

Hammersmith & Fulham

# RAILWAY ARCHES

## SUPPLEMENTARY PLANNING DOCUMENT

OCTOBER 2022



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# Table of Contents

<b>1.</b>	<b>Introduction</b>	<b>2</b>
<b>2.</b>	<b>Purpose of the SPD</b>	<b>3</b>
<b>3.</b>	<b>Policy Context</b>	<b>3</b>
<b>4.</b>	<b>Arches Profiles</b>	<b>6</b>
	<b>A. White City to Trussley Road</b>	<b>8</b>
	<b>B. Cambridge Grove to Goldhawk Road</b>	<b>15</b>
	<b>C. River Thames to Parsons Green</b>	<b>22</b>
	<b>D. Imperial Wharf</b>	<b>28</b>
<b>5.</b>	<b>Key Principles</b>	<b>30</b>

## 1. INTRODUCTION

1.1. Hammersmith and Fulham is an economically vibrant borough, located to the west of Central London and is an attractive location for business and enterprise. It has a thriving and diverse economic base, with the 8th highest rate in businesses per hectare in England. It is also home to over 186,000 residents, who live side by side with these businesses, who use local services and help contribute to its business success. Like most parts of the UK, the Covid-19 pandemic had an impact on some parts of the local economy in the borough. Although the long-term implications are still unknown, there are a number of local and national interventions and policies emerging to help support businesses and economic recovery and early information indicates that Hammersmith and Fulham has in parts recovered fairly well. The railway arches were originally surveyed in 2019 prior to the pandemic and more recently in August 2021. This was an observational survey and current vacancy rates may be different from those observed. This latest survey identified that despite some businesses in the railway arches closing down, other new uses have moved in and economic activity within the arches remains robust. The businesses in the arches continue to be an important part of the local economy.

1.2. The railway arches in Hammersmith and Fulham are mainly located under the Transport for London (TfL) District Line and Hammersmith and City line tracks. The arches are formed where the rail tracks are at high level above brick structural supports below. The arches are mainly owned and managed by [TfL](#) as part of their property portfolio. TfL have indicated that they are in the process of producing a management strategy for individual groups of arches within their estate. The exception to TfL ownership are the arches in Imperial Wharf which are

below the Overground and National Rail (Southern) tracks and are managed by the Arch Company. The railway arches in the borough are suitable for occupation by a variety of businesses or can provide open access allowing for the through flow of pedestrians and traffic. Although often hidden away, the arches form an attractive part of the urban landscape often dating back to the Victorian period.

1.3. Where occupied, the arches provide an important contribution to the local economy, suitable for small businesses, which can be relatively inexpensive depending on their physical condition and location. Our 2021 survey showed a high occupancy rate of 70%, with often long-standing businesses and a diverse range of service/workshop/office uses evident and in particular Shepherd's Bush Market, retail uses.



Image 1: Main location of arches within the borough



## 2. PURPOSE OF THE SPD

2.1. This Supplementary Planning Document (SPD) provides the first ever comprehensive survey of the railway arches in Hammersmith and Fulham. The survey contains information on the location of the arches, the uses taking place, vacancies and the character of the immediate and surrounding area. As such the SPD provides an important resource for identifying the arches and understanding their importance to the local economy and the context in which they are situated.

2.2. Like all SPD's the Railway Arches SPD cannot set out new policy. Rather, it provides guidance for applicants, planners and other stakeholders on the key principles which will be used to determine applications for new uses, other development including advertisements in the railway arches. The Key Principles and details of the relevant Local Plan (Adopted 2018) policies are contained in Section 5.

## 3. POLICY CONTEXT

3.1. The introduction of the new Use Class E in 2020 means that a number of uses which previously required planning permission can now change their use without permission. However, where permission is required applications will be assessed against policies summarised below.

### **The Hammersmith and Fulham Local Plan (Adopted 2018)**

3.2. The Local Plan provides the main Policy document for the determination of planning applications and an overview of main considerations for the railway arches include the following:

3.3. The Spatial Vision for the economy seeks to build a stronger local economy to encourage inward investment, support

new enterprise and start-up businesses and facilitate job growth in the local area, where all people are connected to economic opportunities and live in strong and thriving communities.

3.4. Local Plan Policy CC13 protects residents from potentially 'polluting' uses, with Policy CC11 specifically deals with noise nuisance.

3.5. Local Plan Policy E2 seeks to protect existing employment uses. Policy E1 aims to provide a range of employment uses including flexible and affordable space suitable for small and medium sized enterprises.

3.6. Local Plan Policy TLC1 seeks to enhance the vitality and viability of the borough's three town centres, five key local centres, 15 neighbourhood parades and six satellite parades. Not all arches are located in designated Town or Local Centres and some planning applications for out of centre retail uses may be subject to the sequential test with the National Planning Policy Framework (Paragraph 87).

3.7. Local Plan policies T1, T2, T3 and T4 set out details for highways and parking. With key objectives to improve public transport and accessibility whilst reducing the adverse impact of road traffic and traffic congestion. This includes ensuring that adequate and safe servicing and delivery can be provided and to ensure that traffic generated by new development is minimised so that it does not add parking pressures on local streets or congestion.

3.8. Local Plan Section 12 – Design, includes relevant policies DC1, DC2, DC4, DC5 and where in a Conservation Area or in a historic park or garden DC8 which to seeks to ensure excellence in design. Where there are associated advertisements then in accordance with Policy DC9 these

should also be of a high standard of design and in scale and keeping with the character of their location. Policy DC2 ensures that design is accessible and inclusive.

3.9. The Regeneration Area policies WCRA, WCRA1, WCRA3, HRA and SFRRRA are primarily used for the large redevelopment sites in these areas. However, applications for smaller premises in these areas including the railway arches will also need to comply with the relevant parts of these policies and with the detailed residential amenity, land use, highways and design policies set out above.

### **Hammersmith and Fulham SPD's**

3.10. The Hammersmith and Fulham Planning Guidance SPD February 2018 contains further guidance to support the Local Plan. For the railway arches of most relevance are Chapter 4 - Conservation Area Guidelines; Chapter 9 - Accessible and Inclusive Design; Chapter 10 - Noise Nuisance and Chapter 18 - Transport.

3.11. This SPD has been informed by the council's Industrial Strategy for Hammersmith and Fulham 2017.

### **The London Plan 2021**

3.12. The London Plan was adopted in 2021 and sets out the spatial development policies for Greater London and Mayor's vision for Good Growth over the next 20-25 years. The policies in the London Plan should inform decisions on planning applications and Local Plans need to be in "general conformity" with this document. Although there is no specific policy for the railway arches, Paragraph 6.2.4 references railway arches as part of low-cost business space, which is secondary and tertiary, available on the open market and which is of a lower specification than prime space – therefore usually commands rents at or below the market average..

3.13. London Plan Policy E2 - Providing Suitable Business Space, in Part A seeks to support the provision and where appropriate protection of a range of B Use Class business space in terms of type, use and size, at an appropriate range of rents, to meet the needs of micro and, small and medium-sized enterprises and to support firms wishing to start-up or expand. A number of the railway arches in the borough are in storage use. London Plan Policy E4 Land for Industry, Logistics and Services to Support London's Economic Function, in Part A recognises that a sufficient supply of premises to meet current and future demands for industrial and related functions should be provided and maintained.

### **National Planning Policy Framework (NPPF)**

3.14. The NPPF 2021 sets out Central Government's economic, environmental and social planning policies for England. It includes a section on building a strong and competitive economy. Paragraph 81 states that planning policies should help create the conditions in which business can invest, expand and adapt with significant weight placed on the need to support growth and productivity. Paragraph 82 specifically notes the importance of local policies for economic development; the need to address potential barriers and the importance of allowing new and flexible approaches to changing work practices and economic circumstances. The NPPF is supported by Planning Policy Guidance (PPG).

### **The National Model Design Code**

3.15. The National Model Design Code was published on 20 July 2021 and contains government guidance on the production of local design codes, guides and policies. The code was adopted in response to the Building Better Building Beautiful Commission "Living with Beauty" report and is supported

by Chapter 12 *Achieving well-designed places* of the NPPF and the National Design Guide. Coupled with changes to the NPPF, the code seeks to promote the importance of high-quality design and the delivery high-quality places through the planning system.

### **Use Class Order 2020**

3.16. As part of a strategy to stimulate development Central Government made changes to the Use Classes Order in September 2020 which provides additional flexibility for businesses to change use without requiring planning permission and therefore limits planning control over this matter. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 took effect on 1 September 2020. This amongst other changes introduced a new Use Class E which now includes business and town centre type uses. Changes of use within Class E do not constitute development and therefore do not need planning permission.



## 4. ARCHES PROFILES

Image 2: Location arches within the Borough of Hammersmith and Fulham





4.1. This section provides an overview of the railway arches survey 2021 and profiles the various arch locations and their surrounding characteristics.

4.2. The survey has been broken down into four main groups, with sub-areas defined by highways, other physical boundaries or distinct characteristics. These are as follows:

**A. White City to Trussley Road**

- White City East
- Macfarlane Road
- Shepherd's Bush Market
- Goldhawk Road and Trussley Road

**B. Cambridge Grove to Goldhawk Road**

- Cambridge Grove
- Glenthorne Road, Glenthorne Mews, Albion Mews, Galena Road and Studland Street
- Dalling Road and Ravenscourt Road
- Ravenscourt Road and Ravenscourt Park
- Ravenscourt Park and Goldhawk Road

**C. River Thames to Parsons Green**

- Riverside and Ranelagh Gardens
- Ranelagh Gardens and Hurlingham Road
- Hurlingham Road and Grimston Road
- Grimston Road, New King's Road and Munster Road
- Parsons Green

**D. Imperial Wharf**

## A. White City to Trussley Road

### White City East



Image 3: Location of White City East arches a) Between Westfield and White City Living development; b) Part of the former BBC Television Centre and behind the multi-storey carpark

4.3. The White City East arches are located in close proximity to Shepherd's Bush Town Centre and within the White City Opportunity Area. They have a high vacancy rate (82%) and form two distinct groups as follows:

a) There are 31 arches which form the boundary between Westfield and the White City Living residential development. Ten of these (ranging from 735 to 1,750 sq. ft) have been refurbished including open arches allowing pedestrian access and improvements to the surrounding public realm. However, overall the arches remain mainly vacant with only two units, currently occupied by a restaurant. Two arches in this stretch are used for purposes ancillary to Wood Lane Tube Station.



Photo 1: Arches between Westfield and White City Living

b) There are nine arched units, part of the former BBC Television Centre, but now a mixed use residential, leisure and media development. These units are not currently accessible to the general public but appear to be occupied for storage purposes. Seven of the units (which appear to be vacant) are behind former multi-storey car park on Wood Lane. This car park is also part of the wider BBC development site (Plot H) and is currently subject to demolition and redevelopment.



Photo 2: Arches in the former BBC Television Centre

4.4. Although the strategic policies for the White City Regeneration Area can more obviously be applied to large development schemes, the arches in this area may have the potential to contribute to Shepherd's Bush Town Centre in terms of community, employment offer and public realm and permeability. All of which can complement the existing regeneration of the area and help ensure its long-term sustainability.

4.5. The ten newly refurbished arches between White City Living and the Westfield Shopping Centre have potential for a variety of uses including restaurant use, subject to no loss of general amenities enjoyed by existing surrounding residential occupiers. These arches have been refurbished to a high standard and the open arches already contribute positively to the public realm and permeability. The remaining arches as part of the wider BBC development site are currently inaccessible to the general public but they also have the potential to contribute to the aims of the White City Regeneration Area.

4.6. There are several opportunities for sustainable access to this area. It has excellent public transport facilities with Wood Lane and White City Underground Stations, Shepherd's Bush Overground and the White City Bus Station in very close proximity to these arches.



## Macfarlane Road



Image 4: Location of arches 123-152 broadly running parallel to Macfarlane Road

4.7. There are 24 arches in Macfarlane Road, mainly occupied by motorcycle, bike and motor repair businesses. There is also a gym, florist and recording/rehearsal studio accommodation, which are the more recent additions to the long-standing motor repair businesses. Shepherd's Bush rehearsal studios are in the arches closest to Uxbridge Road. There is a low vacancy rate of 8%, with only 2 of the units appearing to be vacant. There are very good public transport links with Wood Lane Underground to the North and Shepherd's Bush Underground station to the South and several bus routes running along Uxbridge Road.



Photo 3: Vacant and occupied arches on Macfarlane Road

4.8. These arches are located on the edge of the White City Regeneration Area. They are well occupied with evidence of churn and some new uses moving in. Where permission is required existing employment uses are protected in accordance with the criteria in Local Plan Policy E2. These arches are within walking distance of Shepherd's Bush Town Centre, where retail and complimentary uses are more appropriately directed. The arches are in proximity to residential properties and therefore the protection of existing amenity by way of noise (especially late at night), smells and disturbance will be an important consideration for applications involving new commercial uses.

4.9. Access to these arches is limited. There is an access road, but it is not a publicly maintained highway. Car and van access is at the north end via an arched entrance leading to a wide frontage to the arches, this area narrows closer to the Uxbridge Road end, but servicing and parking still appear to be possible.



## Shepherd's Bush Market



Image 5: Location of arches 155-191 between Uxbridge Road forming part of Shepherd's Bush Market

4.10. There are 37 arches primarily used for retail purposes, which are located alongside the freestanding stalls within Shepherd's Bush Market. There is a very low vacancy rate, with only two of the arches appearing to be vacant at the time of the survey. This is a vibrant and flourishing environment, providing shopping and some associated cafes for locals and visitors alike. Shepherd's Bush Market is managed by Tandem Property Management who have an office in one of the arches. The market has excellent public transport including various busses running along Uxbridge Road and Goldhawk Road and the Shepherd's Bush Market London Underground Station.



Photo 4: Arches used for retail premises within Shepherd's Bush Market

4.11. Shepherd's Bush Market is an important and distinct part of Shepherd's Bush Town Centre's cultural and retail offer. The market and adjacent land are subject to Local Plan Strategic Site Policy WCRA3, which is part of the larger White City Regeneration Area, as set out in Strategic Policy WCRA. Development proposals for the market should promote the retention and improvement of the market and provide a vibrant mix of town centre uses. This includes assisting and working with market traders so they can remain part of the market. As the arches form an integral part of the market, this policy will apply to these premises. The market does not have a publicly maintained highway but while the market is taking place, pedestrians have priority. However, there appears to be access for servicing outside these times.

4.12. Given the proximity of residential streets to the market it is considered that new uses should not increase existing parking pressure. The arches are somewhat tucked away from these properties. However, impact on these residents by way of loss of amenity will still be considered in terms of applications for new uses. The arches are not

in a Conservation Area but those closest to Uxbridge Road are adjacent to the Shepherd's Bush Conservation Area. All premises are highly visible from street views and therefore a high-quality of design will be required for new signage and structures.

## Goldhawk Road and Trussley Road



Image 6: Location of arches 192-219(East) and 212-240 (west) between Goldhawk Road and Trussley Road

4.13. The Goldhawk Road and Trussley Road arches are a diverse group of 36 well used arches with a 23% vacancy rate. They are located on both sides of the railway tracks forming a long stretch of premises between Goldhawk Road to the North, Trussley Road to the South, and to the West of Wells Road and Sullivan Road. There are three distinct groupings which are occupied by a variety of uses including, motorcycle and car repair businesses, decorating suppliers, landscape gardeners and by TfL's, bus garage storage. Arch 233 provides for highway and pedestrian access under the tracks on Trussley Road.

4.14. Five of the arches in Wells Road form part of the Goldhawk Road Tube station and this stretch of arches is well connected to public transport. They are very open to the street and like other arches between Goldhawk Road and Trussley Road contain a variety of employment uses and therefore where possible have Local Plan policy protection. This group of arches are within walking distance of Shepherds Bush Town Centre where retail uses are directed.



Photo 5: Arches to the East of the railway arches on Wells Road

4.15. Of all the arched premises in this group, those between Wells Road and Trussley Road have the most mixed character with both commercial and residential premises. Proposed new uses in the arches closest to the residential premises will need to consider impact on existing amenity. These arches appear to be inside the Hammersmith Grove Conservation Area and therefore a high-quality in terms of any new structures and signage will be expected.

4.16. The arches at the Trussley Road end of this grouping have good access to the surrounding residential areas.

They are close to the local shops, services and food and drink premises on Hammersmith Grove. Two of the businesses make the most of being nearby to the Builders Merchants by selling DIY goods and paint and the other providing landscape gardening services. These have a different character from other arches in this overall group, with an attractive and open aspect. The arches are very accessible by car from Trussley Road and have a wide servicing area in front of the businesses.



Photo 6: Arches 234-240 to the West of the track in Trussley Road



## B. Cambridge Grove to Goldhawk Road

### Cambridge Grove

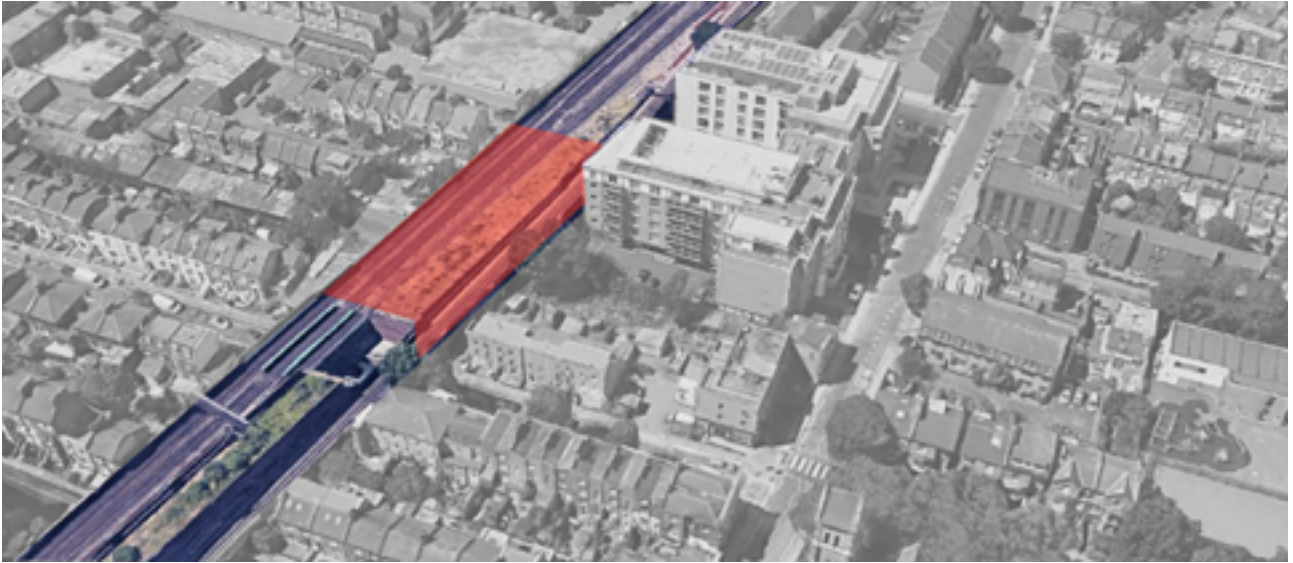


Image 7: Location of arches 57-65 Cambridge Grove

4.17. The Cambridge Grove Arches are an attractive group of nine well occupied arches. Only two of these arches are vacant and the group has a low vacancy rate of 20%. Those occupied contain workshops, (crafts, pottery, metal and woodwork) a media studio and gyms.



Photo 7: Arches in Cambridge Grove

4.18. These arches are not in the Hammersmith Regeneration Area. The vibrancy and proximity to Hammersmith Town Centre and evidence of creative uses indicates that there is demand for premises. Where possible viable existing employment uses will be protected in accordance with Local Plan Policy E2. The arches are within close walking distance to Hammersmith Town Centre, where retail and complementary uses are directed. The arches are opposite residential properties and therefore the protection of existing amenity by way of noise (especially late at night), smells and disturbance is an important policy consideration. The arches are partially inside the Bradmore Conservation Area and partly visible from surrounding streets and therefore high-quality design and new signage will be expected. The alley is not publicly maintained highway and pedestrian access is via a gated entrance off Cambridge Grove.

## Glenthorne Road, Glenthorne Mews, Albion Mews, Galena Road and Studland Street

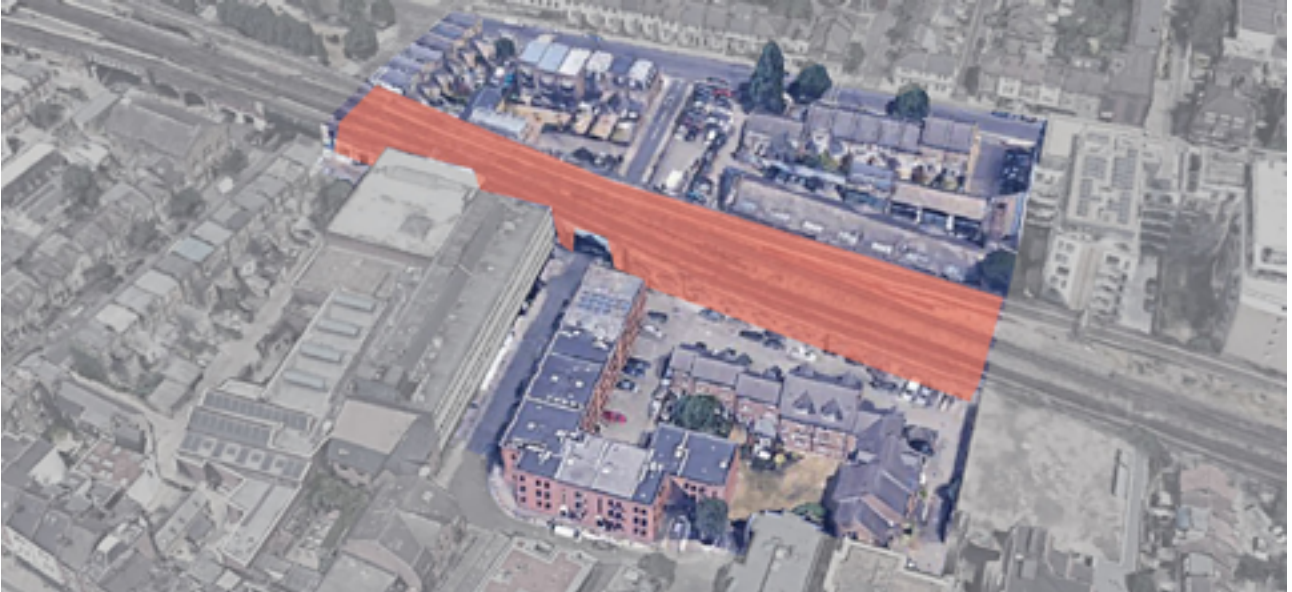


Image 8: Location of arches 75-77 Glenthorne Mews, arches 70-77 Albion Mews, arches 78-81 Galena Road and arches 83-89 Studland Street

4.19. The Glenthorne Mews, Albion Mews, Galena Road and Studland Street arches are a group of four distinct small clusters of arches located around Glenthorne Road. There are a total of 26 Arches, with 23 of these occupied at the time of the survey and therefore has a low vacancy rate. There are a variety of businesses occupying the arches consisting of car and motorcycle servicing, repair joinery company chair studio and catering suppliers.

4.20. The Albion Mews arches are located on the edge of Hammersmith Town Centre Regeneration Area. Local Plan Strategic Policy HRA includes aims to encourage the regeneration of Hammersmith Town Centre and seeks development that builds on the centre's major locational advantages for office and retail development.



Photo 8: Albion Mews arches to the North side of the track

4.21. The council is preparing an SPD for the Hammersmith Regeneration Area which sets out a high level, profiles and principles for the Town Centre.

4.22. The arches in Glenthorne Mews, Galena Road and Studland Street are well used and contain a variety of employment uses (all E class uses, and similar sui generis uses) and therefore where possible subject to the employment protection criteria in Local Plan Policy E2.



Photo 9: Glenthorne Mews arches to the South of the track

4.23. These arches are in close proximity to Hammersmith Town Centre, where town centre uses are directed to enhance the vitality and viability of this important retail location.

4.24. The surrounding area has a mixed use. However, there are a number of residential premises in close proximity to the arches in particular in Albion Mews where residential directly faces the arches and therefore it is important that new uses cause no undue detriment to residential amenity.

4.25. The arches in Galena Road and Studland Street are directly accessed off these publicly maintained highways and many make the most of this access with the arches used for motor repair and services businesses.

4.26. This group of arches are not in a Conservation Area. However, any new external construction and signage in connection with the railway arches are likely to require a high standard of design, in particular where they are visible from street views.



## Dalling Road and Ravenscourt Road

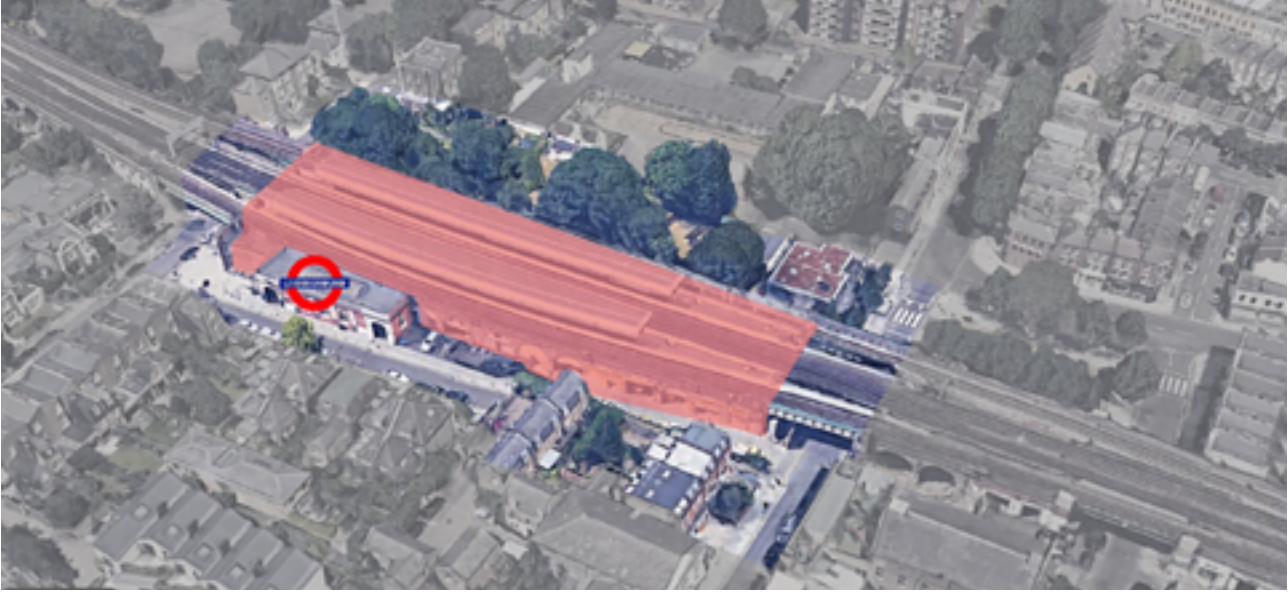


Image 9: Location of arches 92-107 between Dalling Road and Ravenscourt Park

4.27. The Dalling Road and Ravenscourt Road arches comprise ten premises which have a 100% occupancy rate at the time of survey. Existing uses include an indoor climbing centre with the main entrance in Ravenscourt Road. A longstanding timber and builder's merchants occupies a number of arches alongside a car repair business. Pedestrian and vehicle access to these arches is from Ravenscourt Place. These arches are very close to Ravenscourt Park Tube Station and therefore have excellent public transport access.



Photo 10: Arches 99-101

4.28. The arches are directly opposite and surrounded by residential properties and protection of existing amenity by way of noise (especially late at night), smells and disturbance will be an important policy consideration for new proposed uses. These arches are within close walking distance to Hammersmith Town Centre and new uses should complement and not compete with nearby town centre uses in accordance with Local Plan Policy TLC1.

4.29. There is a pedestrian alley from Dalling Road, which opens into the small residential street of Ravenscourt Place, which is bounded by Ravenscourt Road. Both of these are public highway. Any transport generated by incoming uses should to avoid congestion and ensure servicing can take place safely. The arches are visible from the street and therefore any new structures if acceptable in principle or associated signage, would need to be of high-quality design, given the location in the Ravenscourt Park and Starch Green Conservation Area.



## Ravenscourt Road and Ravenscourt Park

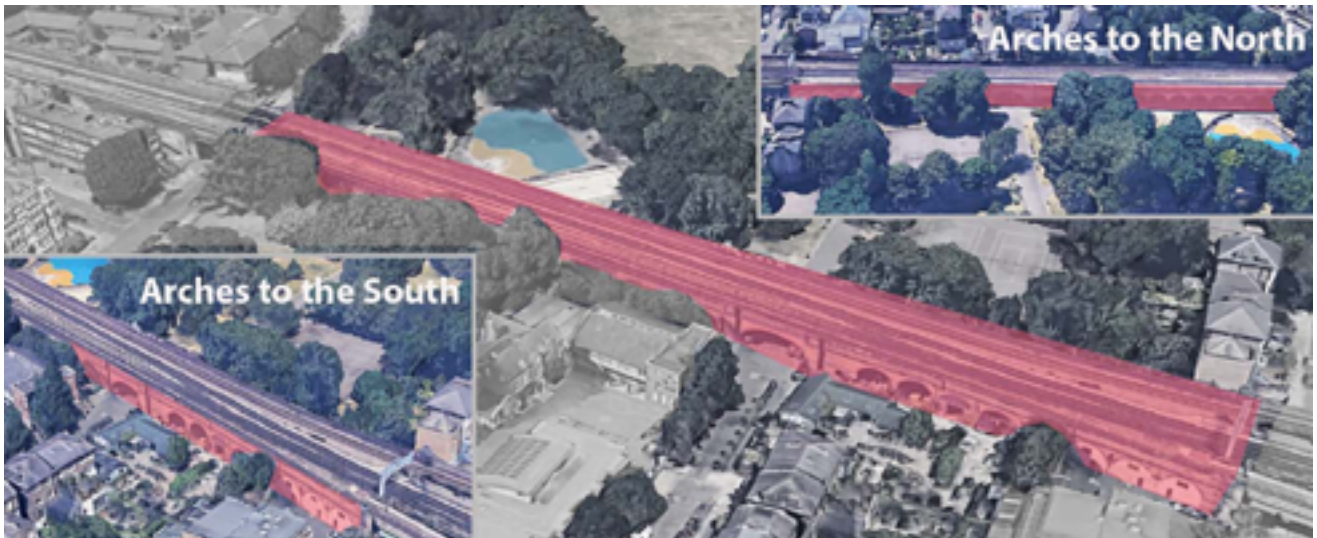


Image 10: Location of arches between Ravenscourt Road and Ravenscourt Park. Arches 108-132 (North side of the track) and Arches 112-116 (South side of the track)

4.30. The Ravenscourt Road and Ravenscourt Park arches are located on both the North and South side of the railway tracks providing two distinct groups. On the North side there are 16 arches mainly located within the park itself. Twelve of these are occupied by the council’s leisure and parks service for storage and ancillary purposes and therefore make an important contribution to this service. Community uses which are complimentary to the recreational use of the park may be considered as an acceptable alternative subject to planning considerations. There are also open arches within this group providing pedestrian access through the park. The vacant arches (25% of the total) are in the alleyway adjacent to Ravenscourt Road. To the south are six arches which are occupied by a garden centre and café and for purposes ancillary to the Baptist church. There are no vacancies in this group.



Photo 11: Arches in use by the Council as storage

4.31. These arches both to the North and the South of the railway line are within the Ravenscourt Park and Starch Green Conservation Area. The character profile for this Conservation Area states that this ‘District Park itself forms the heart of the Conservation Area’ and notes that the dominant feature of the railway arches also afford views through the park.

4.32. There are residential properties in close proximity to the railway arches in particular those near to the entrance to the park in Ravenscourt Road. This entrance, the boundary wall and the alleyway itself are within the demise of the park and publicly maintained. Servicing to these arches may be difficult.

4.33. The properties are within close walking distance to Hammersmith Town Centre and where possible new uses should complement and not compete with nearby town centre uses.

4.34. To the south the long-standing garden centre provides a destination shopping experience for locals and visitors alike. The use of the arches as a small café with outside tables and chairs within the garden centre provides a pleasant and well used environment.

## Ravenscourt Park and Goldhawk Road



Image 11: Location of arches 133-178 Ravenscourt Park to Goldhawk Road (adjacent to Stamford Brook Tube Station)

4.35. The Ravenscourt Park to Goldhawk Road arches are a long stretch of 45 arched premises, which are predominantly vacant. It has an 82% vacancy rate, which is the highest vacancy level of all those surveyed in the borough. The eight that are occupied are mainly used for car services, repair and storage, with one unit used for builder's storage.

4.36. These arches are located in a non-publicly maintained alleyway which backs directly onto residential properties and therefore the protection of existing amenity by way of noise (especially late at night), smells and disturbance is an important consideration here. The arches in the middle of this space are particularly unappealing to reach by foot given the long stretch of arches without active frontages. There is evidence of car use in connection with the occupied arches. This is a narrow alleyway, with no obvious turning points.

4.37. The arches, particularly those close to Ravenscourt Park are within walking distance to Hammersmith Town Centre, this grouping forms the very most southern part of the Ravenscourt Park and Starch Green Conservation Area. However, only the

arches located at each of the ends of this group are visible from the street.



Photo 12: Arches closest to Ravenscourt Park



## C. River Thames to Parsons Green

### Riverside and Ranelagh Gardens



Image 12: Location of arches 72-76 Riverside Ranelagh Gardens

4.38. The riverside and Ranelagh Gardens arches are a small group of premises in an attractive gated alleyway leading to the river. An architects/construction company is the main occupier in this stretch of arches now that the car hire use previously occupying Arch 72 have vacated their premises.

4.39. These arches are in close proximity to a large number of residential properties in Hurlingham Court and therefore protection of existing residential amenity will be an important consideration for any new uses in this location.

4.40. The arches are within walking distance of Fulham High Street Neighbourhood parade, where, if possible town centre uses are most appropriate directed. The arches are visible from the public highway and are in the Hurlingham Conservation Area and therefore any new structures or advertising will be required to be of a high-quality design.



## Ranelagh Gardens and Hurlingham Road

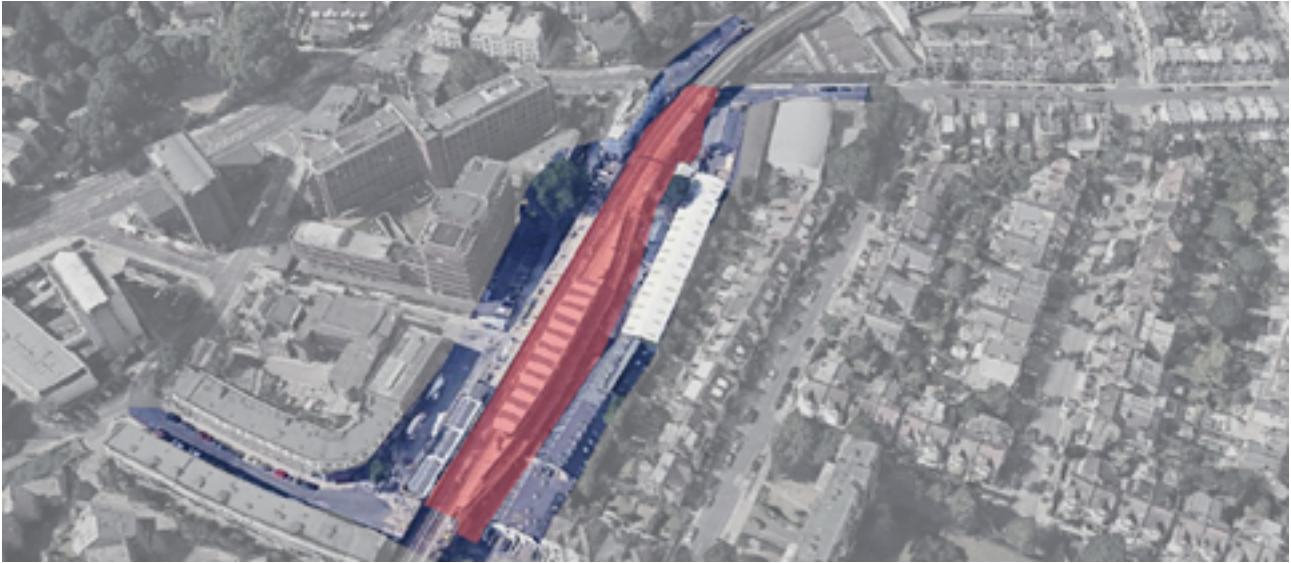


Image 13: Location of arches 55-66 between Ranelagh Gardens and Hurlingham Road. Arches including 419 New King's Road and Hurlingham Road

4.41. These are a group of 15 arches (both to the West and East of the railway track) in close proximity to Putney Bridge Underground Station are located to both the West and East of the railway tracks. To the West the arches front Station Approach. A Wine shop although not within an arch itself is a dominant feature in this location and adds to the commercial character and vitality of this area. This group of arches has a high occupancy rate, with only one arch obviously vacant. Occupiers include TfL as part of the station, taxi repair and services, car repair business, an art shop, flower shop and arches used in connection with a trade building suppliers, to the East of the tracks.



Photo 13: West side of the track occupied arches including a tax repair.

4.42. These arches provide a variety of employment, service and retail uses and are very accessible both by foot and car. They do not generally front publicly maintained highway, but some have designated parking spaces in connection with the use on the forecourts. The building trade premises directly front the publicly maintained Hurlingham Road with a dropped kerb to allow access.

4.43. The arches to the West of the tracks, closest to the station are opposite commercial premises and to the East surrounded by residential accommodation and therefore the protection of existing residential amenity will be an important consideration for any new uses in this location.

4.44. The arches are within walking distance of Fulham High Street Neighbourhood parade where new town centre uses are most appropriately directed in accordance with Local Plan Policy TLC1. These arches are within Putney Bridge Conservation Area and therefore new developments should deliver high-quality design and enhance the character of the protected area.

## Hurlingham Road and Grimston Road



Image 14: Location of arches Hurlingham Road to Grimston Road, comprising arches 405-417 New King's Road, arch 19 Grimston Road

4.45. These are a group of 16 arches which have a high occupancy rate, with only one arch obviously vacant at the time of the survey. This property was granted planning permission in June 2020 for the use of the land in front to redevelop as a single-family dwelling. The arches are mainly used in connection with car repair and servicing including a car wash. The majority of arches in the rear alley are used in connection with the businesses fronting the New King's Road.



Photo 14: Arches fronting New King's Road

4.46. These arches appear to be long standing and well used, with the businesses fronting the publicly maintained New King's Road, making the most of

being located on this busy road. There are residential properties next to and opposite the premises on the New King's Road frontage. The rear of these arches is flanked by the commercial Melbray Mews/House and therefore may be less sensitive to residential amenity policies. The arches are within walking distance of Fulham High Street Neighbourhood Parade in the Local Shopping Centre and new uses, if possible, should complement and not compete with nearby town centre uses in accordance with Local Plan Policy TLC1.

4.47. The arches to the rear are not visible from any street view but are in the Fulham Park Gardens Conservation Area. Therefore, any new development and signage to those premises fronting New King's Road will require a high standard of design.



Photo 15: Arches fronting the rear of the premises on the New King's Road



## Grimston Road, New King's Road and Munster Road



Image 15: 1) Location of arches 30-39 Grimston Road; 2) Location of arches 120 New King's Road, 9-21 and 44 Munster Road

4.48. The Grimston Road, New King's Road and Munster Road arches consist of two groups separated by the New King's Road. There are a total of 27 arches, with a very low vacancy rate of 7%. The arches between Grimston Road and New King's Road are mainly occupied by car repair and services businesses. The arches in the stretch New King's Road to Munster Road have more diverse uses and although car repair and services businesses also predominate there is more variety with arches occupied by a welder, joiner and art studio.

4.49. These arches are predominantly surrounded by residential premises and therefore it is important that new uses do not cause undue detriment to the general amenities enjoyed by these existing surrounding occupiers. The arches between New King's Road and Munster Road, especially near the junction have attracted more recent uses such as a pop-up vintage clothes shop. Although, as they are within walking distance of Fulham Road Key Local Centre and the shops on New King's Road which are part of Fulham High Street Neighbourhood Parade, new retail and other

town centre uses should, where possible, be directed to these areas.



Photo 16: Arches to the West of the track

## Parsons Green



Image 16: Location of arches 1-4 and Parsons Green Commercial Estate/ Depot, 33-39 Parsons Green

4.50. The Parsons Green arches are located opposite Parsons Green Underground Station on Parsons Green Lane. To the South of the tracks are arches 1-4. These are currently in use as a coffee shop/cafe. On the North side of the tracks is Parsons Green Commercial Estate/Depot, at 33-39 Parsons Green Lane. The area has both pedestrian and vehicle access from Parsons Green Lane. There are mews properties opposite the arches and structures also containing creative/ making use.



Photo 17: Parsons Green Estate/ Depot

4.51. These units are part of a successful business park, managed by TfL which provides for a range of businesses. The Parsons Green Commercial Estate/Depot is close to both the Fulham Road Key Local Centre and to the Parsons Green Neighbourhood Parade.



## D. Imperial Wharf



Image 17: Location of arches in Imperial Wharf

4.52. The Imperial Wharf arches are located under the Overground and National Rail (Southern) tracks and comprise unnumbered occupied premises by office and refuse storage business, which appear to be ancillary to the surrounding premises. These are managed by the Arch Company and located between the river and Imperial Wharf Station.



Photo 18: Arches used as refuse storage (left) and office (right)

4.53. There is an open arch which provides pedestrian access next to the river on the Tames Path. Closer to Imperial Wharf Station, Townmead Road runs under the tracks within an arched structure.

4.54. These arches are inside the South Fulham Riverside Regeneration Area and therefore applications will be subject to Local Plan Strategic Policy SFRRRA of the



Photo 19: Pedestrian open arch and occupied arches to the South of the track

Local Plan, including the aim to encourage appropriate small scale retail, restaurants and cafes and leisure uses which support day to day needs to provide activity adjacent to the river. In addition, this policy recognises the need for more employment uses in this area in locations close to public transport.

4.55. Unlike some other parts of the Regeneration Area, the immediate area is already well developed with new mixed-use buildings including residential accommodation.

4.56. SFRRRA seeks a high-quality urban environment and the arches are inside the Sands End Conservation Area and adjacent to a Listed Building (Battersea Railway Bridge), therefore new structures



or signage will be expected to be of high-quality.

4.57. Townmead Road is publicly maintained highway. However, access to the area in front of the arches appears to be limited to authorised vehicles.

## 5. KEY PRINCIPLES

### Key Principle AR1

- Seek the retention of existing employment uses where they are considered to still be viable in accordance with the Local Plan.
- Ensure that new uses cause no undue detriment to the general amenities enjoyed by existing surrounding occupiers, particularly where commercial and service activities will be close to residential properties.
- Ensure that traffic generated by new development is minimised so that it does not add parking pressures on local streets or congestion, that adequate servicing can be provided and sustainable methods of transportation considered.
- Direct retail and leisure use into the Town and Local Centres in the first instance, unless a sequential test and/or impact test justify its location.
- New shopfronts and signage should aim to retain the character of the arch overall. New or altered frontages should be recessed and of a lightweight, glazed style to maintain the expression of the arch and to activate the frontage.
- AC units, flues and M+E plant should be designed to be concealed within the internal environment of the arch, with external ventilation grills sensitively designed to avoid visual dominance of these features.
- Opportunity for community and educational uses and temporary/pop up uses where appropriate in accordance with the Local Plan.
- Opening hours for food and drink uses will need to accord with the Local Plan and licensing policies for the relevant area.
- Ensure that new development complements and, where appropriate, improves the public realm, encouraging new open space and permeability.
- Encourage and promote thermal energy efficiency measures, heat recovery ventilation, electric heating, and green infrastructure in development proposals for arches, where appropriate.
- Any new development (including change of use) involving the railway arches should be accessible and inclusive in terms of design.

In addition to the above, the arches in the regeneration areas will be subject to the following:

### Key Principle AR2 - White City East

- Provide opportunity for creative uses, building on the historic use and legacy of the BBC Centre.

- Potential to improve the public realm in front of the BBC Arches on Wood Lane and encourage new open space and permeability.
- Promote a range of commercial facilities including small-scale retail and other town centre uses including indoor leisure use, subject to sequential and impact testing where appropriate.

### **Key Principle AR3 - Shepherd's Bush Market Arches**

- Promote the retention and improvement of the market and provide a more vibrant mix of town centre uses.
- Work with market traders so they can continue to trade and remain part of the market.

### **Key Principle AR4 - South Fulham Riverside (Imperial Wharf) Arches**

- Encourage appropriate small-scale retail, restaurants and cafes and leisure uses which support day to day needs to provide activity adjacent to the river.
- Encourage employment-based uses to meet local business needs and that are compatible with residential development.

### **Key Principle AR5 - Albion Mews - Hammersmith Regeneration Area**

- New developments and changes of use will need to complement and build on the centre's major locational advantages for office and retail development.

## **Relevant Local Plan Policies**

### **Protecting Residential Amenity**

5.1. Local Plan Policy CC13 protects residents from potentially 'polluting' uses. Although the council wishes to encourage enterprise this will always be balanced against any adverse effects on the amenities of residents. Therefore, proposed developments involving changes of use must show that there will be no undue detriment to the general amenities enjoyed by the surrounding occupiers. This could result from fumes, light, smell or noise. It may be possible in some instances to require mitigation measures, for example using planning conditions to mitigate these impacts.

5.2. Local Plan Policy CC11 specifically deals with noise nuisance stating that

noise generating development will not be permitted, if it would be liable to materially increase the noise experience by the occupiers/users of existing or proposed noise sensitive uses in the vicinity. Pubs/clubs and other entertainment venues (where they are open late at night), pavement cafes/outdoor seating and noisy building services plan and equipment can result in unacceptable noise nuisance. Where necessary, the council will expect applicants to carry out noise assessments and provide details of noise levels on site. Further details can be found in the Planning Guidance Supplementary Planning Document – Section 10 Noise and Nuisance.



## Land Use

5.3. There are several strands to land use considerations and amenity and highways policies can also impact on the type of new use that is likely to be acceptable. Looking first at the loss of existing employment use. Many of the existing arches are in some type of Class E use. Local Plan Policy E2 protects existing employment uses and requires agents to submit evidence to demonstrate that over a period of 12 months the premises have been continuously and properly marketed for employment use without any take-up.

5.4. The railway arches can provide accommodation for small business and are relatively low cost. Local Plan Policy E1 Shapeseeks to provide a range of employment uses including flexible and affordable space suitable for small and medium sized enterprises. The arches are of a size which may be suitable for small and medium sized businesses.

5.5. Local Plan Policy TLC1 - Hierarchy of Town and Local Centres seeks to enhance the vitality and viability of the borough's three town centres, five key local centres, 15 neighbourhood parades and six satellite parades. Therefore, retail should be considered in these areas first along with associated supporting uses such as health and leisure facilities and where appropriate arts, culture and entertainment uses.

## Highways and Parking

5.6. New uses in the railway arches will be considered in particular regarding their impact on parking and servicing. Local Plan policies T1, T2, T3 and T4 set out these details in full. The key highways objectives are to improve public transport and accessibility in the borough whilst reducing the adverse impact of road traffic and traffic congestion. This includes supporting cycling and walking, ensuring adequate and safe servicing and delivery can be provided, to ensure that traffic generated by new development is minimised so that it does not add parking pressures on local streets or congestion or worsen air quality. Further details can be found in the Planning Guidance Supplementary Planning Document – Section 18 Transport. These policies are also supported by the council's LIP 3 (approved February 2019) sets out the local implementation of the Mayor of London's Transport Strategy.

## Design

5.7. Local Plan Section 12 - Design includes general policies DC1, DC2 and DC4 which seek to ensure alterations and extensions are appropriate in terms of scale, form and, massing and materials and are appropriate and subservient to the existing building. In addition, where in a Conservation Area or in a historic park or garden Policy DC8 which seeks to ensure excellence in design. Further details can be found in the Planning Guidance Supplementary Planning Document – Section 4 Conservation Area Guidelines.

### **Accessible and Inclusive Design**

5.8. Policy DC2 ensures that all development should be sited, designed and laid out to offer ease of entry, egress and the use by disabled people and for parents of small children and others with needs for an environment which is accessible and inclusive. Further details can be found in the Planning Guidance Supplementary Planning Document – Section 9 Accessible and Inclusive Design across the borough.

### **Shopfronts and advertisements**

5.9. Where there are associated advertisements then in accordance with Policy DC9 these should also be of a high standard of design and in scale and keeping with the character of the building and location. Where the proposal includes a new shop front then Policy DC 5 will be applied. The design of the shopfront will be informed by the architectural style, character and framework of the existing building. Where possible, there is design merit in a cohesive scheme for adjacent arches. Further details of what will normally be expected for shopfronts and signage can be found in the Planning Guidance Supplementary Planning Document – Section 7 Shopfront Design across the borough.

Hammersmith & Fulham

OCTOBER 2022