Street |
| Latymer Court | 102-172 Hammersmith Road |
| Fulham Palace Road | 54-66, 68 to 80, 82-114, 91-99, 101-111, 113-127 Fulham Palace Road |

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Appendix 3 - Open Space Hierarchy

| Name of Open Space | Area (Hectares) |
|---|-----------------|
| | |
| Metropolitan Parks | |
| OS1 Wormwood Scrubs* (MOL) | 68.36 |
| | |
| District Parks | |
| OS2 Bishops Park and Fulham Palace^ (MOL) | 19.58 |
| OS3 Ravenscourt Park | 13.35 |
| | |
| Local Parks | |
| OS4 Eel Brook Common* | 7.44 |
| OS5 Edward Woods Town Park | 1.25 |
| OS6 Hammersmith Park | 3.30 |
| OS7 Hurlingham Park (MOL) | 7.90 |
| OS8 Lillie Road Recreation Ground | 3.39 |
| OS9 Little Wormwood Scrubs* | 8.81 |
| OS10 Normand Park | 2.61 |
| OS11 Shepherds Bush Common* | 3.33 |
| OS12 South Park | 8.49 |
| OS13 Wormholt Park | 3.66 |
| | |
| Small Local Parks and Open Spaces | |
| OS14 Bayonne Park | 1.11 |
| OS15 Brompton Park | 0.84 |
| OS16 Brook Green* | 1.80 |
| OS17 Cathnor Park | 1.06 |

| Name of Open Space | Area (Hectares) |
|--|-----------------|
| OS18 Frank Banfield Park | 1.44 |
| OS19 Furnival Gardens | 1.78 |
| OS20 Gwendwr Gardens | 0.47 |
| OS21 Imperial Wharf Park | 2.4 |
| OS22 Marcus Garvey Park | 0.63 |
| OS23 Parsons Green* | 1.37 |
| OS24 Queens Club Gardens | 0.79 |
| OS25 Rowberry Mead | 0.4 |
| OS26 St Paul's Green | 0.71 |
| OS27 St Paul's Open Space, Hammersmith Road | 0.63 |
| OS28 St Peter's Square^ | 0.79 |
| OS29 Wendell Park | 1.75 |
| OS30 White City Community Garden | 0.17 |
| OS31 William Parnell Park | 1.03 |
| | |
| Cemeteries and Open Spaces adjoining places of Worship | |
| OS32 Fulham Cemetery | 5.21 |
| OS33 Hammersmith Cemetery | 6.53 |
| OS34 Kensal Green Cemetery (MOL) | 9.45 |
| OS35 St Mary's Cemetery (MOL) | 10.07 |
| | |
| Allotments | |
| OS36 The Warren (MOL) | 5.87 |
| | |
| School Playing Fields | |
| OS37 Burlington Danes School Playing Fields and Courts | 4.65 |

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| Name of Open Space | Area (Hectares) |
|---|-----------------|
| OS38 Latymer Upper School Playing Fields | 3.98 |
| OS39 St Paul's Girls School Playing Fields, Brook Green | 0.46 |
| | |
| Outdoor Sporting Facilities | |
| OS40 Chelsea Football Club, Stamford Bridge | 0.78 |
| OS41 Fulham Football Club, Stevenage Road | 0.28 |
| OS42 Hurlingham Club Grounds (MOL) | 15.88 |
| OS43 Parsons Green Club, Broomhouse Lane | 1.23 |
| OS44 Queens Club | 2.49 |
| OS45 Queens Park Rangers Football Club, Loftus Road | 0.73 |
| Note: | |
| MOL. Metropolitan Open Land | |
| * Common Land | |
| ^ Historic Park or Garden | |

Appendix 4 - Nature Conservation Areas and Green Corridors

| Areas of Metropolitan Importance | Area (Hectares) |
|---|------------------------|
| M6: Grand Union Canal | 3.3 |
| M31: The River Thames, with its foreshore, drawdocks and inlets – including Chelsea Creek | 70 |
| M125: Kensal Green Cemetery | 8.2 plus 18.0 in RBK&C |
| Areas of Grade I Borough-wide Importance | Area (Hectares) |
| BI.1: Scrubs Wood and Wormwood Scrubs | 42 |
| BI.2: Old Oak Common | 2.0 |
| BI.4: Fulham Palace and Bishops Park -including All Saints' Churchyard | 13.5 |
| BI.5: Former British Gas Pond at end of Chelsea Creek to west of Railway | 0.1 |
| BI.6: Hurlingham Club Grounds | 9.2 |
| BI.7: Rail side habitats -various locations | 20 |
| Areas of Grade II Borough-wide importance | Area (Hectares) |
| BII.1: St Mary's Cemetery | 8.0 |
| BII.2: Hammersmith Park | 1.4 |
| BII.3: Ravenscourt Park | 8.3 |
| BII.4 Hammersmith Cemetery | 6.2 |
| Areas of Local Importance | Area (Hectares) |
| L1: While City Community Gardens | 8.3 |
| L2: Wormholt Park | 2.0 |
| L4: Wendell Park | 1.5 |
| L5: Cathnor Park | 0.4 |
| L6: Shepherd's Bush Common | 2.7 |

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| Areas of Metropolitan Importance | Area (Hectares) |
|---|-----------------|
| L7: Furnival Gardens | 1.5 |
| L8: St Paul's Open Space | 0.3 |
| L10: Fulham Palace Road Cemetery | 5.3 |
| L11: Normand Park | 1.1 |
| L12: South Park | 6.0 |
| L13: Eel Brook Common | 5.0 |
| L14: Little Wormwood Scrubs Park | 7.2 |
| L15: Loris Road Community Garden | 0.07 |
| L16: Godolphin Road Community Garden | 0.08 |
| Green corridors | |
| West London Line – Fulham Road to ChelseaCreek | |
| West London Line – Westway to Lillie Road | |
| Euston to Watford DC Line | |
| Note: | |
| More information about nature conservation areas is contained in the former London Ecology Unit’s Handbook 25: Nature Conservation in Hammersmith and Fulham. | |

Appendix 5 - Archaeological Priority Areas

| Archaeological Priority Areas |
|---|
| 1. Fulham Village |
| 2. Ravenscourt Leper Hospital |
| 3. Ravenscourt Manor House (Palingswick) |
| 4. Hammersmith Creek, Queen Caroline Street and Broadway |
| 5. Winslow Road area |
| 6. Parson's Green |
| 7. Walham Green |
| 8. Sandford Manor House |
| 9. William De Morgan Pottery Works (Townmead Road Estate) |
| 10. Hurlingham Park |
| 11. Broomhouse |
| 12. Martin Brothers Pottery Works |
| 13. Lygon Almshouses and corner of Finlay Street/Fulham Palace Road |
| 14. Rowberry Close |
| 15. King Street |
| Note: More information about archaeological priority areas will be provided in the Planning Guidance Supplementary Planning Document. |

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Appendix 6 - Local Plan Monitoring Indicators

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|--|---|---|---|
| A. Meeting Housing Needs and Aspirations | | | |
| Housing policy HO1: Strategic housing supply | <ul style="list-style-type: none">- Housing trajectory- Number of net additional dwellings granted permission and completed (total, regeneration areas and rest of borough) for current year and since the policy was first published, adopted or approved | <p>London Plan target: 1,031 per annum</p> <p>Indicative borough target: 1,410 per annum</p> | LBHF |
| Housing policy HO2: Housing conversion and retention | <ul style="list-style-type: none">- Proposed units from conversions with 2 or more bedrooms | At least 50% of the proposed units consist of two or more bedrooms | LBHF |
| Housing policy HO3: Affordable housing | Net additional affordable homes permitted and completed by tenure for current year and since the policy was first published, adopted or approved | At least 40% of all additional dwellings built between 2015-25 | LBHF |
| Housing policy HO4: Housing quality and density | Average density of residential permissions | London Plan target | LBHF/ London Development Database (LDD) |
| | Percentage of homes permitted meeting COSH Level 3,4,5 and 6 | Increase | LBHF/ London Development Database (LDD) |
| Housing policy HO5: Housing mix | Type and size of all new dwellings | <ul style="list-style-type: none">- For social and affordable rented approximately: 1 bedroom: 10% of units; 2 bedrooms: 40% of units; 3 bedrooms: 35% of | LBHF |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|---|---|---|-------------|
| | | units; 4+ bedrooms 15% of units; - For intermediate housing approximately: 1 bedroom: 50%; 2 bedroom: 35%; 3 or more bedrooms: 15% of units and; - For market housing, a mix of unit sizes including larger family accommodation. | |
| Housing policy HO6: Accessible housing | <ul style="list-style-type: none">- Percentage of homes granted permission achieving the Lifetime Homes standards- Number and % of homes granted permission that are wheelchair accessible in developments providing ten or more residential units | All new dwellings to be built to 'life homes' standards with 10% to be wheelchair accessible. | LBHF |
| Housing policy HO7: Meeting needs of people who need care and support | Net change in the number of special units permitted and completed | No net loss where need exists | LBHF |
| Housing policy HO8: Hostels and houses in multiple occupation | Net change in the number of HMOs and hostels | No net loss where need exist | LBHF |

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| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|--|--|----------------------|-------------|
| Housing policy HO9: Student Accommodation | Net additional student bedrooms granted permission/completions | Increase | LBHF |
| Housing policy HO10: Gypsy and traveller Accommodation | Net additional pitches granted permission/completed | | LBHF |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|-------------------|----------------------|----------------------|-------------|
|-------------------|----------------------|----------------------|-------------|

B. Local Economy and Employment

| | | | |
|--|--|---|--------------------------------|
| Employment policy E2: Land and premises for employment use | Overall employment rate | Increase | Office for National Statistics |
| | Working age people out of work benefits | Decrease | Office for National Statistics |
| | The business stock | Increase in new businesses | Office for National Statistics |
| | Employment land available | No target | LBHF |
| | Amount of permitted and completed employment floorspace (by type and regeneration areas and rest of the borough) | Increase | LBHF |
| Employment policy E3: Provision for visitor accommodation and facilities | Number of hotel bedrooms granted permission and completed (including wheelchair accessible bedrooms) | - London Plan: 40,000 additional hotel bedrooms by 2031 | LBHF |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|-------------------|----------------------|--|-------------|
| | | - At least 10% of hotel bedrooms designed as wheelchair accessible | |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|---|--|--|-------------|
| C. Town and Local Centres | | | |
| Town and Local Centre policy TLC2: Managing uses in the prime retail frontage areas of town centres | Percentage of frontage in A1, A3-A5 and other use classes in frontages identified in policy TLC2 | As set out in policy LBHF according to location | LBHF |
| Town and Local Centre policy TLC3:Managing uses in the non-prime frontage areas of town centres | Percentage of frontage in A1, and other use classes in the non-prime frontage areas | Maximum of 50% of non A1 use and maximum 33% in A3, A4, A5 and sui generis uses in street block. | LBHF |
| Town and Local Centre policy TLC4: 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 TLC4 | As set out in policy LBHF according to type of centre | LBHF |

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| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|---|--|---------------------------|-------------|
| Town and Local Centre policy TLC5: Small non-designated parades and clusters and corner shops | Percentage of frontage in A1 use; percentage in A3, A4 and A5 uses | As set out in policy TLC5 | LBHF |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|--|--|--|---------------------|
| D. Community Facilities, Leisure, Recreation | | | |
| Community facility policy CF1: Supporting Community Facilities and Services | Net change of use of communities facilities and services | No target | LBHF |
| | Number of total offences in the borough | Decrease | Metropolitan police |
| Community facility policy CF3: 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 |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|---|---|--|-------------|
| E. Green and Public Open Space | | | |
| Open Space policy OS1: Protecting parks and open spaces | Net change in total area of public open space | N/A | LBHF |
| Open Space Policy OS4: Nature conservation | Net change to areas of nature conservation interest | No net loss unless in accordance with policy | LBHF |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|--|---|---|-------------|
| Open Space Policy OS5: Greening the borough | Number of permissions involving garden land granted for development | No net loss of back, front and side gardens | LBHF |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|---|------------------------------|----------------------------|-------------|
| F. River Thames and Grand Union Canal | | | |
| River Thames and Grand Union Canal policy RTC1: River Thames and Grand Union Canal | The length of riverside walk | Increase in permanent path | LBHF |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|---|---|---|-------------|
| G. Design and Conservation | | | |
| Design and Conservation policy DC2: Design of new build | Total of new build housing completions reaching very good, good, average and poor rating against the Building for Life criteria | Increase | LBHF |
| Design and Conservation policy DC8: Heritage and conservation | The proportion of listed buildings at risk | Reduce the proportion of buildings at risk as a percentage of the total number of listed buildings in the borough | LBHF |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|--|----------------------|----------------------|-------------|
| H. Environmental Issues, including Tackling and Adapting to Climate Change | | | |

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| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|--|---|--|-------------------------------------|
| Environmental Issues, including Tackling and Adapting to Climate Change policy CC1: Reducing carbon dioxide emissions | Average % reduction in CO ₂ emissions for major developments from the Building Regulations baseline requirements | Reduction in CO ₂ emissions of 40% | LBHF (Energy Assessment Report) |
| | Number of properties connected to decentralised energy networks | No specific target | LBHF (Energy Assessment Report) |
| | Number of developments where on-site renewable energy generation is integrated | No specific target | LBHF (Energy Assessment Report) |
| | Types and numbers of renewable energy technologies installed | No specific target | LBHF (Energy Assessment Report) |
| Environmental Issues, including Tackling and Adapting to Climate Change policy CC3: Reducing water use and risk of flooding | Average % reduction in surface water flows for major developments | Minimum reduction of 50% in peak flows compared to pre-development | LBHF (Flood Risk Assessment Report) |
| | Types and number of SuDS measures installed | No specific target | LBHF (Flood Risk Assessment Report) |
| Environmental Issues, including Tackling and Adapting to Climate Change policy CC5: Strategic waste management | Amount of municipal waste arising and managed by management type | Decrease | DEFRA |
| | -% of household waste sent to recycling | Increase | |

| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|---|---|----------------------|-------------|
| J. Transport and Accessibility | | | |
| Transport and Accessibility policy T1: Transport | Methods of children travelling to school (5-16 year olds) | London Plan targets | LBHF |

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| Local Plan Policy | Monitoring Indicator | Target And Direction | Data Source |
|--|--|----------------------|--------------------------|
| | Private car usage | London Plan targets | Department for Transport |
| Transport and Accessibility policy T2: Transport assessments and travel plans | Number of planning permissions involving a Transport Impact Assessment | No target | LBHF |
| Transport and Accessibility policy T3: Vehicle parking standards | Parking provision in permitted development schemes | London Plan targets | LBHF |
| Transport and Accessibility policy T5: Increasing the opportunities for cycling and walking | Cycle parking provision in permitted development schemes | Increase | LBHF |
| Transport and Accessibility policy T6: Parking for blue badge holders | Parking provision for disabled people in permitted development schemes | Increase | LBHF |
| Delivery and monitoring | Delivery of schemes identified in Infrastructure Study according to timescales set out in the schedule | Various | LBHF |

Appendix 7 - Infrastructure Schedule

Appendix 7 Infrastructure Schedule (Draft)

| Ref # | | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|-------------------|--|-------------------|--|--|---------------|----------|--------------|---------------------------|--|--------------|---------------|-------------|----------------|-------|-------------|------------------------------------|------------|-------------|-------------|----------------------------------|
| | | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| Adult Social Care | | | | | | | | | | | | | | | | | | | | |
| ASC 1 | | Adult Social Care | Learning Disabilities Day Centre | Potential reprovision of services for adults aged 18-64 with learning disabilities (many of whom have additional physical disabilities, autism, challenging behaviour, and other needs) from 280 Goldhawk Road joint with RBKC on a site close to LBHF/RBKC boundary in the north. A total internal floor area of 318m2 is required, including accessible toilet and changing room space and kitchens. Additional secure garden/courtyard space of 62m2 is also required. The site will require wheelchair accessible parking or a drop-off point for mini-buses with tail lifts. Costs to be identified. | New | New | - | Borough | RBKC | 2014 | 2016 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | - |
| ASC 2 | | Health | Milson Road | Sterndale Practice/Brook Green Practice reprovision | New | H5 | - | Borough | H&F Clinical Commissioning Group | 2014 | 2016 | £2,938,060 | £0 | | £2,938,060 | £1,900,000 | £0 | £1,900,000 | £1,038,060 | R123 CIL |
| ASC 3 | | Health | Richford Gate Medical Practice | GP Premises grant and rent and additional rent reimbursement. | 37 | H6 | - | Borough | H&F Clinical Commissioning Group | 2014 | 2016 | £1,420,000 | £0 | | £1,420,000 | £1,420,000 | £0 | £1,420,000 | £0 | - |
| ASC 4 | | Health | North End Road Centre for Health | Relocate GP as part of social housing redevelopment. Will not provide net increase. Costs to be identified. | 39 | H7 | - | Fulham (inc. Earls Court) | H&F Clinical Commissioning Group | 2013 | 2016 | | £0 | | £0 | £0 | £0 | £0 | £0 | - |
| ASC 5 | | Health | White City Collaborative Care Centre | Relocate 4 GP practices plus community use to improve integration between health services and health and social services on site of former Janet Adegoke Centre, Bloemfontein Road. | 34 | H8 | - | White City | H&F Clinical Commissioning Group LIFTCo Financial Model | 2013 | 2016 | £10,200,000 | £0 | | £10,200,000 | £10,200,000 | £0 | £10,200,000 | £0 | - |
| ASC 6 | | Health | Bush Doctors | Relocate current Bush Doctors in West 12 shopping centre. Will not provide net increase. Third party development. | 39 | H9 | - | White City | H&F Clinical Commissioning Group | 2014 | 2016 | £1,500,000 | £0 | | £1,500,000 | £1,000,000 | £0 | £1,000,000 | £500,000 | R123 CIL |
| ASC 7 | | Health | Health & Wellbeing Centre White City | Provide 5 GPs. Allowance for a GP -led H&W Centre with 820 m2 GIA @ £2,000 m2 (updated to 3,583 m2). | 39 | H10 | WC13 | White City | H&F Clinical Commissioning Group | 2017 | 2021 | £2,938,060 | £0 | | £2,938,060 | £0 | £1,200,000 | £1,200,000 | £1,738,060 | S106 |
| ASC 8 | | Health | Health & Wellbeing Centre South Fulham Riverside | Expansion of local services at Sands End Clinic (formerly Bridge House Centre). | 39 | H11 | SF7 | South Fulham | H&F Clinical Commissioning Group | 2014 | 2021 | £4,034,448 | £0 | | £4,034,448 | £0 | £0 | £0 | £4,034,448 | R123 CIL |
| ASC 9 | | Health | Health & Wellbeing Centre Earls Court | Provide integrated health and wellbeing facility fully fitted-out and equipped to an agreed specification providing a floor area of 2,018sqm. | 39 | H12 | - | Fulham (inc. Earls Court) | H&F Clinical Commissioning Group | 2017 | 2021 | £7,914,596 | £0 | | £7,914,596 | £0 | £4,274,980 | £4,274,980 | £3,639,616 | S106 |
| ASC 10 | | Health | Health & Wellbeing Centre Earls Court | Contribution to improved health and wellbeing | 39 | H13 | - | Fulham (inc. Earls Court) | H&F Clinical Commissioning Group | 2013 | 2021 | £744,000 | £0 | | £744,000 | £0 | £744,000 | £744,000 | £0 | S106 |
| ASC 11 | | Health | Imperial College Healthcare NHS Trust estates | Provide facilities based on NWL NHS's 'Shaping a Healthier Future', subsequent service modelling and estates strategy (2014+). Schemes TBC. Costs to be identified. | 33 | H14 | - | Borough | Imperial College Healthcare NHS Trust | 2013 | 2031 | | £0 | | £0 | £0 | £0 | £0 | £0 | - |

2 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|---------------------|-------------------|---|---|---------------|----------|--------------|---------------------------|--------------------------------------|---------------------|---------------|------------|----------------|-------|------------|------------------------------------|------------|------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| Children's Services | | | | | | | | | | | | | | | | | | | |
| CS 1 | Early Years | Nurseries White City | Contribution to ensure affordable access to pre-school childcare through subsidised places. | 32 | ED1 | WC10 | White City | Providers | 2022 | 2031 | £0 | £60,000 | 15 | £900,000 | £0 | £300,000 | £300,000 | £600,000 | S106 |
| CS 2 | Early Years | Nurseries Earls Court Main Site | Provision of nursery space on-site | 32 | ED3 | - | Fulham (inc. Earls Court) | Providers | 2014 | 2031 | £705,000 | £0 | | £705,000 | £0 | £705,000 | £705,000 | £0 | S106 |
| CS 3 | Early Years | Nurseries Earls Court Seagrave Road | £520,000 agreed as part of Seagrave Road S106 for nursery (and primary) education within the catchment area of the development. Remainder TBC from main site. | 32 | ED4 | - | Fulham (inc. Earls Court) | Providers | 2014 | 2031 | £520,000 | £0 | | £520,000 | £0 | £520,000 | £520,000 | £0 | S106 |
| CS 4 | Early Years | Nurseries South Fulham | Contribution to ensure affordable access to pre-school childcare through subsidised places (equivalent provision of 3 nurseries for 0-4 year olds). | 32 | ED2 | SF4 | South Fulham | Providers | 2014 | 2016 | £3,000,000 | £0 | | £3,000,000 | £0 | £1,200,000 | £1,200,000 | £1,800,000 | S106 |
| CS 5 | Early Years | Childcare White City | Need for additional affordable childcare and childminder placements . Early Years and Commissioning represented on the Community Budgets working group. | 32 | New | - | White City | Providers | 2014 | 2016 | £0 | £800,000 | 1 | £800,000 | £0 | £0 | £0 | £800,000 | S106 |
| CS 6 | Early Years | Childcare Normand Croft Family Centre | Childcare provision. | 32 | New | - | Fulham (inc. Earls Court) | Providers | 2014 | 2016 | £0 | £30,000 | 1 | £30,000 | £0 | £0 | £0 | £30,000 | S106 |
| CS 7 | Early Years | Childcare South Fulham | Need for affordable childcare provision in this area with places for 2 year old funded programme. Funding would go towards start up business costs for new childcare providers. | 32 | New | - | South Fulham | Providers | 2014 | 2016 | £0 | £200,000 | 1 | £200,000 | £0 | £0 | £0 | £200,000 | S106 |
| CS 8 | Schools - Primary | St. Thomas of Canterbury Catholic Primary School | Construct new build and refurbish to meet space requirements. | 25 | ED5 | - | Borough | | 2011 | 2016 | £1,500,000 | £0 | | £1,500,000 | £1,500,000 | £0 | £1,500,000 | £0 | - |
| CS 9 | Schools - Primary | Old Oak Primary School | Construct new build and refurbish to expand to 2 form entries. | 26 | ED6 | - | Borough | | 2012 | 2016 | £1,500,000 | £0 | | £1,500,000 | £1,500,000 | £0 | £1,500,000 | £0 | - |
| CS 10 | Schools - Primary | ARK Conway Primary Academy Phase 1 formerly ARK Wormholt North Hammersmith Free School | Completed early 2012 Refurbish and potentially expand former Wormholt Library to meet demand for primary school places and provide 1 form entry. | 30 | ED7 | - | Borough | Ark Schools Education Funding Agency | 2011 | 2016 | £2,300,000 | £0 | | £2,300,000 | £2,300,000 | £0 | £2,300,000 | £0 | - |
| CS 11 | Schools - Primary | ARK Conway Primary Academy Phase 2 formerly ARK Wormholt North Hammersmith Free School | Complete junior provision. | 30 | ED8 | - | Borough | Ark Schools Education Funding Agency | 2013 | 2016 | £3,200,000 | £0 | | £3,200,000 | £0 | £0 | £0 | £3,200,000 | R123 CIL |
| CS 12 | Schools - Primary | Holy Cross Catholic Primary School | Construct new build and remodel to expand to 2 forms of entry. | 27 | ED9 | - | Borough | | 2012 | 2016 | £6,500,000 | £0 | | £6,500,000 | £6,500,000 | £0 | £6,500,000 | £0 | - |
| CS 13 | Schools - Primary | Pope John Catholic Primary School | Expand from 1FE to 2FE. Planning application 2013/00643/FUL approved on 31/07/13. | New | ED10 | - | Borough | DfE | 2013 | 2014 | £5,000,000 | £0 | | £5,000,000 | £5,000,000 | £0 | £5,000,000 | £0 | - |
| CS 14 | Schools - Primary | St. Stephens C of E Primary School | Expand from 1FE to 2FE. Planning application 2012/02208/FUL approved. | New | ED11 | - | Borough | DfE | 2013 | 2016 | £5,000,000 | £0 | | £5,000,000 | £5,000,000 | £0 | £5,000,000 | £0 | - |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DIFS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|-------|---------------------|---|--|---------------|----------|---------------|---------------------------|--|---------------------|---------------|-------------|----------------|-------|-------------|------------------------------------|----------|-------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| CS 15 | Schools - Primary | West London Free School Primary | Primary Free School on Cambridge School site, Cambridge Grove. Planning application 2013/00121/FUL approved. | New | ED12 | - | Borough | West London Free School Education Funding Agency | 2013 | 2016 | | £0 | | £0 | | £0 | £0 | £0 | - |
| CS 16 | Schools - Primary | Fulham Primary School | Improvements to Fulham Primary School, possibly including provision of new play equipment. | New | New | - | Fulham (inc. Earls Court) | | 2013 | 2016 | £200,000 | £0 | | £200,000 | £0 | £200,000 | £200,000 | £0 | - |
| CS 17 | Schools - Primary | Primary School Provision White City | Provide 2FE primary school. Developments to fund 1 FE. | 31 | ED13 | WC11 | White City | | 2017 | 2021 | £11,000,000 | £0 | | £11,000,000 | £7,700,000 | £0 | £7,700,000 | £3,300,000 | R123 CIL |
| CS 18 | Schools - Primary | Primary School Provision Earls Court Main Site | Provision of 2FE primary school for Earls Court/West Kensington regeneration area. | 31 | ED14 | - | Fulham (inc. Earls Court) | | 2022 | 2031 | £8,873,564 | £0 | | £8,873,564 | £8,873,564 | £0 | £8,873,564 | £0 | S106 |
| CS 19 | Schools - Primary | Primary & Nursery School Provision Seagrave Road | £520k agreed as part of Seagrave Road S106 for primary (and nursery) education within the catchment area of the development. Remainder TBC from main site. | 31 | ED15 | - | Fulham (inc. Earls Court) | | 2012 | 2031 | £520,000 | £0 | | £520,000 | £520,000 | £0 | £520,000 | £0 | S106 |
| CS 20 | Schools - Primary | Primary School Provision South Fulham | Provide 2FE Identified by South Fulham Riverside DIFS but pending further reviews of the School Organisational Strategy | 31 | ED16 | SF2 | South Fulham | | 2017 | 2021 | £10,000,000 | £0 | | £10,000,000 | £5,562,845 | £0 | £5,562,845 | £4,437,155 | R123 CIL |
| CS 21 | Schools - Secondary | Sacred Heart Catholic High School for Girls | Provide at least 1 additional form of entry. | 15 | ED17 | - | Borough | | 2017 | 2021 | £7,500,000 | £0 | | £7,500,000 | £0 | £0 | £0 | £7,500,000 | R123 CIL |
| CS 22 | Schools - Secondary | Lady Margaret School | Provide at least 1 additional form of entry. | 16 | ED18 | - | Borough | | 2013 | 2031 | £4,800,000 | £0 | | £4,800,000 | £0 | £0 | £0 | £4,800,000 | R123 CIL |
| CS 23 | Schools - Secondary | Hammersmith Academy | Construct new secondary school to meet demand for secondary school places and provide 4 forms of entry. Opened in September 2011. | 15 | ED19 | - | Borough | DfE Mercers Company, Information Technologists Company | 2011 | 2016 | £27,000,000 | £0 | | £27,000,000 | £27,000,000 | £0 | £27,000,000 | £0 | - |
| CS 24 | Schools - Secondary | West London Free School | Construct new build and refurbish to meet demand for secondary school places and provide 4 forms of entry. Planning application 2012/02503/FUL approved for Palingswick House. | 19 | ED20 | - | Borough | West London Free School Education Funding Agency | 2011 | 2016 | £10,000,000 | £0 | | £10,000,000 | £10,000,000 | £0 | £10,000,000 | £0 | - |
| CS 25 | Schools - Secondary | Secondary School Provision White City | Contribution to 1FE of secondary school elsewhere | 20 | ED22 | WC12 | White City | | 2021 | 2021 | £5,000,000 | £0 | | £5,000,000 | £1,700,000 | £0 | £1,700,000 | £3,300,000 | S106 |
| CS 26 | Schools - Secondary | Secondary School Provision South Fulham Riverside | Provide additional 1FE secondary | 20 | ED23 | SF3 | South Fulham | | 2022 | 2026 | £5,000,000 | £0 | | £5,000,000 | £3,170,000 | £0 | £3,170,000 | £1,830,000 | R123 CIL |

4 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|---|---------------------|---|---|---------------|----------|----------------|---------------------------|---|---------------------|---------------|-------------|----------------|-------|-------------|------------------------------------|------------|-------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| CS 27 | Schools - Secondary | Secondary School Provision Earls Court | Provide additional 1FE secondary school. | 20 | ED24 | - | Fulham (inc. Earls Court) | | 2012 | 2031 | £3,280,000 | £0 | | £3,280,000 | £0 | £3,280,000 | £3,280,000 | £0 | S106 |
| CS 28 | Schools - Secondary | Secondary School Provision Earls Court | Contribution to improved secondary school provision | 20 | ED25 | - | Fulham (inc. Earls Court) | | 2012 | 2021 | £230,000 | £0 | | £230,000 | £0 | £230,000 | £230,000 | £0 | S106 |
| CS 29 | Schools - Secondary | Burlington Danes Academy sixth form science project with Imperial College | Joint working between Imperial College and Burlington Danes Academy to be confirmed as part of Imperial College development. | 20 | ED26 | - | White City | Imperial College Burlington Danes Academy | 2013 | 2016 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | - |
| CS 30 | Schools - Special | Queensmill School | Construct new build and refurbish to deliver objectives of Special Education Needs Review 2008. Planning application 2012/02274/FR3 approved for Haven / Askham Centre, 1 Ollgar Close / 1 Askham Road, W12 0NF. Work commenced October 2013. | 23 | ED27 | - | Borough | | 2013 | 2014 | £11,000,000 | £0 | | £11,000,000 | £11,000,000 | £0 | £11,000,000 | £0 | - |
| Environment, Leisure & Residents' Services | | | | | | | | | | | | | | | | | | | |
| ELRS 1 | Community Safety | Community Safety Hub South Fulham | MPS establish and maintain hub for Police Safer Neighbourhood Team, Anti-Social Behaviour Team, Street Outreach Team and Community Safety Team. | 41 | ES2 | SF8 | South Fulham | Metropolitan Police Service | 2016 | 2031 | £300,000 | £35,000 | 15 | £825,000 | £530,000 | £0 | £530,000 | £295,000 | R123 CIL |
| ELRS 2 | Community Safety | Community Safety Hub Earls Court | MPS establish and maintain hub for Police Safer Neighbourhood Team, Anti-Social Behaviour Team, Street Outreach Team and Community Safety Team and expand existing facilities (e.g. SNT at Fulham Police Station and CST at Clem Attlee Estate and Fulham Town Hall). | 41 | ES3 | - | Fulham (inc. Earls Court) | Metropolitan Police Service | 2016 | 2031 | £300,000 | £35,000 | 15 | £825,000 | £0 | £0 | £0 | £825,000 | R123 CIL |
| ELRS 3 | Community Safety | Community Safety Hub Hammersmith | MPS establish and maintain hub for Police Safer Neighbourhood Team, Anti-Social Behaviour Team, Street Outreach Team and Community Safety Team and expand existing facilities. | 40 | ES4 | - | Hammersmith | Metropolitan Police Service | 2016 | 2031 | £300,000 | £35,000 | 15 | £825,000 | £0 | £0 | £0 | £825,000 | R123 CIL |
| ELRS 4 | Community Safety | Community Safety Hub Park Royal | MPS establish and maintain hub for Police Safer Neighbourhood Team, Anti-Social Behaviour Team, Street Outreach Team and Community Safety Team. | 41 | ES5 | - | Park Royal | Metropolitan Police Service | 2016 | 2031 | £300,000 | £35,000 | 15 | £825,000 | £0 | £0 | £0 | £825,000 | Future CIL |
| ELRS 5 | Community Safety | Enhanced Policing Year 1 | Additional cost of 24/7 policing 'Safer Neighbourhood Team' in areas surrounding specific development sites. Current scheme operates in Shepherds Bush Green Ward but this would apply across the borough. 2012/13 financial year. | 41 | ES1 | WC21 *update d | Borough | Metropolitan Police Service | 2012 | 2013 | £0 | £1,575,000 | 1 | £1,575,000 | £166,666 | £1,408,334 | £1,575,000 | £0 | S106 |
| ELRS 6 | Community Safety | Enhanced Policing Year 2 | Additional cost of 24/7 policing 'Safer Neighbourhood Team' in areas surrounding specific development sites. Current scheme operates in Shepherds Bush Green Ward but this would apply across the borough. 2013/14 financial year. | 41 | ES1 | - | Borough | Metropolitan Police Service | 2013 | 2014 | £0 | £1,539,000 | 1 | £1,539,000 | £166,666 | £1,206,000 | £1,372,666 | £166,334 | S106 |
| ELRS 7 | Community Safety | Enhanced Policing Year 3 | Additional cost of 24/7 policing 'Safer Neighbourhood Team' in areas surrounding specific development sites. Current scheme operates in Shepherds Bush Green Ward but this would apply across the borough. 2014/15 financial year. | 41 | ES1 | - | Borough | Metropolitan Police Service | 2014 | 2015 | £0 | £1,325,000 | 1 | £1,325,000 | £166,666 | £992,000 | £1,158,666 | £166,334 | S106 |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|---------|------------------|--|--|---------------|----------|--------------|---------------------------|----------------------------------|---------------------|---------------|------------|----------------|-------|------------|------------------------------------|------------|------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| ELRS 8 | Community Safety | Enhanced Policing Year 4 | Additional cost of 24/7 policing 'Safer Neighbourhood Team' in areas surrounding specific development sites. Current scheme operates in Shepherds Bush Green Ward but this would apply across the borough. 2015/16 financial year. | 41 | ES1 | - | Borough | Metropolitan Police Service | 2015 | 2016 | £0 | £1,325,000 | 1 | £1,325,000 | £0 | £100,000 | £100,000 | £1,225,000 | S106 |
| ELRS 9 | Community Safety | Enhanced Policing Year 5 | Additional cost of 24/7 policing 'Safer Neighbourhood Team' in areas surrounding specific development sites. Current scheme operates in Shepherds Bush Green Ward but this would apply across the borough. 2016/17 financial year. | 41 | ES1 | - | Borough | Metropolitan Police Service | 2016 | 2017 | £0 | £1,325,000 | 1 | £1,325,000 | £0 | £100,000 | £100,000 | £1,225,000 | S106 |
| ELRS 10 | Community Safety | CCTV Maintenance | CCTV maintenance | New | ES6 | - | Borough | | 2015 | 2025 | £0 | £40,000 | 10 | £400,000 | £0 | £0 | £0 | £400,000 | R123 CIL |
| ELRS 11 | Community Safety | Public Space CCTV Borough | Install CCTV and link private systems to integrated borough-wide council network to assist in prevention and detection of crime (cost includes camera, fixing, groundworks, transmission). Enhance CCTV hubs. | New | ES6 | - | Borough | | 2013 | 2032 | £325,000 | £16,200 | 20 | £649,000 | £0 | £0 | £0 | £649,000 | R123 CIL |
| ELRS 12 | Community Safety | Public Space CCTV White City | Install CCTV and link private systems to integrated borough-wide council network to assist in prevention and detection of crime (cost includes camera, fixing, groundworks, transmission). Enhance CCTV hubs. | New | ES7 | WC36 | White City | | 2013 | 2031 | £0 | £13,200 | 17 | £224,400 | £40,000 | £0 | £40,000 | £184,400 | S106 |
| ELRS 13 | Community Safety | Public Space CCTV South Fulham | Install CCTV and link private systems to integrated borough-wide council network to assist in prevention and detection of crime (cost includes camera, fixing, groundworks, transmission). Enhance CCTV hubs. | New | ES8 | SF8 | South Fulham | | 2012 | 2016 | £50,000 | £3,000 | 20 | £110,000 | £80,000 | £0 | £80,000 | £30,000 | R123 CIL |
| ELRS 14 | Community Safety | Deployable CCTV | Need for rapid Deployable CCTV to deal with dynamic hotspots. | New | ES9 | - | Borough | | 2014 | 2015 | £120,000 | £20,000 | 1 | £140,000 | £0 | £140,000 | £140,000 | £0 | R123 CIL |
| ELRS 15 | Leisure | Linford Christie Outdoor Sports Centre Pavilion & Facilities | Improve and enhance sport and leisure offer - Replace dilapidated pavilion and changing facilities. Health and safety improvements to accommodate increase in population using facilities. | 42 | L4 | WC29 | White City | | 2015 | 2031 | £2,040,000 | £180,000 | 6 | £3,120,000 | £0 | £0 | £0 | £3,120,000 | R123 CIL |
| ELRS 16 | Leisure | Phoenix Leisure Centre & Janet Adegoke Swimming Pool | Increase public usage of sport and leisure offer for indoor sports. | 42 | L3 | - | Borough | | 2013 | 2014 | £315,000 | £0 | 0 | £315,000 | £0 | £0 | £0 | £315,000 | R123 CIL |
| ELRS 17 | Leisure | Lillie Road Fitness Centre | Improve and enhance sport and leisure offer. Works now completed. | 42 | L2 | - | Borough | Greenwich Leisure Limited | 2012 | 2016 | £500,000 | £0 | 0 | £500,000 | £500,000 | £0 | £500,000 | £0 | R123 CIL |
| ELRS 18 | Leisure | Gym White City | Full size (at least 100 stations) accessible public gym. Assume 1,600m2 GIA. The costs include fit out. Assumed to be commercial operation. On-going costs represent subsidy for improved access for low income residents. Could be provided by enhancing existing facilities in area. | 42 | L5 | WC19 | White City | Developers | 2017 | 2031 | £3,040,000 | £55,000 | 6 | £3,370,000 | £0 | £0 | £0 | £3,370,000 | S106 |
| ELRS 19 | Leisure | Sports Hall White City | In-kind provision of 6-8 courts. Assume 2,100 GIA. The costs include fit out. Assumed to be commercial operation. On-going costs represent subsidy for improved access for low income residents. Alternatively could be provided by enhancing existing facilities in area. | 42 | L6 | WC20 | White City | Developers | 2022 | 2031 | £4,000,000 | £55,000 | 6 | £4,330,000 | £0 | £0 | £0 | £4,330,000 | S106 |
| ELRS 20 | Leisure | Gym & Leisure Centre Earls Court | In-kind provision and leasing of gym and public leisure centre of approximately 5,000m2 as part of development. | 42 | L8 | - | Fulham (inc. Earls Court) | Developers | 2013 | 2031 | £7,609,247 | £0 | 0 | £7,609,247 | £0 | £7,609,247 | £7,609,247 | £0 | S106 |

6 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|---------|--------------|---|---|---------------|----------|--------------|---------------------------|----------------------------------|---------------------|---------------|-------------|----------------|-------|-------------|------------------------------------|----------|-------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| ELRS 21 | Leisure | Subsidised Sports Facilities Membership Earls Court Seagrave Road | £136k agreed as part of Seagrave Road S106 for subsidising membership of local sports facilities for occupiers of the affordable housing. | 42 | L7 | - | Fulham (inc. Earls Court) | Developers | 2013 | 2031 | £136,000 | £0 | 0 | £136,000 | £0 | £136,000 | £136,000 | £0 | S106 |
| ELRS 22 | Leisure | Hammersmith Park | All-weather football facility comprising 2 seven-a-side pitches 11 five-a-side pitches and a two-on-two basketball training court to replace an existing all weather pitch, tennis and basketball courts, bowling green and disused playground. New pavilion containing community multi-use room, changing rooms and office. Planning application reference 2013/01084/FUL without prejudice. | New | New | - | White City | Play Football Ltd | 2013 | 2016 | £2,100,000 | £0 | 0 | £2,100,000 | £2,100,000 | £0 | £2,100,000 | £0 | Site |
| ELRS 23 | Leisure | Ravenscourt Park Changing Rooms/Toilets | To meet the demands of the local schools and stakeholders. | 42 | L1 | - | Hammersmith | | 2014 | 2018 | £200,000 | £0 | 0 | £200,000 | £0 | £0 | £0 | £200,000 | R123 CIL |
| ELRS 24 | Parks | Ravenscourt Park Sports Provision | Improvements to the sport provisions in Ravenscourt Park, such as the All Weather Pitch (AWP) and tennis courts. | 42 | L1 | - | Hammersmith | | 2014 | 2018 | £500,000 | £0 | 0 | £500,000 | £0 | £0 | £0 | £500,000 | R123 CIL |
| ELRS 25 | Parks | Ravenscourt Park Facilities | Improvements to the south end facilities at Ravenscourt Park such as the play area, paddling pool, arches and entrances. | 51 | L1 | - | Hammersmith | | 2015 | 2018 | £500,000 | £0 | 0 | £500,000 | £0 | £0 | £0 | £500,000 | R123 CIL |
| ELRS 26 | Parks | Wormwood Scrubs | Assets and drainage improvements. | 50 | New | - | Park Royal | | 2013 | 2015 | £250,000 | £0 | 0 | £250,000 | £0 | £0 | £0 | £250,000 | Future CIL |
| ELRS 27 | Parks | Wormholt Park | Refurbish park as per masterplan. | 50 | L18 | - | Borough | | 2013 | 2016 | £1,500,000 | £0 | 0 | £1,500,000 | £1,000,000 | £0 | £1,000,000 | £500,000 | R123 CIL |
| ELRS 28 | Parks | Open Space White City | Provide and maintain new open space. Allowance includes for 15,000m2 of landscaping adjacent to Hammersmith and City Line. This costs include for larger proportion of hard landscaping with some soft & green landscaping. | 51 | L19 | WC15 | White City | Developers | 2022 | 2026 | £3,540,000 | £15,000 | 10 | £3,690,000 | £1,150,000 | £0 | £1,150,000 | £2,540,000 | S106 |
| ELRS 29 | Parks | Shepherds Bush Green | Redevelopment to improve quality including 2 new playgrounds: 1 for under 5s and 1 for over 5s. | 46 | L17 | - | White City | | 2009 | 2013 | £4,600,000 | £0 | 0 | £4,600,000 | £4,600,000 | £0 | £4,600,000 | £0 | S106 |
| ELRS 30 | Parks | Brook Green | Improvements required for Brook Green as per the Brook Green Vision document. | 50 | L15 | - | Borough | | 2013 | 2016 | £1,000,000 | £0 | 0 | £1,000,000 | £260,000 | £490,000 | £750,000 | £250,000 | S106 |
| ELRS 31 | Parks | Open Space Earls Court | Provide and maintain open space as part of development. | 51 | L22 | - | Fulham (inc. Earls Court) | Developers | 2013 | 2031 | £12,375,503 | £0 | | £12,375,503 | £12,375,503 | £0 | £12,375,503 | £0 | S106 |
| ELRS 32 | Parks | Open Space Earls Court Seagrave Road | £3,250,000 agreed as part of Seagrave Road S106 for either for acquiring the Lost River Park or for improving and enhancing open space in the vicinity of the development. | 51 | L23 | - | Fulham (inc. Earls Court) | Developers | 2013 | 2031 | £3,250,000 | £0 | | £3,250,000 | £3,250,000 | £0 | £3,250,000 | £0 | S106 |
| ELRS 33 | Parks | Brompton Cemetery | Contribution to Royal Parks towards improvement and enhancement works. | 51 | L24 | - | Fulham (inc. Earls Court) | Royal Parks | 2013 | 2031 | £350,000 | £0 | 0 | £350,000 | £0 | £350,000 | £350,000 | £0 | S106 |
| ELRS 34 | Parks | Eel Brook Common | Funds to consult, develop and improve the north end of Eel Brook Common & address the boundary treatment, paving and site furniture. | 50 | L14 | - | Borough | | 2013 | 2016 | £800,000 | £0 | 0 | £800,000 | £200,000 | £598,000 | £798,000 | £2,000 | S106 |
| ELRS 35 | Parks | Bishop's Park Major Improvements | Restoration of park infrastructure, security, riverside railings, underground services and features. | 49 | L16 | - | Borough | National Lottery | 2011 | 2015 | £8,000,000 | £100,000 | 4 | £8,400,000 | £7,000,000 | £325,000 | £7,325,000 | £1,075,000 | S106 |
| ELRS 36 | Parks | Bishop's Park Other Improvements | Additional areas for improvements at Bishop's Park including perimeter railings replacement, tree works, additional planting, riverwalk lighting and paving and re-landscaping of Putney Bridge area. | 49 | L16 | - | Borough | | 2014 | 2018 | £350,000 | £0 | 0 | £350,000 | £0 | £0 | £0 | £350,000 | R123 CIL |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|---------|--------------|--|--|---------------|----------|--------------|--------------|----------------------------------|---------------------|---------------|------------|----------------|-------|-------------|------------------------------------|----------|------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| ELRS 37 | Parks | Bishop's Park Fulham Football Club Improvements | Improve access to Fulham Football Club, improvements to the Riverwalk including lighting and resurfacing. Complete refurbishment of toilets. Relandscape subway entrance at Putney Bridge. Subject to implementation of Fulham Football Club development. | 49 | L16 | - | Borough | | 2014 | 2014 | £600,000 | £0 | 0 | £600,000 | £0 | £600,000 | £600,000 | £0 | S106 |
| ELRS 38 | Parks | Bishop's Park Fulham Football Club Improvements - Heritage Gates | Replacement of Heritage Parks Gates at Stevenage Road entrance. Subject to implementation of Fulham Football Club development. | 49 | L16 | - | Borough | | 2014 | 2014 | £40,000 | £0 | 0 | £40,000 | £0 | £40,000 | £40,000 | £0 | S106 |
| ELRS 39 | Parks | Bishop's Park Fulham Football Club Improvements | General maintenance at Bishops Park for reinstatement of grounds post football matches. Subject to implementation of Fulham Football Club development. | 49 | L16 | - | Borough | | 2014 | 2033 | £0 | £20,000 | 20 | £400,000 | £0 | £400,000 | £400,000 | £0 | S106 |
| ELRS 40 | Parks | Bishop's Park / Fulham Palace Archaeological Work | Archaeology work required at Fulham Palace / Bishops Park as part of the HLF funding agreement | 49 | L16 | - | Borough | | 2013 | 2014 | £0 | £80,000 | 1 | £80,000 | £0 | £0 | £0 | £80,000 | R123 CIL |
| ELRS 41 | Parks | Fulham Palace | Fulham Palace improvement works as per Masterplan including works to Entrance Approach, new build opposite stable block & learning gardens, main entrance, chaplains gardens, main lawn, walled garden and moat. | 50 | New | - | Borough | | 2014 | 2016 | £750,000 | £0 | 0 | £750,000 | £0 | £0 | £0 | £750,000 | R123 CIL |
| ELRS 42 | Parks | Hurlingham Park Pavilion | Hurlingham Park pavilion upgrades and extension. To accommodate the minimum number of participants (8 teams) at once. | 51 | New | - | South Fulham | | 2014 | 2015 | £250,000 | £0 | 0 | £250,000 | £0 | £250,000 | £250,000 | £0 | S106 |
| ELRS 43 | Parks | Hurlingham Park All Weather Pitch | Hurlingham Park All Weather Pitch (AWP) redevelopment | 51 | New | - | South Fulham | Fulham Football Club | 2014 | 2016 | £700,000 | £0 | 0 | £700,000 | £350,000 | £350,000 | £700,000 | £0 | S106 |
| ELRS 44 | Parks | South Park Masterplan | Improve as per delivery plan / masterplan including paving, planting, MUGA, improved play spaces, and netball / basketball courts. | 51 | L21 | SF5 | South Fulham | | 2013 | 2021 | £529,000 | £145,000 | 1 | £674,000 | £600,000 | £74,000 | £674,000 | £0 | S106 |
| ELRS 45 | Parks | South Park Facilities | Upgrade to changing facilities and sports assets. | 51 | L21 | - | South Fulham | | 2014 | 2016 | £100,000 | £0 | 0 | £100,000 | £0 | £0 | £0 | £100,000 | R123 CIL |
| ELRS 46 | Parks | Imperial Road Gasworks Site Open Space | Provision of on-site open space as part of possible future development of site. | New | New | SF | South Fulham | | 2017 | 2031 | £0 | £0 | 0 | £0 | £0 | £0 | £0 | £0 | Site |
| ELRS 47 | Parks | Facilities | Costs to be identified Maintain, refurbish and upgrade multiple sports facilities across the borough's parks and increase accessibility, | 50 | L9 | - | Borough | | 2013 | 2031 | £5,600,000 | £264,500 | 19 | £10,625,500 | £2,625,500 | £0 | £2,625,500 | £8,000,000 | R123 CIL |
| ELRS 48 | Parks | Eel Brook Common Tennis Courts | Refurbish existing two tennis courts at Eel Brook Common. | 50 | New | - | Borough | | 2014 | 2016 | £75,000 | £0 | 0 | £75,000 | £0 | £0 | £0 | £75,000 | R123 CIL |
| ELRS 49 | Parks | Lillie Road Rec MUGA | Refurbish existing MUGA at Lillie Road Rec | 50 | New | - | Borough | | 2014 | 2016 | £100,000 | £0 | 0 | £100,000 | £0 | £0 | £0 | £100,000 | R123 CIL |
| ELRS 50 | Parks | Ancillary Buildings | To create and improve facilities such as depots, cafes, changing rooms, etc. to ensure they meet minimum safety, welfare, security, accessible and energy standards (Hammersmith, Normand, Ravenscourt, etc.) | 50 | L13 | - | Borough | | 2013 | 2031 | £7,350,000 | £150,000 | 19 | £10,200,000 | £2,200,000 | £0 | £2,200,000 | £8,000,000 | R123 CIL |
| ELRS 51 | Parks | South Park Central Buildings | To further improve the changing rooms and improve the surrounding buildings to provide space for a café and improve the toilets. | 50 | L13 | - | South Fulham | | 2014 | 2016 | £150,000 | £0 | 0 | £150,000 | £0 | £0 | £0 | £150,000 | R123 CIL |
| ELRS 52 | Parks | Assets High Priority | Replace all Category 4 and 5 assets from the most current asset register (22.03.11). Full details list of all high priority safety concerns, such as site furniture, lighting columns, etc. Health and safety improvements to accommodate increase in population using assets. | 50 | L10 | - | Borough | | 2013 | 2015 | £750,000 | £0 | 0 | £750,000 | £0 | £0 | £0 | £750,000 | R123 CIL |

8 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|--------------------------------|----------------------------|---|--|---------------|----------|--------------|--------------|---|---------------------|---------------|-------------|----------------|-------|-------------|------------------------------------|---------|-------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| ELRS 53 | Parks | Assets Lower Priority | Prioritise schemes to bring hard landscaping / park assets (fencing and railings, paving, structures, furniture, service hatches, bollards, bins, gates, etc.) up to a score of 3 out of 5 as set out in the Parks Asset Management Plan. | 50 | L10 | - | Borough | | 2015 | 2031 | £10,000,000 | £100,000 | 16 | £11,600,000 | £0 | £0 | £0 | £11,600,000 | R123 CIL |
| ELRS 54 | Parks | Soft Landscaping and Biodiversity | Re-model and refurbish to improve quality and attractiveness, including planting schemes, horticultural features, green roofing, flood management and biodiversity. | 50 | L12 | - | Borough | | 2020 | 2030 | £7,500,000 | £50,000 | 10 | £8,000,000 | £1,500,000 | £0 | £1,500,000 | £6,500,000 | R123 CIL |
| ELRS 55 | Parks | Play Spaces | Maintain, refurbish and upgrade 38 play spaces (those not listed elsewhere in schedule) across the borough's parks. | 55 | L11 | - | Borough | DfE | 2013 | 2031 | £9,500,000 | £75,000 | 19 | £10,925,000 | £3,875,000 | £0 | £3,875,000 | £7,050,000 | R123 CIL |
| ELRS 56 | Waste & Street Enforcement | Recycling Bin Sites | Recycling bin sites - introduction of housings for bins, improving their appearance | New | New | - | Borough | | 2013 | 2021 | £50,000 | £0 | 0 | £50,000 | £0 | £0 | £0 | £50,000 | R123 CIL |
| ELRS 57 | Waste & Street Enforcement | Litter Bins Borough | Replace/add to existing litter bins around the borough to deal with increasing population. Replace litter bins in all open spaces with a dual litter/recycling bins. | New | New | - | Borough | | 2013 | 2023 | £80,000 | £0 | 0 | £80,000 | £0 | £80,000 | £80,000 | £0 | - |
| ELRS 58 | Waste & Street Enforcement | Litter Bins Fulham Town Centre | Provide 30 litter bins to deal with increased footfall and need to minimise dropped litter and subsequent cleansing pressure. | New | U6 | - | Borough | | 2013 | 2023 | £24,000 | £0 | 10 | £24,000 | £0 | £24,000 | £24,000 | £0 | - |
| ELRS 59 | Waste & Street Enforcement | Litter Bins White City / Shepherds Bush | Provide 30 litter bins. Included in Environmental Improvements category for White City. | New | U7 | WC env impls | White City | | 2013 | 2016 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | - |
| ELRS 60 | Waste & Street Enforcement | Litter Bins South Fulham Riverside | Provide 30 litter bins to deal with increased footfall and need to minimise dropped litter and subsequent cleansing pressure. | New | U8 | SF9 | South Fulham | | 2013 | 2026 | £24,000 | £0 | 0 | £24,000 | £0 | £24,000 | £24,000 | £0 | - |
| ELRS 61 | Waste & Street Enforcement | Litter Bins Hammersmith Town Centre | Provide 30 litter bins to deal with increased footfall and need to minimise dropped litter and subsequent cleansing pressure. | New | U9 | - | Hammersmith | | 2013 | 2023 | £24,000 | £0 | 0 | £24,000 | £0 | £24,000 | £24,000 | £0 | - |
| Finance & Corporate Governance | | | | | | | | | | | | | | | | | | | |
| FCG 1 | Community Investment | Third Sector Hub 20 Dawes Road | Consolidate third sector facilities. Not including residential element. | 47 | C1 | - | Borough | Fulham Community Partnership Trust Shepherds Bush Housing Group | 2010 | 2012 | £2,400,000 | £0 | | £2,400,000 | £2,400,000 | £0 | £2,400,000 | £0 | - |
| FCG 2 | Community Investment | Third Sector Hub Edward Woods Estate | Establish third sector facilities within Boxmoor, Norland, Poynter and Stebbing Houses, including flexible office space (approx. 8 units, 688m2 total). Not including residential development and cladding of towers. | 47 | C2 | - | Borough | | 2010 | 2013 | £720,000 | £0 | | £720,000 | £720,000 | £0 | £720,000 | £0 | - |
| FCG 3 | Community Investment | Third Sector Hub Lyric Theatre | Consolidate third sector facilities (£0.5m) to include designated community hub - total aggregate area within the Lyric development not to exceed 60 square metres and additional access to activity space. To accommodate 3rd sector organisations. Separate to expanded theatre / cultural facilities. | 47 | C3 | - | Hammersmith | LBHF (£2.8m commit.) Arts Council DCMS LDA NDC Lyric | 2012 | 2014 | £13,500,000 | £0 | | £13,500,000 | £13,500,000 | £0 | £13,500,000 | £0 | - |
| FCG 4 | Community Investment | Third Sector Hub Park Royal | Establish third sector facilities. Costs to be identified. | 47 | New | - | Park Royal | | 2017 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | Future CIL |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfES | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|-----------------------------------|---|---|--|---------------|----------|---------------|---------------------------|----------------------------------|---------------------|---------------|------------|----------------|-------|------------|------------------------------------|----------|------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| FCG 5 | Community Investment | Disability Services Accommodation / Edward Woods Community Centre | Potential relocation of disability services accommodation (currently provided at Greswell Centre, occupied by Action on Disability - see Cabinet Report 22nd July 2013) to the Edward Woods Community Centre alongside other community meeting room use. Costs estimated at £333,500 - £457,930. | 43 | C4 | - | White City | | 2014 | 2015 | £457,930 | £0 | | £457,930 | £0 | £137,000 | £137,000 | £320,930 | S106 |
| FCG 6 | Community Investment | Community Space White City | 1,000sqm of community space to support local groups and Further Education outreach programmes. | 43 | C5 | WC35 | White City | Developers | 2021 | 2031 | £250,000 | £49,274 | 11 | £792,014 | £0 | £0 | £0 | £792,014 | Site |
| FCG 7 | Community Investment | Community Space (Hurlingham & Chelsea School Site) South Fulham | Provide community facility including library and adult learning and skills (re-provision of Sands End Library / Community Centre). Now all complete. | 43 | C6 | - | South Fulham | Developers | 2012 | 2012 | £1,650,000 | £0 | | £1,650,000 | £1,650,000 | £0 | £1,650,000 | £0 | - |
| FCG 8 | Community Investment | Community Space Earls Court | Provide community meeting space, co-located with other proposed community facilities, within the borough boundary, in addition to facilities proposed in neighbouring Royal Borough of Kensington and Chelsea. | 43 | C7 | - | Fulham (inc. Earls Court) | Developers | 2014 | 2031 | £4,861,500 | £0 | | £4,861,500 | £4,861,500 | £0 | £4,861,500 | £0 | S106 |
| FCG 9 | Community Investment | Cultural Space Earls Court | Provision of cultural space | 43 | C8 | - | Fulham (inc. Earls Court) | Developers | 2014 | 2031 | £4,861,500 | £0 | | £4,861,500 | £4,861,500 | £0 | £4,861,500 | £0 | S106 |
| Housing & Regeneration | | | | | | | | | | | | | | | | | | | |
| HR 1 | Economic Development, Adult Learning & Skills | End Use Recruitment and Job Shop White City Capital Investment | Construction of on-site premises to assist local people to compete for end use jobs. Potential for adult learning and skills element. Assumes all construction costs including fit-out and a lease in perpetuity. Supported by Workplace Coordinators. | New | EL1 | WC22 | White City | Skills Funding Agency | 2014 | 2016 | £1,500,000 | £0 | | £1,500,000 | £500,000 | £0 | £500,000 | £1,000,000 | S106 |
| HR 2 | Economic Development, Adult Learning & Skills | End Use Recruitment and Job Shop White City Revenue Investment | Construction of on-site premises to assist local people to compete for end use jobs. Potential for adult learning and skills element. Assumes all construction costs including fit-out and a lease in perpetuity. Supported by Workplace Coordinators. | New | EL2 | - | White City | Skills Funding Agency | 2017 | 2031 | £0 | £150,000 | 19 | £2,850,000 | £900,000 | £0 | £900,000 | £1,950,000 | S106 |
| HR 3 | Economic Development, Adult Learning & Skills | End Use Recruitment and Job Shop Earls Court | Construction of on-site premises to assist local people to compete for end use jobs. Potential for adult learning and skills element. Assumes all construction costs including fit-out and a lease in perpetuity. Supported by Workplace Coordinators. | New | EL3 | - | Fulham (inc. Earls Court) | Skills Funding Agency | 2014 | 2031 | £1,500,000 | £150,000 | 15 | £3,750,000 | £1,500,000 | £0 | £1,500,000 | £2,250,000 | S106 |
| HR 4 | Economic Development, Adult Learning & Skills | Construction Skills Training Centre | Construction of on-site (potentially mobile) centre to assist local people to compete for construction jobs. Supported by Workplace Coordinators. | New | EL4 | - | Fulham (inc. Earls Court) | Skills Funding Agency | 2014 | 2031 | £2,500,000 | £410,000 | 15 | £8,650,000 | £2,500,000 | £0 | £2,500,000 | £6,150,000 | S106 |
| HR 5 | Economic Development, Adult Learning & Skills | Employment, Training and Workplace Coordinators White City | Provision of Workplace Coordinators (employed by the council but hosted by the developer) to assist local people to compete for end use and construction jobs and to fund training and apprenticeships. | New | EL5 | WC22 | White City | Skills Funding Agency | 2014 | 2031 | £0 | £115,000 | 20 | £2,300,000 | £2,300,000 | £0 | £2,300,000 | £0 | S106 |
| HR 6 | Economic Development, Adult Learning & Skills | Employment, Training and Workplace Coordinators South Fulham | Provision of Workplace Coordinators (employed by the council but hosted by the developer) to assist local people to compete for end use and construction jobs and to fund training and apprenticeships. | New | EL6 | SF6 | South Fulham | Skills Funding Agency | 2014 | 2031 | £0 | £56,876 | 20 | £1,137,528 | £580,000 | £0 | £580,000 | £557,528 | S106 |
| HR 7 | Economic Development, Adult Learning & Skills | Employment, Training and Workplace Coordinators Earls Court | Provision of Workplace Coordinators (employed by the council but hosted by the developer) to assist local people to compete for end use and construction jobs and to fund training and apprenticeships. | New | EL7 | - | Fulham (inc. Earls Court) | Skills Funding Agency | 2014 | 2031 | £0 | £249,333 | 15 | £3,740,000 | £0 | £350,000 | £350,000 | £3,390,000 | S106 |

10 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfFS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|-------|---|--|---|---------------|----------|---------------|---------------------------|----------------------------------|---------------------|---------------|----------|----------------|-------|------------|------------------------------------|---------|---------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| HR 8 | Economic Development, Adult Learning & Skills | Business Hub / Incubator White City | Provision of touchdown / desk space for businesses to use via a membership fee (rather than letting / leasing fixed spaces). *WCOA Cost assumes 20,000 sq.ft office which includes all construction costs and lifetime lease. | New | EL8 | WC33 | White City | | 2015 | 2016 | £700,000 | £0 | | £700,000 | £0 | £0 | £0 | £700,000 | S106 |
| HR 9 | Economic Development, Adult Learning & Skills | Business Hub / Incubator Borough | Provision of touchdown / desk space for businesses to use via a membership fee (rather than letting / leasing fixed spaces). | New | EL9 | - | Borough | | 2015 | 2021 | £14,000 | £0 | | £14,000 | £0 | £0 | £0 | £14,000 | R123 CIL |
| HR 10 | Economic Development, Adult Learning & Skills | Business Engagement White City | Business engagement and consultation with those businesses most affected. Commercial centres and visitor destination management. Support for new enterprises and established businesses. Inward investment activities to attract new occupiers. | New | EL10 | WC34 | White City | | 2014 | 2031 | £0 | £170,000 | 20 | £3,400,000 | £0 | £0 | £0 | £3,400,000 | S106 |
| HR 11 | Economic Development, Adult Learning & Skills | Business Engagement Earls Court | Allocation of land, with a North End Road address, for potential relocation of North End Road Street Market, subject to discussions between LBHF and street traders in order to ensure a workable solution. Support for businesses affected by Earls Court exhibition centre closures. Provision of affordable shop units and nomination rights. Costs to be identified. | New | EL11 | - | Fulham (inc. Earls Court) | | 2014 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| HR 12 | Economic Development, Adult Learning & Skills | Business Engagement Hammersmith Town Centre | Provide town centre and visitor services to contribute to local economic growth. | New | EL12 | - | Hammersmith | | 2014 | 2031 | £0 | £390,000 | 15 | £5,850,000 | £0 | £0 | £0 | £5,850,000 | S106 |
| HR 13 | Economic Development, Adult Learning & Skills | Business Engagement Fulham Town Centre | Provide town centre and visitor services to contribute to local economic growth. | New | EL13 | - | Borough | | 2014 | 2031 | £0 | £390,000 | 15 | £5,850,000 | £0 | £0 | £0 | £5,850,000 | S106 |
| HR 14 | Economic Development, Adult Learning & Skills | Local Business Procurement Borough | Seek procurement opportunities for local SMEs associated with construction and end use of development. Costs to be identified. | New | EL14 | - | Borough | | 2014 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| HR 15 | Economic Development, Adult Learning & Skills | Local Business Procurement White City | Seek procurement opportunities for local SMEs associated with construction and end use of development. Costs to be identified. | New | EL15 | - | White City | | 2014 | 2031 | £0 | £0 | 0 | £0 | £0 | £0 | £0 | £0 | S106 |
| HR 16 | Economic Development, Adult Learning & Skills | Local Business Procurement South Fulham | Seek procurement opportunities for local SMEs associated with construction and end use of development. Costs to be identified. | New | EL16 | - | South Fulham | | 2014 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| HR 17 | Economic Development, Adult Learning & Skills | Local Business Procurement Earls Court Main Site | Seek procurement opportunities for local SMEs associated with construction and end use of development. Costs to be identified. | New | EL17 | - | Fulham (inc. Earls Court) | | 2014 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| HR 18 | Economic Development, Adult Learning & Skills | Local Business Procurement Earls Court Seagrave Road | Seek procurement opportunities for local SMEs associated with construction and end use of development. | New | EL18 | - | Fulham (inc. Earls Court) | | 2014 | 2031 | £26,010 | £0 | | £26,010 | £0 | £26,010 | £26,010 | £0 | S106 |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|---------------------------------|---|---|--|---------------|----------|--------------|---------------------------|-------------------------------------|---------------------|---------------|------------|----------------|-------|------------|------------------------------------|------------|------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| HR 19 | Economic Development, Adult Learning & Skills | Local Business Procurement Hammersmith | Seek procurement opportunities for local SMEs associated with construction and end use of development. Costs to be identified. | New | EL19 | - | Hammersmith | | 2014 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| HR 20 | Economic Development, Adult Learning & Skills | Local Business Procurement Park Royal | Seek procurement opportunities for local SMEs associated with construction and end use of development. Costs to be identified. | New | EL20 | - | Park Royal | | 2014 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| HR 21 | Economic Development, Adult Learning & Skills | Phoenix Canberra Schools Site | Includes potential for adult education element as part of any co-location of services. | New | EL21 | - | Borough | Phoenix Canberra Schools Federation | 2014 | 2016 | £150,000 | £0 | | £150,000 | £0 | £0 | £0 | £150,000 | R123 CIL |
| HR 22 | Economic Development, Adult Learning & Skills | See End Use Recruitment and Job Shop White City | Includes potential for adult learning and skills co-location. Costs to be identified. | New | EL22 | - | White City | | | | | | | £0 | £0 | £0 | £0 | £0 | - |
| HR 23 | Economic Development, Adult Learning & Skills | See Community Space (Hurlingham and Chelsea School Site) South Fulham Riverside | Includes adult learning and skills co-location. Costs to be identified. | New | EL23 | - | South Fulham | | | | | | | £0 | £0 | £0 | £0 | £0 | - |
| HR 24 | Economic Development, Adult Learning & Skills | See End Use Recruitment and Job Shop Earls Court | Includes potential for adult learning and skills co-location. Costs to be identified. | New | EL24 | - | Fulham (inc. Earls Court) | | | | | | | £0 | £0 | £0 | £0 | £0 | - |
| HR 25 | Economic Development, Adult Learning & Skills | See Third Sector Hub Hammersmith | Includes adult learning and skills co-location. Costs to be identified. | New | EL25 | - | Hammersmith | | | | | | | £0 | £0 | £0 | £0 | £0 | - |
| HR 26 | Economic Development, Adult Learning & Skills | King Street Regeneration Infrastructure | King Street Regeneration infrastructure related to possible redevelopment of Town Hall Extension and surrounding site. Potentially including: shop front improvement; environmental improvements (e.g. paving, planting, lighting, signage); 'shop local' campaign; town centre events; improvements to underpass at the end of Nigel Playfair Avenue (e.g. CCTV, lighting and decorations). | New | New | - | Hammersmith | Business Improvement District | 2014 | 2016 | £1,000,000 | £0 | 0 | £1,000,000 | £0 | £1,000,000 | £1,000,000 | £0 | S106 |
| Libraries & Archives | | | | | | | | | | | | | | | | | | | |
| LA 1 | Libraries & Archives | Hammersmith Library | More than a library' improvements, including self-service terminals, IT improvements, wi-fi, accessibility and refurbishment. Will also include the relocation of the Archive and Local Studies Service from The Lilla Huset, 191 Talgarth Road where the lease runs out in 2016. Works being carried out October 2013 - Summer 2014. | 44 | C13 | - | Hammersmith | | 2013 | 2014 | £2,690,000 | £0 | | £2,690,000 | £340,000 | £2,350,000 | £2,690,000 | £0 | - |
| LA 2 | Libraries & Archives | Avonmore Library and Community Centre (formerly Barons Court Library) | Re-model for community library with Citizen's Advice Bureau and The Urban Partnership Group providing parent and child sessions through Masbro Children's Centre (re-provision of Barons Court Library). Now complete. | New | C9 | - | Borough | | 2012 | 2012 | £400,000 | £0 | | £400,000 | £400,000 | £0 | £400,000 | £0 | - |

12 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|---|----------------------------|---|--|---------------|----------|--------------|---------------------------|----------------------------------|---------------------|---------------|-------------|----------------|-------|-------------|------------------------------------|------------|------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| LA 3 | Libraries & Archives | Library Provision Earls Court | Fit-out and refresh of stock, new services (Business Information Points, adult learning activities) and potentially increased staffing costs for new 1,000m2 library provided as part of the Earls Court S106 agreement (no financial contribution). | New | New | - | Fulham (inc. Earls Court) | RBKC | 2018 | 2021 | £500,000 | £120,000 | 4 | £980,000 | £0 | £0 | £0 | £980,000 | R123 CIL |
| LA 4 | Libraries & Archives | Fulham Library | More than a library' improvements, including self-service terminals, IT improvements, wi-fi, accessibility and refurbishment. Phase 1 has been committed and implemented (£100k), and so has Phase 2 (£500k). | 45 | C10 | - | Borough | | 2012 | 2016 | £600,000 | £0 | | £600,000 | £600,000 | £0 | £600,000 | £0 | - |
| LA 5 | Libraries & Archives | Fulham Library | Refurbishment and upgrading of basement area to be used as an overflow for Archives and Local History Centre from The Lilla Huset, 191 Talgarth Road and to provide expansion space for future requirements. | 45 | C10 | - | Borough | | 2016 | 2016 | £300,000 | £0 | | £300,000 | £0 | £0 | £0 | £300,000 | R123 CIL |
| LA 6 | Libraries & Archives | Fulham Library | Refurbishment and upgrading of the first floor public areas, provide a modern meeting / events space for public hire and provide display capability for art / archives artefacts. | 45 | C10 | - | Borough | | 2016 | 2016 | £200,000 | £0 | | £200,000 | £0 | £200,000 | £200,000 | £0 | S106 |
| LA 7 | Libraries & Archives | See Community Space (Hurlingham & Chelsea School Site) South Fulham | Includes library co-location. | 46 | C12 | - | South Fulham | | | | | | | £0 | £0 | £0 | £0 | £0 | R123 CIL |
| Transport & Technical Services | | | | | | | | | | | | | | | | | | | |
| TTS 1 | Building & Property Energy | Hammersmith Town Hall Improvements | Hammersmith Town Hall improvements. | New | New | - | Hammersmith | | 2014 | 2016 | £8,500,000 | £0 | 0 | £8,500,000 | £4,500,000 | £4,000,000 | £8,500,000 | £0 | R123 CIL |
| TTS 2 | | WCOA: 132/11kV primary substation | Required to support development as limited capacity in area. Total estimated cost is £15,000,000 with White City East to proportionally fund 40%. | New | U10 | WC1 | White City | UK Power Networks | 2015 | 2016 | £6,000,000 | £0 | | £6,000,000 | £700,000 | £0 | £700,000 | £5,300,000 | Site |
| TTS 3 | Energy | Decentralised Energy Network White City | Construct heat pipe plant and networks to help meet carbon reduction targets. Subject to outcome of study by GLA/Arup. | 11 | U11 | - | White City | | 2013 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | Site |
| TTS 4 | Energy | Decentralised Energy Network South Fulham | Construct heat pipe plant and networks to help meet carbon reduction targets. Subject to outcome of study by GLA/Arup. | 11 | U12 | SF11 | South Fulham | | 2017 | 2026 | £10,000,000 | £0 | | £10,000,000 | £0 | £0 | £0 | £10,000,000 | Site |
| TTS 5 | Energy | Decentralised Energy Network South Fulham School | Study to scope costs and delivery of CHP. | 11 | U13 | SF11 | South Fulham | | 2012 | 2016 | £20,000 | £0 | | £20,000 | £20,000 | £0 | £20,000 | £0 | Site |
| TTS 6 | Energy | Decentralised Energy Network Earls Court | Construct heat pipe plant and networks to help meet carbon reduction targets. Subject to outcome of study by GLA/Arup. | 11 | U14 | - | Fulham (inc. Earls Court) | | 2013 | 2016 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | Site |
| TTS 7 | Energy | Decentralised Energy Network Hammersmith | Construct heat pipe plant and networks to help meet carbon reduction targets. Subject to outcome of study by GLA/Arup. | 11 | U15 | - | Hammersmith | | 2017 | 2031 | £29,000,000 | £0 | | £29,000,000 | £0 | £0 | £0 | £29,000,000 | Site |
| TTS 8 | Energy | Decentralised Energy Network Park Royal | Construct heat pipe plant and networks to help meet carbon reduction targets. Subject to outcome of study by GLA/Arup. | 11 | U16 | - | Park Royal | | 2013 | 2016 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | Future CIL |
| TTS 9 | Environmental Health | Air Quality Mitigation Earls Court Seagrave Road | Mitigation related to Seagrave Road | New | U17 | - | Fulham (inc. Earls Court) | | 2013 | 2021 | £46,235 | £0 | | £46,235 | £46,235 | £0 | £46,235 | £0 | S106 |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|--------|----------------------|---|--|---------------|----------|--------------|--------------|--|--------------|---------------|-------------|----------------|-------|--------------|------------------------------------|----------|-------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| TTS 10 | Environmental Health | Air Quality Monitoring Stations | Air quality monitoring and replacement of equipment as appropriate (including existing station at Shepherds Bush and 10 diffusion tubes around the borough) to monitor trends in air quality, in particular in relation to impacts from general increase in borough development and population. | New | U18 | - | Borough | TfL DEFRA | 2013 | 2031 | £0 | £11,000 | 20 | £220,000 | £11,000 | £0 | £11,000 | £209,000 | R123 CIL |
| TTS 11 | Environmental Health | Contaminated Land | Treatment plants and monitoring wells. | New | New | - | Borough | | 2013 | 2031 | £0 | £50,000 | 20 | £1,000,000 | £0 | £0 | £0 | £1,000,000 | R123 CIL |
| TTS 12 | Environmental Health | Bore Hole South Fulham Riverside | For investigation of water abstraction. | New | U3 | SF10 | South Fulham | | 2013 | 2016 | £60,000 | £0 | | £60,000 | £60,000 | £0 | £60,000 | £0 | S106 |
| TTS 13 | Environmental Health | Noise Reduction Infrastructure | Provision of noise reduction infrastructure, in particular in relation to impacts from general increase in borough | New | U19 | - | Borough | TfL DEFRA | 2014 | 2016 | £15,000 | £0 | | £15,000 | £0 | £0 | £0 | £15,000 | R123 CIL |
| TTS 14 | Drainage & Flooding | Thames Wall Borough | Upkeep and improve wall defences to ensure Thames Wall is an effective barrier to flood risk. | 13 | U4 | - | Borough | Environment Agency Riparian landowners | 2013 | 2031 | £3,804,000 | £0 | | £3,804,000 | £0 | £0 | £0 | £3,804,000 | R123 CIL |
| TTS 15 | Drainage & Flooding | Thames Wall Hammersmith | Upkeep and improve wall defences to ensure Thames Wall is an effective barrier to flood risk. Costs to be identified. | 13 | U5 | - | Hammersmith | " | 2013 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | - |
| TTS 16 | Drainage & Flooding | Counters Creek Sewer | Replace, enlarge and supplement sewer system to update ageing infrastructure and increase capacity. Planning and development costs only provided. | 12 | U2 | - | Borough | OFWAT Thames Water | 2015 | 2020 | £32,000,000 | £0 | | £32,000,000 | £32,000,000 | £0 | £32,000,000 | £0 | - |
| TTS 17 | Drainage & Flooding | Counters Creek Sewer SUDS / Green Streets | Three trial streets: Mendora Road, Melina Road and Arundel Gardens (RBKC). Jun 2012-Apr 2013: Feasibility Mar 2013-Jul 2013: Detailed design Jul-Nov 2013: Construction Nov 2013-Nov 2014: Performance monitoring | New | New | - | Borough | Thames Water | 2013 | 2014 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | - |
| TTS 18 | Drainage & Flooding | SUDS Stevenage Road & Queensmill Road | Sustainable Urban Drainage Systems (SUDS) to be developed. | New | U1 | - | Borough | ELRS Parks | 2013 | 2015 | £200,000 | £10,000 | 30 | £500,000 | £0 | £0 | £0 | £500,000 | R123 CIL |
| TTS 19 | Drainage & Flooding | SUDS Brook Green | Sustainable Urban Drainage Systems (SUDS) to be developed. | New | U1 | - | Borough | ELRS Parks | 2013 | 2014 | £300,000 | £5,000 | 30 | £450,000 | £0 | £0 | £0 | £450,000 | R123 CIL |
| TTS 20 | Drainage & Flooding | SUDS Lyric Square | Sustainable Urban Drainage Systems (SUDS) to be developed. | New | U1 | - | Hammersmith | | 2013 | 2015 | £200,000 | £10,000 | 30 | £500,000 | £0 | £0 | £0 | £500,000 | R123 CIL |
| TTS 21 | Highways | SUDS Shepherds Bush Town Centre (West) | Redesign carriageway and footway areas to reduce collisions, improve streetscape and extend pedestrian realm, improve crossing points, target factors that result in high street crime levels in the area. Better connections to Goldhawk Road and Shepherd's Bush Market stations. To include SUDS. | New | T94 | - | White City | TfL | 2013 | 2015 | £3,200,000 | £0 | | £3,200,000 | £2,500,000 | £700,000 | £3,200,000 | £0 | R123 CIL |
| TTS 22 | Highways | Highway Maintenance Reserve List | Repairing poor condition highways. | New | New | - | Borough | | 2014 | 2030 | £0 | £3,577,000 | 30 | £107,310,000 | £70,680,000 | £0 | £70,680,000 | £36,630,000 | R123 CIL |
| TTS 23 | Highways | Tree Planting Strategy | Plant new trees (approximately 100 per year) to improve attractiveness and biodiversity (this is in addition to replacing approximately 200 per year). | New | L25 | - | Borough | Resident / business sponsorship | 2012 | 2021 | £140,000 | £0 | | £140,000 | £0 | £28,000 | £28,000 | £112,000 | R123 CIL |
| TTS 24 | Highways | Mayor's Street Tree Programme | Plant new trees to improve attractiveness and biodiversity. | 56 | L31 | - | Borough | GLA | 2009 | 2012 | £74,000 | £0 | | £74,000 | £74,000 | £0 | £74,000 | £0 | - |

14 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|--------|--------------|--|---|---------------|----------|--------------|---------------------------|----------------------------------|---------------------|---------------|----------------|----------------|-------|----------------|------------------------------------|------|----------------|----------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| TTS 25 | Highways | Environmental improvements & public art Borough | Small-scale improvements fund for: minor open spaces; public art on public realm; highway verges; town centre footway cleaning; S215 schemes; play facilities; greening; school playgrounds; signage; public realm maintenance; dealing with eyesores; local shopping centre public realm / shop front improvements. | New | L32 | - | Borough | | 2013 | 2031 | £500,000 | £0 | | £500,000 | £0 | £0 | £0 | £500,000 | R123 CIL |
| TTS 26 | Highways | Environmental improvements & public art White City | Small-scale improvements fund for: minor open spaces; public art on public realm; highway verges; town centre footway cleaning; S215 schemes; play facilities; greening; school playgrounds; signage; public realm maintenance; dealing with eyesores; local shopping centre public realm / shop front improvements. | New | L33 | WC30 | White City | | 2013 | 2031 | £2,024,000 | £7,181 | 19 | £2,160,444 | £40,000 | £0 | £40,000 | £2,120,444 | S106 |
| TTS 27 | Highways | Environmental improvements & public art South Fulham | Small-scale improvements fund for: minor open spaces; public art on public realm; highway verges; town centre footway cleaning; S215 schemes; play facilities; greening; school playgrounds; signage; public realm maintenance; dealing with eyesores; local shopping centre public realm / shop front improvements. | New | L34 | - | South Fulham | | 2013 | 2031 | £500,000 | £0 | | £500,000 | £0 | £0 | £0 | £500,000 | R123 CIL |
| TTS 28 | Highways | Environmental improvements & public art Earls Court | Small-scale improvements fund for: minor open spaces; public art on public realm; highway verges; town centre footway cleaning; S215 schemes; play facilities; greening; school playgrounds; signage; public realm maintenance; dealing with eyesores; local shopping centre public realm / shop front improvements. | New | L35 | - | Fulham (inc. Earls Court) | | 2013 | 2031 | £9,168,333 | £0 | | £9,168,333 | £9,168,333 | £0 | £9,168,333 | £0 | S106 |
| TTS 29 | Highways | Environmental improvements & public art Hammersmith | Small-scale improvements fund for: minor open spaces; public art on public realm; highway verges; town centre footway cleaning; S215 schemes; play facilities; greening; school playgrounds; signage; public realm maintenance; dealing with eyesores; local shopping centre public realm / shop front improvements. | New | L36 | - | Hammersmith | | 2013 | 2031 | £500,000 | £0 | | £500,000 | £0 | £0 | £0 | £500,000 | R123 CIL |
| TTS 30 | Highways | Environmental improvements & public art Park Royal | Small-scale improvements fund for: minor open spaces; public art on public realm; highway verges; town centre footway cleaning; S215 schemes; play facilities; greening; school playgrounds; signage; public realm maintenance; dealing with eyesores; local shopping centre public realm / shop front improvements. | New | L37 | - | Park Royal | | 2022 | 2031 | £500,000 | £0 | | £500,000 | £0 | £0 | £0 | £500,000 | Future CIL |
| TTS 31 | Highways | Environmental improvements & public art White City | To fund minor infrastructure schemes in neighbouring localities to ameliorate development impact. Costs to be identified. | New | L38 | - | White City | | 2013 | 2031 | £0 | £0 | 20 | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 32 | Transport | Crossrail 2 Chelsea-Hackney Line | Improve track between Parsons Green and Wimbledon and construction of new line between Parsons Green and Chelsea to improve public transport accessibility in south of borough. Approx. £15bn whole scheme, approx. £2bn part of scheme through LBHF, approx. £1bn potential LBHF contribution - although likely Mayoral contribution and subject to review of options by TfL, TBC. | 7 | T5 | - | London | DfT TfL | 2019 | 2033 | £2,000,000,000 | £0 | | £2,000,000,000 | £1,000,000,000 | £0 | £1,000,000,000 | £1,000,000,000 | Future CIL |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|--------|--------------|---|--|---------------|----------|--------------|---------------------------|--|---------------------|---------------|--------------|----------------|-------|--------------|------------------------------------|-------------|--------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| TTS 33 | Transport | High Speed Rail 2 Station | Construct HS2 station at Old Oak. Assumes £100m commitment from government subject to passage of Bill. | 6 | T7 | - | Park Royal | DfT Network Rail HS2 Ltd IRHF | 2026 | 2026 | £100,000,000 | £0 | | £100,000,000 | £100,000,000 | £0 | £100,000,000 | £0 | Future CIL |
| TTS 34 | Transport | Crossrail Station | Construct station at Old Oak. | 5 | T8 | - | Park Royal | Crossrail Ltd TfL LBHF | 2017 | 2025 | £25,000,000 | £0 | | £25,000,000 | £0 | £0 | £0 | £25,000,000 | Future CIL |
| TTS 35 | Transport | Interchange High Speed Rail 2 + Crossrail + West London Line Overground | Construct interchange at Old Oak to connect HS2, Crossrail and West London Line. Assumes approx. £10m commitment from agencies, with remainder sought from LBHF, TBC. | 5, 6 | T6 | - | Park Royal | DfT Network Rail HS2 Ltd Crossrail Ltd TfL | 2014 | 2025 | £50,000,000 | £0 | | £50,000,000 | £10,000,000 | £0 | £10,000,000 | £40,000,000 | Future CIL |
| TTS 36 | Transport | Personal Rapid Transit | Personal Rapid Transit (PRT) light rail to link Kensal to Crossrail station only. | | T9 | - | Park Royal | TfL LBHF | 2017 | 2025 | £30,000,000 | £0 | | £30,000,000 | £0 | £0 | £0 | £30,000,000 | Future CIL |
| TTS 37 | Transport | West London Line Overground Station North Pole Road | Construct new station to increase accessibility and frequency of trains subject to robust business case. (The South East Route Utilisation Strategy (RUS) report - July 2011). Assumes equal commitment from other agencies TBC. | 4 | T1 | - | Borough | TfL RBKC | 2017 | 2025 | £12,000,000 | £0 | | £12,000,000 | £8,000,000 | £0 | £8,000,000 | £4,000,000 | R123 CIL |
| TTS 38 | Transport | West London Line Overground Station Shepherds Bush | Increase platform length to facilitate 8 carriage trains serving the station (and potential reconfiguration or extension of the ticket hall). (The South East Route Utilisation Strategy (RUS) report - July 2011) | 4 | T2 | WC3 | White City | TfL | 2015 | 2016 | £3,900,000 | £0 | | £3,900,000 | £3,900,000 | £0 | £3,900,000 | £0 | S106 |
| TTS 39 | Transport | West London Line Overground Station Imperial Wharf | Increase platform length. (The South East Route Utilisation Strategy (RUS) report - July 2011). | 4 | T3 | SF1 | South Fulham | TfL | 2013 | 2016 | £2,900,000 | £0 | | £2,900,000 | £2,900,000 | £0 | £2,900,000 | £0 | R123 CIL |
| TTS 40 | Transport | West London Line Overground Station West Brompton | Increase platform length for 8 car trains. (The South East Route Utilisation Strategy (RUS) report - July 2011). Agreed as part of Seagrave Road S106. | 4 | T4 | - | Fulham (inc. Earls Court) | TfL | 2015 | 2016 | £1,850,000 | £0 | | £1,850,000 | £1,850,000 | £0 | £1,850,000 | £0 | S106 |
| TTS 41 | Transport | Underground Line District | Install new trains, new signalling, renewed track and new centralised service control centre to increase capacity, comfort and reliability. | 2 | T10 | - | Borough | TfL | 2013 | 2018 | £500,000,000 | £0 | | £500,000,000 | £500,000,000 | £0 | £500,000,000 | £0 | - |
| TTS 42 | Transport | Underground Line Piccadilly | Install new trains, new signalling system and new control centre to increase capacity, comfort and reliability. | 3 | T11 | - | Borough | TfL | 2026 | 2026 | £500,000,000 | £0 | | £500,000,000 | £500,000,000 | £0 | £500,000,000 | £0 | - |
| TTS 43 | Transport | Underground Station Wood Lane | Potential new southern entrance. | 10 | T12 | WC26 | White City | TfL | 2026 | 2026 | £2,500,000 | £0 | | £2,500,000 | £0 | £0 | £0 | £2,500,000 | S106 |
| TTS 44 | Transport | Underground Station White City | Potential White City eastern ticket hall with an associated extension to the walkway over the Central Line. Cost includes an allowance for step-free access associated with this new section of the station. | 10 | T13 | WC25 | White City | TfL | 2026 | 2026 | £13,000,000 | £0 | | £13,000,000 | | £0 | £0 | £13,000,000 | S106 |
| TTS 45 | Transport | Underground Station West Kensington | Provide new entrance, gateline capacity and step-free access at West Kensington Station through installation of lift. | 10 | T14 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £15,692,223 | £0 | | £15,692,223 | | £15,692,223 | £15,692,223 | £0 | S106 |
| TTS 46 | Transport | Underground Station West Brompton | Provide improved gateline capacity, increased concourse space, improve stairways and space. Agreed as part of Seagrave Road S106. | 10 | T15 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £1,100,000 | £0 | | £1,100,000 | £1,100,000 | £0 | £1,100,000 | £0 | S106 |
| TTS 47 | Transport | Underground Station West Brompton | Improvements to capacity & lift | 10 | T16 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £2,617,831 | £0 | | £2,617,831 | £2,617,831 | £0 | £2,617,831 | £0 | S106 |
| TTS 48 | Transport | Underground Station Earls Court West Kensington Station Staffing | Contribution to staffing costs | 10 | T17 | - | Fulham (inc. Earls Court) | TfL | 2022 | 2031 | £0 | £46,773 | 15 | £701,596 | £701,596 | £0 | £701,596 | £0 | S106 |
| TTS 49 | Transport | Station Step-Free Access East Acton | Installation of lift. | New | T18 | - | Borough | TfL | 2013 | 2031 | £10,000,000 | £0 | | £10,000,000 | £0 | £0 | £0 | £10,000,000 | R123 CIL |

16 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|--------|--------------|--|--|---------------|----------|--------------|---------------------------|----------------------------------|---------------------|---------------|--------------|----------------|-------|--------------|------------------------------------|------------|-------------|--------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| TTS 50 | Transport | Station Step-Free Access Shepherds Bush | Installation of lift. | New | T19 | - | Borough | TfL | 2013 | 2031 | £100,000,000 | £0 | | £100,000,000 | £0 | £0 | £0 | £100,000,000 | R123 CIL |
| TTS 51 | Transport | Station Step-Free Access Shepherds Bush Market | Installation of lift. | New | T20 | - | Borough | TfL | 2013 | 2031 | £10,000,000 | £0 | | £10,000,000 | £0 | £0 | £0 | £10,000,000 | R123 CIL |
| TTS 52 | Transport | Station Step-Free Access Goldhawk Road | Installation of lift. | New | T21 | - | Borough | TfL | 2013 | 2031 | £10,000,000 | £0 | | £10,000,000 | £0 | £0 | £0 | £10,000,000 | R123 CIL |
| TTS 53 | Transport | Station Step-Free Access Barons Court | Installation of lift. | New | T22 | - | Borough | TfL | 2013 | 2031 | £10,000,000 | £0 | | £10,000,000 | £0 | £0 | £0 | £10,000,000 | R123 CIL |
| TTS 54 | Transport | Station Step-Free Access White City | This would ensure that there is step-free access provision serving all of the Underground lines in the White City East area, and is likely to be a more cost effective solution than providing step-free access at Shepherd's Bush (which is a deep station). | 10 | T23 | WC24 | White City | TfL | 2024 | 2026 | £17,500,000 | £0 | | £17,500,000 | £0 | £0 | £0 | £17,500,000 | R123 CIL |
| TTS 55 | Transport | Station Step-Free Access West Brompton | Installation of lift. £1.2m agreed as part of Seagrave Road S106 for access to Southbound - Wimbledon branch. | 10 | T24 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2016 | £1,200,000 | £0 | | £1,200,000 | £0 | £1,200,000 | £1,200,000 | £0 | S106 |
| TTS 56 | Transport | Station Step-Free Access Ravenscourt Park | Installation of lift. | 10 | T25 | - | Hammersmith | TfL | 2013 | 2031 | £10,000,000 | £0 | | £10,000,000 | £0 | £0 | £0 | £10,000,000 | R123 CIL |
| TTS 57 | Transport | Sands End Pier/Chelsea Harbour Pier | Upgrade pier increase capacity for water based traffic, improve transport accessibility and priming support for services. | 8 | T26 | SF1 | South Fulham | TfL | 2022 | 2026 | £830,000 | £0 | | £830,000 | £0 | £170,000 | £170,000 | £660,000 | S106 |
| TTS 58 | Transport | River Bus Service | Contribution to improved services (could include new/improved piers as above) | 10 | T27 | - | South Fulham | | 2013 | 2026 | £850,000 | £0 | | £850,000 | £0 | £850,000 | £850,000 | £0 | S106 |
| TTS 59 | Transport | Bus Improvements White City | Bus capacity improvements on three existing routes. The cost estimate allows for pump priming service changes for 5 years. There is an allowance of £50,000 for the implementation and maintenance of 'Countdown' facilities at 4 bus stops (M,N,L,P) on Wood Lane. | 10 | T28 | WC5 | White City | TfL | 2021 | 2021 | £5,350,000 | £0 | | £5,350,000 | £0 | £1,450,000 | £1,450,000 | £3,900,000 | S106 |
| TTS 60 | Transport | Bus Improvements South Fulham | Bus interventions package 3. | 10 | T29 | SF1 | South Fulham | TfL | 2017 | 2021 | £7,818,155 | £0 | | £7,818,155 | £4,265,000 | £0 | £4,265,000 | £3,553,155 | S106 |
| TTS 61 | Transport | Bus Improvements Earls Court | Bus infrastructure and bus capacity improvements. | 10 | T30 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2021 | £5,450,000 | £0 | | £5,450,000 | £0 | £5,450,000 | £5,450,000 | £0 | S106 |
| TTS 62 | Transport | Bus Improvements Earls Court Seagrave Road | Bus infrastructure and bus capacity improvements. | 10 | T31 | - | Fulham (inc. Earls Court) | TfL | 2012 | 2021 | £144,000 | £0 | | £144,000 | £0 | £144,000 | £144,000 | £0 | S106 |
| TTS 63 | Transport | Coaches, Taxis & Drop Off Earls Court | Provision of taxi ranks, coachparking and drop off facilities. Costs to be identified. | 10 | T32 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | Site |
| TTS 64 | Transport | Highways & Junctions Hammersmith Flyover Technical Feasibility Study | Construction of Hammersmith flyunder. Cut and cover (short option) £250m. Bored (long option) £1200m. | 10 | T33 | - | Hammersmith | TfL | 2020 | 2025 | £250,000,000 | £0 | | £250,000,000 | £0 | £0 | £0 | £250,000,000 | Future CIL |
| TTS 65 | Transport | Highways & Junctions Hammersmith Gyratory | Removal of Hammersmith Gyratory and return traffic to two way working on eastern arm (in conjunction with Hammersmith Flyover project) | 10 | T33 | - | Hammersmith | TfL | 2014 | 2020 | £10,000,000 | £0 | | £10,000,000 | £10,000,000 | £0 | £10,000,000 | £0 | Future CIL |
| TTS 66 | Transport | Highways & Junctions Fulham Palace Road / Hammersmith Gyratory | Improve northbound access from Fulham Palace Road to the Hammersmith Gyratory to improve bus priority measure for route 220. Opened Spring 2012. | 1 | T36 | - | Borough | TfL | 2013 | 2012 | £2,500,000 | £0 | | £2,500,000 | £2,500,000 | £0 | £2,500,000 | £0 | - |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|--------|--------------|---|---|---------------|----------|---------------|---------------------------|----------------------------------|---------------------|---------------|-------------|----------------|-------|-------------|------------------------------------|------|-------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| TTS 67 | Transport | Highways & Junctions A40 Westway | Improve traffic flow at Savoy Circus junction subject to further feasibility analysis. 3 options: minor widening (£0.5m), flyover (E-W or N-S) (£50m), new road (£500m+). Assumption made on funding from TfL - TBC. | New | T34 | - | Borough | TfL LB Ealing | 2013 | 2031 | £50,000,000 | £0 | | £50,000,000 | £37,500,000 | £0 | £37,500,000 | £12,500,000 | R123 CIL |
| TTS 68 | Transport | Highways & Junctions North-South Road Improvements | North-South road improvements (in addition to those proposed in Regeneration Areas). Assumption made on funding from TfL - TBC. | New | T35 | - | Borough | TfL | 2013 | 2031 | £50,000,000 | £0 | | £50,000,000 | £25,000,000 | £0 | £25,000,000 | £25,000,000 | R123 CIL |
| TTS 69 | Transport | Highways & Junctions Adoption of White City Way and access routes | Funds to provide road infrastructure to connect development plots - This is for Primary and Secondary roads only as ECH Estimate May 07 with drainage and utilities distribution | 10 | T37 | - | White City | TfL | 2013 | 2031 | £100,000 | £0 | | £100,000 | £100,000 | £0 | £100,000 | £0 | Site |
| TTS 70 | Transport | Highways & Junctions Access (road bridge and open space deck) from Wood Lane / South Africa Road junction | Depot Road access improvements and new realigned east-west road bridge for all users over the Central Line cutting to provide direct connection from South Africa Road and widening bridge to accommodate open space. | 10 | T38 | WC Site Spec. | White City | | 2013 | 2031 | £6,300,000 | £0 | | £6,300,000 | £6,300,000 | £0 | £6,300,000 | £0 | Site |
| TTS 71 | Transport | Highways & Junctions Access (road bridge & open space deck) from Wood Lane to M&S site and White City Green | New east-west land bridge (open space) to improve east-west connectivity over the Central Line cutting between White City and Wood Lane LUL Stations. This would be amenity space / no buildings on it. | 10 | T39 | WC Site Spec. | White City | | 2013 | 2031 | £2,800,000 | £0 | | £2,800,000 | £2,800,000 | £0 | £2,800,000 | £0 | Site |
| TTS 72 | Transport | Highways & Junctions BBC site (west of Wood Lane) access improvements | Cost to cover the fourth arm of a new 4-arm signal access junction. (total cost £200,000, so £50,000 per arm). | 10 | T40 | WC Site Spec. | White City | TfL | 2013 | 2031 | £50,000 | £0 | | £50,000 | £50,000 | £0 | £50,000 | £0 | Site |
| TTS 73 | Transport | Highways & Junctions Off-site improvements White City | <ul style="list-style-type: none"> • Shepherd's Bush Gyrotory – Uxbridge Road junction with Wood Lane (northwest corner of the green) – total cost £3.19m. • Shepherd's Bush Gyrotory – Goldhawk Road junction with Shepherds Bush Green (south west corner of the green) – total cost £1.63m. • Boemfontein Road / Uxbridge Road Junction – capacity improvements on the Uxbridge Road westbound approach – total cost £1.4m. | 10 | T41 | WC6 | White City | TfL | 2015 | 2016 | £6,220,000 | £0 | | £6,220,000 | £1,700,000 | £0 | £1,700,000 | £4,520,000 | R123 CIL |
| TTS 74 | Transport | Highways & Junctions South Fulham | Highways Package 1 including improvements to Camwath Road/Townmead Road and Wandsworth Bridge Road junction | 10 | T42 | SF1 | South Fulham | TfL | 2013 | 2016 | £8,624,725 | £0 | | £8,624,725 | £8,624,725 | £0 | £8,624,725 | £0 | S106 |
| TTS 75 | Transport | Highways & Junction South Fulham | Highways Package 1 - Land acquisition and utilities diversion costs | 10 | T43 | SF1 | South Fulham | TfL | 2013 | 2016 | £4,739,500 | £0 | | £4,739,500 | £4,739,500 | £0 | £4,739,500 | £0 | S106 |
| TTS 76 | Transport | Highways & Junctions South Fulham | Highways Package 2 | 10 | T44 | SF1 | South Fulham | TfL | 2017 | 2021 | £2,828,297 | £0 | | £2,828,297 | £660,000 | £0 | £660,000 | £2,168,297 | S106 |
| TTS 77 | Transport | Highways & Junctions South Fulham | Highways Package 2 - Land acquisition and utilities diversion costs. | 10 | T45 | SF1 | South Fulham | TfL | 2017 | 2026 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 78 | Transport | Highways & Junctions South Fulham | Highways Package 3 | 10 | T46 | SF1 | South Fulham | TfL | 2017 | 2021 | £677,780 | £0 | | £677,780 | £677,780 | £0 | £677,780 | £0 | S106 |
| TTS 79 | Transport | Highways & Junctions South Fulham | Highways Package 3 - Land acquisition and utilities diversion costs. | 10 | T47 | SF1 | South Fulham | TfL | 2012 | 2021 | £0 | | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 80 | Transport | Highways & Junctions Earls Court Seagrave Road | £865k + £350k = £1.215m agreed as part of Seagrave Road S106 for Lillie Road and Seagrave Road highway works. | 10 | T48 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £1,215,000 | £0 | | £1,215,000 | £1,215,000 | £0 | £1,215,000 | £0 | S106 |

18 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|--------|--------------|--|--|---------------|----------|--------------|---------------------------|----------------------------------|---------------------|---------------|-------------|----------------|-------|-------------|------------------------------------|------------|------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| TTS 81 | Transport | Highways & Junctions Earls Court Main Site | North-south connectivity, new access onto A4, traffic signal changes, reconfigure North End Road/Lillie Road junction. Investigate improvements to Earls Court one-way system. | 10 | T49 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £1,595,000 | £0 | | £1,595,000 | £1,595,000 | £0 | £1,595,000 | £0 | S106 |
| TTS 82 | Transport | Travel Plan White City | Travel plan coordinator, annual promotional budget, surveys, monitoring, initiatives, review & reporting. | 10 | T98 | WC9 | White City | WestTrans | 2017 | 2031 | £0 | £40,000 | 15 | £600,000 | £200,000 | £0 | £200,000 | £400,000 | S106 |
| TTS 83 | Transport | Travel Plan Earls Court | Various measures | 10 | T95 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2016 | £1,811,950 | £0 | | £1,811,950 | £1,811,950 | £0 | £1,811,950 | £0 | S106 |
| TTS 84 | Transport | Traffic Management & CPZ Review Earls Court | Commission review and implement local traffic management measures including addressing rat running; CPZ; etc. TBC as part of S106 of main site. | 10 | T50 | - | Fulham (inc. Earls Court) | | 2013 | 2031 | £130,000 | £0 | | £130,000 | £0 | £130,000 | £130,000 | £0 | S106 |
| TTS 85 | Transport | Transport Contingency Earls Court | Fund for various measures | 10 | T96 | - | Fulham (inc. Earls Court) | TfL | 2017 | 2031 | £1,000,000 | £0 | | £1,000,000 | £1,000,000 | £0 | £1,000,000 | £0 | S106 |
| TTS 86 | Transport | Strategic Transport Review Group Earls Court | Cost of running group | 10 | T97 | - | Fulham (inc. Earls Court) | TfL | 2017 | 2031 | £0 | £33,333 | 15 | £500,000 | £500,000 | £0 | £500,000 | £0 | S106 |
| TTS 87 | Transport | Electric Car Charging Parking Spaces Borough | Electric charging points for residential, office and retail land uses in accordance with the 2011 London Plan standards. | New | T51 | - | Borough | TfL | 2013 | 2031 | £0 | £0 | | £0 | | £0 | £0 | £0 | Site |
| TTS 88 | Transport | Electric Car Charging Parking Spaces White City | Electric charging points for residential, office and retail land uses in accordance with the 2011 London Plan standards. | 10 | T52 | - | White City | TfL | 2013 | 2031 | £2,060,000 | £0 | | £2,060,000 | £2,060,000 | £0 | £2,060,000 | £0 | Site |
| TTS 89 | Transport | Electric Car Charging Parking Spaces Earls Court | Electric charging points for residential, office and retail land uses in accordance with the 2011 London Plan standards. | 10 | T53 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £608,000 | £0 | | £608,000 | £608,000 | £0 | £608,000 | £0 | Site |
| TTS 90 | Transport | Car Club Earls Court | Arranging location and operation of car club facilities. Costs to be identified. | 10 | T54 | - | Fulham (inc. Earls Court) | | 2013 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 91 | Transport | Rail Freight Transfer Facility Earls Court | For construction materials and spoil removal for main site. Costs to be identified. | 10 | T58 | - | Fulham (inc. Earls Court) | Network Rail TfL | 2013 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | Site |
| TTS 92 | Transport | Consolidated Service & Delivery Facility White City | Logistics centre / warehouse on site 4,000sq.m GFA, based on an uplift from the Heathrow Retail Consolidation Centre, which is 2,320sq.m GFA. | 10 | T56 | WC29 | White City | TfL | 2026 | 2026 | £2,500,000 | £0 | | £2,500,000 | £0 | £0 | £0 | £2,500,000 | S106 |
| TTS 93 | Transport | Consolidated Service & Delivery Facility Earls Court | For freight and domestic deliveries for main site. Costs to be identified. | 10 | T57 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | Site |
| TTS 94 | Transport | Local Connectivity Park Royal | Pedestrian bridge, road links, etc. | 10 | T55 | - | Park Royal | TfL | 2017 | 2026 | £31,000,000 | £0 | | £31,000,000 | £0 | £0 | £0 | £31,000,000 | Future CIL |
| TTS 95 | Transport | Cycle Superhighway 9 (CS9) | Implement cycle superhighway between Hounslow and Central London through the borough to improve cycle access within and through the borough. | 8 | T59 | - | Borough | TfL | 2013 | 2016 | £5,000,000 | £0 | | £5,000,000 | £5,000,000 | £0 | £5,000,000 | £0 | - |
| TTS 96 | Transport | Cycle Superhighway 10 (CS10) | Implement cycle superhighway between Park Royal and Central London along the Westway (A40) to improve cycle access within and through the borough. | New | T60 | - | Borough | TfL | 2016 | 2017 | £5,000,000 | £0 | | £5,000,000 | £5,000,000 | £0 | £5,000,000 | £0 | - |
| TTS 97 | Transport | Mayor's Cycle Hire Scheme All Borough + Regen Areas | Provide 60-80 cycle hire docking stations (x25 bikes each) across the borough. Borough = £150k - £0 assumed = £150k | New | T61 | - | White City | TfL | 2013 | 2014 | £2,000,000 | £0 | | £2,000,000 | £750,000 | £1,250,000 | £2,000,000 | £0 | S106 |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|---------|--------------|---|--|---------------|----------|--------------|---------------------------|----------------------------------|---------------------|---------------|------------|----------------|-------|------------|------------------------------------|------|------------|-------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| TTS 98 | Transport | Mayor's Cycle Hire Scheme White City | Provide 60-80 cycle hire docking stations (x25 bikes each) across the borough. Figures all included in 'Borough' scheme and not duplicated here | 10 | T62 | - | White City | TfL | 2013 | 2014 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 99 | Transport | Mayor's Cycle Hire Scheme Hammersmith | Provide 60-80 cycle hire docking stations (x25 bikes each) across the borough. | 10 | T65 | - | Hammersmith | TfL | 2013 | 2014 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 100 | Transport | Mayor's Cycle Hire Scheme Earls Court | Provide 60-80 cycle hire docking stations (x25 bikes each) across the borough. Figures all included in 'Borough' scheme and not duplicated here | 10 | T64 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2014 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 101 | Transport | Mayor's Cycle Hire Scheme South Fulham | Provide 60-80 cycle hire docking stations (x25 bikes each) across the borough. Figures all included in 'Borough' scheme and not duplicated here | 10 | T63 | SF1 | South Fulham | TfL | 2013 | 2014 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 102 | Transport | Cycle & Pedestrian Routes Bridge South of the Hammersmith & City line viaduct | East-west pedestrian / cycle connections (structures) to the east of the site over A3220 and West London Line | 10 | T68 | WC7 | White City | TfL | 2015 | 2016 | £3,500,000 | £0 | | £3,500,000 | £1,500,000 | £0 | £1,500,000 | £2,000,000 | S106 |
| TTS 103 | Transport | Cycle & Pedestrian Routes Acquisition costs for bridge south of Hammersmith & City Line Viaduct | Part of an existing car park east of the proposed bridge will need to be acquired to allow for the bridge ramp to fall down to pavement level. | 10 | T69 | WC8 | White City | | 2015 | 2016 | £1,200,000 | £0 | | £1,200,000 | £500,000 | £0 | £500,000 | £700,000 | S106 |
| TTS 104 | Transport | Cycle & Pedestrian Routes Subway from the Imperial College site to the Westway Leisure Centre | East-west pedestrian and cycle connection below West London Line north of Westway, including potential acquisition costs | 10 | T70 | WC3 | White City | TfL | 2014 | 2016 | £4,000,000 | £0 | | £4,000,000 | £4,000,000 | £0 | £4,000,000 | £0 | S106 |
| TTS 105 | Transport | Cycle & Pedestrian Routes Cycle link between BBC TVC & Shepherds Bush Market Station | Provide pedestrian / cycle link between BBC TVC and Shepherds Bush Market station. Costs to be identified. | 10 | New | - | White City | TfL | 2014 | 2016 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 106 | Transport | Cycle & Pedestrian Routes Earls Court | New pedestrian and cycle connections under A4 and south of Lillie Road. (If required following Transport Assessment). Improved east-west cycle connectivity into opportunity area. Cycle parking in OA and on surrounding streets. | 10 | T74 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £140,000 | £0 | | £140,000 | £140,000 | £0 | £140,000 | £0 | S106 |
| TTS 107 | Transport | Cycle & Pedestrian Routes Earls Court | Significant streetscape and footway capacity improvements: especially North End Road, Warwick Road, Old Brompton Road/Lillie Road, West Cromwell Road, Earls Court Road. Improved pedestrian crossings. Costs to be identified. | 10 | T75 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 108 | Transport | Pedestrian and Cycle Routes Earls Court Seagrave Road | Off site cycle routes and cycle parking improvements contribution. £75.5k agreed as part of Seagrave Road S106 for off site cycle routes and cycle parking improvements contribution. | 10 | T76 | - | Fulham (inc. Earls Court) | | 2013 | 2031 | £75,500 | £0 | | £75,500 | £75,500 | £0 | £75,500 | £0 | S106 |
| TTS 109 | Transport | Cycle & Pedestrian Routes Tunnel under Warwick Road | Reopen tunnel. Costs to be identified. | 10 | T77 | - | Fulham (inc. Earls Court) | TfL RBKC | 2013 | 2031 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | S106 |
| TTS 110 | Transport | Cycle & Pedestrian Routes Earls Court Visitor Cycle Parking | In-kind provision of visitor cycle parking as part of design and development | 10 | T78 | - | Fulham (inc. Earls Court) | | 2013 | 2031 | £95,000 | £0 | | £95,000 | £95,000 | £0 | £95,000 | £0 | S106 |

20 LB Hammersmith Fulham Infrastructure Schedule (Draft) – August 2014

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR/DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site | | |
|-------|--------------|-----------|---|--|----------|--------------|-------------|----------------------------------|---------------------|---------------|---------|----------------|-------|-------|------------------------------------|-------------|-------------|-------------|----------------------------------|----------|----------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | | | |
| TTS | 111 | Transport | Cycle & Pedestrian Routes Imperial Wharf Pedestrian & Cycle Bridge | Provide cycle bridge alongside existing Battersea Railway Bridge / Cremorne Bridge from Imperial Wharf to Battersea. Planning application 2012/03582/FUL for 'Diamond Jubilee Bridge' approved November 2013 by LBHF. | 10 | T71 | SF1 | South Fulham | Privately funded | 2022 | 2026 | £22,000,000 | | £0 | | £22,000,000 | £22,000,000 | £0 | £22,000,000 | £0 | S106 |
| TTS | 112 | Transport | Cycle & Pedestrian Routes South Fulham | To follow DfID/SPD. Costs to be identified. | 10 | T72 | - | South Fulham | TfL | 2017 | 2021 | £0 | £0 | | £0 | £0 | £0 | £0 | £0 | £0 | - |
| TTS | 113 | Transport | Cycle & Pedestrian Routes South Fulham | Holistic neighbourhood improvements. | 10 | T73 | SF1 | South Fulham | | 2017 | 2021 | £175,000 | £0 | | £175,000 | £175,000 | £0 | £175,000 | £0 | £175,000 | R123 CIL |
| TTS | 114 | Transport | Legible London White City | A wayfinding strategy, based on the principles of Legible London, should be implemented across the White City East site to encourage and enable more trips by foot. | 10 | T66 | WC27 | White City | TfL | 2013 | 2031 | £150,000 | £0 | | £150,000 | £50,000 | £100,000 | £150,000 | £0 | £150,000 | R123 CIL |
| TTS | 115 | Transport | Legible London Earls Court | A wayfinding strategy, based on the principles of Legible London, should be implemented across the area to encourage and enable more trips by foot. | 10 | T67 | - | Fulham (inc. Earls Court) | TfL | 2013 | 2031 | £36,000 | £0 | | £36,000 | £36,000 | £0 | £36,000 | £0 | £36,000 | S106 |
| TTS | 116 | Transport | Thames Path Chiswick Mall to Hammersmith Terrace | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T79 | - | Borough | | 2013 | 2031 | £80,000 | £0 | | £80,000 | £0 | £0 | £0 | £80,000 | £80,000 | R123 CIL |
| TTS | 117 | Transport | Thames Path Black Lion Lane to Oil Mill Lane | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T80 | - | Borough | | 2013 | 2031 | £25,000 | £0 | | £25,000 | £0 | £0 | £0 | £25,000 | £25,000 | R123 CIL |
| TTS | 118 | Transport | Thames Path Lindon House to Fumivall Gardens | Footway improvements are required outside Linden House where additional trees and biodiversity/green infrastructure are required as per Riverside Walk Enhancement Report. | 52 | T81 | - | Hammersmith | | 2013 | 2031 | £50,000 | £0 | | £50,000 | £0 | £0 | £0 | £50,000 | £50,000 | R123 CIL |
| TTS | 119 | Transport | Thames Path Furnivall Gardens | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T82 | - | Hammersmith | | 2013 | 2031 | £100,000 | £0 | | £100,000 | £0 | £0 | £0 | £100,000 | £100,000 | R123 CIL |
| TTS | 120 | Transport | Thames Path Lower Mall | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T83 | - | Hammersmith | | 2013 | 2031 | £30,000 | £0 | | £30,000 | £0 | £0 | £0 | £30,000 | £30,000 | R123 CIL |
| TTS | 121 | Transport | Thames Path Queen's Wharf to Chancellor's Wharf | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T84 | - | Hammersmith | | 2013 | 2031 | £40,000 | £0 | | £40,000 | £0 | £0 | £0 | £40,000 | £40,000 | R123 CIL |
| TTS | 122 | Transport | Thames Path Chancellor's Wharf to Greyhound Wharf | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T85 | - | Hammersmith | | 2013 | 2014 | £500,000 | £0 | | £500,000 | £0 | £0 | £0 | £500,000 | £500,000 | R123 CIL |
| TTS | 123 | Transport | Thames Path Greyhound Wharf to Fulham Football Ground | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T86 | - | Borough | | 2013 | 2031 | £100,000 | £0 | | £100,000 | £0 | £0 | £0 | £100,000 | £100,000 | R123 CIL |
| TTS | 124 | Transport | Thames Path Bishops Park | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T87 | - | Borough | | 2013 | 2014 | £500,000 | £0 | | £500,000 | £6,500 | £0 | £6,500 | £493,500 | £493,500 | R123 CIL |
| TTS | 125 | Transport | Thames Path Putney Bridge | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T88 | - | Borough | | 2013 | 2031 | £175,000 | £0 | | £175,000 | £0 | £0 | £0 | £175,000 | £175,000 | R123 CIL |

| Ref # | Sub-Category | Scheme | Description | Core Strategy | CIL PDCS | WC / SFR DfS | Regen. Area | Other Agencies / Funding Sources | First Year £ Needed | Year Complete | Costs | | | | Assumed / Committed Funding | | | Funding Gap | Proposed mechanism CIL S106 Site |
|---------|--------------|--|--|---------------|----------|--------------|---------------------------|----------------------------------|---------------------|---------------|----------------|----------------|-------|----------------|------------------------------------|-------------|----------------|----------------|----------------------------------|
| | | | | | | | | | | | Capital | Revenue / Year | Years | Total | Council / Gov't / Agencies / Other | S106 | Total | | |
| TTS 126 | Transport | Thames Path Hurlingham | Footway improvements to existing Thames Path route along Napier Road and Broomhouse Lane as per Riverside Walk Enhancement Report. | 52 | T89 | - | Borough | | 2013 | 2031 | £200,000 | £0 | | £200,000 | £0 | £0 | £0 | £200,000 | R123 CIL |
| TTS 127 | Transport | Thames Path Broomhouse Lane to Wandsworth Bridge | Reinstate the ecological planting at Broomhouse Drawdock and reinstate the Thames Path in the sections where it is non-existent. Investment in biodiversity/green infrastructure is required as per the Riverside Walk Enhancement Report. | 52 | T90 | SF9 | South Fulham | | 2013 | 2016 | £50,000 | £0 | | £50,000 | £50,000 | £0 | £50,000 | £0 | R123 CIL |
| TTS 128 | Transport | Thames Path Wandsworth Bridge Pedestrian Link | Provide cantilevered path under Wandsworth Bridge as per Riverside Walk Enhancement Report. | 52 | T91 | SF1 | South Fulham | | 2022 | 2026 | £500,000 | £0 | | £500,000 | £0 | £0 | £0 | £500,000 | R123 CIL |
| TTS 129 | Transport | Thames Path Wandsworth Bridge to Imperial Crescent | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T92 | SF9 | Fulham (inc. Earls Court) | | 2013 | 2016 | £40,000 | £0 | | £40,000 | £40,000 | £0 | £40,000 | £0 | R123 CIL |
| TTS 130 | Transport | Thames Path Imperial Crescent to Lots Road | Improve existing Thames Path and provide biodiversity/green infrastructure improvements as per Riverside Walk Enhancement Report. | 52 | T93 | SF9 | South Fulham | | 2013 | 2016 | £50,000 | £0 | | £50,000 | £50,000 | £0 | £50,000 | £0 | R123 CIL |
| | | | | | | | | | | | £4,347,970,947 | £15,741,671 | | £4,520,201,429 | £2,598,439,360 | £63,201,794 | £2,661,641,154 | £1,858,560,275 | |