

IMPORTANT NOTE:

The Unitary Development Plan (UDP) is gradually being replaced by the Local Development Framework.

Check the planning policy pages on the [Council's website](http://www.richmond.gov.uk/planning_guidance_and_policies.htm) (http://www.richmond.gov.uk/planning_guidance_and_policies.htm) for details of when policies and proposal sites have been superseded.

This copy of the original UDP First Review 2005 replicates the text of the written statement for information (issued February 2012). Images and maps are not included.

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**LONDON BOROUGH OF
RICHMOND UPON THAMES
UNITARY DEVELOPMENT PLAN: FIRST REVIEW**

Adopted 1 March 2005

WRITTEN STATEMENT

Prepared in accordance with section 13 of the Town & Country Planning Act 1990 as amended by Section 27 of the Planning and Compensation Act 1991

FOREWORD

The Unitary Development Plan First Review is the land use plan for the Borough, and seeks, through its policies and proposals, to guide development, as well as to protect and enhance the Borough's special environment, for present and future generations.

The Plan is set in the context of national and regional planning guidance, but the policies are tailored for this Borough's unique environment, characterised by its well-loved Royal Parks large open spaces, many historic buildings and conservation areas, attractive town centres and residential areas and extensive River Thames frontage. New developments must recognise and enhance this special character.

A key initiative of the Council is its Civic Pride programme, which is intended to make Richmond upon Thames the safest, cleanest and greenest Borough in London. The Unitary Development Plan Review has a key role in relation to the "Civic Guardian" role and particularly in ensuring there are rigorous policies to protect and enhance our natural and built heritage.

The Council also takes a lead in reinforcing community life both as a provider of services and through initiatives with other partners for example for health, safety, education and community care. The Plan contributes to this by ensuring that provision is made locally for shops, employment, education and community facilities as well as for housing, including affordable housing. Locally provided facilities should reinforce community life and reduce the need to travel. The Plan also seeks to improve provision to enhance transport choice, reduce congestion and improve road safety.

This Plan takes account of operational experience of the original Unitary Development Plan (adopted in 1996) and the extensive comments from residents, businesses and other organisations at various consultation stages, including two Public Inquiries in 2000 and 2003. I am very grateful for this input to the Plan

The Unitary Development Plan Review will remain in force until the adoption of the new style Local Development Framework which is programmed for adoption in 2008.

I commend this Plan to all those who live, work and visit our Borough,

Councillor David Marlow

1 INTRODUCTION

PURPOSE OF THE PLAN

- 1.1 The Unitary Development Plan (UDP) has been prepared in accordance with the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991.
- 1.2 The Plan sets out the Council's proposals for the development and other use of land including measures for the improvement of the physical environment, the conservation of natural beauty and amenity of land, and the management of traffic over the next ten years or so. Although the Council considers the Plan to be realistic there can be no guarantee that all the proposals in it will be implemented, because as the resource context section (Chapter 2, paras 2.21-2.30) makes clear, this will be primarily dependent upon private sector finance. Equally, changes in planning policy context, or population levels or economic trends may call for alterations. The Plan only covers town planning matters and does not attempt to cover all other aspects of the Council's work. The Council's town planning decisions including those on planning applications will be made in accordance with the Plan unless material considerations indicate otherwise. It will also assist the Council in establishing needs and provide flexibility in determining priorities for action.

STAGES IN PRODUCING THE REVIEW

- 1.3 The main stages in the review of the Plan were as follows:
- a Monitoring Report on the performance of the adopted Plan in April, 1997;
 - consultation with local organisations over priorities for the review (April-May, 1997);
 - consultation with local and other organisations in relation to key issues (March-April, 1998);
 - agreement of the deposit version of the Plan (May 1999)
 - 1st public inquiry completed 8th November 2000
 - proposed modifications and consultations, December 2002, April 2003, August 2003
 - 2nd public inquiry, July 2003, October 2003 and December 2003
 - 2nd Inquiry Inspector's report March 2004
 - Post Inquiry modifications and consultations, June 2004, September 2004 and December 2004
 - UDP agreed at Full Council 11th March 2005.

FORM AND CONTENT OF THE PLAN

- 1.4 The Plan consists of two parts. Part I is a written statement concentrating on major policies important for the whole Borough. Part II contains a written statement of the Council's detailed proposals and policies for the development and use of land and their reasoned justification. These proposals are in general conformity with the broader policies of Part I. The policies in Part 1 are applicable for up to 15 years. The policies in Part 2 are applicable for 10 years.
- 1.5 Part II also includes the proposals map which identifies precisely the sites or areas affected by the policies and proposals and is cross-referenced to the written statement.
- 1.6 In the event of apparent conflict between the proposals map and the written statement, the

provisions of the written statement take precedence.

SUPPLEMENTARY PLANNING GUIDANCE

- 1.7 Supplementary planning guidance will be produced from time to time to elaborate on various aspects of policy. It will generally be produced in consultation with the public and will be Council policy, but it will not form part of the statutory Plan. (See Chapter 6)

2 FRAMEWORK FOR PLAN POLICIES

- 2.1 Part I of the Plan must have regard to current national and regional planning policies and Strategic Planning Guidance for London (RPG 3 1996). Although this Plan was largely completed before the production of the Draft London Plan (SDS), which currently is in draft form (June 2002), it does take into account earlier policy development by the London Planning Advisory Committee. Other more local factors have also been taken into account, in particular social and economic trends, views of local residents, the availability of resources, and the overall strategy of the Council. This chapter considers the policy context within which the Plan has been developed, and its underlying principles.

POLICY CONTEXT

NATIONAL PLANNING POLICY

- 2.2 Planning Policy Guidance Note 1: General Policy and Principles (PPG1 1997) sets out the Government's priority for sustainable development. It reaffirms the role of the planning system in meeting the needs of the economy and protecting the natural and built environment. It promotes mixed-use development and high quality design. Where appropriate, relevant legislation or statutory instruments are referred to in relation to specific policies, and national policy guidance in the form of Planning Policy Guidance Notes are summarised in the relevant chapters of the Plan.

The Government's document 'A better quality of life: A strategy for Sustainable Development in the United Kingdom' (1999), includes the widely-used international definition of sustainable development as 'development which meets the needs of the present without compromising the ability of future generations to meet their own needs'. It identifies four objectives:

- (i) social progress that meets the needs of everyone;
- (ii) effective protection of the environment;
- (iii) prudent use of natural resources;
- (iv) maintenance of high and stable levels of economic growth and employment.

REGIONAL PLANNING POLICY

- 2.3 Regional Planning Guidance for the South East (RPG 9 2001) was issued after the main stages in Plan preparation, however the draft Guidance issued in 1999 was taken into account in the preparation of this Plan. The key development principles can be briefly summarised as follows:-

- urban areas should become the main focus of development;
- greenfield development should normally take place only after other alternatives have been considered;
- the pattern of development should be less dispersed;
- London's World City role should be developed;
- economic opportunities should be increased by raising skills and reducing disparities between different parts of the region;
- sufficient housing, including mixes of sizes, types and tenures should be provided;
- development should be located and designed to enable more sustainable use of the region's natural resources

STRATEGIC PLANNING GUIDANCE FOR LONDON

- 2.4 The Government issued Strategic Planning Guidance for London (RPG 3) in May 1996. Its purpose is to give London Planning Authorities formal guidance on the review of their UDPs. It sets land use planning issues in a broader context by identifying important developments which Boroughs are required to take into account in framing their UDPs. By identifying the approach to development which the government hopes to see taking place, the guidance sets out the strategic context within which all players involved in the future development of London and its buildings, activities, environment and transport systems should make their own decisions.
- 2.5 The Government's objectives of particular relevance are:
- a) to promote London as a world city;
 - b) to maintain and enhance the competitiveness of business, encouraging manufacturing, services, tourism, culture and the arts;
 - c) to encourage land use patterns which minimise harm to the environment and reduce the need to travel especially by car;
 - d) to promote urban regeneration;
 - e) to enhance town and other local centres as shopping and community facilities accessible to all;
 - f) to maximise housing provision to meet the changing needs of the population;
 - g) to maintain and improve the natural and open environment;
 - h) to improve the quality and attractiveness of London's urban environment;
 - i) to seek to improve air quality, reduce waste, pollution and the use of energy, and to encourage recycling;
 - j) to facilitate the development of safe, efficient transport systems.
 - k) to protect the ten strategic views of St Pauls as set out in an annexe to RPG 3 (this includes the view from King Henry VIII's mound in Richmond Park).
- 2.6 Guidance identifies the development pressure that Heathrow Airport exerts in the area particularly on distribution, high tech industry, offices and tourism. Therefore development should be accommodated in those parts of west London where it will capitalise on its locational advantages and create manufacturing employment opportunities of benefit to London as a whole and to the Region. Developments which add to traffic congestion will not be encouraged.
- 2.7 It requires boroughs to assess housing need, to set out policies for meeting it, and identify locations and sites suitable for affordable housing. Guidance also sets out Richmond upon Thames required minimum additional net dwelling target as 4,860 for the period 1997 – 2016.

STRATEGIC PLANNING GUIDANCE FOR THE RIVER THAMES

- 2.8 The Government issued RPG 3B/9B in February 1997, covering planning policies for the River Thames from Windsor to the sea. It presents a vision to provide a land use planning framework for enhancing its status and vitality. The Guidance is summarised in more detail in chapter 5.

DRAFT LONDON PLAN (SDS)

- 2.9 The draft London Plan (SDS) was issued in June 2002 after the main stages in the preparation of the Unitary Development Plan. The SDS will replace strategic planning guidance and after it is published the Unitary Development Plan will be required to be in general conformity with the SDS.

The SDS will be subject to Examination in Public early in 2003 and the Mayor for London aims to achieve adoption of the Plan later in the year.

2.10 The objectives of the London Plan are as follows;

- maintaining the most sustainable and efficient use of space in London; encouraging intensification and growth in areas of need and opportunity;
- making London a better city to live in;
- making London a more prosperous city with strong and diverse economic growth;
- promoting social inclusion and tackling deprivation and discrimination;
- improving London's transport;
- making London a more attractive, well-designed and green city.

LOCAL POLICY CONTEXT

CORPORATE PLAN

2.11 The Community Plan 2002-2005 vision is based on Richmond upon Thames being a Borough where people can;

- have pride in the borough;
- feel safe;
- live in a clean and pleasant environment;
- enjoy good quality services that are value for money.

Objectives and targets are based on the following broad areas;

- Education and Leisure – a Borough where people learn and achieve;
- Environment – a Borough where people live in a clean and pleasant environment;
- Social care, housing and health – a Borough where people are healthy and well-cared for;
- Combating crime – a Borough where people feel safe;
- Community leadership – a Borough where the Council and its partners show leadership.

Other relevant documents from the Council's policy framework are as follows;

Interim Transport Plan 2002-3

Local Agenda 21 Strategy 1997

Health and Social Care Improvement Plan 2001-2

Corporate Asset Management Plan 2002-5

Housing Strategy 2003

Community Safety Strategy 2002-5

Strategies relating to specific service areas are also referred to in the Plan. The Thames Landscape Strategy (1994) prepared with other authorities & agencies is also a key strategic document.

LOCAL TRENDS

2.12 Long term trends which have had an influence on the Plan are:

Population: after a significant fall in the Borough's usual resident population from 175,578 in 1971 to 161,800 in 1981, the fall to 160,732 in 1991 was relatively small. The period up to the 2001 Census shows a significant increase in population to 172,335 residents. The proportion of those aged 85 and over remains one of the highest in London.

2.13 The population of Richmond upon Thames, in general, enjoys a good health status, which rates above the national average. However, there are some variations within the Borough and various indicators suggest that wards with lower economic status experience more ill health and shorter life expectancy. Economic and social measures will be required alongside healthcare interventions to address inequalities.

2.14 The number of households rose from 65,820 in 1971 to 67,250 in 1981 to 70,270 in 1991. The main increase has come from one person households, which formed 34% of all households in 1991, and will probably continue to increase to over 40% into the next century.

2.15 Housing: demand for housing will continue to exceed supply. High house prices will continue to mean that many households have difficulties in obtaining access to suitable housing. The increase in single person households will lead to further demand for smaller dwellings. Homelessness will remain a serious problem.

2.16 Environment: a concern for the quality of both natural and built environments are long-standing priorities of residents and the Council. It is accompanied by demands to shape patterns of land use and transport provision in environmentally friendly terms, to provide a high quality environment, and to ensure and promote access to green areas for pleasure and play.

2.17 Retailing: shoppers will continue to seek high quality, more accessible shopping environments that offer a range of amenities and facilities. Although the Borough's centres are relatively healthy and buoyant compared to other areas, some centres are less so, and would benefit from additional investment. This is partly a result of competition from large stand-alone convenience stores as well as other changes in the way we shop.

2.18 Employment: in the second half of the 1990s, economic buoyancy has led to some economic 'overheating' characterised by labour shortages and traffic congestion. The Borough continues to reflect the London-wide trend away from manufacturing to service based industries. There is pressure on older employment sites to be redeveloped for housing, yet there continues to be a shortage of small-scale business units. The estimated economically active population of 96,700 in 1998 is projected to remain stable, then decline marginally from 2002, to a figure of around 92,800 in 2016.

2.19 Leisure, recreation, culture and tourism: demand from residents and visitors for facilities will grow as mobility, income and leisure time increase. Interests such as wildlife, and the built environment have become popular leisure pursuits, while traditional activities, such as shopping, are increasingly perceived as recreation. The Borough is an important tourist destination and an increasing number of tourists and visitors will be attracted by the Borough's heritage.

- 2.20 Travel and transport: during the last decade car ownership and demand for travel by car have continued to grow, with associated adverse impacts on traffic congestion and the environment both locally and globally. After many years of decline, public transport services have improved in recent years.

RESOURCES

- 2.21 In the chapters that follow references will be made to the fact that the Council will have very little money to spend on development in the foreseeable future due to continuing restraint on public expenditure. Thus, implementation of the Plan will rely heavily on the Council working with, and influencing development by, the private sector and other organisations to achieve the objectives of the Plan. The Council will continue to seek the co-operation of the many local community groups and organisations in the Borough whose assistance in achieving the objectives of the Plan will be a valuable resource.

PUBLIC SECTOR

- 2.22 Under the 1989 Local Government and Housing Act the Government controls the amount which can be borrowed through the issuing of credit approvals. These can be supplemented through the use of a fixed percentage of capital receipts. Specific capital grants (e.g. transport supplementary grant towards capital spending on appropriate highway schemes) and contributions from revenue can also be used to supplement credit approvals.
- 2.23 The Council has relied heavily in recent years on financing capital projects from the receipts generated by the sale of assets, as its borrowing approvals have been cut. This will make it difficult for the Council to continue to supplement the capital programme through significant capital receipts in future years, although the government has very recently eased the restrictions on the spending of non-housing receipts. In addition, credit approvals are likely to be tightly controlled despite new Government plans to increase capital spending. So the capital programme will remain constrained and the Council might not be able to incur capital expenditure at levels it might wish.
- 2.24 Some of the projects and policies in the Plan will affect the way the Council runs its services, and thus the amount and nature of its revenue expenditure. In 1998/9 the net budgeted revenue expenditure of the Council was £125.1m, of which just over 4% was capital financing costs on past and present capital projects. The majority of the Council's finance is still controlled by central government, with the Borough being responsible for raising only 45% of its revenue from Council Tax. Moreover, the expenditure capping criteria further constrain the Council in its ability to implement improved services through increases in Council Tax. Although the Government has stated that it will abolish the present capping regime it is likely that tight controls over local authority revenue spending will remain in place.

VOLUNTARY SECTOR

- 2.25 In view of the limited resources available to the Council to finance capital projects, the major charities based within the Borough will continue to provide a vital source of finance. Local voluntary organisations will also be important in implementing and maintaining certain facilities.

NATIONAL ECONOMIC PROSPECTS

- 2.26 Any future growth in public spending will be fundamentally dependent on growth in the domestic economy. A slowdown in economic growth could add to the pressures to limit public spending incurred by local authorities.

PRIVATE SECTOR

- 2.27 The level of private sector investment in land and buildings depends upon the willingness of private individuals and firms to risk investment capital. Their decisions are influenced at the national level by such factors as the cost of borrowing, the rate of inflation, trends in growth of output and consumption, and changes in taxation and economic policy. At the local level, investment decisions will be influenced by the income and expenditure of local residents, and the attractiveness of the Borough as a location in terms of its accessibility and general environment.
- 2.28 The location and accessibility of the Borough to central London, Heathrow Airport, and the M3/M4 motorways, and its pleasant environment, will ensure that the Borough remains extremely attractive for private sector investment. However, it will be important to ensure that future development is constrained, both to prevent local overheating in the economy and to ensure that economic growth is spread more evenly across London in order to redress existing East-West imbalance. It is likely that the implementation of the Plan's proposals, particularly for residential and commercial development, will be primarily through this sector. In view of the limited public sector resources, the private sector will be encouraged to provide a range of land uses, and other land related benefits, to meet the needs of the local community.

LAND RESOURCES

- 2.29 Land availability for development is very limited. There are very few sites in Council ownership and the main opportunities for development will be on land that is no longer needed to provide public services. The proposal sites identified within the Plan provide the main opportunities for development. Together with small sites and conversions, the proposal sites and the sites with outstanding planning permission are sufficient to meet the strategic dwelling target and to maintain the established balance between jobs and economically active population, without encroaching on the Borough's open land.

CONCLUSION

- 2.30 There is obviously considerable uncertainty about the effect that central government policy and the economic situation will have on future investment in the Borough. This will affect implementation of the proposals, as well as the rate at which some of the Plan's policies can be pursued. The Plan has been prepared on the reasonable assumption that restrictions on public expenditure will continue for the foreseeable future. The proposals to be paid for by the public sector are either in the current capital programme of the Council, or another body, or are proposals the Council intends to pursue if, and as, resources become available. The availability of resources will be an important factor in monitoring the Plan.

PUBLIC CONSULTATION

- 2.31 Representations have generally supported a continuation of the main principles of the adopted Plan, with strengthening of some policies. The Plan seeks through the Local Strategies and Plan Proposals to respond to local issues of concern to residents.

THE PLANNING STRATEGY

- 2.32 The Council considers the primary concern of the Unitary Development Plan should be to protect and enhance the character of the Borough as an attractive residential area, and preserve and enhance its natural and manmade heritage for the benefit of visitors as well as residents. Therefore this Plan generally gives priority to environmental matters, to meeting the needs of residents and safeguarding their interests both in the immediate and longer term. This includes the maintenance of commercial life, jobs and services and to the development of the Borough's recreational role. The Council will, through the planning process, ensure that there is a co-ordinated approach to the various land use elements including transport, infrastructure, open space and town centres, which take account of strategic guidance.
- 2.33 Should any conflict occur when proposals are being considered the needs of the environment will figure highly in the Council's considerations. Normally, the retention of housing will be required, but there will be some occasions when a loss of housing may be allowed to achieve the development of some other land use which the Plan seeks to encourage.
- 2.34 The guiding principles of the Plan are:-

PUBLIC CONSULTATION

1. Giving a high priority to involving local residents and businesses in the planning of the Borough and the implementation of the Plan's objectives, particularly, in decisions which affect their local area.

OPPORTUNITIES FOR ALL

2. Endeavouring to ensure that residents of all parts of the Borough including those with special needs, have an adequate range of opportunities, particularly in access to housing, employment, shopping, community and leisure facilities and transport.

APPEARANCE AND DESIGN

3. Enhancing, and where appropriate, conserving the environment including retaining the character and appearance of established residential areas, ensuring that new development is of a high standard and complements its surroundings, and recognising the contribution the Borough's special character makes to London as a whole.

RESOURCE EFFICIENT BUILDINGS

4. Ensuring that new development, including alterations and additions to existing buildings, maximises the effective use of resources including water and energy resources, and assists in reducing impact on the environment in terms of pollution, waste and water.

ACCESSIBLE ENVIRONMENT

5. Ensuring the environment, including new buildings, is designed to be conveniently accessible to everyone, including people with mobility difficulties, such as those with physical disabilities or hearing or sight loss, young children and elderly people.

SAFETY

6. Ensuring that the design of new buildings and the built environment, including roads, takes personal safety fully into account.

OVERALL STRUCTURE

7. Maintaining broadly the existing pattern of land use by resisting, in particular, encroachment on to open land and by maintaining and where appropriate enhancing the mixed use character in the Borough.

ENVIRONMENTAL RESOURCES

8. Protecting basic resources of air, water and soil, minimising the use of energy, resources and materials through minimising waste and providing for re-use and recycling.

TOWN CENTRES

9. Maintaining and reinforcing the role of shopping centres as focal points in the community by ensuring they are attractive to residents and by guiding to appropriate locations within the centres complementary services that people visit, such as banks and cafes. In particular, developing the social and recreational role of district centres and Richmond Town.

HOUSING

10. Ensuring there is a suitable stock of sound housing to meet the needs of all residents, especially those who have difficulty finding and affording appropriate housing, and including provision for people with special needs.

EMPLOYMENT

11. Affording local business the space it needs to maintain a range of jobs in the Borough, but restricting large scale office and business development to appropriate locations that are accessible by public transport.

NATURE CONSERVATION

12. Protecting land and water which supports wildlife and creating new habitats where opportunities occur.

OPEN SPACES AND PARKS

13. Retaining and improving open space and parks to provide space for sports, games and quiet enjoyment, to protect the general townscape, and to provide for wildlife.

LOCAL SHOPPING AND COMMUNITY USES

14. Ensuring that services needed by the community are available and that there are adequate opportunities for leisure, entertainment, sport, cultural activity and the development of community life. Local shops, parks and playgrounds should be available within walking distance (400 m).

TRAVEL

15. Seeking to make all areas of the Borough accessible by safe, convenient transport for all people, including those with disabilities, through a balanced transport strategy. Reducing congestion and pollution through improved use of road space and encouraging people to use public transport, walk or cycle, through improved services and facilities.

THE RIVER THAMES AND IT'S TRIBUTARIES

16. Protecting the special environment, views and wildlife habitats provided along the Thames and its tributaries whilst seeking to make them accessible to pedestrians, providing compatible opportunities for recreation and encouraging the use of the river for passenger and freight transport.

MANAGEMENT

17. Achieving the most effective use of the limited amount of land likely to be available for development and encouraging the retention and efficient use of land and buildings already developed.

TOURISTS AND VISITORS

18. Facilitating provision of accommodation, and managing the many visitors to the Borough so they do not harm the amenities of residents and so that the maximum economic benefits are obtained particularly through support for facilities valued by residents.

IMPLEMENTATION

19. Encouraging and seeking the co-operation of residents, businesses, local organisations and groups and private developers in achieving the objectives of the Plan, to supplement the Council's limited resources and powers.

GENERAL APPROACH AND STRATEGIC POLICIES

- STG 1 Opportunity for all
- STG 2 The environment
- STG 3 Conservation of resources and pollution
- STG 4 Town and local centres and retailing
- STG 5 Mixed use development
- STG 6 Housing
- STG 7 Public open space
- STG 8 Employment
- STG 9 Recreation, culture and entertainment
- STG 10 Tourism
- STG 11 Transport
- STG 12 Air transport
- STG 13 Liaison
- STG 14 Monitoring and review

3. GENERAL APPROACH AND STRATEGIC POLICIES

- 3.1 This Chapter considers the Borough's function in terms of London as a whole and how the strategic policies relate to the Government's objectives set out in Strategic Guidance for London Planning Authorities, and the emerging London Plan. The strategic policies deal with matters of importance either because of their significance to the wider urban area or because of their direct physical implications for neighbouring boroughs.

BOROUGH OVERVIEW

- 3.2 The Borough is closely interrelated with London and neighbouring counties, particularly Surrey, both functionally and physically in the following ways:
- a) the natural and open environment, including the River Thames, and the built environment are of national and international significance;
 - b) there are 53,900 jobs (1995) in the Borough of which 48% are taken by people travelling into the Borough; on the other hand 59% of working residents travel to job outside the Borough;
 - c) the Borough is an important location for business, particularly financial and professional services and high technology, tourism and media industries. Although the majority of firms are small they provide specialist services to larger firms and therefore contribute to the World City role;
 - d) through providing an attractive residential environment, cultural, entertainment and education facilities, the Borough can attract specialist labour, (including the internationally mobile), again contributing to the World City role;
 - e) the Borough's heritage supported by its cultural, entertainment and shopping facilities is an important asset in attracting tourists to London and helping to spread benefits of tourism from central London;
 - f) the Borough is an attractive residential area and can assist in meeting a small amount of the demand for new housing which Government seeks to provide within urban areas;
 - g) the Borough's regional and metropolitan parks, including outdoor sports provision, serve the recreational needs of Londoners and particularly those living in areas deficient in playing fields. It also provides open land for burials;
 - h) the Borough has habitats of metropolitan importance for wildlife and there are green corridors and chains which provide direct links for wildlife to adjoining areas;
 - i) the Borough is part of the wider network of transport infrastructure including pedestrian routes, cycle routes, railway corridors and primary roads (A316, A205). Richmond Station is a key transport interchange. A number of recreational walks, including the Thames Path, Capital Ring and London Loop pass through the Borough. Green chains also provide strategic links;
 - j) the River Thames with its important visual, transport, recreational and nature conservation roles dissects the Borough;
 - k) there are a number of strategic viewpoints within the Borough;
 - l) the Borough is an 'importer' of energy and aggregates and most manufactured products; it remains an 'exporter' of waste to landfill sites;
 - m) local residents, businesses and visitors contribute to local and global air pollution.

- 3.3 The strategic policies of the Plan below take forward the local policy context the Mayor of London's Vision for London and Strategic Guidance for London Planning Authorities (RPG3).

STG 1 OPPORTUNITY FOR ALL

- 3.4 **The Council will seek to ensure that the Plan promotes an adequate range of opportunities for all residents including those with physical disabilities or hearing or sight loss or other special needs.**
- 3.5 The Council is committed to a policy of equal opportunities in its service delivery, and in its wider role as a planning authority in which it must take into account both geographical opportunities and provision for different groups. In pursuance of the policy, which also takes forward the Mayor's vision of opportunity for all the Plan adheres to the following principles:
- a) buildings, community facilities and the wider environment should normally be conveniently accessible to all people, not excluding those with disabilities, or with mobility problems or with young children;
 - b) shop and services and small scale employment opportunities should be provided as locally as practicable and, where they are dependent on a larger number of customers or workers, in areas accessible to public transport;
 - c) buildings and public areas should be designed to minimise the risk to personal safety and security;
 - d) as far as possible a range of housing, employment and recreational opportunities should be provided for all groups and within different areas of the Borough;
 - e) provide integrated transport to ensure that all groups have convenient and safe access to service and employment opportunities.

STG 2 THE ENVIRONMENT

- 3.6 **The Council will protect and enhance the open and the built environment. In particular it will:**
- (A) safeguard the Borough's green belt and metropolitan open land and protect green chains and green corridors and other areas of open land which are important for visual reasons, agriculture, nature conservation, biodiversity, or sport and recreation;**
 - (B) conserve and enhance areas and buildings of historic or architectural interest or of special townscape value, and ancient monuments and sites of archaeological interest and registered parks and gardens of special historic interest;**
 - (C) protect the character of established residential areas, particularly from inappropriate infill and backland development**
 - (D) seek to ensure that developments enhance their surroundings, and do not impair important views or skylines.**

- 3.7 The Council places a high priority on the protection and enhancement of the natural and built environment at its present high level of quality without compromising its future and its wider local, national and global context. This means that the Borough can remain an attractive area for people to live, work and enjoy their heritage and leisure time. Nature conservation is being promoted through the designation of nature conservation areas, green chains and corridors and statutory nature reserves, and opportunities will be taken to create new habitats. The Thames, its islands, and its banks are vital elements in the Borough's environment and it is important that this area of metropolitan open land is protected and conserved. Metropolitan open land, green chains and corridors are linked across borough boundaries (see Map 1) to enhance their strategic function in south west London.
- 3.8 The Borough's built environment will be protected and enhanced through the operation of the planning system including the designation of conservation areas and the Thames Policy Area. All developments are expected to pay careful regard to their surroundings and their impact on all aspects of the environment. The Council is committed to conserving and enhancing the biodiversity and natural heritage of the Borough for the benefit of future generations.

STG 3 CONSERVATION OF RESOURCES AND POLLUTION

- 3.9 **The Council will ensure that development is consistent with the need to conserve energy, resources, including water and materials, and to reduce pollution. In accordance with this principle the Council will require the provision of non-residential development at the most local level to reduce the need to travel. Major trip generating developments must be within town centres or at other locations that are highly accessible by foot, cycle and by public transport.**
- 3.10 The Plan's overall strategy seeks to achieve the efficient long term use of resources. In implementing this policy the Council will adopt a sequential approach to development based on the following principles.

In considering whether new building is necessary:

- Retain and, where appropriate, refurbish existing buildings, rather than re-develop them.
- Maximise the use of existing facilities through management initiatives, such as dual use.

If new building is necessary:

- Minimise the use of greenfield and open land for development and seek to maintain the natural vegetation, especially trees, to help facilitate natural regulation of the ecosystem.
- Provide facilities and services at the most local level possible to reduce the need to travel. Where it is not practicable to provide facilities within walking distance, they should be within town centres, which are accessible by public transport and where several tasks can be accommodated in one trip.
- Maximise the use of town centre sites (and sites within walking distance) through the provision of more intensive developments including high density housing within and near to town centres when this is environmentally appropriate.
- On appropriate sites provide for a mix or combination of uses, which again has the potential to reduce the need to travel.
- Promote developments which maximise the effective use of resources including water and energy, and assist in reducing potential impact on the environment in terms of pollution, water and waste.
- Provide improved facilities for walking, cycling and public transport and limiting commuter car parking.

- Encourage the use of local labour to reduce unnecessary car commuting, such as through creche provision and secure cycle parking.
- Seek environmental gain to compensate for any environmental cost of development.

More generally the Plan will:

- Protect local facilities to avoid the need for unnecessary journeys.
- Increase travel choice to reduce dependency on the private car and encouraging more energy efficient forms of transport.
- Provide a network of recycling facilities throughout the Borough and within major development schemes.
- Seek to reduce the consumption of mineral and aggregates.
- Resist developments that will result in unacceptable levels of air, noise and water pollution.
- Encourage the use of clean/renewable energy.

This policy reflects the Mayor's Vision for London, and the Government's objectives to encourage a pattern of land use which minimises harm to the environment and reduces the need to travel especially by car and to seek to improve air quality, to reduce waste, pollution and the use of energy, and to encourage recycling.

STG 4 TOWN AND LOCAL CENTRES AND RETAILING

3.11 The Council will seek to maintain and reinforce the vitality and viability of existing centres defined in the Borough's town centre hierarchy (see Map 1). Major new developments which generate a substantial amount of travel will be encouraged to locate in the major centre of Richmond and the district centres, where consolidation and improvement of the centres are sought. Where no suitable town centre sites, or buildings suitable for conversion are available, edge-of-centre-proposals, and only then, out-of-centre proposals will be considered. Out-of-centre proposals will not normally be permitted.

3.12 Richmond town centre is defined under the Greater London Authority's (GLA) classification as a major centre having an extensive local catchment area with a wide range of comparison and convenience goods shopping as well as being a cultural centre for the Borough. The four district centres (Twickenham, Teddington, East Sheen and Whitton) have a range of shops selling mainly convenience goods and providing services. Day-to-day needs are met by local centres and in some areas by isolated groups of shops. Together these three layers comprise the Borough's town centre hierarchy. Town centres are preferred locations for new, major trip-generating development, because in general, there is a choice of different forms of transport available, including accessibility for visitors on foot. They also provide shopping facilities and other services to residents. The Council will apply the following principles when considering development in town centres:

- Major generators of travel, including shopping, employment, leisure, cultural and entertainment facilities will be required to locate in Richmond town centre and the district centres.
- Uses which serve the local community should be concentrated in the smaller centres.
- Development should have easy access to all forms of public transport and main pedestrian and cycle networks and where practicable improve overall accessibility through establishment of new links.
- Higher density developments, small housing units and the use of vacant space above shops will be encouraged, provided that an acceptable level of residential amenity is provided for occupiers.
- High quality design which reflects the individual characteristics of town centres and the provision of public art will be encouraged.

- Developments which enhance the evening economy will be encouraged subject to residential amenity and to the overall balance of uses in the town centre.

3.13 Mixed use areas based on town and local centres are defined on the Proposals Map. These indicate the extent of related business activity, however they are not intended as town centre boundaries and development proposals for specific uses should adhere to appropriate locational policies. Developments which incorporate a mix of uses will reduce the need to travel. They can also add to the vitality and attractiveness of an area and assist in creating a safe and secure environment.

STG 5 MIXED USE DEVELOPMENT

3.14 **The Council will seek to concentrate uses which serve the local community or attract visitors in areas of mixed use shown on the proposals map. Within these areas proposals will be expected to maintain or enhance the mix of uses; mixed use developments will be sought on appropriate sites. Outside mixed use areas, mixed use schemes will generally be encouraged.**

3.15 The strategy of the Plan is based on maintaining the existing diversity of uses with the aims of reducing the need to travel and maintaining and enhancing local communities through the provision of opportunities at the most local level practicable. This approach means that the existing mix of uses should generally be maintained and that new schemes should include a mix of uses, particularly in the mixed use areas, subject to them not leading to the loss of existing uses protected by the policies of the Plan, particularly employment uses.

STG 6 HOUSING

3.16 **To meet the Borough's share of the additional dwellings needed in London, the Council will seek to ensure that the minimum strategic dwelling requirement for an increase of 4550 dwellings in the Borough between 1 January 1992 and 31 December 2006 is met, and to exceed this requirement where this can be achieved in accordance with the Plan's other objectives and in particular the need to maintain and enhance the environment. All proposals for new housing development should take into account the need to use land efficiently, including and take account of the provisions of the environmental policies in the Plan. Housing provision is expected to include a range of housing to meet the needs of all types of households. The Council expects that over the Plan period, at least 40% of all new units will be permanent affordable housing.**

3.17 LPAC's Housing Capacity Study 1998/9 confirms that the strategic dwelling requirement of 4550 dwellings over the 15 year period to 2006 can be met. Actual completions between 1 January 1992 and 31 December 2001 totalled 3300 units. The Borough collaborated with LPAC officers in a rigorous exercise to identify capacity for the 1997-2016 period, which has been agreed as 4860 units of conventional capacity. This figure includes sites identified in the Plan, an allowance for large windfall sites, and estimates for small sites and conversions. Within this expected housing capacity, consideration will be given to the range of housing, and its relationship with the wider issues of sustainability, economic buoyancy, the labour market and Care in the Community. The Council recognises the need for dwellings of a variety of sizes, types, tenures and costs throughout the Borough to meet the requirement of all types of households, including those with special requirements such as the elderly, key workers, single persons, the less mobile and those with low incomes and the homeless. Due to the Borough's substantial need for permanent affordable housing, which has been confirmed in a study and a survey carried out in 1999 and 2000, the Council will expect 40% of all new residential units developed within the Plan period to be permanent affordable housing. The Council will generally resist the loss of housing to other uses, and any reduction in housing units.

3.18 New residential development must ensure that land is used efficiently, including the provisions of the environmental policies of the Plan, whilst respecting the quality, character and amenity of the area.

The prevailing nature of established neighbourhoods should be maintained. The Council will encourage relatively higher density development in town centres and areas within walking distance of town centres or otherwise well served by public transport, subject to compatibility with established character.

STG 7 PUBLIC OPEN SPACE

- 3.19 **The Council will retain and promote the creation of a hierarchy of public open spaces, providing regional parks and open spaces, metropolitan open spaces, district parks, local parks and open spaces.**
- 3.20 Many of the Borough's parks and open spaces are of metropolitan importance in providing opportunities for recreation (see paragraph 5.3 and Table 1 in Chapter 5 for the context of the public open space hierarchy). Areas of public open space will be safeguarded and where practical opportunities will be taken to improve both the provision and quality of open space and associated recreational facilities. Opportunities will also be taken to improve the value of public open space for walkers and wildlife. The major areas of public open space have a London-wide function.

STG 8 EMPLOYMENT

- 3.21 **The loss of employment sites will generally be resisted. New development for business, industrial or storage and distribution use will be permitted subject to other policies of the Plan.**
- 3.22 It is important that employment sites are retained to provide a range of employment opportunities within the Borough in order to maintain opportunities for people who wish to work locally, now or in the future. The Council will seek to retain the existing dispersed pattern of employment opportunities with main concentrations of employment in town centres and other locations that are accessible by public transport. These will provide opportunities for people living in parts of London where unemployment is higher and personal mobility relatively low.
- 3.23 The employment policies of the Plan are essential to all the elements of the Mayor's Vision for London. The development of a specialist economy makes an important contribution to the London economy as a whole. The policies take forward Strategic Guidance objectives in relation to promoting London as a World City, maintaining and enhancing the competitiveness of business, and encouraging a pattern of land use which minimises harm to the environment and reduces the need to travel especially by car. The approach balances the need for growth of the local economy with the consolidation principle (see paragraphs 2.9-2.10) applicable in west London to ensure that labour and transport capacity are not exceeded.

STG 9 RECREATION, CULTURE AND ENTERTAINMENT

- 3.24 **The Council will resist the loss of sites in leisure, recreational, cultural, entertainment or community use and will encourage new provision in suitable accessible locations.**
- 3.25 Where practicable new facilities should be within walking distance of people's homes. More specialised facilities should be conveniently accessible by public transport. Many facilities are of London-wide importance and therefore contribute to the strategic vision in relation to quality of life and establishing a strong economy.

STG 10 TOURISM

- 3.26 **The Council will seek to maximise visitor satisfaction while protecting the interests of residents and the environmental character of the Borough.**
- 3.27 The Council recognises the value of tourism both to the local and London economy and will encourage the provision of accommodation to enable visitors to stay longer and spend more. However, it is anxious that any adverse effects it may have on residents, traffic and the character of the Borough are kept to a minimum. Strategic Guidance recognises tourism as one of London's growth sectors and that it is vital to the future success of London's economy.

STG 11 TRANSPORT

- 3.28 **The Council will seek to reduce congestion and pollution through promoting a choice of means of travel including, low emission motor vehicles, walking, cycling and public transport and river transport.**
- 3.29 In implementing this policy the Council will seek:
- To provide choice of alternative modes of transport
 - To promote walking and cycling.
 - To improve road safety for all.
 - To press for new and improved bus, tube and intermediate mode rail services.
 - To lobby for the development of new orbital rail services in south west London.
 - To reduce the impact of traffic in residential areas and streets unsuitable for through traffic.
 - To give priority to pedestrians in district and local shopping centres.
 - To locate major developments on sites well served by public transport.
 - To manage car parking in areas where commuter parking is prevalent
 - To control heavy goods vehicle movements to minimise their harmful and intrusive effects.
 - To continue to liaise with neighbouring local authorities, London-wide bodies, the Department of Transport, Transport for London, the Strategic Rail Authority and the transport operators to secure innovative and effective improvements in pursuit of its transport policies.
 - To improve interchange facilities at railway stations and other public transport interchanges including those with river transport services.
- 3.30 The Council considers that further provision for orbital and radial travel in south west London should be achieved through a strategy based on new and improved public transport provision rather than major road expansion. The approach is consistent with the objectives of the Road Traffic Reduction Act 1997 and of Strategic Guidance to facilitate the development of transport systems which are efficient and safe, and which contribute to the achievement of competitiveness, regeneration and urban quality.

STG 12 AIR TRANSPORT

- 3.31 **The Council will oppose further developments likely to lead to an expansion in services or an increase in flights to and from Heathrow Airport, or any increase in commercial or private helicopter activity over the Borough. It will seek a ban on night flights.**
- 3.32 The Council is concerned that any increase in flights over the Borough will lead to increased noise

and, in the case of Heathrow, additional traffic within the Borough and increased threat to safety of residents. In addition to their environmental impact the Council recognises that airports can have a powerful effect on the type and level of economic activity and urbanisation and this must be a major consideration in their siting and expansion. It would be bad planning to encourage more airport activity in a heavily populated 'overheated' area such as west London where it would put large numbers of people at increased risk of a major accident and exacerbate development pressures, transport congestion and labour shortages whilst perpetuating the east/west imbalance in London. The Council supports the development of regional airports. Within the South East it considers that there would be regional planning benefits in catering for expected growth in airport activity in less buoyant parts of the region and that all alternatives should be thoroughly investigated to this end. The Council is opposed to the development and use of further supersonic aircraft because of their excessive noise nuisance. Although Heathrow Airport is outside the administrative boundaries of the Borough, the Council will oppose further developments likely to lead to an increase in flights or services. The air transport policies of the Plan will only be relevant where there is a need for planning permission, or where the Council is consulted on land use, or environmental conditions.

STG 13 LIAISON

- 3.33 **The Council will continue to liaise with neighbouring local authorities and London-wide bodies, the Department of Transport, Transport for London, and the transport operators to secure innovative and effective improvements in pursuit of its transport policies.**
- 3.34 Many things which happen outside the Borough boundary have significant effects on the Borough, such as proposals on the opposite river bank, developments which add excessive traffic to the Borough's roads, growth in nearby shopping centres, and changes in aircraft movement. When the Council is consulted on planning applications and local plans, or given other opportunities to make representations, it will assess proposals in relation to their achievement of the Plan objectives. Equally plans and proposals in the Borough may have an impact on adjoining areas and the Council will consult other authorities on these matters.

STG 14 MONITORING AND REVIEW

- 3.35 **The Council will review the policies and proposals of this Plan and amend them where necessary.**
- 3.36 The Plan is intended to guide development and land use change over the next ten years or so, and most proposals in it can reasonably be expected to start within ten years of the adoption of the Plan. So that the Council has an up to date Plan, the Council will bring the policies and proposals of the Plan into line with new government and regional strategies and planning advice, take into account any new planning guidance to be issued by the Greater London Authority and Mayor of London; and will regularly monitor changes which are occurring in the Borough and surrounding areas, and also the effectiveness of the Plan in achieving its objectives. In the light of monitoring, the Plan will be amended as and when necessary, subject to consultation as statutorily required. A set of targets is given below.

UDP performance targets

Appearance and design

No loss of listed buildings/buildings of townscape merit

Overall structure

50% of sites in mixed-use areas are redeveloped for mixed uses (STG5).

90% of net increase in retail provision in Richmond and district centres (TC2)

85% of employment floorspace is created in Richmond and district centres (EMP2)

Opportunity for all

40% of new housing units are affordable housing (HSG6)

10% of homes built to wheelchair standards (HSG8)

Maintain level of local shopping facilities (TC 7)

Housing

1992-2006 housing target of 4550 is achieved (agreed in RPG 3)/ 1997-2016 housing target of 4860 is achieved (agreed with GLA) (STG6/HSG1)

95% of new housing on previously developed land (STG3)

25% of new units are small (HSG11)

Employment

Net increase of 150 per annum in firms registering for VAT in the borough

1% net growth in business and industrial floorspace per annum

Town and local centres

Maintain proportion of retail uses in key frontages at existing levels (TC5/6)

No loss of basic convenience facilities in smaller centres

Nature conservation and open spaces

No development contrary to Metropolitan Open Land, Green Belt or Other Open Land of Townscape Importance policy (ENV 1,2,3)

Implementation

10% proposal sites developed each year Plan is operational

Less than 5% departures of total applications

Protection of community facilities

No net loss in floorspace of community facilities

IMPLEMENTATION

IMP	1	Re-use of buildings and land
IMP	2	Mixed uses
IMP	3	Provision of planning advantage
IMP	4	Environmental assessment
IMP	5	Working in partnership

4. IMPLEMENTATION

- 4.1 This chapter includes policies relevant to the implementation of the Plan and to different types of development considered in the following chapters. It is particularly concerned to take forward elements of strategic policy concerned with sustainable development not covered in other chapters.

NATIONAL POLICY AND STRATEGIC PLANNING GUIDANCE

- 4.2 Planning Policy Guidance Note No. 1 (PPG1 1997) indicates that sustainable development seeks to deliver the objective of achieving, now and in the future, economic development to secure higher living standards while protecting and enhancing the environment. The most commonly used definition is 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (World Commission on Environment and Development, 1987).
- 4.3 PPG1 emphasises the importance of mixed use development in helping create vitality and diversity and reducing the need to travel. Mixed uses should be promoted within designated areas such as town centres. Within these areas applications for single uses need to be justified either in terms of their non-suitability for mixed uses or in terms of their contribution to the overall mix of uses in the area.
- 4.4 In relation to planning obligations PPG1 states that they must be necessary to the development and fairly and reasonably related in scale and kind.

IMP 1 RE-USE OF BUILDINGS AND LAND

- 4.5 **New development should, whenever possible, be provided through the conversion of existing buildings and/or the recycling of urban land or brownfield sites and it should maximise potential for energy generation from renewable resources and resource conservation (see BLT 31).**

When considering new development the Council will encourage:

- **The re-use and recycling of existing buildings;**
- **The use of vacant and under-utilised land,**

subject to environmental and other policies in the Plan.

- 4.6 Existing buildings should normally be retained and where necessary converted to other uses or refurbished rather than redeveloped. Where new development is to be undertaken maximum use should be made of derelict, vacant and under-utilised land. Retention of buildings will help minimise use of non-renewable resources, lead to provision of lower cost premises and retain familiar townscape features. Concentrating redevelopment on vacant and under-utilised land will avoid the loss of natural vegetation, especially trees, which aid the natural regulation of the ecosystem and help resist development pressure on greenfield sites.

IMP 2 MIXED USES

- 4.7 **The Council will seek to concentrate uses which serve the local community or attract visitors in areas of mixed use shown on the proposals map. Within these areas proposals will be expected to maintain or enhance the mix of uses. Mixed use developments will be sought on appropriate sites. Outside Areas of Mixed Use, mixed use schemes will be encouraged subject to non-residential uses being limited in scale to that compatible with local character,**

and not giving rise to unacceptable levels of traffic or disturbance to local residents.

- 4.8 The strategy of the Plan is based on reducing the need to travel and enhancing local communities through the provision of opportunities at the most local level practicable. Such an approach takes forward the aims of the Plan in relation to equality of opportunity and will also help reduce crime (through maintaining round the clock surveillance) and improve health (through encouraging walking and community development). It is the intention to concentrate premises for local services and small firms with small shops in mixed use areas thereby ensuring the uses help support one another. There are also many employment, community and service uses outside mixed use areas and these should normally be retained. New non-residential uses such as corner shops, small offices or live-work units or community halls or centres which could serve local communities and provide employment and other opportunities for local residents without generating significant in-coming traffic, should be established. Much of the Borough is designated as conservation areas within which variety of use forms an important part of the character and as such contributes to conservation objectives.

IMP 3 PROVISION OF PLANNING ADVANTAGE

- 4.9 **Where it is necessary to make a proposal acceptable in land use planning terms, in accordance with the criteria in paragraph 7 of Circular 1/97, the Council will seek the provision of planning advantages appropriate to the site and commensurate to the scale and nature of the development. Planning advantages can comprise:**

- a) **improvements to the public transport system and interchanges, the footpath and cycle route network including access to the road system and rear servicing, public car parking and public cycle parking;**
- b) **provision of special benefits in the form of public buildings, open space and other facilities for public use such as recreation and community uses which help meet site or other Plan objectives;**
- c) **conservation of buildings (listed and buildings of townscape merit) or places of historic or architectural interest or conservation areas or areas of nature conservation interest;**
- d) **provision of affordable or special needs housing;**
- e) **community facilities such as public conveniences (including provision for people with disabilities), childcare facilities or playspace, recycling facilities;**
- f) **provision of small industrial units;**
- g) **tourist information points;**
- h) **street furniture, landscaping and tree planting beyond the site boundary, and public works of art;**
- i) **provision of employment training schemes which develop the skills of Borough residents thus promoting employment opportunities and improved quality of life for residents;**
- j) **provision of buildings and/or facilities to satisfy the need for additional educational resources or public open space needs which the development may generate;**
- k) **contributions to meet the full costs of activity arising from the development and its implications for transportation and infrastructure including the need for parking and highway access, improved public transport and other facilities;**
- l) **another planning benefit for which there is a local need, for example environmental improvements to local shopping centres, housing and industrial estates, and closed circuit TV (CCTV).**

- 4.10 The Council will operate the policy with regard to advice included in Strategic Planning Guidance for London (RPG 3 1996) and Circulars 1/97 and 6/98 or any superseding advice. The policy includes provision to overcome objections to proposals that are otherwise appropriate and acceptable and which can often provide benefits to the wider community. It will thus help in implementing several other important policies in the Plan. The Council will seek undertakings from developers under the Planning and Compensation Act 2004 when granting planning permission to secure appropriate advantages. It must be stressed that the provision of planning advantage alone is not sufficient to justify a development; it must first comply with other policies.

IMP 4 ENVIRONMENTAL ASSESSMENT

- 4.11 **In appropriate cases major applications must be supported by environmental impact assessments, in other cases the Council will require assessments relating to specific environmental matters in accordance with other policies of the Plan (ENV 26, TRN21 etc.). This is in accordance with Circular 2/99. Where appropriate compensation or mitigation may be sought to overcome the environmental cost of development.**
- 4.12 Major developments and particularly those in sensitive locations must be accompanied by an environmental statement in accordance with Circular 2/99 or any superseding advice. The Council will require assessments of specific matters in relation to development proposals where there is concern in relation to an objective of the Plan. The Council is developing an environmental checklist which will form supplementary guidance to the Plan and most developments (not including minor extensions) will be assessed against this guidance. Where appropriate, compensation or mitigation measures may be sought to overcome the environmental cost of a development with regard to Circular 1/97 or any superseding advice.

IMP 5 WORKING IN PARTNERSHIP

- 4.13 **The Council will encourage and seek the co-operation of local groups, businesses, land owners, public and voluntary agencies in achieving the objectives of the Plan. The Council will work particularly closely with voluntary groups who are supportive of the aims of the Plan.**
- 4.14 There are many organisations such as voluntary groups, societies and businesses who are interested in protecting and improving the environment and enhancing community life in the Borough. The Council will encourage and, where appropriate, advise organisations within the framework of the Plan. Their contribution is especially important when the Council continues to have limited financial resources.

OPEN ENVIRONMENT

ENV 1	Metropolitan open land
ENV 2	Green belt
ENV 2A	Major Developed Site in the Green belt
ENV 3	Other open land of townscape importance
ENV 4	River Crane Area of Opportunity
ENV 5	Protection of views and vistas
ENV 6	Green chains
ENV 7	Contaminated land
ENV 8	Cemeteries and crematoria
ENV 9	Trees in town and landscape
ENV 10	Historic parks, gardens and landscapes
ENV 11	Retention and improvement of public open space
ENV 12	Provision of new public open space
ENV 13	Lighting including floodlighting
ENV 14	Sports stadia/spectator sports
ENV 15	Retention of recreation facilities
ENV 16	Bridleways
ENV 17	Retention and provision of allotments
ENV 18	Sites of special scientific interest and other sites of nature importance
ENV 19	Nature conservation and development proposals
ENV 20	Green corridors
ENV 21	Management for nature conservation
ENV 22	Aims for public information and promotion of nature conservation
ENV 23	Aims for monitoring and liaising with other nature conservation authorities
ENV 24	Species protection
ENV 25	Local nature reserves
ENV 26	Thames Policy Area
ENV 27	Access to the river Thames and the Thames Path national trail
ENV 28	Encouragement of the recreational use of the river Thames, tributaries and riverbanks
ENV 29	Jetties and Pontoons
ENV 30	Passenger and hire boats
ENV 31	Riverside uses
ENV 32	Permanent mooring of houseboats and other craft
ENV 33	Nature conservation on the river
ENV 34	Protection of the floodplain and urban washlands
ENV 35	Surface water run-off
ENV 36	Tidal defences
ENV 37	Culverting of water courses
ENV 38	Riverbank and water pollution
ENV 39	Clean water, foul sewers and sewage treatment
ENV 40	Quality of groundwater

5 THE OPEN ENVIRONMENT

- 5.1 In its topography and landscape, the Borough is one of the most attractive areas of London. Richmond Hill and the Thames flood plain create a varied and distinctive landscape, and Richmond Hill itself offers views over large parts of the Borough and beyond. In addition some of the Thames' most attractive reaches are within the Borough's boundaries. Kew Gardens and the three Royal Parks, together with many smaller open spaces, contribute to the attractive landscape, as does the abundance of trees in parks, beside roads and in gardens. The open spaces, islands and rivers are also of great importance as wildlife habitats; many of the important natural habitats are owned by the Council or the Crown and are already carefully managed. Functionally, they are essential to a range of both active and passive recreational activities, such as walking, sitting and watching and enjoying wildlife.
- 5.2 Much of the open space in the Borough has an essential role in providing a break in the urban structure between distinctive communities, and in the case of green belt, between Greater London and neighbouring towns. At the more local level, it creates an open space experience when used, passed or crossed. Open land is also important in providing for both formal and informal recreation (indoor recreation is covered by Chapter 10). Much open land is designated as public open space, some being of nature conservation importance, other areas used as playing fields. Sport and recreation make an important contribution to quality of life, health, lifelong learning and community life. The Borough with all its parks, also provides sports facilities for people living in more densely developed inner London.
- 5.3 Public open spaces cover a third of the Borough. They range from the Royal Parks, which attract large numbers of visitors, to small parks and playgrounds in residential areas. In considering whether the existing parks adequately meet the needs of Borough residents, the Council has taken into account size, type, location and accessibility using the hierarchy of open space in the London Planning Advisory Committee's (LPAC) Strategic Planning Advice for London (1988) (Table 1 overleaf). A larger park fulfils the functions of any smaller park below it in the table. When considering the provision of additional open spaces regard has to be paid to the density of population to be served. Although the Borough is very well served by both metropolitan and district parks, the lack of accessible local parks is particularly serious for the elderly and children. Those parts of the Borough deficient in open space at the local park level taking into account traffic and other barriers are shown on Map 4.
- 5.4 Parks and other open space in the Borough provide a wide range of habitats ranging from the semi-natural habitats of common lands, e.g. Sheen Common, through more formal settings such as Richmond Park to formal landscapes such as that at Ham House. There is increased public appreciation of nature study as a recreational activity. Open land provides a valuable nature conservation resource requiring careful management for public enjoyment. In some areas a minimum intervention approach may be appropriate.

TABLE 1: TYPES OF PUBLICLY ACCESSIBLE OPEN SPACE

Type and main Function	Approximate size and distance from home	Characteristics
Regional parks and open spaces (Linked metropolitan open land and green corridors) Weekend and Occasional visits by car or public transport.	400 hectares 3.2-8km	Large areas and corridors of natural heathland, downland, commons, woodlands and parkland also including areas not publicly accessible but which contribute to the overall environmental amenity. Primarily providing for informal recreation with some non-intensive active recreation uses. Car parking at key locations.

Metropolitan parks Weekend and occasional visits by car or public transport.	60 hectares 3.2km or more where the park is appreciably larger	Either (i) natural heathland, downland, commons, woodlands etc. or (ii) formal parks provision for both active and passive recreation. May contain playing fields, but at least 40 hectares for other pursuits. Adequate car parking.
District parks Weekend and Occasional visits on foot, cycle, car and short bus trips.	20 hectares 1.2km	Landscape setting with a variety of natural features providing for a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups, and informal recreation pursuits. Should provide some car parking.
Local parks For pedestrian visitors	2 hectares 0.4km	Providing for court games, children's play, sitting-out areas, nature conservation, landscaped environment; and playing fields if the parks are large enough.
Small local parks and open spaces Pedestrian visits, especially by old people and children particularly valuable in high density areas.	2 hectares 0.4km	Gardens, sitting out areas, children's playgrounds, or other areas of a specialist nature, including nature conservation areas.
Linear open spaces Pedestrian visits	Variable Wherever feasible	River Thames throughout the Borough, canal towpaths, paths, disused railways and other routes which provide opportunities for informal recreation, including nature conservation. Often characterised by features or attractive areas which are not fully accessible to the public but contribute to the enjoyment of the space.

SOURCE: LPAC: Strategic Planning Advice for London (1988), Table 8.3

SPORTS FACILITIES

- 5.5 There are many facilities for outdoor sports in the Borough, provided by the Council, the Crown and private clubs. Local needs are met but demands from inner London, where there is a shortage of pitches, are not being met at peak times. Some Council tennis courts are under-used where they are of poor quality, whereas some clubs need extra courts. There are five private golf courses in the Borough, with two public courses at Richmond Park and one at Twickenham. There is also one floodlit public driving range. Horse riding remains a very popular activity and there are riding establishments located in or around the Royal Parks. Horse rides are provided in Ham Lands, Ham Common, and in the Royal Parks and there are also a small number of bridleways. Riding is one of a number of sports which provide pleasure and assist people with disabilities and learning difficulties.
- 5.6 The areas of concern are the pressure to allow development on private sports grounds, the lack of a floodlit all weather athletics track, and the limited progress in achieving dual use of existing sports facilities. There is a trend towards a variety of artificial surfaces for various sports and an

increasing pressure for access to floodlit facilities for a wide range of sports, which has to be considered against the maintenance of the quality of the open environment. There also needs to be an awareness of, and flexible approach to, accommodating emerging sports.

- 5.7 Restricted finance, land shortage and limited opportunities for development make it essential to ensure private sports grounds and other facilities are not lost and optimum use is made of existing facilities, including the dual use of school sites and public access to private facilities.

FOOTPATHS

- 5.8 Footpaths allow people to enjoy the Borough's open spaces, riverside and areas of attractive landscape and townscape, generally away from the bustle of vehicles. Most of the longer footpaths are public rights of way. Walking is a very popular recreational activity with people of all ages. Most of the policies for pedestrians and footpaths are located in the Transport Chapter of the Plan.

ALLOTMENTS

- 5.9 The Council provides 29 ha of allotments on 24 sites, divided into 1863 individual plots of varying size. All statutory sites, which are protected by the Allotment Acts, are owned by the Council. Some of the non-statutory sites were originally purchased by the Council for uses other than allotments and may go out of use in the future, a few are owned by other public bodies. Changes in demand will also determine the future level of provision. Lack of funding has led to maintenance problems. The overall vacancy rate has tended to fall, and has stabilised at 3.5%, whilst there are waiting lists at some sites.

RIVER THAMES, ITS ISLANDS AND ITS TRIBUTARIES

- 5.10 The River Thames flows through the Borough for 28 km of its length making a unique contribution to the environment. It provides many opportunities for recreation, enjoyment and employment and is valued by residents, visitors and tourists. In its winding course through the Borough it flows past open stretches of woodland and parkland, Victorian industrial waterfront and urban frontages where the life of the town comes down to the water's edge. Some of the earliest settlements, and thus the most important concentrations of historic sites and buildings, are closely associated with the river and its islands, which gives a special character to its immediate environs.
- 5.11 At its best, the river forms an integrated whole with its banks. Wild stretches enclosed by trees and stretches with buildings whose appearance or purpose is closely tied to the river make up some of the best waterside views in the area, cross river views are particularly important, and co-operation with other Boroughs is essential (e.g. as with the Thames Landscape Strategy).
- 5.12 The Thames offers opportunities for active recreation too - for anglers, sailors, canoeists, birdwatchers and those who simply like to stroll through some of London's finest open spaces. There is public access to 27 of the 34 km of river bank in the Borough either by towpath or riverside open space. The Thames Path National Trail follows both banks downstream of Teddington Lock. The Thames in the Borough provides the setting for the annual university boat race and other major rowing events.
- 5.13 The riverside environment has gradually been changing as freight and passenger traffic have declined and the numbers of private launches and sailing boats have increased. Riverside industry has given way to pressure for riverside dwellings and other developments, and defences have been strengthened to protect all of riverside London from the threat of flooding. All these changes can threaten to erode the identity and variety of the reaches, which range from quiet and tranquil, to busy and full of activity, and along with changes in water level, can disturb its wildlife and threaten its ecological balance. River features such as slipways, pontoons, wharves, jetties and steps have regrettably often been lost. Much of the riverside is protected (approx. 80% of its length) by green belt, metropolitan open land, nature conservation and other restrictive policies. If development is permissible, then the opportunity is taken to gain a public riverside walk and sometimes riverside open space, and to enhance the ecology of the riverside.

- 5.14 The tributaries also add interest to the areas through which they flow. The Beverley Brook is a natural drainage channel, partly culverted, and there is only limited access to it outside Richmond Park. The River Crane is a natural drainage channel flowing through some attractive woodland and open space, with a riverside walk for much of its length. The secluded Duke of Northumberland's River was created in the early 16th century to supply water to a convent which stood on the site of Syon House. It flows from the Crane to the Thames, and has a footpath for most of its length in the Borough. The River Crane Walk and the Beverley Brook Walk have been developed with signs, waymarks and accompanying leaflets, and have been validated by the London Walking Forum, as recreational walking routes. The Whitton Brook runs along the northern boundary of the Borough and flows under Ivy Bridge before discharging into the River Crane. The Longford River was cut in the mid 17th century to improve the water supply to Hampton Court Palace, and it now supplies water to the ponds and fountains in Bushy Park. There is almost no public access to it since it flows between back gardens for much of its length. Map 5 shows rivers in the Borough.

FRAMEWORK FOR POLICIES

PROTECTING OPEN LAND

- 5.15 Strategic Planning Guidance for London (RPG 3 1996), reaffirms the commitment to green belt and states (para 58) that it must be maintained "as far as can be seen ahead". It also emphasises the importance of metropolitan open land and states: "The presumption against development in the green belt applies equally to metropolitan open land". The valuable role of other open land and green chains' is stressed and boroughs are encouraged to consider these in preparing policies on open land. It is recommended that UDPs include land use policies on nature conservation, particularly where sites of Special Scientific Interest (SSSIs) are concerned. The London Planning Advisory Committee (LPAC) supplementary advice on retaining and enhancing open space acknowledges both the local and the strategic structural, amenity, social, cultural and ecological roles of open space as well as the recreational functions.
- 5.16 Planning Policy Guidance Note 9: Nature Conservation (PPG 9 1994) reaffirms the Government's commitment to the conservation of the natural environment. It emphasises the need not only to protect sites both designated and undesignated but to manage wisely and create new habitats. PPG 9 advises the integration of measures to protect and promote nature across all areas of an authority's work. Subsequently, the UK Biodiversity Group have published species action plans and habitat action plans, to guide the development of local biodiversity action plans and nature conservation decisions of the local authority.

LAND FOR RECREATION

- 5.17 RPG 3 1996 states that London boroughs should consider Planning Policy Guidance Note 17 (PPG17 1991) Sport and Recreation, when assessing their own requirements for sport and recreation. The Planning Policy Guidance stresses the valuable social and economic role of sport and recreation, the need to enable people to participate in sport and to provide a wide range of opportunities for recreation, with opportunities available to all. Planning authorities are required to ensure that adequate land and water resources are allocated both for organised sport and informal recreation and to take full account of the community's need for recreational space, to have regard to current levels of provision and deficiencies and to resist pressures for the development of open space which conflict with the wider public interest. Local planning authorities should take account of the value of open space not only as an amenity but also as a contribution to the conservation of the natural and built heritage of the area, and should balance very carefully the competing claims of different land uses and the community's long term requirements for open space. Strategic Planning Guidance also states that development to enhance the facilities of sites of national and international importance including the RFU stadium should be encouraged. Boroughs are also asked to consider London Sport's The Sporting Capital: The Regional Recreation Strategy for London (London Sport 1994), which advocates sports equity and sports development towards achieving the National Vision for Sport.

- 5.18 The former London Council for Sport and Recreation has also published a Playing Fields Strategy for London' (1990). This provides a basis for estimating present and future demands and for assessing playing field requirements for football, rugby, hockey and cricket. The strategy urges the adoption of clear policies in UDPs which recognise the value of playing fields and other recreational open space, and which enable them to be protected against development pressures and promote their use.
- 5.19 In 1997 the Borough published a revised Sports Strategy for Richmond as a policy framework for the future development of facilities including priorities for provision, participation and standard of sports in the Borough, taking account of the Regional Recreation Strategy (1994). The Council's Sports Strategy advocates the improvement of athletics facilities at Barn Elms, and that the present stock of public and private sports grounds and playing fields should be preserved and their facilities made more available to the public where capacity for greater use of pitches exists.

RIVER THAMES, ITS ISLANDS AND ITS TRIBUTARIES

- 5.20 Strategic Guidance for the River Thames (RPG 3b/9b) was published in February 1997. It presents a vision for the river and its islands which will provide a land use planning framework for enhancing its status and vitality, and includes objectives for the built and natural environment and the use of the river. The relevant section for this Borough is that from Hampton to Crayford Ness, which guidance designates as the Thames Policy Area' (TPA), requiring local planning authorities to identify detailed boundaries, prepare detailed appraisals and policies. This is intended to enable a more consistent approach to be taken to strategic river issues.
- 5.21 The Thames between Kew and Hampton flows between a unique landscape of parks, royal palaces and working communities related to the river, and the resulting legacy of architecture, landscape, public access and nature conservation value is unparalleled in the capital. In recognition of the need for its protection by co-ordinated policies and implementation proposals the Council contributed towards the preparation of the Thames Landscape Strategy (June 1994). The implementation of the Thames Landscape Strategy is supported and monitored by a continuing partnership of the four relevant Boroughs, English Heritage, English Nature, the Countryside Agency, the Environment Agency and the Royal Parks Agency. The Council is supporting the employment of a co-ordinator for the implementation of the Strategy and has adopted the policies of the Strategy, as appropriate, into the UDP at review and as supplementary planning guidance. The Strategy integrates with UDP policies by relating them to other boroughs' policies and taking them further, both to more detailed levels and to site specific proposals. It has been supported by Inspector's decisions on appeal, and by RPG 3b/9b. A new strategy covering the area from Kew to Chelsea is being progressed by a steering group comprising the relevant riparian boroughs, the Government Office for London, the London Planning Advisory Committee, English Heritage, the Port of London Authority and local societies under the banner of the West London River Group. The Thames Strategy for Kew to Chelsea will use the approach developed in the Thames Landscape Strategy combined with work required by Thames Guidance RPG 3B/9B to deliver detailed appraisals of the Thames and its environs.
- 5.22 The overall approach of the UDP is to recognise the distinctive character of individual stretches of the Thames while treating the river and its islands as an integral whole with its banks and hinterland. This involves an interplay and balancing of environmental design, nature conservation, land use and recreational policies.

STRATEGY

- 5.23 The strategy below forms a framework for the protection and enhancement of the Borough's open environment. The Borough will:-

Open Land and Recreation

- a) protect and enhance the many features including nature conservation interests, of the existing landscape which give the Borough its special character and define the built-up areas;
- b) protect and enhance the ecological systems of the Borough;
- c) encourage more efficient use of existing facilities and resist the loss of existing facilities where there is a demand;
- d) improve access to recreational facilities, including access for people with disabilities and special needs. Many basic facilities, such as playgrounds and local parks, should be within walking distance of all Borough residents and the route to them should be convenient and safe. More specialised facilities should be conveniently accessible by public transport;
- e) improve the environment in other ways where this is required;

River Thames, its Islands and its Tributaries

- f) protect the character and distinctiveness of individual reaches,
- g) protect its the variety of riverside uses;
- h) ensure that for new buildings and other features the likely impact of development proposals has been adequately assessed, that they take account of their riverside setting, enhance the environment, nature conservation and add interest and activity, rather than detract from it;
- i) encourage recreation on the river, its islands and its banks;
- j) protect the Thames viability as a navigable waterway and give encouragement given to the maintenance and extension of these functions. It is particularly important that river related industry such as boat building and repair can continue and that its facilities such as slipways and wet and dry docks are retained and used.

OBJECTIVES FOR THE OPEN ENVIRONMENT

- To ensure the protection of open land from development, noise, light and air pollution.
- To ensure the preservation and enhancement of areas of open space, and natural environment, including the River Thames, its islands, its banks, flood plain and tributaries.
- To identify and protect sites of nature conservation importance, including the River Thames, its islands, its tributaries and banks, to enhance these sites through appropriate management techniques, and to encourage awareness of the importance of these sites.
- To ensure that ecologically sensitive sites are protected from the damaging effects of development, and that the ecological potential of every development site is carefully considered and reflected in the form of development proposed.
- To protect existing trees and achieve an overall increase in the number of trees in the Borough.
- To ensure where practicable that all Borough residents and people working in the Borough should have adequate, convenient and equal opportunities for access to a range of outdoor sports facilities, regardless of age, income level, gender, ethnicity, disability or level of performance.
- To ensure that the demand for allotments is catered for as far as possible.
- To identify, conserve and complement the variety of uses and the distinctive architectural and landscape qualities of the River Thames, its islands, its banks and tributaries.
- To encourage the continuation of a viable boat building and repair industry, and other industry which is dependent on riverside sites, by protecting wherever possible, its sites,

facilities, river features such as steps, stairs, wharves, jetties and slipways, and its employment prospects.

- To encourage the use of the Thames, its tributaries and riverbanks, for passenger and freight transport and recreation, in so far as this is compatible with the protection and enhancement of the riverside environment.
- To ensure that houseboats and other moorings do not have an adverse effect on the riverside environment or hinder public enjoyment of the Thames.
- To preserve washlands and floodplains and to safeguard other low-lying parts of the Borough from flooding whilst ensuring that public access to the rivers and their environs is not necessarily diminished.

OPEN LAND, PROTECTION AND IMPROVEMENT

ENV 1 METROPOLITAN OPEN LAND

5.24 **The Council will protect and conserve metropolitan open land as defined on the proposals map by keeping it in predominantly open use. There will be a presumption against inappropriate development. Building development, including extensions, will generally be unacceptable. Changes of use of existing buildings for purposes not normally acceptable in metropolitan open land will be resisted. In considering development on sites adjoining metropolitan open land the Council will take into account any possible visual impact on the character of the open land.**

5.25 Metropolitan open land is open land or water which is of significance to London as a whole or a part of London, either publicly or privately owned, and with or without public access, which either:

- a) contributes to the physical structure of London and helps to separate and/or define London's distinctive communities;
- b) contributes to the establishment of London's special character by providing attractive breaks in what would otherwise be continuous urban development;
- c) creates a significant visual open space experience when used, passed, or crossed;
- d) contains natural features, buildings or landscape of historic, recreational, agricultural, nature conservation or scientific interest, worthy of protection on account of their value nationally or to the whole or a part of London;
- e) includes open air facilities, especially for leisure, recreation and sport, of importance for the whole or a part of London;

or:

- f) forms part of a green chain of related open spaces and linking footpaths, bridleways, riverside and canal walks, and towpaths.

Some open spaces and gardens which themselves might not be of significance to London as a whole, but which combine visually and physically to form a larger significant open area or green wedge, are included.

5.26 The Council considers the contribution of metropolitan open land is as vital as green belt in defining London's structure. Therefore building development, including the extension of existing uses, will be vigorously resisted. The Borough's metropolitan open land is at present in a variety of uses ranging from the Royal Parks to schools, sports clubs and cemeteries. Envelopes to allow extensions have been provided around major buildings in metropolitan open land. However, the policy also recognises that there may be exceptional cases where it is appropriate to allow modest buildings or extensions, including structures on the river, which are related to the function of metropolitan open land and where this would not have a harmful effect on its character. So that it can be kept in predominantly open use, new uses will only be considered if they conserve and enhance the open nature and character of the metropolitan open land and maintain its nature

conservation interest, are by their nature open or depend upon open uses for their enjoyment. Appropriate uses include:

- a) public and private open space and playing fields;
- b) agriculture, woodland and orchards;
- c) golf courses;
- d) allotments, nursery gardens, private gardens;
- e) cemeteries;
- f) nature conservation;
- g) rivers, reservoirs, lakes and other open water.

5.27 The Council will protect metropolitan open land as a habitat for wildlife and take opportunities, where possible, to increase its potential for wildlife. Views across open land are important. The Council will encourage enhancement of metropolitan open land where appropriate, e.g. by landscaping, removal or replacement of inappropriate fencing, screening, and seek to reduce the visual impact of traffic and car parking.

ENV 2 GREEN BELT

5.28 **The Council will protect and enhance the green belt as shown on the proposals map. There will be a general presumption against inappropriate development. New buildings proposed on land adjoining the green belt will be required to have minimum visual impact when viewed from the green belt.**

5.29 The green belt within the Borough is shown on Map 2. The main purposes of the green belt are:

- To check the unrestricted sprawl of the built up area.
- To safeguard the surrounding countryside from further encroachment.
- To prevent Greater London from merging with neighbouring towns or urban areas, and to prevent neighbouring towns from merging into one another.
- To preserve the setting and special character of historic towns.
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

5.30 Once green belts have been defined, the use of land in them should fulfil the following objectives:

- To provide access to open countryside and outdoor sport and recreational opportunities for the urban population
- To retain attractive landscapes, and enhance landscapes, near to where people live
- To improve damaged and derelict land around towns
- To secure nature conservation interest
- To retain land in agricultural, forestry and related uses

In relation to those uses identified above which are considered to be acceptable in the green belt, the Council will, in determining such applications, pay particular regard to ensuring that they protect and enhance the open nature and visual qualities of the green belt.

5.31 The construction of new buildings within the green belt is inappropriate unless it is for the following purposes:

- (a) agriculture, horticulture and forestry
- (b) essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the green belt.

- 5.32 Approximately half of the Borough's green belt comprises operational waterworks, with most of the remainder in various open recreational uses. To ensure the green belt continues to fulfil its intended functions and to preserve its permanence it is essential that its open character and wildlife interest are maintained.
- 5.33 Degraded landscape quality arising from neglect or misuse of land will not be sufficient justification for allowing development contrary to green belt policy. In these circumstances the Council will endeavour to see the under-used land brought into an appropriate open use.
- 5.34 The Council will seek the co-operation of other landowners, including Thames Water, to enhance the quality of the green belt, for instance through landscaping schemes. Should waterworks land cease to be operational the Council will endeavour, in conjunction with the water authority, to bring such land into appropriate open recreational use allowing public access, while protecting and enhancing its potential as wildlife habitat.

ENV 2 (A) MAJOR DEVELOPED SITE IN THE GREEN BELT

- 5.35 **Part of the Hampton Water Treatment Works is recognised as a major developed site in the green belt and is identified on the proposals map for purposes described in paragraphs C3 and C4 of Annex C to Planning Policy Guidance Note 2: Green Belts. This policy is intended to meet the operational requirements for essential water treatment works at this site, subject to the limitations below and in particular the need to maintain the openness of the green belt.**

The filter beds and reservoirs are major contributors to the open character and appearance of the site. The filter beds and other visually open areas are not considered to be part of the developed area for the purposes of this policy. Planning permission will be granted for limited infilling or partial redevelopment for essential water treatment related purposes, provided that:

- (a) It is within the Major Developed Site boundary shown on the proposals map.**
- (b) It will have no greater impact than the existing development on the openness of the Green Belt and the purposes for including land within it.**
- (c) It will not exceed the height of the existing buildings or lead to a major increase in the developed proportion of the site.**
- (d) It will not obstruct the reinstatement to working order of the former light railway serving the works.**

In order to facilitate the reinstatement of the light railway from Hampton Waterworks to Kempton it is necessary that the former track bed and loading gauge remain unobstructed

ENV 3 OTHER OPEN LAND OF TOWNSCAPE IMPORTANCE

- 5.36 **The Council will protect and seek to enhance other open areas that are of townscape importance. In considering development on sites adjoining these open areas the Council will take into account any possible visual impact on the character of the open land.**
- 5.37 In some parts of the Borough, open areas, which are not extensive enough to be defined as green belt or metropolitan open land, act as pockets of greenery of local rather than London-wide significance. Many of these are of townscape importance, contributing to the local character and are valued by residents as open spaces in the built up area. These areas include public and private sports grounds, some school playing fields, cemeteries, some large private gardens and some allotments, all of which the Secretary of State for the Environment has recognised can be of great importance to the character of a neighbourhood. LPAC through work on urban green space also recognises the importance of such land. The larger areas are shown on the proposals map but there will be other smaller areas which merit protection. The purpose of this policy is to safeguard open land and ensure that it is not lost to other uses without good cause. The policy recognises that there may be exceptional cases where it would be appropriate to allow modest buildings and extensions which are related to the function of Other Open Land of Townscape Importance (OOLTI) and when this would not have a harmful effect on its character.

ENV 4 RIVER CRANE AREA OF OPPORTUNITY

- 5.38 **A positive policy of environmental improvement, improved access and sympathetic development will be applied to the River Crane “area of opportunity” as shown on the proposals map.**
- 5.39 The Crane Valley contains large areas of open land, which could benefit from significant environmental improvement. The Council is committed to the overall improvement of the corridor to provide an attractive walk and open wedge between the London Borough of Hounslow and the River Thames.
- 5.40 The Council is developing a master plan for the main area of potential change, includes the Stoop Memorial Ground, the Craneford Way playing fields, the Council Depot, the Richmond Upon Thames College and the Post Office Sorting Office. It is committed to looking at this area comprehensively with a view to enhancing the open space and the associated linkages, improving sports facilities and providing for possible improvement to the College. Also to be included are improvements to the banks of the River Crane to enhance their ecological interest and provision of a through pedestrian/cycle route along the River Crane. The Council will work with the local community as appropriate in the planning and carrying out of improvements. It is the intention that the existing level of cultivated allotments within the Crane Valley should be retained. It is recognised that there are limited vehicular access points into the area and this would need to be fully taken into account. There will be a need for enabling development and through the master plan process the Council will identify the most appropriate mix and layout of uses.

ENV 5 PROTECTION OF VIEWS AND VISTAS

- 5.41 **The Council will seek to protect the quality of views especially those indicated on the proposals map. It will also seek opportunities to create attractive new views and vistas and, where appropriate, improve any that have been obscured.**
- 5.42 This policy will have implications for the quality of design of buildings and the configuration, height and site layout of new development. It may apply even where the viewpoint is a long way from the development, such as in the case of views from Richmond Hill and numerous vantage points in Richmond Park. Trees and general landscaping are particularly important and this policy will be vigorously applied in seeking their protection. The Richmond, Petersham and Ham Open Spaces Act 1902, and various covenants were designed to protect views and prevent building in some areas. In some locations views have been obscured by fencing, buildings or overgrown trees. Appropriate opportunities will be taken to open up or enhance these views for the benefit of the general public. The Council will also seek to protect the quality of views which are identified in Supplementary Planning Guidance, including the Thames Landscape Strategy. Other local views shown on the Proposals Map meet the criteria for designation of "Metropolitan Views" as set out in LPAC report 18/99 "Supplementary advice on High Buildings and Strategic Views in London.
- 5.43 The view from King Henry VIII's Mound to St Paul's Cathedral is the subject of a Direction made by the Secretary of State as part of strategic guidance (Supplementary Guidance on the Protection of Strategic Views) and is one of eight such strategic views of St Paul's from various viewpoints. The protection and enhancement of the strategic view from King Henry's Mound to St Paul's will be achieved by consultation between boroughs. This will be triggered by any proposal reaching or exceeding the height limitation of 45m AOD (Above Ordnance Datum) within the view cone as defined in the Direction described above, and shown on the proposals map, and 50m AOD within the area of backdrop protection. Protection of the strategic views in an annex to RPG 3 (1991), including the view from King Henry VIII's mound to St Paul's, will also require the co-operation of other authorities.

ENV 6 GREEN CHAINS

- 5.44 **The Council, in conjunction with neighbouring Boroughs, will have regard to the importance of interconnected green space (or green chains) as a recreation and nature conservation resource, and as a link to the countryside. Priority will be given to proposals that will provide missing links, and enhance the value of green chains for informal recreation (particularly walking) and nature conservation. Proposals which would breach the green chains with built development will not be permitted.**
- 5.45 There is already a web of interconnected green spaces, (mainly existing open land protected by metropolitan open land, green belt, Area of Special Character, public open space and Other Open Land of Townscape Importance designations), carrying across Borough boundaries. These are referred to as "green chains" in the Strategic Planning Guidance for London (RPG 1996) which advises each Planning Authority to identify and make proposals for such spaces in their UDP. They provide both extended pathways for the public, and wildlife corridors in natural surroundings (these are also covered by policy ENV 20 below) see Map 2.
- 5.46 To encourage the use of such green chains, the Council will, when finances are available, establish a network of signposted and way marked walks in parts of the areas having public access, including links to town centres, public transport and other attractors. Where appropriate, provision may also be made for cycling and/or horse riding. Where there are missing links or urban sections between open areas, the Council will supplement planting on suitable routes, or acquire land, as resources permit, to complete chains. In liaison with other Boroughs and Authorities, the Council will publish maps and leaflets to explain routes, and publicise their existence.
- 5.47 The Council already promotes the Thames Path National Trail, the River Crane Walk and the Beverley Brook Walk. It is committed to developing sections of the two orbital walking routes around London, the Capital Ring and the London Loop, in conjunction with adjoining Boroughs and the London Walking Forum. See Map 3 for existing and proposed walking routes. Access to the River Thames is sought where there are new riverside developments. This policy links with policies ENV 28 and TRN 10 which encourage the establishment and use of footpath networks, relating to riverside access, and with the Councils transport strategy which seeks to encourage walking as an alternative to car use.
- 5.48 Proposed green chains are:-
- a) Hampton - the waterworks area stretching westward towards Kempton Park, eastwards to Bushy Park.
 - b) Teddington - Broom Road Recreation Ground, Lensbury Club, Riverside, links to Twickenham riverside; Normansfield links to Bushy Park via Bushy Park Road.
 - c) Ham - Thames Path, Ham Lands, riverside playing fields, Ham House Avenues, Greycourt School, Ham Common, Cassell Hospital north west boundary, links to Thames Path via path through housing estate (formerly British Aerospace, R.B. Kingston).
 - d) Richmond/Barnes - Richmond Park, Palewell Common, Barnes Common to River Thames, following Beverley Brook Walk, linking to Thames Path.
 - e) Richmond - Richmond Park to Wimbledon Common at Robin Hood Gate, Beverley Brook Walk and Capital Ring.
 - f) Richmond/Kew/Mortlake - Old Deer Park, Kew Gardens, Kew and Mortlake riverside Mortlake Cemetery.
 - g) Barnes - Lonsdale reservoir, Harrodian school, St Pauls School, Barn Elms Wildfowl and Wetland centre and sports grounds, Barnes Common.
 - h) River Crane –
 - Crane Park, Kneller Park
 - Craneford Way playing fields to London Road.
 - Moormead Park to A316 and open land further north.
 - i) River Thames.

ENV 7 CONTAMINATED LAND

Copy of 2005 UDP Written Statement for information

Check http://www.richmond.gov.uk/planning_guidance_and_policies.htm for details of when policies and proposal sites have been superseded

- 5.49 **The Council will seek to identify contaminated land, whether in public or private ownership, and will take necessary measures to ensure that the contamination is treated appropriately in order to protect public health and the natural environment and bring sites into beneficial use. Before considering applications for the development of sites which are possibly contaminated, the council will require developers to undertake an assessment of the types and concentration of contaminants present and provide a statement of the method and scope of the assessment and remedial measures proposed.**
- 5.50 Ground and water pollution may result from activities such as gas manufacture, industrial processes, land-fill and sewage disposal. The extent of contamination in the Borough is at present unknown but land used for industrial purposes has been relatively insignificant and the amount of contamination is therefore likely to be limited. Nevertheless it will be important to identify the extent of the problem and ensure that remedial action is taken to protect public health and the environment, including wildlife and groundwater. The Council will publish a list of sites where contamination is identified and remedial action is considered necessary. This information will be available for public inspection. Developers will be expected to assess levels of contamination and undertake remedial action prior to development, ensuring safety both during and after development. The level of remediation required will be that sufficient to render sites harmless, taking account of the views of the Environment Agency and in accordance with government and other appropriate guidelines, but will also be at a level appropriate to the use proposed.

ENV 8 CEMETERIES AND CREMATORIA

- 5.51 **The Council will safeguard existing cemeteries, land reserved for future burials and existing crematoria.**
- 5.52 Three of the six cemeteries in the Borough owned by the Council are full. At present rates of interment there is sufficient land available, including reserves, at East Sheen & Richmond, Teddington and Twickenham cemeteries for approximately eighteen years of burials. London Borough of Hammersmith & Fulham operates Mortlake and North Sheen cemeteries and London Borough of Hounslow operates Hounslow and Powder Mill Lane cemeteries in the Borough. A proportion of the space in these cemeteries is likely to be taken by Borough residents, thereby contributing an additional two years to the Borough's burial capacity. There are crematoria at Mortlake and at Hounslow cemeteries.
- 5.53 The adequacy of cemetery provision in the long term will depend on future rates of interment and cremation, although the life of existing cemeteries might be extended through the re-use of graves, should legislation for this be forthcoming. The Council will continue to monitor interment and cremation rates and keep the requirements for future burial space under review.
- 5.54 Cemeteries should also be safeguarded because of their important environmental qualities. Besides providing visual amenity as open breaks in the urban fabric they are valuable as areas for quiet contemplation. They have especial value in providing green lungs that serve as wildlife habitats, many being designated as other sites of nature importance such as Barnes, East Sheen and Richmond cemeteries, as well as being the setting for many quality trees.

ENV 9 TREES IN TOWN AND LANDSCAPE

- 5.55 **The Council will:**
- a) **continue to protect trees and make tree preservation orders (TPOs) where appropriate;**
 - b) **encourage tree planting where appropriate, and give priority to native trees where these are suitable. The Council will continue its own programme of planting, especially in the areas shown on the proposals map;**
 - c) **continue its programme of maintaining trees in streets and public open spaces and of selectively clearing and replanting trees;**

- d) **seek to retain the existing character of areas of forest tree planting, and generally favour forest trees over others where opportunities arise;**
- e) **promote planting of clumps and thickets in appropriate locations.**

- 5.56 The abundance of trees in the Borough is a great asset to its environment, softening the hardness of buildings and streets, adding life and colour to the urban landscape and enhancing open spaces. Trees along the Thames are important for riverside landscape character. Trees also provide an important habitat for wildlife, and reduce levels of lead and other forms of airborne pollution, and increase the supply of oxygen. It takes many years for a replacement tree to reach maturity. The areas shown on the proposals map are those in which the Council considers further planting is most needed, but planting will also be encouraged throughout the Borough. In some woodland areas periodic thinning and clearing may be necessary to ensure the overall health of the wood. In streets it is important that species are chosen that are appropriate to the scale of their surroundings and planting will be in consultation with statutory undertakers to safeguard underground apparatus. The distinctive character of many parts of the Borough is reinforced by the forest type of tree planting, and it is important that this is maintained where space allows. The Council will endeavour to keep the diversity of indigenous species by encouraging, in appropriate cases, planting of native trees when implementing tree planting policies and considering other landscape schemes for trees in relation to development sites.
- 5.57 Many trees are already protected by TPOs, but the Council will continue to make TPOs where trees of environmental importance are threatened. Trees in conservation areas are, with some exceptions, automatically protected, as six weeks notice must be given in writing to the Council before any proposed works are carried out. Where unauthorised works to any protected trees are undertaken the Council will seek to initiate legal proceedings which can result in substantial fines. Where trees are felled, the Council will normally require that an appropriate replacement be planted. Planning guidance advising owners on the selection and care of trees is available. Considerable care is required when carrying out work to underground services to avoid damage to trees. The Council will continue to monitor such work, BLT 24 refers to the arrangements for cable television. The Council has produced a Tree Strategy for the Borough, covering detailed guidance on the implementation of this policy, through planting and management on Council owned land, and through the Council's influence on owners of other trees by means of planning controls, advice, joint projects and consultations. (See also ENV 20 Green Corridors).

ENV 10 HISTORIC PARKS, GARDENS AND LANDSCAPES

- 5.58 **The Council will seek to protect and enhance the parks and gardens of special historic interest included in the Register compiled by English Heritage under the Planning (Listed Buildings and Conservation Areas) Act 1990, and other historic parks, gardens and landscapes where appropriate. Proposals which have an adverse effect on the settings, views, and vistas to and from historic parks and gardens, will not be permitted.**
- 5.59 The Register carries no statutory provisions as does the List of Buildings of Special Architectural or Historic Interest. The Council therefore needs to take care in carrying out its development control functions so that historic gardens are not affected by encroaching or adjacent new development. The Council will investigate opportunities for reinstating historic landscape settings and links between them, including avenue planting and vistas, the water gardens in Bushy Park are to be restored as part of proposals in the area. In appropriate cases, including circumstances where land is defined in the Plan as public open space, the Council will seek absorption of parts of the Royal Parks currently in private enclosures into public use. Many of these parks and gardens have management plans to enhance their value which the Council supports, and may form the basis of supplementary planning guidance (e.g. for the Old Deer Park). (See Map 6).

The following are included in the Register, together with plans defining the relevant areas, and on the proposals map:

Bushy Park	Grade I
Hampton Court Park	Grade I
Richmond Park	Grade I
Royal Botanic Gardens, Kew (including Old Deer Park)	Grade I

Ham House	Grade II*
Marble Hill House	Grade II*
Strawberry Hill	Grade II*
Hampton Court House	Grade II*
Richmond Terrace Walk	Grade II*
Popes Garden	Grade II
Garrick's Villa	Grade II
York House Gardens	Grade II
Terrace Gardens & Buccleugh Gardens, Richmond Hill	Grade II
Teddington Cemetery	Grade II

The Council will also seek to protect and enhance other historic parks and gardens not included in the Register, including in particular the following:

Orleans House Gardens
 Radnor Gardens
 Richmond Green
 Thames Landscape throughout the Borough

POLICIES FOR RECREATION

ENV 11 RETENTION AND IMPROVEMENT OF PUBLIC OPEN SPACE

- 5.60 (A) **The Council will resist the loss of any land shown as public open space on the proposals map. It will endeavour to increase the enjoyment of public open space through site management of parks and open spaces under Council control, having regard to the needs of nature conservation as well as providing for both active and passive recreation, and improving public access and facilities for all residents, including people with disabilities, where possible.**
- (B) **The Council will seek to protect and enhance the visual quality of areas of public open space through the maintenance of a high standard of design in landscaping, boundary treatment, fencing materials, play equipment and other items of furniture and by ensuring a high quality of design in new development within or adjacent to it.**

ENV 12 PROVISION OF PUBLIC OPEN SPACE

- 5.61 **The Council will seek, where opportunities arise and finance permits, to provide new public open space with safe, convenient access for all residents, including people with disabilities, especially small local parks, to serve residents in the areas poorly provided with open space as identified on the proposals map.**
- 5.62 The intention of these policies is to maintain and increase the public open space in the Borough which contributes so greatly to its recreational and environmental character and to secure additional open spaces with safe access in those areas that are relatively less well served. Opportunities for improvements may occur when changing needs and more intensive use of school pitches mean that some land laid out as sports pitches can be released and planted as parkland.
- 5.63 Management plans will be prepared and practices adopted which take greater account of the need to protect habitats and wildlife, for example, by minimising the use of pesticides, herbicides and chemical fertilisers and which balance the needs of recreational use with nature conservation. Where appropriate, local participation in management will be encouraged. In addition it is intended that the enjoyment of existing public open spaces should be enhanced, particularly through providing opportunities to enjoy nature, and opportunities will be taken to provide new, more convenient entrances and gates to the Royal Parks for non-vehicular traffic. The Department of the Environment, Transport and the Regions has already indicated that they are prepared to consider extra entrances for example, at Palewell Common as part of the Beverley Brook riverside scheme proposal B6, however any proposal would need to be subject to full public consultation.

The Council recognises the important role that the Royal Parks have in providing for the recreation of residents and visitors, habitats for wildlife, areas of beauty, calm and darkness to escape from the pressure of urban living and in contributing to the Borough's special character by virtue of their mature historic landscapes. It will therefore oppose changes to the administration and management of the Parks if they threaten these functions, remove their present status as public open space with free access during daylight hours or threaten public rights of way. Small local parks are particularly valuable to the less mobile such as the elderly and carers with young children. The enjoyment of open spaces for these groups will also be enhanced through the provision of dog free areas and adoption of Poop-Scoop byelaws to counter dog fouling.

- 5.64 Where opportunities arise the Council will enter into Section 106 agreements with developers to secure the provision of public open space, and will seek its provision as planning advantage. In areas of public open space deficiency, the local planning authority may require a contribution from developers towards the provision of additional public open space. Contributions will be on a scale related to the size and type of development. Other ways of increasing opportunities include providing access to other open land in public ownership such as redundant cemeteries and school playing fields, e.g. Barn Elms, or through the creation of new parks following redevelopment of sites in either public or private ownership e.g Alpha Road pocket park and Hampton village green. The areas shown on the proposals map are generally those parts of the Borough which are more than 400m from a local park or are separated from one by a busy road.

ENV 13 LIGHTING INCLUDING FLOOD LIGHTING

- 5.65 **When considering proposals for lighting or floodlighting of buildings, sport, leisure or other facilities, the Council will take account of the benefits of the facilities and the effect they will have on the character and amenities of the surrounding area, including open land and in the wider context it will also take account of the impact on views from Richmond Hill, Richmond Park and across the River Thames. Favourable consideration will be given to the replacement of existing lighting to minimise impact.**
- 5.65 Many forms of lighting can be beneficial, to enhance the safety and security of highways, railway land, pedestrian access routes and buildings, to extend the hours of use of outdoor sporting facilities especially in the Winter or to enhance particular buildings, landscapes or features.
- 5.66 In some designated open areas (metropolitan open land, green belt or other open land of townscape importance), which are also either designated as important for wildlife; are registered as Historic Parks, Gardens or Landscapes; or within the Thames Policy Area, any form of lighting could be intrusive. In such locations new installations may not be permitted. However proposals for sports facilities will be encouraged wherever possible and, in foregoing designated areas, where floodlighting is proposed, in particular at existing facilities, information and measures for reducing the impact of the floodlighting will be invited and fully considered in determining an application. Efforts will be made to improve existing installations.
- 5.67 Where lighting or floodlighting is permissible in principle, factors such as: the appearance of the installation when switched off; the effect of the lighting on residents when lit in terms of sky glow, glare, and light trespass, as well as the effects on wildlife, including on adjoining land; and the potential noise and disturbance from the associated use of the facilities being lit, will be taken into account. If permission is granted, conditions or an agreement may be imposed to restrict the lighting levels and times of use, or to implement other measures to minimise possible adverse effects, both within the site and on adjoining land.
- 5.68 Outside the designated areas, lighting may be acceptable in principle, but the considerations detailed above then apply. It is important that the columns themselves should be designed to be as unobtrusive as possible when unlit, in terms of number, height, width, design, colour and siting. Light pollution should be minimised to protect residents and passers by, using cowls or purpose built downward illuminating lighting, as well as to conserve energy. Applicants are referred to the Institute of Lighting Engineers Guidance Notes for the Reduction of Light Pollution.

ENV 14 SPORTS STADIA/SPECTATOR SPORTS

5.69 **Proposals for sports stadia and other spectator sports facilities will be considered in relation to the following criteria:**

- (a) **they should be well located in relation to the road and public transport network or show that adequate improvements could be secured and should not result in serious problems of road access, traffic congestion or road safety;**
- (b) **spectator capacity should not exceed a level compatible with the potential capacity of the local area;**
- (c) **car parking should be minimised to reduce use of cars as far as practicable;**
- (d) **they do not detract from the open function, character and quality of land designated as green belt, metropolitan open land , or other open land of townscape importance; or in the English Heritage Register of Historic Parks and Gardens.**
- (e) **they would not have an unacceptable adverse effect on the environment of the surrounding area, in particular residential amenity.**

5.70 The Borough is the home of the RFU and a number of rugby clubs at the Stoop Memorial Ground, Richmond Athletic Ground and the Old Deer Park. The annual Boat Race and the Hampton Court Flower Show are other major attractors. They provide pleasure to those who attend matches and local residents, including many school children participate at an amateur level. The development of professional rugby has changed the nature of the clubs. Although there are beneficial effects on the local economy through the spending of both the clubs, including employment, and the spectators, there have been adverse impacts on the character of the grounds, traffic congestion and residential amenity. The development of professional sport has increased spectator numbers, and brought pressures for more modern stands, hospitality suites, and more car parking which are difficult to accommodate without conflicting with policies to protect open space.

5.71 The Council will seek to reach agreements with the RFU and the clubs (and the organisers of other spectator events where relevant) in relation to

- (a) longer term development strategies (both on-site and off-site);
- (b) operational matters (number of events and timing, noise monitoring, use of ancillary facilities);
- (c) floodlighting, stewarding, off-site catering, parking and hospitality, financial support for services);
- (d) employment and the local economy including purchasing policies and training and recruitment and equality of opportunity;
- (e) means of travel including managing demand for travel and ensuring it is by means that cause the minimum nuisance, accident or environmental harm;
- (f) community and environmental initiatives, consultative arrangements and monitoring and enforcement.

5.72 The Plan proposes improvements to Twickenham Station and a new purpose built walk for spectators to serve both the Stoop Memorial Ground and the RFU will be investigated, other improvements to transport provision and arrangements could be investigated by prospective developers of sport facilities. The Council will seek improvements to public transport infrastructure and improved access between existing or proposed public transport services and development sites as an integral part of new development proposals.

ENV 15 RETENTION OF RECREATION FACILITIES

5.73 **The Council will resist the loss of public and private sports grounds and playing fields and private open space in recreational use and will encourage owners of private facilities to make them available for public access and use.**

- 5.74 Sports grounds and playing fields, games pitches, courts and outdoor swimming pools etc. including the many private facilities, provide facilities for Borough needs and assist towards meeting the wider sports needs of other Boroughs. They also, by their openness, make a significant contribution to the townscape and natural environment. There is evidence that a shortfall exists in the number of pitches available for some sports at peak times. It is therefore important that the recreational opportunities afforded by both public and private open sports facilities and their open character are not lost without good reason. The fact that playing fields have become disused is not sufficient reason to allow the use to be lost permanently or be a justification for building on them. If reasonable attempts to market a site for a sports user have failed, the Council will endeavour, subject to the availability of resources, to ensure continued open recreational use, especially in areas of open space deficiency. The Council will seek the advice of the English Sports Council and Local Sports Councils when considering the future of open recreational facilities. Gaining more public access to private facilities and school/ educational establishments will allow higher levels of participation in recreation and ease pressures on public facilities at times of peak demand.

ENV 16 BRIDLEWAYS

- 5.75 **The Council will seek to improve existing bridleways and encourage the construction of new bridleways where this is feasible.**
- 5.76 Horse riding is popular in the Borough, but there is a conflict between horse riders and pedestrians, and horse riders and vehicles, and it may have an ecological impact. The Council is anxious to improve the situation by encouraging the provision of separate bridleways where opportunities arise. Bridleways may become unusable in wet weather, leading to unauthorised detours resulting in ecological damage, and drainage improvements and suitably designed barriers are necessary to prevent this. The Council also seeks to reduce conflicts through signing, patrolling and publicising recognised routes and supporting the users' groups. Substantial investment is needed to improve and extend the existing network. Horse riding associations, clubs and other interested bodies will need to make finance available. The Council has produced a voluntary Horse Riding Code of Practice on the use of bridleways.

ENV 17 RETENTION AND PROVISION OF ALLOTMENTS

- 5.77 **The Council will promote the cultivation of allotments by retaining existing statutory allotments, and generally resisting the loss of non-statutory allotments so long as there is a demand. The Council will seek to provide new allotments where a demand becomes apparent. The Council will ensure the most effective use of allotments in the Borough and secure improvements to sites where appropriate.**
- 5.78 The Council is committed to promoting allotments as part of its Environmental Policy Statement and it is the intention of these policies to ensure that suitable land is available. In assessing demand, regard will be had to the number of applicants on the waiting list for sites. The use of smaller size plots can stimulate demand and allows some flexibility in matching available allotment land with cultivators. Generally, future demand is unlikely to be sufficient to necessitate further overall provision. If a demand becomes apparent in a particular part of the Borough, the Council will seek to provide new allotments.
- 5.79 The Council will continue to liaise with interested groups regarding the management of sites and will seek to transfer management to tenant associations whenever possible to improve amenity standards. Where practicable the Council will seek to improve the appearance of allotments by ensuring that they are fully used and by raising standards of cultivation through improvements in site amenity and control of vandalism. The Council is also investigating ways of encouraging and supporting organic horticulture, for example, by encouraging allotment holders undertaking organic cultivation to locate on adjoining plots. Consideration may be given to the conversion of some allotments to leisure gardens, to be used for recreational gardening without restriction to the cultivation of vegetables, where this will improve their visual appearance. Where sites have become under-used and neglected over a long period, plots will be consolidated and the surplus land removed from allotment use on a temporary basis. Only where long term demand for allotments appears likely to remain low will suitable alternative uses be considered. Since many

allotment sites lie within areas of metropolitan open land, and open land of townscape importance, open uses will normally be the most appropriate alternatives.

POLICIES FOR NATURE CONSERVATION

ENV 18 SITES OF SPECIAL SCIENTIFIC INTEREST AND OTHER SITES OF NATURE IMPORTANCE

- 5.80 **Proposals which may have an adverse effect on a Site of Special Scientific Interest, Local Nature Reserve or Other Site of Nature Importance shown on the proposals map, or which may be identified from time to time, will not be permitted. Developers may be required to show that their proposals will not affect these areas by way of built form, noise, air pollution, light pollution, surface run-off of water, water quality, changes in level, landscaping and other factors, including those raised in the Local Biodiversity Action Plan.**
- 5.81 The Borough is fortunate in having a large number of sites of nature conservation importance. Richmond Park and Barn Elms reservoirs (now the Wildfowl and Wetland Centre) have been designated Sites of Special Scientific Interest, (SSSIs). The Council is required to consult with English Nature before giving permission for development in or near SSSIs. English Nature notify the Local Authority of the consultation areas and types of development about which they wish to be consulted.
- 5.82 Other Sites of Nature Importance, (OSNIs) have been identified in consultation with the London Ecology Unit and local groups, including important habitats and species identified in the Borough's LA 21 Biodiversity Group's Biodiversity Action Plan. It is important to ensure that as well as protecting these from development and/or the construction process which is incompatible with their nature conservation interest, development in locations nearby will not cause harm. In those exceptional cases where there is a specific proposal involving development on either an SSSI or an OSNI, policy ENV 19 will apply.

ENV 19 NATURE CONSERVATION AND DEVELOPMENT PROPOSALS

- 5.83 **All new development will be expected to preserve and where possible enhance existing habitats and wildlife features. The opportunity should be taken in new and existing development to create appropriate new habitats, in the design of buildings themselves and in appropriate design and species in landscaping schemes and to incorporate features to attract wildlife. Supplementary planning guidance will be issued and site briefs will incorporate specific requirements. Conditions or agreements will be used where appropriate to protect features, secure mitigating measures or ensure appropriate management, and subsequent monitoring.**
- 5.84 Although the principal use of a site may be for housing or other development, schemes should be designed to retain natural features on site, e.g. trees or other vegetation, water courses, banks, old field boundaries including hedges. Where no such features exist, or where the Council is satisfied that retention would be impracticable, new habitats or features to encourage wildlife should be created on the site, where possible. Account will also be taken of the site's potential as part of a green corridor. The Council will endeavour to keep the diversity of indigenous species by requiring, in appropriate cases, the planting of native trees when implementing tree planting policies and considering other landscaping schemes. The Council may also, in appropriate cases, refer to the Local Biodiversity Action Plan and require site management agreements to support indigenous species and habitats considered seriously at risk. The Council will issue design guidelines to ensure that nature conservation is integrated at the planning stage into all development. (See ENV 9 - Trees in Town and Landscape and ENV13 - Floodlighting).

ENV 20 GREEN CORRIDORS

- 5.85 **The Council will protect and enhance green corridors as shown on the proposals map for nature conservation. Developments which threaten the integrity of these corridors will not be permitted, and opportunities will be taken to strengthen, enhance or create new wildlife corridors when new development takes place.**
- 5.86 Green corridors are relatively continuous areas of open space leading through the built environment and which may link sites together and to the Green Belt. They often consist of railway embankments and cuttings, roadside verges, canals, parks, playing fields and rivers. They may allow plants and animals to penetrate further into the built up area than would otherwise be the case, and provide an extension to the habitats of the sites they link. It is important that such green corridors are not narrowed or breached by development and that if possible they are widened, or improved if opportunities arise. The creation of new green corridors and the joining of missing links will be encouraged. Lack of public access to green corridors may sometimes be a positive advantage and green corridors may include elements of private land, and transport routes such as railway embankments and road verges which are not easily accessible, or suitable for the public to walk along. The Council will consult with Railtrack and the train operating companies to ensure proposals for green corridors do not affect the operational and technical requirements of the railway. The needs of the railway shall be seen as a priority where conflicts may arise. Green corridors may be part of green chains. Further information is available in the London Ecology Unit's Advisory Note 6, "Green Corridors in London" 1991.

ENV 21 MANAGEMENT FOR NATURE CONSERVATION

- 5.87 **The Council will promote nature conservation where appropriate in the management of its own land. The Council will encourage and advise other landowners to manage land in accordance with nature conservation principles and will seek to secure management agreements where appropriate. Management plans will be prepared for all nature conservation sites controlled by the Council, in consultation with expert bodies and other individuals or groups with an interest in the land. When resources are available, appropriate sites will be designated as Local Nature Reserves (see policy ENV 25).**

ENV 22 AIMS FOR PUBLIC INFORMATION AND PROMOTION OF NATURE CONSERVATION

- 5.88 **The Council will maintain and enhance the value of sites for nature conservation purposes by promoting a greater awareness of nature conservation, through publicity, references to appropriate parts of the Local Biodiversity Action Plan and interpretive material, by encouraging the involvement of local groups in nature conservation activity, by encouraging the development of nature conservation areas within schools, and by the use of sites of nature conservation interest for educational purposes. Due regard will be paid to the need to balance these aims with the protection of the ecology and environment from over-use.**
- 5.89 In order to maintain and enhance the value of sites for nature conservation purposes it is essential that sites are managed to accord with nature conservation principles. The Council has the opportunity to manage its own land appropriately and is empowered under the Wildlife and Countryside Act 1981, Section 39, to enter into management agreements with other landowners. It can also promote good practice by example and information, e.g. by reducing the use of herbicides on its own sites. The Council recognises the value of working towards these ends through its involvement with the Agenda 21 process and the Biodiversity Group in particular, the process of producing the Local Biodiversity Action Plan involves public consultation and promotion throughout. The Environmental Policy Statement has an objective to provide information and education on environmental issues and the Council will ensure that the public is informed of the reason for management practices which affect their local environment.

ENV 23 AIMS FOR MONITORING AND LIAISON WITH OTHER NATURE CONSERVATION ORGANISATIONS

- 5.90 **The Council will seek expert advice on environmental and conservation matters, including the identification, protection, enhancement and management of sites for nature conservation. The Council will, with the assistance of the GLA Biodiversity Strategy Team, Environment Group, monitor the distribution and quality of habitats within the Borough, and will maintain an up to date schedule of sites with information on their nature conservation interest.**
- 5.91 The Council is committed to liaison with national and local organisations involved in nature conservation. These groups provide specialist knowledge and expertise. The Council supports cooperation with local residents and specialist groups in the creation and management of nature conservation areas, and will continue to support the work of the GLA Biodiversity Strategy Team, Environment Group. The Borough's Local Agenda 21 Biodiversity Group is to prepare a Biodiversity Action Plan, which will include biodiversity indicators for monitoring.
- 5.92 It is important that the wildlife resource is continually assessed and that data is kept up to date. For example, a decline in a particular species may point to a need for a change in management practices.

ENV 24 SPECIES PROTECTION

- 5.93 **Planning permission will not be granted for development or land use changes which would have an adverse impact on badgers or species protected by schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981. In addition, the Council will take into account the presence of local or national biodiversity priority species when assessing applications. Where development is permitted that may affect those species, the council will impose conditions where appropriate, and seek to use its powers to enter into planning agreements to facilitate the survival of individual members of the species; reduce disturbance to a minimum; and provide adequate alternative habitats to sustain at least the current levels of population.**
- 5.94 Part 1 of the Wildlife and Countryside Act 1981, sets out the protection which is afforded to wild animals and plants, the schedules of species protected are reviewed every 5 years, and Local Authorities are bound by the Act to bring these to the attention of the public and school children. Some animals are protected under their own legislation, e.g. the Protection of Badgers Act 1992. The presence of a protected species is a material consideration when the Local Planning Authority is considering a development proposal, which if carried out, would be likely to result in harm to the species or its habitat. The Council will consult English Nature before granting planning permission, and will consider the use of appropriate planning conditions or agreements to ensure that the developer takes steps to secure the protection of the species. Developers should satisfy both Planning and Wildlife legislation with regard to protected species. When a development may affect a badger sett, developers must secure a licence issued by English Nature under Section 10(1)(d) of the Protection of Badgers Act 1992, in addition to applying for planning permission. Developers of other sensitive sites and habitats should also be aware of the details set out in the LBAP for the Borough, EU directives and other international conventions and the general requirements of the area of the proposed development.

ENV 25 LOCAL NATURE RESERVES

- 5.95 **The Council will review its existing land holdings and will, in consultation with English Nature, declare appropriate sites as statutory Local Nature Reserves (LNRs). The Council may also, where appropriate, purchase or enter into management agreements over privately owned sites with the intention of declaring them as Local Nature Reserves.**
- 5.96 The Council has already designated five Local Nature Reserves in the Borough, Crane Park Island, Oak Avenue, Ham Lands, Lonsdale Reservoir, and Barnes Common. Opportunities exist to create more, as resources allow.

POLICIES FOR THE RIVER THAMES

ENV 26 THAMES POLICY AREA

5.97 The Council will seek to protect and enhance the special character of the Thames Policy Area [TPA], whose boundaries are indicated on the Proposals Map, by:

- (a) protecting and enhancing views and vistas of and from the River Thames and its riverside landmarks as identified in RPG 3B/9B, and on the Proposals Map;
- (b) identifying and protecting the special character of individual reaches;
- (c) ensuring a high quality of design for buildings and spaces, appropriate to the identity of the context, so that the individuality of the reaches is protected;
- (d) ensuring that development establishes a relationship with the River and takes full advantage of its riverside location, addressing the River as a frontage and opening up views and access to it, taking account of the changed perspective with tides (see ENV 35);
- (e) identifying sites where, exceptionally, landmark buildings may be appropriate;
- (f) encouraging development which includes a mixture of uses, including uses which enable the public to enjoy the riverside, especially at ground level in buildings fronting the river;
- (g) preparing design briefs, as appropriate, in consultation with the local community and requiring design statements from developers for all significant developments in the TPA, and all riverside sites;
- (h) identifying and protecting landscape features, important structures and archaeological resources associated with the River and its history and heritage and ensuring that new riverside development incorporates existing river features (as described in detail in policy ENV 30);
- (i) discouraging land infill and development which encroaches into the river and its foreshore other than in exceptional circumstances, which may include where necessary for the construction of new bridges, tunnels, jetties, piers, slipways etc.;
- (j) requiring a statement of the effect of the proposal on any existing river-dependent uses on the site and their associated facilities (both on and off the site); and an assessment of the potential of the site for river-dependent uses and facilities if there are none existing.

5.98 The Thames is a unique resource and the preservation of its special character is essential to London as a whole. Strategic Guidance for the River Thames (RPG 3b/9b) indicates that policies to protect the character of the River, following its Thames Policy Area designation, should be included in UDPs. Design statements required from developers, should contain the following information:

- (a) an assessment of scale, mass, height, silhouette, density, layout, materials and colour in relation to:
 - 1) the local context, including the River frontage
 - 2) impacts on local and strategic views, including views across, along and from the River
 - 3) the skyline; and
 - 4) local landmarks and historic buildings and structures
- (b) proposals for:
 - 1) river edge treatment
 - 2) visual and physical permeability and links with the River's hinterland;
 - 3) protecting and enhancing public access to and along the river
 - 4) landscaping, open spaces and street furniture; and
 - 5) lighting

and should take account of UDP policies, and of any design briefs or guidelines prepared by the

local authority. They should also consult Local Authorities and other relevant bodies, including the local community, before submitting an application. The Thames Landscape Strategy has also been adopted as supplementary planning guidance. In the application of this policy the Council will take account of the provisions of the Thames Landscape Strategy, and any other supplementary planning guidance which the Council may from time to time adopt, as a material consideration.

5.99 Strategic Guidance for the Thames also indicates that local authorities should prepare detailed appraisals of their stretches of the River and its environs within the TPA. For the stretch from Hampton to Kew, the Thames Landscape Strategy fulfils this function and, which together with other similar initiatives, will be supported by the Council. The Council will liaise with relevant London Boroughs to consider the preparation of appraisals for reaches downstream of Kew and upstream of Hampton.

5.100 The character of the River Thames within the Borough varies according to the individual reaches. The contrast between the reaches and between opposite banks within the reaches makes a major contribution to the character of the River -there are changes from built-up to rural areas, from urban townscape to suburban gardens, from formal vistas to woodland, within quite short distances. Development proposals, if acceptable in principle, must always take account of the character of the reach that provides their context. Forms appropriate for one reach may be quite unsuitable for another. Decisions will be based on analysis of the special character of each reach, as set out in the Thames Landscape Strategy, the Study of River Related Industry Sites by Roger Tym and Partners, the Council's conservation area statements and studies, and future detailed appraisals to be carried out as appropriate.

ENV 27 ACCESS TO THE RIVER THAMES (INCLUDING FORESHORE) AND THE THAMES PATH NATIONAL TRAIL

5.101 The Council will seek to maintain and improve access to the River Thames and its foreshore, and implement the Thames Path National Trail. To that end, the Council will, on either side of the River Thames:

- (a) Protect existing rights of way and public rights of access to the Thames-side, and resist any proposals that would remove, narrow or materially impair such rights.**
- (b) Seek to provide public rights of access to Thames-side pedestrian facilities where such rights do not exist.**
- (c) Require any development of Thames-side sites to provide a permanent, continuous, high quality public right of way, adjacent to the river, with links to the surrounding network, and without restricted access hours. (Subject to the exceptions below.)**
- (d) Ensure that the following features are incorporated into new sections of riverside paths:**
 - Full accessibility, including for people with disabilities.**
 - High quality design, layout and materials**
 - Way marking and other signposting and street furniture in accordance with design guidelines, signs to indicate links to other walking routes, stations, bus stops etc.**
- (e) Take opportunities to maintain and, where appropriate, enhance access to the foreshore, in conjunction with the PLA.**

5.102 Exceptions to (a) and (b) will only be considered if it is necessary

- to protect a listed building or its setting;**
- to enable any industrial or commercial activity that uses the Thames, to continue to operate;**
- to preserve or conserve any natural or man-made features that contribute to the character of the Thames-side;**
- to protect natural habitats, to preserve the natural ecology of the Thames and Thames-side; to ensure public safety.**

In such circumstances, locating the route back from the bank edge will be investigated as an alternative option, and only if varying the route would not overcome potential problems will an exception to the policy be made.

- 5.103 Probably the most effective way of improving access to the river and of increasing its recreational role, with minimum impact on the natural environment, lies in improving and extending riverside footpaths wherever this is practical, (see also policy ENV 6). The Thames Path Long Distance Trail is continuous on the south bank in the Borough. It is possible to walk from one end of the Borough to the other along the Thames by crossing the river at Hampton Wick and Hampton Court and using paths in Kingston and East Molesey. Along the north bank the Thames Path at present follows roads from Teddington Lock to Twickenham as there is no continuous public access to about 7 km of the north bank in the Borough. At present, access to the riverside is limited to short stretches, some of which has been achieved through redevelopment of riverside sites. The Council will continue to seek such access, and ensure that it is available without restriction and that paths are appropriately designed and laid out, and properly signed. See the Countryside Commission's "A Good Practice Guide for the Thames Path (Nov' 98). Access to the foreshore, primarily in the ownership of the PLA, can have both recreational and educational value. There is a right of access for fishing, navigational and other customary purposes. Public access must be considered in the context of the environmental and archaeological importance of the foreshore and also safety considerations. The PLA have undertaken a recent access survey, which they wish to review with the Council to determine the extent of appropriate public access.

ENV 28 ENCOURAGEMENT OF THE RECREATIONAL USE OF THE RIVER THAMES TRIBUTARIES AND RIVERBANKS

- 5.104 **The Council will encourage the recreational use of the Thames, tributaries and their riverbanks by**
- (a) resisting the loss of facilities that contribute to their enjoyment**
 - (b) encouraging new facilities and extensions to existing ones, where the physical capacity of the river and environmental considerations including the ecological implications and the amenities of riverside residents allow, subject to consultation where appropriate, with the PLA.**
 - (c) seeking to conserve, restore and enhance the natural elements of the river environment.**
- 5.105 Recreational use of the River Thames and sites adjoining is encouraged to maximise opportunities for residents and visitors to enjoy what is one of the Borough's greatest assets. The water and bank side activities include sailing, fishing, walking, cycling and passive pursuits.
- 5.106 Responsibility for maintaining the Thames towpath rests with the owner of the bank, with the exception of the path adjacent to Kew Gardens which is owned and maintained by the Property Services Agency, although responsibility for maintaining the towpath surface, where there is a public right of way, rests with the Council as highway authority. When considering improvements to the towpath the Council will take into account the need to retain the contrast between the urban and more isolated rural stretches which adds so much to its character and the need to retain secluded feeding areas for birds.
- 5.107 Some parts of the Thames towpath are already officially available for cyclists, and for shared use, and some are not, although there is some unofficial use. Sustrans have made proposals for shared use of the remaining riverside towpath. However, although the principle of the Thames Cycle Route is supported not all the towpath is at present suitable for cycling because of possible conflict with pedestrians, although it is being shown elsewhere that these conflicts are capable of being resolved. Any change in status of the path would be subject to legal procedures and public consultation. There is a need for resurfacing of the most neglected sections of the towpath in sympathetic materials to make the towpath suitable for pedestrians and those with human powered wheeled transport such as wheelchairs, pushchairs and possibly cycles. At present the stretch from Teddington Lock to Kew Gardens is not officially available for cyclists so Sustrans are attempting to develop an alternative route away from the Thames, along roads, for the section of the Thames Cycle Route running through the Borough of Richmond upon Thames. There is a

need for resurfacing of parts of the towpath in sympathetic materials to make it suitable for the needs of permitted users.

- 5.108 The main recreational use that can be accommodated on the tributaries is walking and cycling. Cycling is permitted along many parts of the River Crane in this Borough. The west London Boroughs of Brent, Ealing, Hillingdon, Hounslow and Richmond upon Thames, working in conjunction with the Countryside Commission, Sports Council, Environment Agency, London Canals Committee, British Waterways and Thames Water Utilities, supported the West London Waterways Walk Project which ran for six years ending in 1996, and aimed to develop the River Crane, Beverley Brook and River Brent, the Thames and the Grand Union Canal. The work of this project will be continued by the London Walking Forum, West Sector. The River Crane Walk and the Beverley Brook Walk have now been validated by the London Walking Forum as recreational walking routes. The Council will continue to make representations to the London Borough of Hounslow on its section of the River Crane when consulted on development on Feltham Marshalling Yards. Illegal incursion by motor bikes into Crane Park at Butts Farm will be subject to appropriate action. The Longford River has no footpath.

ENV 29 JETTIES AND PONTOONS

- 5.109 Proposals for jetties, pontoons and similar structures on the river will be assessed against the following criteria. They should:**
- (a) Be functionally related to the river and be of an appropriate design for their immediate surroundings;**
 - (b) cause no impediment to navigation or interference with the river regime;**
 - (c) incorporate appropriate design measures to ensure that vessels are safely and securely moored;**
 - (d) be a minimum height, scale and bulk to serve their intended purpose;**
 - (e) not prejudice public enjoyment of the river or compromise nature conservation interests;**
 - f) be located so as not to adversely affect local views.**

Recreation enjoyment of the river can be enhanced through the provision of moorings and associated facilities. However, it is essential that proposals for permanent river structures are assessed against reasoned criteria, to ensure that they do not cause detriment to navigational, environmental or conservation interests along the river. (See also policies ENV 1, ENV 2, ENV 5 and ENV 26).

ENV 30 PASSENGER AND HIRE BOATS

- 5.110 **The Council will encourage the provision, maintenance and improvement of passenger and boat hire services and ferries and will encourage integration of these with existing transport networks. The Council will also seek to provide piers and short stay visitor moorings where appropriate should opportunities arise, subject to safety considerations.**
- 5.111 Passenger boats not only add to the visual interest of the river but also attract and give pleasure to tourists. Priority will be given to locations near public transport facilities for preference or close to riverside car parks or tourist attractions. The provision of more boat piers on the Thames will encourage further use of the River in accordance with the Plan's policies and assist in achieving a wider spread of visitors in the Borough in accordance with tourism policy. Piers will only be provided where they will not cause a serious obstruction and congestion or cause severe problems for small boats. The most feasible passenger service would be from Twickenham to Richmond. This would require a passenger pier at Twickenham. Tourist services already run from Kingston to Hampton Court, and Kingston to Richmond. However, due to their nature, these trips are infrequent and slow. The Council recognises that the Thames in its tidal reaches has a fast flowing tideway. The Council will consult with the Port of London Authority on safety matters and navigation prior to the granting of consent on any proposal relating to works or services on the river.

ENV 31 RIVERSIDE USES

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Check http://www.richmond.gov.uk/planning_guidance_and_policies.htm for details of when policies and proposal sites have been superseded

- 5.112 **In considering development sites, the Council will seek uses that are functionally related to the River, add to its character, and enable the public to enjoy it. Permission will not normally be granted for change of use or redevelopment for other purposes of such sites. Sites in use for river-related industry will be expected to remain in industrial use (B2). Riverside facilities including boat building sheds, slipways, docks, wharves and piers should be retained, and where possible new facilities should be provided. Any new development or infill should not encroach on the river or its foreshore other than in exceptional circumstances which may include structures which improve accessibility to and from the river, such as piers, jetties, moorings, slipways, steps and stairs and landing places.**
- 5.113 River-related business uses, especially those involving the construction, repair and servicing of river craft make a vital contribution to the continuation of the historic tradition and function of the Thames "highway" for transportation, communication and recreation. They also have a significant role in the local economy. Following a survey of boatyards (co-ordinated by PLA, 1999) LPAC have recommended to government a list of boatyard sites for safeguarding. The Council supports in principle the safeguarding of these sites which would be a material consideration in implementing this policy. It is essential that these surviving facilities essential to the industry's future, such as boatyards and sheds, public and private wharves, slipways, wet and dry docks and cranes, as well as boathouses, piers, pontoons and stairs, are not lost to other uses. Although the main pressure is for the redevelopment of sites as residential, there has been some demand for redevelopment for non river-related business use and the Council will resist such proposals. In addition to their functional roles, river-related uses make an irreplaceable contribution to the character and contrasts of the individual reaches through the activity, distinctive building forms, varied visual interest and historical link they provide. The Council will seek agreements under the Town and Country Planning Act 1990, Section 106, in order to retain appropriate river uses.

ENV 32 PERMANENT MOORING OF HOUSEBOATS AND OTHER CRAFT

- 5.114 **The permanent mooring of all kinds of crafts, including houseboats will only be permitted where:**
- (a) the site is an urban stretch of the river where such craft would add interest to the river scene and not have an adverse effect on views or the character of the area;**
 - (b) the presence of the boats would not interfere with recreational use of the river, or with navigation;**
 - (c) provision of access, servicing and car parking can be made in a form which would not adversely affect amenity, particularly that of the river;**
 - (d) the site has adequate on-shore sanitary facilities or another acceptable system for the disposal of sewage and waste.**

The loss of pleasure craft moorings will normally be resisted where they meet these criteria.

- 5.115 LPAC has published 'Guidelines on Moored Vessels and Structures' which includes reference to houseboats (para 3.3: Residential Moorings), which states: "Residential moorings may be appropriate in some limited areas, and their location should be considered in the context of the draft regulations proposed by the Residential Boat Owners Association."
- 5.116 Some provision for new houseboat moorings may be appropriate to make provision for the relocation of craft displaced from other moorings. However, suitable sites for residential moorings are very difficult to find. Houseboats also make a minor addition to the housing stock. On the other hand they can cause problems because they have to be serviced like normal dwellings, can obstruct navigation and public access to the river and are all too often unsightly. There has been considerable interest in the mooring of craft for use as floating restaurants, but these are generally inappropriate. Moorings, rather than houseboats, are controlled by planning legislation. A short study of the provision of improved public short stay mooring facilities will be undertaken in conjunction with the Port of London Authority and the relevant organisations.
- 5.117 Planning permission is required for new moorings and change of use of the bank and riverbed for permanent mooring. Planning control can limit the number of moorings, but does not extend to the

appearance of boats. The Environment Agency and the Port of London Authority require houseboats to be licensed and can object to them on navigational grounds.

ENV 33 NATURE CONSERVATION ON THE RIVER

- 5.118 **The Council will ensure that new development does not encroach into the river or damage valuable wildlife habitats and will seek to protect the flora and fauna along the Thames, banks, margins, islands and tributaries and take opportunities to restore wildlife value where it has been lost.**
- 5.119 The variety of wild life in and beside the Thames and its tributaries adds to the enjoyment of the rivers, and several of the islands are managed as informal nature reserves. The River Thames forms part of a green corridor' described in policy ENV 20, and as such is an important route for wildlife migration.
- 5.120 The Thames and its tributaries have been subject to a number of surveys, by the London Wildlife Trust on behalf of the Council in 1986, and more recently by the Environment Agency as part of its Local Environment Agency Plan (LEAP) process. Such studies have confirmed the significant ecological values of rivers and their corridors. Policy ENV 19 seeks to protect the ecological value of all sites. Of unique importance in relation to the rivers are water areas, beaches and natural banks, green margins and tidal areas. Care will be taken that these are not destroyed or put at risk by development, increased public access or changes in maintenance regimes.
- 5.121 The water surface is significant for wintering wildfowl, and linkages between adjoining water areas are particularly important. Some of the islands have valuable semi-natural woodland reaching right down to the water. River margins have often been destroyed or urbanised in the past, but where natural, provide a unique environment for flora and fauna. The tidal Thames below Teddington, provides a rare habitat for fish, invertebrates and birds, and the adjacent land, where undisturbed, is critical to the life cycle of many species, especially birds.
- 5.122 Where characteristic riverside vegetation has been destroyed, opportunities should be taken to re create such habitats, to add to biodiversity and improve the rivers value as a wildlife corridors.

POLICIES TO PROTECT WATER QUALITY

ENV 34 PROTECTION OF THE FLOODPLAIN AND URBAN WASHLANDS

- 5.123 **Within the area liable to flood, as shown on the proposals map, development, including land raising, will not be permitted unless it can be demonstrated to the satisfaction of the Council that the proposal would not of itself, or cumulatively in conjunction with other development:**
- (i) increase impedance to the flow of floodwater;**
 - (ii) reduce the site's contribution to the capacity of the floodplain to store water (ideally a scheme should enhance its capacity); or**
 - (iii) increase the number of people or properties at risk from significant adverse effects of flooding;**
 - (iv) obstruct land adjacent to water courses required for access and or maintenance purposes;**
 - (v) adversely affect flood defence structures or other features with the same role.**
- 5.124 A considerable amount of development has taken place on the floodplains of London's rivers and consequently people and property in these areas are at an increased risk from flooding. These developments are not only at direct risk, but also reduce the capacity of the available floodplain and impede the flow of water, thereby increasing the risk of flooding elsewhere. If redevelopment takes place, it should allow as much water as possible to flow over the land - i.e. stilts' should be used.
- 5.125 PPG 25 (Development and Flood Risk) requires developers to take into account the 1:1000 floodline, as areas within this line may be at risk in the longer term. Flood risk assessments will be

required as appropriate, and the Council will be producing further supplementary planning guidance on this issue.

- 5.126 An Environment Agency licence is required for any works or development within 8m of non-tidal main river and 16m of tidal main river. The Council's emergency plan will be maintained and updated to protect residents and property from the risk of flooding (see ENV 36).

ENV 35 SURFACE WATER RUN-OFF

- 5.127 **Planning permission will not normally be granted for new development or redevelopment if such development would result in an increased flood risk in areas downstream due to additional surface water run-off. Where development is permitted which is likely to increase the risk of flooding, it must include appropriate attenuation measures for the disposal of surface water, defined by the Council in consultation with the Environment Agency.**
- 5.128 New development can increase the rate and volume which run-off reaches water courses in times of heavy or prolonged rainfall, leading to an increased risk of flooding and damage to watercourses and habitats. Wherever possible, permeable surfaces should be used (e.g. car parks) and development should incorporate features to reduce run-off from impermeable surfaces. Suitable surface water drainage methods include water butts, soakaways, porous pavements, storm water wetlands and balancing ponds. The methods adopted will need to have regard to the hydrological setting of individual sites and the use of appropriate pollution prevention methods. The Environment Agency can advise on site specific requirements.

ENV 36 TIDAL DEFENCES

- 5.129 **There will be a general presumption against development which would adversely affect the integrity of the tidal defences and flood defences above Teddington Lock. Where development relating to the tidal defences and flood defences is permitted, the Council will, in consultation with appropriate bodies including the Environment Agency, require appropriate measures to be incorporated to protect the integrity of the defences.**
- 5.130 A breach in the tidal defences of the River Thames could lead to significant flooding in areas of low lying land often well away from the location of the breach. In order to protect people and property from the effects of tidal inundation, it is essential that the integrity of the tidal defences is maintained. For redevelopment proposals the nature of the proposed and past site uses will be a key consideration to a proposal's acceptability, for example the continuation of an existing use in an area of flood risk may be acceptable, whereas a proposed change to residential use may be unacceptable. In association with redevelopment proposals the Council will seek opportunities, particularly in undefended or poorly defended flood plain areas for improvements to flood flow and flood storage capabilities. The prior written consent of the Environment Agency is required for any works:
- (i) in, under or over the River Thames (or other main river);
 - (ii) within 16 metres of a tidal flood defence structure or within 8m of the brink of a non tidal main river; and
 - (iii) of repair, alteration or rebuilding of any flood defence.

ENV 37 CULVERTING OF WATER COURSES

- 5.131 **The Council will resist the culverting of water courses, both main and non-main, and will encourage alternative schemes which utilise the water course as a feature and nature conservation resource and enhance the setting of the area.**
- 5.132 Under the Public Health Act 1936, Land Drainage Act 1991 and Water Act 1989, environmental aspects have to be considered when determining consent applications under the Acts. There should be a presumption against culverting in order to protect the river and consider its environment. The Council will liaise with the Environment Agency, which supports a presumption against culverting in dealing with applications for culverting. This policy reflects the effect of

culverting on the continuity of the river corridor in addition to the adverse effects on flooding, nature conservation and safety.

ENV 38 RIVERBANK AND WATER POLLUTION

5.133 The Council will continue to liaise with the relevant statutory bodies to encourage cleanliness and the removal of driftwood and debris from the tidal Thames foreshore and banks, to achieve containment, and where possible reduction, in pollution of the Thames and tributaries and to promote improvement of water quality generally. The Council will continue to encourage voluntary groups who assist in the removal of riverside debris. There will be a presumption against developments which the Council considers likely to affect adversely the water quality of rivers, lakes and other areas of water, as a result of their surface or waste water discharge or the disturbance of contaminated land.

5.134 The cleanliness of the rivers has improved, but further pollution control to improve water quality is desirable. Maintaining or enhancing the water quality of rivers, canals, lakes, ponds and other water bodies is important for a wide range of uses. Deteriorating water quality can affect the supply of water for domestic, industrial and agricultural uses, general amenity, the provision of water based recreation, fisheries and nature conservation. The Council, in conjunction with the Environment Agency, will seek to restrict development which threatens surface water quality and will generally encourage initiatives that result in an improvement in surface water quality. Driftwood and floating debris are both unsightly and potentially dangerous to craft especially in the tidal areas. While the Port of London Authority and the Environment Agency have the responsibility for the collection of driftwood from the river it also strongly supports voluntary activities to remove riverside debris. Co-operation between the organisations responsible is essential if healthy public enjoyment of the river and riverside is to continue.

5.135 The Council has continued to liaise with statutory bodies and to an increasing extent with voluntary bodies in clean-ups of the towpaths and foreshore. It has also commissioned London Scientific Services to monitor regularly pollution levels in the Thames and has received reports upon them.

ENV 39 CLEAN WATER, FOUL SEWERS AND SEWAGE TREATMENT

5.136 In considering proposals for development, the Council will take account of the capacity of existing water and sewerage services and the impact of development proposals on them. Where necessary the Council will seek improvements to utility infrastructure related and appropriate to the development.

Development proposals for the provision of infrastructure or for utilities and related services will generally be considered favourably where:

- a) there would not be an unacceptable impact on amenity including visual impact and the environment of the surrounding area generally or an adverse effect on public safety;**
- b) there are adequate access and servicing arrangements; and**
- c) there would not be an unacceptable impact on traffic conditions.**

5.137 Many existing water mains, sewage systems and treatment works are becoming overloaded. Unless additional infrastructure is provided, further demands placed on existing facilities may result in poor pressure for clean water and in the pollution of water courses. Consequently, development should only take place where the new demand upon existing infrastructure is taken into account. Richmond is well served by a well maintained system of sewers. These sewers will need to be protected from new construction and tree planting. The sewerage built for the new development should separate foul and surface water to at least the boundary of the development site. In accordance with advice from DETR, Thames Water encourages, wherever possible, disposal 'on site' without recourse to the public sewerage system, for example in the form of soakaways or infiltration areas on free draining soils. If town centres are to be pedestrianised, vehicular access will be required to the public sewerage at all times.

ENV 40 QUALITY OF GROUNDWATER

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- 5.138 **Developments will not be permitted which, in the opinion of the Council, after consultation with the Environment Agency, pose an unacceptable risk to the quality of groundwater.**
- 3.139 Groundwater resources are an invaluable source of water for public supply and industry, as well as sustaining the base flows of rivers. Some activities, such as the disposal of effluent in soakaways, landfilling of unsealed sites over permeable bedrock, or inappropriate storage of chemicals can result in the pollution of groundwater. Since the clean up of contaminated groundwater is difficult and very expensive, the Council will seek to prevent or reduce the risk of groundwater pollution by refusing planning permission for developments which it considers pose an unacceptable risk to groundwater.

BUILT ENVIRONMENT

BLT	1	Designation of conservation areas
BLT	2	Protection and enhancement of conservation areas
BLT	3	Preservation of listed buildings and ancient monuments
BLT	4	Protection of buildings of townscape merit
BLT	5	Use of historic buildings
BLT	6	Architectural salvage
BLT	7	Archaeological sites
BLT	8	Evaluation of archaeological sites
BLT	9	Development of archaeological sites
BLT	10	Vernacular buildings
BLT	11	Design considerations
BLT	12	Accessible environment
BLT	13	Planning guidance
BLT	14	Landscape and development
BLT	15	Daylighting and sunlighting
BLT	16	'Un-neighbourliness'
BLT	17	Crime and public safety
BLT	18	High buildings
BLT	19	Provision of art schemes in new development
BLT	20	Shop-fronts of architectural interest
BLT	21	New and altered shop-fronts
BLT	22	Signs and illumination
BLT	23	Advertisements and hoardings
BLT	24	Telecommunications
BLT	25	Street furniture and townscape materials
BLT	26	Environmental improvements
BLT	27	Vacant buildings and vacant land
BLT	28	Forecourt parking
BLT	29	Existing injurious uses
BLT	30	Protection from pollution in new development
BLT	31	Energy and resource conservation

6. THE BUILT ENVIRONMENT

- 6.1 A primary concern of the UDP is to ensure that the Borough's built environment can be maintained at its present high level of quality without compromising its future and its wider local, national and global context. This means the Borough can then remain an attractive area for people to live, work and enjoy their leisure time. A major part of this concern is the need to preserve and enhance the high quality of buildings and townscape in the Borough, and its important historic associations. Richmond is a town of national historic importance, noted points; early town plan, Georgian bridge, riverside, and Georgian and earlier buildings. There are many areas of historic importance throughout the Borough. Most of the more attractive areas are now conservation areas, which gives the Council greater control over building works, trees and, to some extent, uses. There are now 63 conservation areas. There are four Scheduled Ancient Monuments (three of them listed buildings) in the Borough and there are around 1,130 buildings on the statutory List of Buildings of Special Architectural or Historic Interest. There are also many other buildings that, although not on the statutory list, make a significant contribution to the Borough's appearance and quality. These are included in the Council's own Schedule of Buildings of Townscape Merit.
- 6.2 Despite a high level of statutory protection there are still major pressures on the built environment in the Borough. Some of these are due to changes which are largely outside planning control. There are areas in the Borough which would benefit from environmental improvements to address some of these problems, but these will be limited due to lack of resources.
- 6.3 Heavy traffic and high levels of on-street and off-street parking, too many advertisements or signs, inappropriate street furniture, poor road surfacing and pavement materials, and lack of trees or landscaping, all threaten appearance and amenity. Many trees in streets and open spaces were lost in the storms of 1987 and 1990, changing the character of some areas. The character of some residential areas has been eroded, as a result of alterations to houses not covered by planning control. Shop-front design is critical to the character of all shopping centres in the Borough, many of which retain good examples of 19th and early 20th century shop-fronts. In many cases however these have been altered or damaged by unsympathetic changes and materials and often refusals of planning permission have not been supported on appeal. Another cause for concern is the continuing low standard of design submissions in applications for planning permission necessitating lengthy negotiations to achieve even a barely acceptable standard. Good design is not easy to quantify, and policies enumerating restrictive criteria can only limit obvious transgressions of accepted standards, not ensure distinctive and enjoyable buildings.

FRAMEWORK FOR POLICIES

- 6.4 Government advice on design in Planning Policy Guidance Note 1 (Revised): General Policy and Principles (1997) is that plan policies should concentrate on guiding overall scale, massing, height and layout rather than on prescriptive detail. There is a strong emphasis in revised Guidance on the need for good designs and for an understanding of the context of new development, leading to good urban design and landscape design. Local distinctiveness is to be maintained and local authorities may concern themselves with detailed design where this may have a significant effect on the character or quality of an area. For the built environment, Strategic Planning Guidance (RPG 3 1996) notes that "many boroughs also contain areas of distinctive architectural character and historic interest, which should be identified in UDPs and conserved", and recommends that boroughs apply the policies set out in Planning Policy Guidance Note 15: Planning and the Historic Environment (PPG 15 1994). It is stated that boroughs should include in UDPs policies to protect local views as well as following Strategic Guidance on the protection of strategic views of St Paul's Cathedral.
- 6.5 The Planning (Listed Buildings and Conservation Areas) Act 1990, and PPG 15 provide the principal legislative framework for the protection of historic buildings and areas. PPG 15 provides, most importantly, detailed guidance on criteria for development in conservation areas and for alterations

to listed buildings. PPG16 'Archaeology and Planning' sets out Government policy on archaeological remains on land, how they should be preserved or recorded, the weight to be given to them in planning decisions and the use of planning conditions.

- 6.6 It is acknowledged that design guidelines have a useful role to play, and this was reinforced by a statement by the Secretary of State for the Environment in November 1990 and by subsequent planning guidance, including General Policies and Principles (PPG 1 (revised) 1997).

STRATEGY

- 6.7 Any proposal affecting buildings will have an effect on the quality and character of the environment and there is obviously an overlap between the policies of this chapter and many other aspects of the Plan. Thus the policies below form a framework within which the Borough's attractive and valuable features can be protected and enhanced and its poorer features improved.

There is a strong emphasis on development that protects and enhances the quality of life, and improves economic and social opportunities, conservation (the careful management of existing resources), and a preference for rehabilitation over large scale redevelopment.

- 6.8 The policies in the next paragraphs are intended to implement this strategy by:
- (a) protecting and enhancing historic buildings and areas of attractive townscape;
 - (b) requiring good design in new buildings which should relate well to their setting
 - (c) securing a high quality of urban design, which can be defined as the complex relationships between all the elements of built space and open space, including patterns of movement and activity. This implies detailed consideration of the relationship between buildings and spaces in the public domain, the nature of the public domain itself, and the relationship of areas with each other;
 - (d) improving the environment in other ways where this is required.

OBJECTIVES

- 6.9 To implement the provisions of the Council's Environmental Policy Statement and in particular:
- To encourage development that protects and enhances quality of life and improves economic and social opportunities.
 - To preserve and enhance areas and individual buildings of historic interest, architectural quality and good townscape character, and their settings, and to retain the distinctive individual character of different areas of the Borough.
 - To ensure a high standard of design in new buildings and in alterations to existing buildings and a sensitivity to their surroundings in terms of site layout, massing, proportions, scale, materials and facade character.
 - To provide a safer and more accessible environment.
 - To mitigate the harmful effect of traffic and parking on townscape and amenity, and to positively encourage cycle and pedestrian routes and the provision of vehicle free or limited access areas.
 - To encourage environmental improvements especially in areas where they would have the greatest benefit to amenity.
 - To seek to reduce pollution and conserve energy.
 - To preserve archaeological remains and, where appropriate, make provision for archaeological excavation.

CONSERVATION AREAS, HISTORIC BUILDINGS AND ARCHAEOLOGY

BLT 1 DESIGNATION OF CONSERVATION AREAS

- 6.10 The Council will continue to protect areas of special quality by designating further conservation areas and extensions to existing conservation areas. The criteria for designation to which the Council will have regard are as follows:
- (a) that the whole area, or connected parts thereof, have a distinct physical identity such that they are visually distinguishable from surrounding development;
 - (b) that the area possesses environmental and/or architectural cohesiveness;
 - (c) that the area forms a finite spatial entity of some size such as a street, a group of streets or a square, (as opposed to a single terrace or one or two buildings); or a well-defined and extensive area of open space;
 - (d) that any buildings within the area are of a high standard of architectural or townscape quality, often including listed buildings, but also buildings that are worthy of protection but would not qualify for listing, such as important landmarks in the local scene or examples of good local or vernacular style or materials;
 - (e) that the landscape, spatial quality or general layout exhibits some special environmental character derived, for instance, from a natural or topographical feature, historic open space, landscaping, or historic street pattern;
 - (f) that the area possesses a sense of character that derives from social, economic, or historic associations.
- 6.11 The Planning (Listed Building and Conservation Areas) Act 1990 empowers local authorities to designate as conservation areas those areas that are considered to have special historic or architectural interest, the quality of which it is desirable to preserve or enhance. The Borough's conservation areas contain not only the best of the Borough's townscape and natural environment, but also illustrate the evolution of the Borough and provide an historic framework for future development.
- 6.12 Local authorities are expected to keep the designation of conservation areas under review. Since 1968, 70 conservation areas have been designated. The Plan includes conservation area designations, but perception of architectural styles and environmental quality tends to change as time goes by and there may be a need to designate further areas within the Plan period.

BLT 2 PROTECTION AND ENHANCEMENT OF CONSERVATION AREAS

- 6.13 The Council will pay special attention to the preservation or enhancement of the character or appearance of the conservation areas by applying the relevant policies of this chapter and by:
- (a) retaining buildings, or parts of buildings, and trees and other features which make a positive contribution to the character or appearance of the area;
 - (b) allowing development (including redevelopment) which would contribute positively to the character or appearance of the conservation area or leave it unharmed;
 - (c) making directions withdrawing permitted development rights for a prescribed range of development;
 - (d) publishing supplementary planning guidance on policies to be applied to existing and proposed development within individual conservation areas;
 - (e) not granting conservation area consent for demolition which would be detrimental to the character of an area unless detailed proposals have been approved (including the resolution of relevant conditions) for an acceptable replacement;

- (f) seeking to retain the historical balance between buildings and their gardens or other curtilage;**
- (g) where a key building in a conservation area appears to be in need of repair, the Council will request the Secretary of State for the Environment to authorise the use of powers under the Planning (Listed Buildings and Conservation Areas) Act 1990 Section 73(1) and Section 47, and Section 48(1)-(4), (6), (7) to effect repairs.**

- 6.14 Preparation of policies for the preservation and enhancement of conservation areas is a statutory duty. Because of the importance of these areas very detailed control of development is necessary. The Council has control over demolition in conservation areas, in contrast to other areas where it generally has control only over the demolition of listed buildings. It also has additional control over trees above a certain size; anyone proposing to do work on trees in conservation areas which are not already protected by a Tree Protection Order (TPO) must give six weeks notice to the Council so that it can decide whether to make a TPO. The Council will use these powers to protect the character of conservation areas. In considering development proposals on sites adjoining conservation areas, the Council will take into account impact on the area.
- 6.15 National guidance stresses the need for definition and recording of features that justify designation as a basis for considering proposals for preservation and enhancement. A series of conservation area statements has been prepared to act as a broad guide to residents and developers on the special character which is to be preserved or enhanced. In accordance with requirements in PPG 15, the Council is also carrying out a programme of conservation area studies which are being published as supplementary planning guidance. These include proposals for improvement, more detailed policies on design standards, and guidance to owners on repairs and alterations. Studies of Barnes Green, Hampton/Hampton Court Green, Trafalgar Road, Old Deer Park, St Matthias and Sheen Road, Twickenham Green, Kew Green, Teddington Lock, Teddington High Street, Hampton Wick, Crown Road and Twickenham Park, Castelnau, Hampton Hill, Mortlake, Mortlake Green and Queens Road Mortlake, and Twickenham (Riverside and Queens Road) have been published; several more are in progress.
- 6.16 Local Planning Authorities can make Article 4(2) directions, which withdraw permitted development rights for a prescribed range of development, materially affecting the external appearance of dwelling houses. Local Authorities are required to publish proposals in advance and take account of local people's opinions. As part of the conservation area studies the Council will consider whether development rights relating to particular types of development should be withdrawn, and publish appropriate design guidance.
- 6.17 There will be some cases where new development will be appropriate, for example where existing buildings detract from the character or appearance of the area. In order to ensure that a high standard of design is achieved, the Council will normally seek a more detailed explanation of proposals when it first considers a scheme than it would in the rest of the Borough. Therefore, wherever possible, applications will be expected to provide a short design statement setting out the design principles adopted as well as illustrative material in plan and elevation. Where appropriate, the material should show the wider context and not just the development site and its immediate adjoining buildings. Again, where appropriate, the Council may also invite the submission of a transport statement. Only in exceptional circumstances will the Council accept a planning application in outline only. Where necessary, the Council will impose conditions to ensure that demolition does not take place until a contract for a replacement scheme has been let.
- 6.18 In operating controls over new development in conservation areas, the Council will implement the advice contained in PPG 15.

BLT 3 PRESERVATION OF LISTED BUILDINGS AND SCHEDULED ANCIENT MONUMENTS

- 6.19 **The Council will encourage the preservation of scheduled ancient monuments and listed buildings of special architectural or historic interest and seek to ensure that they are kept in a good state of repair by the following means:**

- (a) consent will not be granted for the demolition of listed buildings and ancient monuments;
- (b) alterations and extensions to listed buildings or development requiring planning permission affecting a scheduled ancient monument will only be permitted where they will not detract from the architectural or historic character or setting of the building, or affect its structural integrity. Where alterations are concerned, the Council will normally insist on the retention of the original structure, features, material and plan form. In order to ensure preservation of the building fabric, when repairs are necessary the Council will expect retention and repair, rather than replacement of the structure, features, and materials of the building which contribute to its architectural and historic interest; and will require the use of appropriate traditional materials and techniques;
- (c) the Planning (Listed Building and Conservation Areas) Act 1990, Sections 54(1)-(7), and Section 47, which give the Council power to take steps to secure the repair of listed buildings, will be used where appropriate;
- (d) in considering proposals for development near to ancient monuments and listed buildings special attention will be paid to the need to preserve their setting;
- (e) when resources permit, grants or loans will be made available for the repair or replacement of original features in appropriate cases.

6.20 Ancient monuments and listed buildings make a major contribution to the Borough's heritage and must therefore be preserved. The Borough's four scheduled ancient monuments are: The Brew House; Bushy Park; Ham House; Hampton Court Palace and Kew Palace. These come under the jurisdiction of the Department of National Heritage for planning control purposes. The Council's power to grant listed building consent for demolition or works to listed buildings is subject to approval by English Heritage, except for applications for listed building consent for certain categories of Grade II listed buildings on which the Council can now make independent decisions under the terms agreed with English Heritage.

6.21 The character of historic buildings and their contribution to the townscape can be severely diminished through insensitive alteration, extension or neighbouring development, or through neglect and dilapidation. When considering proposals for works to, or close to, listed buildings or ancient monuments, special attention will be paid to:

- (a) preserving original architectural features such as windows, doors, stacks, walls and gates;
- (b) the scale, proportions, design and materials in relation to the existing building;
- (c) retaining original or historic garden or landscape features;
- (d) the effect of development on the setting of the historic building.

6.22 In general, detailed guidance contained in Annex C to PPG 15, Guidance on Alterations to Listed Buildings, will be followed in considering suitability of proposals. Legislation places upon those that own or manage listed buildings an obligation to ensure that they are adequately maintained. Where appropriate the Council will use its powers to ensure that this is done. The Council has recently completed a 'Buildings at Risk' survey in conjunction with English Heritage covering all listed buildings in the Borough and will not hesitate to take action against owners where buildings are considered to be at risk. The Council will aim to act proactively to improve the built environment and to reduce the buildings on the 'At Risk' Register. It will support, work closely with, and where appropriate enlist the help of, non-profit making organisations and land and building preservation charities and other building groups to achieve these ends. It has also produced supplementary planning guidance on the repair and maintenance of historic buildings.

6.23 The Council expects applications for Listed Building Consent to be accompanied by full information to enable it to assess the likely impact of the proposals on the special architectural or historic interest of the building in its historic setting. Applications for alterations and extensions to listed buildings need to be of a high standard of accuracy and detail. Drawings should therefore include sufficient information to convey the exact nature of the proposals and of the existing building and should include survey drawings and plans, elevations and sections at 1:100. Further drawings at 1:20 or full size may be required in certain cases. Full information should also be provided on the history and development of the building, its structure and its condition. The Council may not accept

an application for consideration until it is satisfied that sufficiently detailed information has been provided.

BLT 4 PROTECTION OF BUILDINGS OF TOWNSCAPE MERIT

- 6.24 **The Council will seek to protect and encourage the preservation and enhancement of buildings of townscape merit and will use its powers where possible to protect their character and setting.**
- 6.25 Buildings of townscape merit will be identified in supplementary planning guidance. The criteria used for selecting buildings of townscape merit are set out in the Council's Planning Information Leaflet No 6 "Buildings of Townscape Merit". There are a number of buildings and groups of buildings of historic or architectural interest which contribute significantly to the townscape but are not on the statutory list. The Council has control over the demolition of those which are in conservation areas, but elsewhere its powers are more limited. There will be a presumption against demolition of buildings of townscape merit; but, should it prove necessary, a high standard of design, complementing the surrounding area, will be required in any replacement building. The Council will endeavour to protect the character and setting of buildings of townscape merit by as far as possible treating proposals for works to or close to them, which would be visible from the street or any other place used by the public, as if they were listed buildings, although these buildings do not enjoy the full protection afforded to statutorily listed buildings. The existing list of buildings of townscape merit will be reviewed as resources permit with highest priorities to areas where there is most pressure for redevelopment and as appropriate. Proposals for additions or deletions to the Schedule of Buildings of Townscape Merit will normally be subject to public consultation, whether they occur within or outside conservation areas.

BLT 5 USE OF HISTORIC BUILDINGS

- 6.26 **The Council will seek to ensure that listed buildings and buildings of townscape merit are used for the purpose for which they were originally built or a similar use. Where the Council is satisfied that change of use is required to ensure the future of a building, an appropriate alternative use will be permitted provided it does not adversely affect the appearance and architectural or historic character of the building.**
- 6.27 Generally the original use for which an historic building was designed and built should be continued, and sound reasons will be required for any change. However, in cases where the Council is satisfied that another use is needed to ensure the retention of a building, it may allow uses that would not normally be approved under land use policies. In appropriate cases where the building is no longer in its original use, it may seek a reversion to the original use. The Council is anxious that historic buildings are not used for purposes harmful to their character, appearance, setting or fabric.
- 6.28 In line with national trends, certain building types cause particular problems in the Borough when they become redundant. Victorian industrial and commercial buildings, churches and chapels, and hospital buildings, which become disused and are in a poor state of repair, are all expensive to restore and are not necessarily easy to convert without loss of character. The Council will seek to encourage suitable alternative uses, (with a preference in the case of ecclesiastical buildings and hospital buildings, for a community use in accordance with policy CCE 3). The Council will continue to monitor buildings at risk and to press for the repair and re-use of such buildings.

BLT 6 ARCHITECTURAL SALVAGE

- 6.29 **The Council will encourage the salvage and re-use of features and materials from buildings where permission has been granted for demolition.**
- 6.30 The success of the trade in architectural features and materials has reached the point where there is an incentive to remove features for their resale value; theft is also a problem. The Council does not wish to appear to encourage this trend. Where possible, items should be re-used in the same building but, unless the building is listed, this is beyond planning control. Where the owner of a building wishes to install period features removed from another building, and requires planning

permission or listed building consent to do so, the Council will, in appropriate cases, require evidence of origin and legal removal.

BLT 7 ARCHAEOLOGICAL SITES

- 6.31 **The Council will seek to promote the conservation, protection and enhancement of the archaeological heritage of the Borough, including industrial archaeology, and will encourage the interpretation and presentation of sites, finds and research to the public.**
- 6.32 The Council is committed to developing the potential of archaeological sites in terms of education, recreation and tourism. This will involve agreements with developers who will be expected to include design, land use and management safeguards for archaeological sites affected by their proposals. The term 'archaeology' may include industrial sites, buildings, machinery and artefacts of the 19th and 20th centuries where these are of historic or architectural interest.

BLT 8 EVALUATION OF ARCHAEOLOGICAL SITES

- 6.33 **Where development proposals may affect archaeological remains or areas of archaeological potential the Council will encourage early discussion of the implications with developers and specialist bodies where appropriate. The Council may require the applicant to arrange and make adequate provision, including funding, for an archaeological field evaluation, according to a written specification agreed with the Council, before proposals can be considered.**
- 6.34 Prospective developers should include as part of their research into the development potential of a site which they undertake before they make a planning application, an initial assessment of whether the site is known or likely to contain archaeological remains by consultation with the appropriate specialist bodies, normally English Heritage. Where this indicates that important remains may exist the Council may require an archaeological field evaluation to be carried out before any decision on the planning application is taken. This will probably involve a ground survey and small scale trial trenching carried out by a professionally qualified archaeologist. This evaluation will help define the character and extent of the remains and thus indicate the weight that should be attached to their preservation. It will also be helpful in identifying potential options for minimising or avoiding damage. The Council will normally expect developers to provide the results of such assessments and evaluation as part of their application: where necessary it will consider service of a direction under Regulation 4 of the Town and Country Planning (Applications) Regulations 1988 to require provision of information. The Council wishes to endorse the spirit of the Code of Practice already established by the British Archaeologists and Developers Liaison Group. Map 7 shows Archaeological Constraints in the Borough.

BLT 9 DEVELOPMENT OF ARCHAEOLOGICAL SITES

- 6.35 **Where development affects sites of archaeological importance, the Council will normally require that the applicant satisfies the Council that appropriate provision, including funding, has been made for the remains to be preserved in situ, or in exceptional cases where preservation in situ is not appropriate or feasible, excavated and recorded. A condition will normally be attached to any consent granted requiring these works to be carried out.**
- 6.36 The proposals map identifies scheduled ancient monuments. The archaeological constraints map identifies areas with archaeological potential where sites of importance could exist. Not all sites of archaeological importance will necessarily be on the constraints map. Established procedures of consultation and evaluation must be followed in preparing development proposals. On sites of archaeological importance the Council will ensure, wherever possible, that archaeological remains are preserved in situ. However, this need not prevent the development of the site providing that special attention is paid to the protection of remains through the careful design of buildings and their foundations. In considering such proposals the Council will liaise with English Heritage and other appropriate organisations. Where proposals will cause significant damage to sites of acknowledged importance the Council will refuse planning permission. In exceptional circumstances, where the Council decides that preservation in situ is not justified and that development resulting in destruction

of the remains should proceed, it will have to satisfy itself before granting planning permission that the developer has made appropriate and satisfactory provision for the excavation and recording of the remains. Such excavation and recording should be carried out before development commences, working to a brief agreed by the Council and with advice from archaeological consultants. To achieve this, a legal agreement may be sought, or a condition may be imposed. If, following the granting of planning permission, the site is found to contain previously undetected archaeological remains, the Council will seek to enter into negotiations and agreement with the developer to resolve any conflicts. Remains deemed to be of national importance can be scheduled by the Secretary of State in which case the developer would need to seek separate scheduled monument consent. Applications for financial assistance may be made to English Heritage in particular cases.

BLT 10 VERNACULAR BUILDINGS

- 6.37 **The Council will seek to promote a greater awareness of the archaeology of vernacular buildings and will encourage co-operation between developers and a Council-approved archaeological organisation for the purposes of investigating and recording both the interior and exterior of such buildings.**
- 6.38 The Council wishes to stress the archaeological importance of modest domestic buildings in the Borough, which may remain disguised or hidden by subsequent development until uncovered during building works. It is essential that such buildings are recorded and preserved wherever possible and developers will be encouraged to carry out or facilitate investigations of vernacular buildings, using non-destructive surveying techniques, before development proposals are submitted.

DESIGN POLICIES

BLT 11 DESIGN CONSIDERATIONS

- 6.39 **The Council will require a high standard of design in new buildings and in extensions or alterations to existing buildings, while ensuring that schemes are compatible with the scale and character of existing development, its setting, and the setting of new development. The Council supports proposals whose materials, constructions, services, features and layout derive from ecological design principles. The Council accepts that in some circumstances this may result in new building forms, which will need sensitive integration into existing settlements or landscape. The Council will take account of the following factors in considering applications:**
- (a) scale of development;**
 - (b) layout and access arrangements;**
 - (c) relationship to existing townscape and between proposed buildings;**
 - (d) height;**
 - (e) form;**
 - (f) frontage;**
 - (g) building materials and colour;**
 - (h) detailing;**
 - (i) compliance with ecological design principles.**
- 6.40 The majority of the Borough has an environment of high quality, and appropriately high design standards will therefore be applied throughout, not only in conservation areas. In order to assist this objective, the Council has issued a comprehensive range of Design Guidance. The range of topics covered in this guidance is listed in Appendix D of the Plan.
- 6.41 The Council wishes to ensure that new development is of a high standard of design and layout. Any new building, extension or alteration will have an impact on its surrounding environment, though the degree of that impact will vary with its size, location and prominence in the townscape. It is anticipated that most new buildings will be in the form of infill development where compatibility with the existing urban fabric is a most important consideration. In some cases, for example in a terrace of uniform design, there will be a need for a new building to relate closely to all aspects of

surrounding development. In other cases the Council will encourage distinctive and original designs, including those whose form is dictated by ecological design principles, so long as they are of a high standard and are compatible with the scale and character of existing development. The Council will publish as supplementary planning guidance, a design checklist against which proposals will be assessed (see IMP 4). The Council will use the checklist to monitor the extent to which the above principles are incorporated within schemes and the results will be published in monitoring reports. The Council will consider the establishment of minimum standards within supplementary planning guidance, which will be subject to consultation and regular review.

Ecological design principles the Council wishes to encourage include:

- (1) Increasing density (measured in habitable rooms per net hectare) in so far as is compatible with the surrounding area and the maintenance of high levels of amenity space.
- (2) Development with reduced parking in appropriate locations.
- (3) Energy efficient design, including building methods and materials.
- (4) Renewable energy supply to avoid consumption of fossil fuels.
- (5) Re-use of grey water, and individual/communal rainwater storage provision.
- (6) Maximum provision of external cultivatable space on buildings; e.g. roof gardens, terraces, green roofs and integral conservatories.
- (7) Orientation to maximise light and solar energy.
- (8) Provision for individual/communal storage for recycling, and on-site recycling wherever possible.
- (9) Provision for cycle storage.

6.42 Equally important are extensions and alterations to existing buildings: these can alter not only the character of a building but also the street scene. Presentation is extremely important in enabling the Council to assess the quality of schemes. Adjoining buildings should always be shown, and accurately scaled, so that the effect of the proposed building in its setting can be judged. Some computer generated drafting techniques are not always sufficiently sensitive to the need to show detail accurately, particularly in relation to joinery. There is a particular need for accurate representation of the setting in shop-front applications.

6.43 It should be borne in mind that design standards can only form a minimum prescription, and restrictive criteria on scale, height, form and materials as enlarged upon below cannot guarantee that development will be distinctive or visually interesting. Therefore while integration with existing buildings or settings, based on compliance with criteria below, is important, it is not the decisive factor in determining approval for schemes. Policy BLT 11 is not intended to restrict the architect's design freedom but to enable the Council to discourage the submission of poorly considered schemes. The Council does not wish to encourage schemes which only imitate existing buildings with no element of originality, or which use characteristic features of traditional buildings unrelated to any overall design concept.

SCALE OF DEVELOPMENT

6.44 The Council will generally be opposed to any development or re-development that might be out of scale with existing surrounding development. This could happen if a long frontage is introduced in a context of narrow frontages. In residential streets of 2/3 storey detached or semi-detached houses on generous plots, it would be difficult to maintain the prevailing scale and character if a proposed development was higher, occupied more of the plot, or comprised a larger frontage. In cases where large separate sites are to be developed (including sites created through the accumulation of separate plots) consideration will be given to the effect upon the natural environment, and to such factors as local identity, views, topography and the general layout and scale of the surrounding area.

LAYOUT AND ACCESS ARRANGEMENTS

6.45 The Council will generally be opposed to any development where layout is dominated by the requirements of cars or service vehicles. In residential areas the Council will be guided by the recommendations of Design Bulletin 32, Residential Roads and Footpaths: Layout Considerations (Department of the Environment 1992) and by the Council's Street Design Guide. Large areas of parking or servicing uninterrupted by landscaping should be avoided. Provision should be made for

a range of forms of transport (see TRN 2 and TRN 3), for example, secure cycle parking. Orientation should take into account the principles of resource conservation.

RELATIONSHIP TO EXISTING TOWNSCAPE

- 6.46 Development should be in harmony with surrounding buildings. Elements such as windows, roofs, shop-fronts, doors, etc. should relate to one another in such a way as to maintain or complement the proportions of the surroundings, particularly as expressed in the relationship between solids and voids. Skilful design is necessary to reduce the impact of the wide and low floors of new shops and offices so that they can be integrated with the proportions of surrounding development.

HEIGHT

- 6.47 Development should be in scale with the adjoining buildings and in proportion to the average street width as defined by building frontages. Where uniform building height is part of the character of a street it will not normally be appropriate to permit abrupt variations in the general roof line or eaves line, while in other areas irregular building height might be encouraged.

FORM

- 6.48 The form of development should respect not only its proposed function but also important features on surrounding buildings. For example, where diversity and variety are evident, this should be taken into account in the design. Strong elements such as gable roofs or bay windows may be very important to the townscape of an area and, in some cases, may offer the basis for a well integrated design solution.

FRONTAGE

- 6.49 Development should respect the scale and alignment of the street of which it is part. This usually means building to the same frontage as the existing buildings, keeping any angles which may reflect earlier subdivisions. Very good reasons would be needed to justify a substantial deviation from the existing building alignment. Building extensions may, however, be set back from the main building line to allow a clear visual break between existing buildings and the new work.

BUILDING MATERIALS

- 6.50 In areas where certain materials strongly predominate - for example a certain colour brick, or slated or clay tiled roofs - it would normally be expected that development would use similar materials. In areas of more diverse materials a new building of distinctive design may act as a useful foil, provided that materials are sensitively used. Where existing buildings are involved, the original materials should be respected, and neither painted nor rendered if brick or stonework is involved. Re-used and recycled materials should be used where appropriate. Materials should, wherever possible be from renewable sources because of declining natural resources and disposal problems of materials such as PVC, or recycled, and should be selected to minimise energy use in manufacture and the operation of the building.

DETAILING

- 6.51 The success of a building in its setting may depend on such details as the degree of ornamentation, skill in using materials, or the continuation of brick walls and fences. Details of this nature should be given special attention at the design stage.

INFILL DEVELOPMENT

- 6.52 Where a building or plot is part of an existing pattern of development with an identifiable and consistent form, there will be a presumption against its replacement with a unit or units which do not reflect the prevailing pattern of development. This may be expressed in characteristic plot or building

sizes, or the relationship of plots or buildings to each other, or the relationship of buildings to their plots, or all of these.

- 6.53 The purpose is to maintain an environment where residential streets have a clear identity. The policy is intended to encourage analysis and sympathy with existing layout and massing, but not to encourage the imitation of historical styles. New design does not have to imitate architectural forms or features, but should recognise the rhythm, height, proportion and plot relationships of existing properties.
- 6.54 Where a street has no dominant pattern or form of development, or this has already been radically altered, new development should still generally reflect the pattern of development of its wider context.
- 6.55 The above principles will also be applied to backland development, see policy HSG 12 and the Council's guidance on the development of small housing sites.

BLT 12 ACCESSIBLE ENVIRONMENT

- 6.56 **Applications for the development, change of use, alteration or extension of, buildings open to the public and buildings used for employment, educational or recreational purposes, will be required to provide full access for all users including people with disabilities and others with mobility difficulties. The Council will ensure that streets and other public areas are designed to meet the needs of people with disabilities. Regard must be taken of requirements set out in supplementary planning guidance, which will be a material consideration in determining planning applications.**
- 6.57 There are large numbers of elderly and disabled persons in the Borough, who may have difficulty when visiting buildings because of poorly designed kerbs, entrances and staircases, and it is important that conditions are improved for them. Under the Chronically Sick and Disabled Person Act 1970 and the Disabled Persons Act 1981, local authorities are required to provide suitable means of access for the disabled to public buildings wherever practicable and reasonable. They must also draw attention to the provisions of the Act and the Code of Practice for Access for the Disabled to Buildings wherever they grant planning permission for any development providing premises to which the public are to be admitted, such as shops, offices, factories and recreational facilities. They must also consider the needs of people with disabilities, including sight loss, when carrying out works to the highway. More recently, regard should be had to the Disability Discrimination Act 1995.
- 6.58 In addition to making the built environment, including public areas, such as footways and public open space, accessible to people with disabilities, good access benefits everyone, particularly elderly people and people with pushchairs or prams.

BLT 13 PLANNING GUIDANCE

- 6.59 **The Council will, from time to time, and in consultation with the public and other interested bodies, prepare supplementary planning guidance to elaborate on various aspects of design and other policy. Developments will be required to have regard to this guidance which will be a material consideration in determining planning applications.**
- 6.60 The purpose of guidance is to amplify policies and proposals of the Plan, and show detailed matters regarding design and layout. Guidance increases public awareness of the quality of the local environment and encourages owners, developers and tenants to carry out developments in sympathy with the surrounding area. Where relevant, the Council will use the guidance as a basis for consideration of applications for planning permission, listed building consent and consent under the Control of Advertisement Regulations.
- 6.61 The following topics will be among those considered for the production of design guidance:
- (a) aspects of development, including architectural quality, security, landscaping, boundaries, and materials including standards relating to air conditioning, extractor and other plant;

- (b) selected sites where development is proposed, particularly large sites and those in sensitive locations;
- (c) visually sensitive parts of the Borough, such as conservation areas, and river corridors, where guidance is needed to direct specific changes;
- (d) standards to be met in and around residential development;
- (e) standards in relation to sites within established residential frontages.

6.62 Design guidance has already been produced for shop-fronts, shop security and shop signs, parking in front gardens, residential alterations and extensions, siting of satellite dishes and other telecommunications apparatus, trees, landscape planting and care, and small housing sites. A list of supplementary planning guidance titles adopted by the Council can be found at Appendix D.

BLT 14 LANDSCAPE AND DEVELOPMENT

6.63 **The inclusion of landscape proposals will normally be required in submissions for new development, and the Council will insist on the retention of existing trees and other important landscape features on development sites where practicable. Where trees are removed replacement planting will normally be required. There will be a presumption against schemes that result in an unacceptable loss of trees.**

6.64 The term 'landscape' is taken to refer to the design of all space between buildings, and includes walls and boundaries and paving materials, as well as planting. These considerations are often vital in creating an appropriate setting to new developments and in integrating new development to its surroundings. Landscape design must form an integral part of any proposals and needs to be considered in relation to the development as a whole at the start of a project. It should also relate to the character of the area.

6.65 Wherever appropriate, the Council will interpret 'suitable' trees and other planting as meaning native species, in support of its nature conservation policies. Planting should also take account of the advice offered in the Council's Tree Strategy.

6.66 Supplementary planning guidance will be prepared on drawings and information required for landscape aspects of planning submissions and on landscape and gardens.

BLT 15 DAYLIGHTING AND SUNLIGHTING

6.67 **The Council will generally seek to ensure that the design and layout of buildings enables sufficient sunlight and daylight to penetrate into and between buildings, and that adjoining land or properties are protected.**

6.68 The Council will be guided by the standards set out in Site Layout, Planning for Sunlight and Daylight, and in Sun on Ground Indicators (BRE 1991); or any standards replacing them, to ensure this.

BLT 16 'UNNEIGHBOURLINESS'

6.69 **In considering proposals for development the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance.**

6.70 Although the Council must be concerned with the public interest when examining proposals, it considers it important that amenities of existing occupiers are protected as far as possible when development occurs. It is particularly concerned that residential properties are protected from unreasonable loss of privacy, overlooking and obtrusive development.

BLT 17 CRIME AND PUBLIC SAFETY

6.71 **The Council will seek to ensure that the design, layout and use of buildings and public spaces provide for public safety, deter crime and reduce the fear of crime.**

- 6.72 The increase in the incidence of vandalism and street crime is a costly and disturbing phenomenon, the cause of which is beyond the scope of this document or the Council's ability to control. However, under the new Crime and Disorder Bill, there is a general duty for all Local Authorities to exercise their function with regard to the effect on crime and disorder, and this includes planning decisions. In liaison with the police, the Local Crime Prevention Panel and other appropriate local agencies, the Council can reduce the fear of and opportunity for such incidences by paying careful attention to the use, design, layout and ease of maintenance of buildings and public areas in new development and especially to the design of landscaping. Improved lighting, especially that designed for pedestrians, is important in reducing crime and the fear of crime. In certain areas the installation of CCTV may prevent crime or assist in the identification of criminals. Inclusion of, for example, arts, culture and entertainment elements can deter crime and reduce fear of crime and graffiti. For example there is a potential conflict between habitat protection and safety considerations, as dense shrubbery can result in loss of natural surveillance. Impenetrable or prickly bushes or hedges can, if appropriately located, provide a more secure boundary than walls or fences. Supplementary planning guidance has been produced with advice on security by design, and shopfront security, and this will be updated or added to as necessary.
- 6.73 Private residential development which includes electronically operated security gates, kept closed to improve security for residents, can have an inappropriately hostile and impermeable appearance in a neighbourhood in which private land is generally open to the street or road behind low boundary walls or hedges. The Council will discourage the inclusion of security gates particularly in new or existing development, and they will not be permitted where their existence and/or their design would detract from the character of a Conservation Area, or of adjacent historic buildings.

BLT 18 HIGH BUILDINGS

- 6.74 **Buildings which are higher than the general height of surrounding buildings will not normally be permitted.**
- 6.75 The Council considers that because of the Borough's special character, views, skylines and local townscape and because it is principally a residential area with a general building height of two to four storeys, all parts are sensitive to the impact of high buildings

BLT 19 PROVISION OF ART SCHEMES IN NEW DEVELOPMENT

- 6.76 **The Council will encourage visual arts in appropriate development schemes.**
- 6.77 Visual arts, including public sculpture, environmental art and high quality creative exterior and interior design, will lead to significant cultural, environmental and economic benefits for the Borough. The Council will therefore seek where appropriate to encourage percent for the arts' schemes whereby public art is incorporated into new public and private building developments or refurbishments. The Council will advise on schemes and encourage the involvement of professional artists in appropriate schemes from an early stage.

BLT 20 SHOPFRONTS OF ARCHITECTURAL INTEREST

- 6.78 **The Council will seek the retention of shop-fronts of architectural or historical interest.**
- 6.79 Shop-fronts of architectural or historical interest may be part of buildings on the statutory list or included in the list of buildings of townscape merit. There is concern about the effect of modern retailing practices on the appearance of the Borough's shopping areas. Problems are caused by the often unsympathetic house styles of multiples and chains, and independent retailers often have visibility and economy as a higher priority than the retention of character. In most shopping areas, a relatively low proportion of buildings retain the original shop-fronts which make such a major contribution to the character of local streets, and many others have suffered damaging alterations. Some changes to shop-fronts do not require planning permission. Once traditional materials and details such as decorative tiling, glass, cast and wrought iron and joinery have disappeared, it is difficult or impossible to replace them to the same standard. In many areas of the Borough,

shopping parades dating from the mid 19th century to the early 20th century have been designed as an entity and their unity of detail and material must be maintained. In conservation areas removal of traditional shop-fronts is likely to require consent, and will generally be resisted.

BLT 21 NEW AND ALTERED SHOP-FRONTS

- 6.80 **The Council will require a high standard of design in all new and altered shop-fronts. When considering proposals, the Council will have special regard to the following matters:**
- (a) the shop-front must complement the building of which it forms a part, and the surrounding street scene;**
 - (b) the fascia must be in proportion to the shop-front;**
 - (c) blinds, canopies or shutters where acceptable in principle must be appropriate to the character of the shop-front and its setting; external security grilles will not normally be permitted; in sensitive areas, rigid and gloss finish blinds will generally be unacceptable;**
 - (d) materials must be of high quality and, in the case of alterations to an existing shop-front of architectural or historical interest, must be appropriate to its age and character and, where relevant, match existing materials;**
 - (e) details must be carefully considered, and it will be expected that features such as cornices, stallrisers and pilasters will be provided where appropriate;**
 - (f) doorways must incorporate suitably designed access for people with restricted mobility, and equipment such as cash dispensing machines should be at a height suitable for wheelchair users.**
 - (g) door design should seek to minimise heat loss.**
- 6.81 The design of new shop-fronts and of alterations to existing fronts, is important to the maintenance of a high standard of appearance in commercial areas. Replacement shop-fronts have not always been of a high standard of design, materials or detailing, and most new shop-fronts are produced to standard designs by shopfitting specialists. Frequent problems include the demand for flat-fronted shop-fronts to replace those with recessed doors; resistance to using stallrisers; out-of-scale and internally illuminated fascias; and reluctance to use any other than sheet materials, standard aluminium sections and standard doors. Even where national chains of specialist retailers have a house style with 'period character', this may not necessarily be appropriate to the building or street in which it is located and may diminish the individual character of local centres.
- 6.82 The Council will require that applications for the replacement or alteration of shop-fronts in conservation areas or buildings of townscape merit include elevations of the full height of the building and its immediate neighbours; sections; details of materials and colours proposed, and those of adjacent properties. Supplementary planning guidance on shop-front design has been produced which the Council will have regard to in considering applications.
- 6.83 The Council will use its building control powers to ensure that shop numbers are clearly displayed on fascias and signs.

BLT 22 SIGNS AND ILLUMINATION

- 6.84 **The Council will require signs and illumination of shop-fronts where acceptable to be of a standard of design which respects the immediate and surrounding environment in terms of amenity and public safety.**
- 6.85 Poorly sited or over-large shop signs and badly designed or over-bright fascias, whether in themselves or in relation to adjacent advertisements, can have a seriously detrimental effect on the visual quality of an area and may raise issues of public safety. However, there is no reason why, with care, shop signs cannot be satisfactorily integrated into a commercial centre or shopping street. Internally illuminated box fascias may not always be regarded as appropriate to a particular area and will be resisted; reflective acrylic sheet, mosaic and bright metal finishes are not generally considered suitable materials. Front lit fascias should light only the fascia and not the first floor or the rest of the shop-front. Projecting signs should preferably be located at fascia level and not

impinge on architectural features. Planning guidance on shop-fronts and signs has been produced which the Council will have regard to in considering applications.

BLT 23 ADVERTISEMENTS AND HOARDINGS

6.86 **(A) the Council will exercise strict control over the design and siting of advertisement hoardings and other advertisements to ensure that the character of individual buildings and streets is not damaged, having regard to the interests of amenity and public safety.**

(B) powers will be used where appropriate and practical to challenge existing hoardings and advertisements that are disruptive to the environment.

6.87 Advertising is closely associated with urban life and can be one of the most dominant elements of the environment. It can enhance the appearance and vitality of a street but can also cause considerable damage to visual amenity. Advertisements (defined under Advertisement Regulations) include not only hoardings, but blinds and canopies with lettering, flags with logos, balloons etc. In considering proposals for an advertising hoarding or other advertisement, including blinds and canopies where relevant, or in deciding whether to take action to remove an existing advertisement, the Council will have regard to the following criteria:

- (a) hoardings should be of good design and in scale with their surroundings;
- (b) any advertisement display must not have an adverse effect upon road traffic conditions or public safety;
- (c) advertising displays will not be permitted where they would have an adverse effect upon:
 - (i) a conservation area ;
 - (ii) listed buildings or buildings of townscape merit;
 - (iii) views from or within open spaces or along the Thames riverside and its tributaries;
 - (iv) predominantly residential areas;
 - (v) high level, brightly illuminated, or flashing advertisements will not normally be permitted especially where they might disturb residents.

6.88 As a general rule advertisement displays will be restricted to shopping, commercial, industrial or transport locations where they comply with the above criteria and do not cause excessive visual clutter. It must be borne in mind that the Council's level of control is limited and that a number of advertisements do not require formal consent from the local authority. A-boards will be discouraged where the Council has powers to do so.

BLT 24 TELECOMMUNICATIONS

6.89 **The Council will seek to ensure that the siting of satellite dishes and other telecommunication apparatus does not harm the character or visual appearance of an area, the visual amenities of adjoining occupiers or the character, appearance or setting of a listed building. The Council will encourage the sharing of telecommunication sites by operators where this is technically possible, and visually appropriate.**

6.90 The Council recognises that the rapidly expanding telecommunications industry offers benefits both in terms of the economy and increased services for consumers. Although the Council must take into account technical and operational matters, satellite dishes and other such equipment can look alien in the existing urban environment. Where possible the Council will exercise its powers to ensure that it protects the visual and environmental amenities of the Borough. The Council will have regard to PPG 8 and the Government's code of best practice as updated by Circular 4/99. Applicants will be required to have regard to the Council's guidelines which will be a material consideration in determining planning applications. In many cases the installation of equipment is permitted development, for which an application for planning permission is not required; the guidance offers advice on siting in these cases. For any installation, there is a need for considerable care in the siting of equipment to avoid visual and environmental problems, damage to trees and paving materials. There is local concern over potential links between electromagnetic fields (EMFs) and ill

health, and although there is no proven link the Council will continue to monitor research findings and will amend policy if appropriate.

BLT 25 STREET FURNITURE AND TOWNSCAPE MATERIALS

- 6.91 **The Council will seek to maintain a safe, attractive and informative environment, accessible to all, through the co-ordinated design of street furniture and townscape materials. A high standard of design and vandal resistance will be required and care will be taken in siting. Redundant and unsightly street furniture will be removed where opportunities occur. The retention of high quality paving and townscape materials will be sought wherever possible and new materials will be carefully selected. Damage resistant paving will be used in appropriate locations, and care will be taken in selecting proper maintenance treatments.**
- 6.92 The Council recognises the need to ensure a safe and informative environment which is accessible to all, including tourists and visitors, and to those with mobility or visual difficulties, with appropriate surfaces, adequate signs and with sufficient facilities such as seats and litter bins. However, the Council does not have control over that part of the street scene that is managed by statutory undertakers, and the Highways Agency is responsible for works on trunk roads. The Council will ensure a high standard of reinstatement works where statutory and other bodies carry out works on public land, and on care in the siting of utilities. It is important that signs and street furniture are placed so that they do not impede pedestrian flows or obstruct people with visual disabilities and those with wheelchairs or prams, that superfluous items are removed, that official signage is kept to the minimum, and that all provision is co-ordinated to avoid visual clutter. The Council will continue to make representations to responsible authorities to ensure this and in implementing schemes will consult with relevant organisations to obtain views of people with disabilities. Special care will be taken in the siting and choice of street furniture for Thames bridges. Where appropriate, the Council will encourage public art in the form of street furniture and other townscape features under "percent for art" schemes.
- 6.93 Paving and other materials used on the footway and carriageway are often significant in creating the townscape character of an area. It is important to retain existing traditional paving materials such as granite setts, cobbles or York stone paving and to replace with matching material when repair is necessary. In some areas of sensitive townscape, aesthetics and the retention of character take precedence. High-pressure sodium (white light) is now generally used in preference to amber light. In pursuance of this policy, the Council has prepared a Street Design Guide on street furniture and materials, aimed at giving guidance to those involved in their provision for public areas.

POLICIES ON ENVIRONMENTAL ISSUES

BLT 26 ENVIRONMENTAL IMPROVEMENTS

- 6.94 **The Council will continue to undertake and encourage improvements to the environment, in co-operation with local groups and businesses, and in connection with developments carried out in the Borough, particularly at the locations shown on the proposals map.**
- 6.95 The Council is concerned to achieve a high standard of environment throughout the Borough, by improving those areas suffering the worst environmental conditions, and by maintaining and improving the standard of existing attractive areas. Improvements are often aimed at mitigating the environmental effects of traffic and parking, and reclaiming space for pedestrians, such as those at Lower George Street, Richmond; Elmfield House, Teddington; and Church Street, Twickenham. The Council will, when finances permit, carry out further improvement schemes and will encourage local residents, community organisations and local businesses to provide, manage and undertake schemes when this is practical. In appropriate cases it will seek agreement with developers under Section 106 of the Town and Country Planning Act 1990, to secure improvements. Environmental improvements will only be sought that are reasonable and directly related in scale and kind to development proposals. The locations shown on the proposals map are those which the Council considers would benefit most from improvement schemes. Regular contact is made with local

groups to keep the list of potential environmental improvements up to date. Environmental improvements include landscape projects, traffic management, and street furniture provision. Where appropriate they will be carried out as part of any area-wide improvements of residential areas. It is an objective of the Plan to ensure the attractiveness of shopping centres. The Council has powers under the Refuse Disposal (Amenities) Act 1978 to remove abandoned vehicles and in the Highways Act 1980 to deal with items illegally deposited on the highway.

BLT 27 VACANT BUILDINGS AND VACANT LAND

- 6.96 **The Council will use its powers where appropriate to ensure that vacant buildings or vacant land do not have a detrimental effect upon amenity. Suitable temporary uses will be encouraged pending a decision on their permanent use.**
- 6.97 Vacant land and buildings constitute a waste of scarce resources and can often spoil the quality of a local environment and encourage vandalism. The Council has powers under Section 215 of the Town and Country Planning Act 1990 to secure the tidying up of any land including buildings, if amenity is adversely affected by the condition of the land. Under Sections 47,48,54 and 76 of the Planning (Listed Buildings & Conservation Areas) Act 1990, it can require the repair of unoccupied listed buildings and key buildings in conservation areas. Section 79 of the Building Act 1984 enables the Council to take limited action to require the repair or demolition of a building in a ruinous or dilapidated condition that is detrimental to the amenity of a neighbourhood.

BLT 28 FORECOURT PARKING

- 6.98 **The parking of vehicles in front gardens will be discouraged, especially where this will result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation, and where such parking would detract from the streetscape or setting of the property or the use of the access would create a road or pedestrian safety problem. The Council will seek to restrict permitted development rights for forecourt parking through Article 4 directions, where important townscape issues exist. The Council will have regard to the impact of forecourt parking in considering proposals to extend or convert existing residential property.**
- 6.99 Parking presents difficulties in many residential areas of the Borough, particularly in those areas where houses are not able to have garages. There is increasing demand for forecourt parking, often aggravated by the introduction of controlled parking zones. This has often been achieved without consideration for its impact on the surrounding environment, both in terms of the loss of individual front garden features and in damaging the unity and character of groups of houses and the streetscape in general. The aim of any design for parking in front gardens should be to maintain as much sense of enclosure as is practical, through the retention of existing walls or fences, the provision of gates, and generous planting. In order to minimise visual intrusion, cross-overs must be constructed in materials that match surrounding paving. In many cases alterations to front gardens fall within the terms of permitted development for which an application for planning permission is not required. The local authority, therefore, has limited control over the creation of forecourt parking. In order to draw the public's attention to this matter and to encourage an environmentally acceptable solution to the problem the Council has produced planning guidance. In cases where forecourt parking involves the creation of a vehicular access that requires planning permission, such applications would be refused where the use of the access is likely to adversely affect road and pedestrian safety or where the proposal would be detrimental to the environment. The Council will generally discourage extensions when this results in the loss of existing off-street parking spaces. When forecourt parking is unavoidable as a result of the extension or conversion of large properties, the Council will apply the guidelines in full. Regard must be taken of requirements set out in Supplementary Planning Guidance which will be a material consideration in determining planning applications.

BLT 29 EXISTING INJURIOUS USES

- 6.100 **The Council will use all its powers to restrict and control existing injurious uses such as activities generating unacceptable noise levels or various forms of air and water pollution.**

- 6.101 Aircraft noise is a major source of disturbance in the Borough and the Council will oppose changes in aviation activity which appear likely to worsen the situation. Noise, fumes and other pollutants produced by traffic including that on the river and commercial premises can be a major source of nuisance and can be prejudicial to health. The transport and storage of toxic and radioactive material is of particular concern. The Council can use its planning powers in some cases to control or extinguish injurious uses but has far more scope to take action against causes of pollution using its powers under the Public Health Act 1936, the Clean Air Acts 1956 and 1968 and the Control of Pollution Act 1974 and the Environmental Protection Act 1990. Under these Acts the Council has a statutory duty to monitor, and powers to identify and take action to deal with, all matters that might cause pollution, including the contamination of land and the quality of water courses. The Council through its Charter for the Environment is committed to eliminating products which are harmful to the environment.
- 6.102 Traffic is a major source of nuisance both from noise and a risk to health from vehicle exhausts. The GLA has considered levels of road traffic reduction necessary to achieve strategic objectives, including compliance with the objectives of the National Air Quality Strategy. At the local level the Council is assessing air quality and has declared an Air Quality Management area under the Environment Act 1995. An Action Plan has been drawn up to reduce traffic pollution.

BLT 30 PROTECTION FROM POLLUTION IN NEW DEVELOPMENT

- 6.103 **New development including changes of use should not cause an unacceptable increase in noise or pollution levels. Noisy or other development likely to cause pollution should generally be located in areas where this would not be a major consideration or where its impact can be minimised. Noise levels within the development should be within acceptable levels compatible with the use. As far as practicable, noise or in other ways sensitive development should be located away from existing sources of noise or other pollution. It should be designed so that existing sources of noise and pollution do not adversely affect it. The Council will provide supplementary planning guidance as to appropriate on or off site noise levels and design to reduce problems, and this will be regarded as a material consideration when processing planning applications.**
- 6.104 The Council recognises the need to control noise (including vibration) and pollution by making sure that new development does not generate unacceptable levels of noise and pollution, by ensuring that new development is not adversely affected by existing sources and by controlling noise and pollution within the development itself. The policy seeks to ensure that potential pollution problems are minimised by keeping incompatible uses apart and requiring that developments are designed to eliminate or reduce pollution to acceptable levels.
- 6.105 Housing, schools and hospitals are particularly sensitive to noise, while noise sources could include roads, aircraft, railways, certain commercial uses, waste disposal sites and sport/entertainment uses. As far as is practicable, sensitive development should be located away from existing sources of noise or other pollution. Where new developments would be subject to noise levels in excess of the supplementary guidance the Council will require remedial measures to be taken at the design stage.
- 6.106 Noise can be reduced by a suitable site layout and the provision of walls and landscaping which can act as an acoustic barrier. Appropriate juxtaposition of uses between and within buildings, both horizontally and vertically, can help prevent the problem of noise transmission, and soundproofing can also significantly reduce the level of noise within new buildings; this is covered by the Building Regulations which set out required levels. Planning conditions may also be imposed with the aim of reducing the impact of noise and pollution, e.g. restriction the type of use or the hours of opening. Whilst the Council prefers appropriate uses, remedial action or the use of suitable conditions rather than the under-utilisation of land, where these are not practical and the problem cannot be overcome, development may be refused.

BLT 31 ENERGY AND RESOURCE CONSERVATION

- 6.107 **The Council will seek to ensure that the design, orientation, and use of materials in new buildings, extensions and external works maximise potential for energy generation from renewable sources and resource conservation, take into account the principles of energy and water conservation and collection, and that materials are obtained from renewable sources and whenever possible are obtained by re-use or recycling. Proposals for development to enable the exploitation of renewable energy resources will be encouraged subject to impact on amenity.**
- 6.108 The Council recognises the need to reduce energy consumption to conserve national energy resources and to minimise the effects of global warming. Energy consumption can be significantly reduced by ensuring new buildings are energy efficient. The Council has some control over the conservation of fuel and power through the Building Regulations 2002 which aim to ensure that buildings are adequately insulated, and unacceptable levels of heat loss do not occur due to badly designed heating and hot water systems or excessive provision of windows and roof lights. However, these are minimum standards only. It is important that energy generation and conservation are taken into account when considering the design and layout of buildings and their landscape settings. For instance the orientation of buildings in relation to sunlight and shadows can alter energy consumption. The Council will encourage proposals for developments to exploit renewable energy sources, including small non-commercial energy sources for domestic use, for instance wind turbines and solar power providing there is no impact on local amenity. In other than minor developments the Council may require applications to be supported by whole-life energy audits of buildings. The Council will develop supplementary planning guidance to include appropriate minimum standards. (see policy BLT 11, paragraph 6.41 and Policy IMP 4)
- 6.109 In order to prevent depletion of non-renewable resources, it is essential that materials from enduring sources are used and that any materials which adversely affect the environment in their production, use or disposal should be avoided. The direct re-use of materials (such as bricks) or their recycling for re-use, (aggregates, glass, plastic, rags, aluminium etc.) reduces the need for new raw materials as well as, in many cases, saving the energy used in processing new raw materials. The Council will aim to secure a target of 50% of recycled aggregates in all developments in accordance with GLA's strategic guidance . The overall aim should be to encourage reduction in the consumption of all materials which deplete non-renewable resources, but the Council has limited control over the content of the waste stream which it is required to process. PPG 22 describes the various renewable forms of energy, notes the considerations which should apply when it is intended to locate renewable energy installations in designated areas, explains when environmental assessment is required, sets out the environmental implications of renewable energy and refers to planning conditions, temporary permissions and other consents/permissions. Later annexes refer to energy from waste digestion, landfill gas and active solar systems.

POLICIES TOWARD DEVELOPMENT

- TRN 1 Location of new development
- TRN 2 Transport and new developments
- TRN 3 Green travel plans
- TRN 4 Car and bicycle parking standards
- TRN 5 Retention of off-street parking

POLICIES TOWARD ROAD SAFETY

- TRN 6 Traffic management and road safety

POLICIES TOWARDS PEDESTRIANS

- TRN 7 Pedestrian safety
- TRN 8 Pedestrian routes and security
- TRN 9 Pedestrian environment
- TRN 10 Public rights of way

POLICIES TOWARD CYCLING

- TRN 11 Cycling

POLICIES TOWARD PUBLIC TRANSPORT

- TRN 12 Public transport improvements
- TRN 13 Public transport movement
- TRN 14 Transport interchanges
- TRN 15 Coaches

POLICIES TOWARD THE ROAD NETWORK

- TRN 16 Road hierarchy
- TRN 17 Traffic congestion
- TRN 18 Highway improvement and safeguarding lines
- TRN 19 Local area treatments
- TRN 20 Traffic in Royal Parks

POLICIES TOWARD PARKING

- TRN 21 On-street parking
- TRN 22 Off-street parking
- TRN 23 Station parking
- TRN 24 Parking charges

POLICIES TOWARD FREIGHT

- TRN 25 Heavy lorries - lorry route network
- TRN 26 Heavy lorries - traffic management/parking
- TRN 27 Rail and waterborne freight

POLICIES TOWARD AIR TRANSPORT

- TRN 28 Air transport

POLICIES TOWARD PROMOTION

- TRN 29 Promotion/publicity

7. TRANSPORT

Transport and development are inextricably linked and this is reflected in the policies set out in this chapter relating to determining land use and development in the Borough.

Background

- 7.1 One of the major factors which has led to an increase in the amount of travel by private car has been development patterns, based on increasingly larger scale developments in locations remote from communities and often poorly served by public transport. These developments have taken place both within (including Heathrow Airport) and outside Greater London, many designed specifically for the private car with limited public transport links and large areas of car parking. Car parking provision and the priority given to car access have resulted in the under-utilisation of urban land and designs which are incompatible with the character of the Borough. There is a need to focus more attention on provision of facilities at a local level within town centres and other areas with high public transport accessibility to support and maintain the Borough's economy. This will not only reduce the number and length of trips that need to be made but will increase travel choice by ensuring that facilities and opportunities are available to local residents who cannot afford to or choose not to drive.

Road network

- 7.2 Although the original UDP adopted in 1996 sought to resist changes to the road network that would have increased road capacity, there remained pressure to maximise the utilisation of the Strategic Road Network, including the implementation of Priority (Red) Routes along the A316 and the South Circular Road by the Traffic Director for London in the mid 1990s. Locally, policies sought to ensure that local benefits such as pedestrian and bus facilities, servicing and short term on-street car parking were achieved. The impact on residential areas and shopping centres means the South Circular Road remains totally unsatisfactory as a trunk road.

Motor Traffic

- 7.3 The A316 and A205 now form part of the Transport for London Road Network (TLRN) which is the responsibility of the GLA. The introduction of congestion charging in Central London in February 2003 will have an effect upon traffic patterns and parking in the Borough. It is predicted that additional pressure for parking will occur around stations in the Borough which could lead to further need for more Controlled Parking Zones and there is likely to be an increase in orbital car journeys. However it is predicted that there will be a reduction in radial car travel along the A316. A growth in traffic levels in Outer London is predicted at 7.5% over 10 years to 2011 in the Mayor's Transport Strategy (Ref: 4G63).

- 7.4 Generally, levels of congestion are a concern and key bottlenecks need to be tackled to both reduce air pollution and to facilitate car travel. The growth of traffic along the A316 has been in line with the London wide annual increases, however the flow has been controlled by the introduction of signalled roundabouts which have contributed to improvements in road safety although the severance effect of the A316 remains a problem locally. Measures to reduce through traffic in Richmond town centre require further consideration. The level of through traffic in Twickenham town centre has been controlled by the use of sophisticated traffic signals. Problems of air pollution, noise, and vibration are caused by the sheer volume of traffic, including commercial vehicles and lorries, in many areas. Traffic volume and the intensity of on street parking also cause visual intrusion, and create a potential danger to pedestrians and cyclists.

Pedestrians and cyclists

- 7.5 Provision for pedestrians and cyclists has been steadily improving, but remains a priority due to the volume and speed of traffic along roads in the Borough. Town centres in the Borough particularly Richmond, Twickenham and East Sheen experience high volumes of through traffic which can reduce the quality of the environment for shoppers and visitors alike. Town Centre improvement schemes have been identified and Teddington Town Centre has been the focus of significant work recently. Similarly, within residential areas traffic can be a significant factor in discouraging children from walking to school. Progress has been made in improving pedestrian and cycle routes through the Safer Routes to School projects but there is still a long way to go both to complete this programme and have a marked effect upon the local residential areas.

Public Transport

- 7.6 Responsibility for the provision of public transport is divided between the Department for Transport (DfT), Transport for London (TfL) London Boroughs, London Bus Services Ltd and rail operators.

Train services

- 7.7 These provide good links between most parts of the Borough and central and inner London. Orbital rail links with other areas of Outer London where economic activity has become increasingly concentrated are inadequate. This makes the provision of good quality public transport services an important objective of the Plan. Richmond town centre and Kew are also served by the London Underground (District Line.) The majority of peak hour services are overcrowded and plans to increase rail capacity are mainly linked to the re-franchising of the South West Rail franchisee by the Strategic Rail Authority which is awaited. This franchise when signed is expected to be for 20 years and contains a range of measures to increase capacity, reliability personal safety, station environment and facilities and information. In addition, the Strategic Rail Plan identifies a list of heavy rail projects in the medium to long term, ie. 5 to 20 years, to improve the rail network in London. Several of these projects, such as Airtrack, Crossrail 1 and 2, East and West London Lines and Tramlink will have an impact on the travel opportunities for residents of the Borough and upon development opportunities and locations.

Bus services

- 7.8 Passenger journeys in London have increased by 20% since 1995. Much progress has been made in the provision of bus priority measures, real time information, bus shelter provision, new low floor accessible buses and on board security for passengers via CCTV. Some bus lanes are also regulated by CCTV to maximise their effectiveness. The London Bus Priority Network (LBPN) and the more recently formed London Bus Initiative (LBI) have both enabled these bus improvements through their funding mechanisms. Accessibility for people with disabilities and the personal security of transport users remain priorities.

Interchanges

- 7.9 The need for improved interchange facilities at all railway stations, bus stations and town centres is being addressed through TfL funding via the LBPN and the South and West London Transport Conference (SWELTRAC). The latter is a sub regional partnership of Local Authorities, SRA, TfL, Railtrack, Transport Operating Companies and passenger user groups which is pressing for a range of improvements to transport in the sub region, one of which is the development of a metro style rail network across South London initially, where the service level is at least 4 trains per hour, thereby providing a turn up and go service. Part of this project involves upgrading the interchanges to improve passenger transfer between modes and make the use of public transport more attractive to everyone. However it is unlikely that the station buildings themselves will be rebuilt unless the sites are redeveloped commercially.

Accessibility

- 7.10 Parts of the Borough remain relatively isolated from public transport and in some areas the convenience of routeing buses through residential roads has to be balanced against the needs of residents including maintenance of street parking.

Parking

- 7.11 Demand for on- and off-street parking exceeds availability in many of the Borough's shopping and business centres, around railway stations and in older residential areas where there are concentrations of flats and terraced housing. Controlled parking zones have been extended to ensure that the spaces that are available are used efficiently to the benefit of local residents and businesses, but discourage car-borne commuting.

FRAMEWORK FOR POLICIES

- 7.12 The White Paper 'A New Deal for Transport' sets out the government's objectives of a strong economy, sustainable environment and an inclusive society. In order to achieve its goals, the government considers there is a need for:

- reversing the dispersal of development;
- improving access to jobs and services;
- reducing the need to travel; and

- reducing reliance on the car ie providing a choice of alternative modes of transport.
- 7.13 It wishes to reduce dependence on car travel and through providing genuine alternatives and promoting greater use of attractive public transport, and safer walking and cycling. These themes reflect those outlined in earlier policy documents such as Strategic Planning Guidance for London (RPG 3 1996), Planning Policy Guidance Note 6: Town Centres and Retail Developments (PPG 6 1996) and Planning Policy Guidance Note 13: Transport (PPG 13 1994).
- 7.14 The Government's commitment to improve air quality upon which road traffic has a major adverse impact, is included in the Environment Act, 1995. This requires local authorities to review air quality in their areas, and, where standards are not or are unlikely to be achieved, designate an air quality management area and prepare an action plan for addressing air quality issues raised by the assessment.
- 7.15 The Road Traffic Reduction Act 1997, requires local authorities to assess traffic levels and the forecast growth of traffic levels in their areas. In addition, the Council will need to specify targets for reducing traffic or reducing the rate of growth of traffic levels.
- 7.16 The Greater London Authority (GLA) was established in April 2000. The Mayor's Transport Strategy for London was published in July 2001. London boroughs are then required to prepare a Local Implementation Plan (LIP) as soon as possible thereafter. It is likely that boroughs will publish these plans in 2004 following guidance from Transport for London (TfL). The LIP will contain the Borough's transport strategy to help deliver local and strategic transport objectives. To support the vision of London as an exemplary sustainable world city, the Mayor's Transport Strategy will increase the capacity, reliability, efficiency, quality and integration of the transport system to provide the world class transport system the capital needs. The ten key transport priorities, which flow from this, are:
- reducing traffic congestion;
 - overcoming the backlog of investment on the Underground so as to safely increase capacity, reduce overcrowding, and increase both reliability and frequency of services;
 - making radical improvements to bus services across London, including increasing the bus system's capacity, improving reliability and increasing the frequency of services;
 - better integration of the National Rail system with London's other transport systems to facilitate commuting, reduce overcrowding, increase safety and move towards a London-wide, high frequency 'turn up and go' Metro service;
 - increasing the overall capacity of London's transport system by promoting major new cross-London rail links including improving access to international transport facilities; improved orbital rail links in inner London; and new Thames river crossings in east London;
 - improving journey time reliability for car users, which will particularly benefit outer London where car use dominates, whilst reducing car dependency by increasing travel choice;
 - supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, Safer Routes to School, road safety improvements, better maintenance of roads and bridges, and improved co-ordination of streetworks;
 - making the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts;
 - improving the accessibility of London's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion;
 - bringing forward new integration initiatives to provide integrated, simple and affordable public transport fares; improve key interchanges; enhance safety and security across all means of travel; ensure that taxis and private hire vehicles are improved and fully incorporated into London's transport system; and provide much better information and waiting environment.

The Mayor also sets objectives/instructions for TfL. TfL is responsible for the underground, buses, taxis and mini cabs, rail (in consultation with the Strategic Rail Authority (SRA), the river, and Transport for London Road Network (TRLN). The policies in the UDP have taken account of the Mayor's Transport Strategy which in turn reflects the Government's White Paper on the future of transport, and also the Draft London Plan.

OBJECTIVES

- 7.17 The Council's key transport and development objectives are:
- to ensure that land use and transport policies are co-ordinated to minimise the number and length of trips
 - to support development conducive to the reduction of travel by private car coincident with the provision of a range of viable alternative modes of passenger transport
 - to aim to achieve the safe, unobstructed flow of traffic on the highway network,
 - to improve the safety of all users of the transport network through engineering measures, enforcement and education
 - to provide an integrated and accessible transport system to ensure the safe, secure and efficient movement of people and goods on the borough's road network giving due regard to the local environment.
 - to protect local residents and businesses from the adverse effects of commuter parking, to minimise the harmful environmental effects of road traffic pollution, congestion and noise on the quality of life of local residents
 - to ensure the transport priorities for people with disabilities and other vulnerable groups are reviewed on a regular basis

STRATEGY

- 7.18 To meet the key objectives and its transport and environmental targets the Council has developed a transport strategy which incorporates all modes of transport and is closely linked to land use policies. Safety issues and the needs of people with a disability will be fully taken into account in all aspects of strategy implementation.

land use strategy - transport and land use policies are complementary, working towards the protection and enhancement of amenity and the creation of a pleasant environment and maximising the efficient use of the transport network. The land use strategy is designed:

- to reduce the overall need to travel, both in the number and the length of journeys, by locating land uses likely to generate large numbers of journeys close to the public transport network
- to help protect local facilities and maintain the vitality of local centres

environmental transport strategy – transport policies will aim to provide a choice of alternative modes of transport to reduce the level of road congestion and resulting high levels of local air and noise pollution by:

- making the most efficient use of road space, to reduce congestion
- providing attractive and safe facilities for pedestrians and cyclists to encourage use of these modes for short trips and recreation
- considering regulating motor traffic in town centres and some residential areas, to improve the local environment
- keeping through traffic and heavy goods vehicles on the trunk road network to protect the environment and safety of local areas.

public transport strategy – public transport policies seek to enhance the public transport network both in terms of service provision, accessibility, interchange facilities and personal security. Measures will be taken:

- to seek to improve the integration between modes of transport to ease the interchange experience for travellers and to enhance the perceived status of public transport
- to enhance bus services and new route development as part of the Council's liaison role with the operators and Transport for London
- to promote the Bus Quality Commitment with London Buses to develop services into inaccessible areas of the Borough
- to improve bus reliability, passenger information and waiting environment to ensure that public transport is seen as a realistic choice for residents
- to provide an accessible transport network, providing for the needs of all groups of society
- to lobby train operators and the Strategic Rail Authority and Railtrack for increased capacity, improved accessibility, improved reliability, better information systems, personal security and station facilities on the rail network

safety strategy - the Council is committed to reducing the number of accidents on the highway network to meet government targets and protect local residents from the dangers of road traffic by pursuing the following strategies:

- the Safer Routes to School Programme will be developed across the Borough improving the safety and environment in the which children travel to school including the immediate area outside the school entrance where School Safety Zones will be introduced over time
- safety education, training and publicity will form a key strand of the overall safety strategy, aimed in particular at school children
- personal security of all road users will be a priority to allow all residents secure access to and use of all modes of transport, town centres and local amenities
- consideration will be given to restricting the movement of heavy goods vehicles and through traffic from local residential areas where appropriate

river transport strategy – notwithstanding that there are limited opportunities to develop the river as a major part of the transport network in the Borough the following will be pursued:

- The Council will promote the continued provision of ferry river crossings to increase accessibility for residents and those on leisure walking and cycling trips
- passenger transport on the river is likely to be recreational in this Borough, however support will be given to any feasible development on the river for regular passenger travel services.

parking strategy – parking policies are designed to protect the vitality of town centres and residential amenity by appropriate management of parking demand as follows:

- car parking controls will be designed to support the local economy in both major and district town centres by restricting the longer term commuter parking in favour of short-term local shopper parking
- parking controls will be introduced to maintain safety and access for emergency services
- the quality of life for residents will be protected by parking controls in residential areas located near to interchanges, town centres or business areas where commuter parking is prevalent
- parking provision will be made for disabled drivers where there is a demand.
- cycle parking at stations, town centres, local amenities and business areas will be provided to protect the environment and encourage cycling
- loading bays for servicing will be located in suitable areas in consultation with local businesses
- a coach parking strategy for tourist attractions will be developed for the Borough

sub regional strategy – given that there is a large proportion of through traffic using Borough roads and that Richmond Station is at the end / start of the District line and North London Line, there are significant strategic issues that need to be borne in mind when considering the transport network in the Borough.

- partnership working with a range of organisations such as other boroughs, transport operators, Transport for London/ GLA, Strategic Rail Authority, BAA and Railtrack, is essential to ensure the delivery of high quality rail and public transport systems and services
- improved radial and orbital transport links across south and west London will help maintain the Borough as a desirable area in which to live and work and support the local economy
- improved links to Heathrow for employment and leisure reasons is essential, in the light of the continuing development of Heathrow

POLICIES TOWARDS DEVELOPMENT

TRN 1 LOCATION OF NEW DEVELOPMENT

7.19 **The Council will:**

- require the provision of non-residential development at the most local level practicable to reduce the need to travel. Where facilities will attract people from beyond walking distance they must be accessible by cycle, public transport or be capable of being made so;**
- require the provision of non-residential development which attracts large numbers of people and higher density residential development (including those developments**

with limited parking provision to be located in existing town centres or areas which are highly accessible by public transport or where public transport can be suitably enhanced

- 7.20 Major developments which attract large numbers of people (either employees, customers or visitors) could lead to traffic generation and increased road congestion with adverse impacts on the environment, air quality and road safety. Where appropriate agreements will be sought to require contributions towards the establishment of an appropriate level of public transport, cycle and walking networks. Residential development, with limited parking, may be acceptable in areas of good public transport accessibility, provided there is in place a controlled parking zone.

TRN 2 TRANSPORT AND NEW DEVELOPMENTS

- 7.21 **The Council will only permit new development, or changes of use where it can be demonstrated that the transport infrastructure can accommodate it, or be adapted to do so, without creating congestion and hazards on the road network. Transport Assessments will be required to support development proposals where there are significant transport issues to be addressed. New development should:**

- (a) provide adequately for the needs of disabled people, pedestrians and cyclists;**
- (b) provide links to the pedestrian and cycle network and add to and enhance it, wherever appropriate;**
- (c) make provision for short, direct links to public transport and add to / enhance the public transport network wherever possible;**
- (d) be acceptable in terms of traffic generation and traffic impact on the road network (taking into account the cumulative effects with other existing and committed developments in the area), and in terms of the availability of public transport and its ability to meet increased demand;**
- (e) adequately provide for vehicular access and servicing, having regard to the needs of safety and to ensure that limited improvements in vehicular access are only allowed where they do not increase overall highway congestion;**
- (f) where possible minimise the environmental impact and amount of land used by transport facilities, including roads, parking and turning heads. Street signs and furniture should be well designed and rationalised wherever possible;**
- (g) be acceptable in terms of impact on air quality and noise levels caused by traffic generated.**
- (h) seek in appropriate cases the concept of planning advantages appropriate to the site and commensurate to the scale of development in accordance with the Council's transportation policies.**

- 7.22 The Council is concerned that all development proposals are compatible with the transport infrastructure, including the capacity of the road network and public transport. In order to achieve environmental objectives and prevent additional traffic congestion all development should seek to minimise the number and length of trips generated. In order to assess the acceptability of proposals to the Council and Transport for London the Council will seek transport assessments in relation to specific development proposals including those in the Plan. Mitigating measures such as improvements to public transport, cycling/walking facilities, junction improvements, and the provision of a company travel plan (see TRN 3) will be required where appropriate, as will specific arrangements for construction and service traffic. Such measures will inevitably follow on from the transport assessment process. Where the impact of development is likely to be significant in air quality terms, an air quality assessment, together with necessary mitigation measures should be submitted as part of the application.

- 7.23 The Council has adopted in principle the recommendations of the Department of the Environment's Design Bulletin 32 'Residential roads and Footpaths: Layout Considerations' (Second Edition, 1992) for the design of residential roads in the Borough and will require access roads to be as narrow as feasible in residential areas, bearing in mind the need for access by larger vehicles, such as refuse vehicles or buses, as well as capacity and safety implications. Particular attention must be paid to the provision of parking and servicing to ensure satisfactory designs. The Council expects the needs of pedestrians and cyclists to be met, ensuring there are links to local facilities and public transport by the shortest route possible. The Council will also seek to minimise the disturbance caused by construction in surrounding areas. Where appropriate, it will impose conditions on development to limit the impact on neighbouring areas from construction vehicles and noise, fumes and other pollution arising from the construction.

TRN 3 GREEN TRAVEL PLANS

- 7.24 **The Council will require the development of travel plans for significant new non-residential developments and events.**
- 7.25 Travel plans can be developed to provide for transport choice, including public transport, walking and cycling, to reduce the level of congestion, improve road safety and personal security and to encourage environmentally friendly delivery and freight movements. Measures included in a Travel Plan can include, personal travel planning for employees, travel information on the web or made easily available, creation of a car sharing database, secure cycle parking and shower/locker facilities, public transport infrastructure or service improvements, public transport ticket loans, cycle purchase loans, parking management including restrictions for staff and electric pool cars and cycles for site visits and meetings. These measures when taken collectively with business participation, will enable the council to work towards reducing the levels of air pollution in the borough which has been designated an Air Quality Action Area. Company and School Travel Plans form an important part of the Council's Air Quality Action Plan to reduce pollution and the Community Plan has a target to work with at least four schools and businesses annually to develop Travel Plans.
- 7.26 For any development where a Traffic Assessment is required, a travel plan will also be required, and may be a condition of planning permission. The Council will encourage and advise existing employers, retail, leisure and education providers to develop travel plans to increase travel choice, reducing dependency on the car. Particular consideration is needed for rugby, major tourist attractions and other events attracting large influxes of people.

TRN 4 CAR AND BICYCLE PARKING STANDARDS

- 7.27 **Maximum car parking standards are set for all types of development. In Controlled Parking Zones and within 400 metres of a railway station, more restrictive standards than elsewhere in the Borough will apply as these are generally indicators of higher accessibility levels to public transport. The Council is committed to adopting a Public Transport Accessibility Level (PTAL) Model in future to determine parking standards. Appropriate provision for people with disabilities and cycle parking will be required.**
- 7.28 In Richmond and Twickenham town centres the high level of public transport accessibility and existing provision means that there is no need currently to provide any additional public parking. Public transport accessibility and car parking provision is at a level where it is appropriate to apply operational only standards to retail units. Throughout the Borough, traffic and parking problems are such that the Council wishes to restrain the number of car parking spaces with any development. The Council's parking standards reflect this (see Appendix A). Good levels of public transport availability mean that such an approach can be taken without detriment or harm to the vitality of town and local centres. Car parking standards are commensurate with the retail characteristics and residential nature of the Borough.
- 7.29 All standards are maximum. Developers may provide fewer car parking spaces, unless there would be an adverse impact on amenity, road safety or emergency access in the surrounding area or a generation of unacceptable overspill of on-street parking in the vicinity.

- 7.30 In areas where off-street parking usable by the general public is provided. The Council, through direct provision or appropriate agreements, would wish to:
- (a) ensure that parking is available to the public at convenient times, and at acceptable prices;
 - (b) seek to deter commuter parking through unfavourable charging, whilst maintaining the viability of the town centre / area.
- 7.31 Residential developments with parking provision below the maximum standards may be acceptable, unless there are valid reasons for not doing so, in locations within Controlled Parking Zones and easily accessible by public transport and where there is a range of amenities including shops and services, or where the provision of car parking on site would be unacceptable in planning terms through impact on visual amenity or utilisation of the site. Residential developments as described above have advantages such as the better utilisation of town centre sites, achieving higher quality designs and potentially reducing car ownership and usage. Residential developments elsewhere are generally required to provide sufficient parking space to cater for parking needs.
- 7.32 For revised parking standards see Appendix A. Parking on forecourts will be discouraged where it would have an adverse effect on the street scene. Cycle parking as set out in Appendix A as minimum standards, will be required at all new developments. Wherever possible shower and locker facilities for both staff and visitors using bicycles should be provided. Where developments are residential within a Controlled Parking Zone developers may be informed that residents will not be eligible for on-street parking permits. A developer would need to agree to enter into a Section 106 agreement with the Council for this purpose. This will typically be used in situations where the demand for on-street residents parking within a particular zone is considered by the Council to be close to saturation, and car parking on site would preclude the optimum utilisation of land or building or would have an adverse impact on residential amenity.
- 7.33 Elsewhere, residential developments are generally required to provide sufficient parking space, up to the maximum standard to cater for parking needs. Where there is still a potential for overspill on-street parking to occur in the vicinity as a result of the development, developers will be expected to contribute towards future alleviation measures such as resident's parking schemes and/ or public transport improvements.

TRN 5 RETENTION OF OFF STREET PARKING

- 7.34 Developments, including residential extensions, which would result in the unacceptable loss of off-street parking or lock-up garages, will generally be opposed. However, where redevelopment takes place, parking provision should be provided in accordance with the Council's standards (see Appendix A). In some cases this will involve a reduction in the number of the car parking spaces to meet the current standards.**
- 7.35 This policy recognises the serious concern there is about on- street parking in the Borough, both in town centre and residential areas. It can cause obstruction, danger and delays to emergency and service vehicles, annoyance to residents and is generally unsightly. Problems are inevitable especially in those parts of the Borough developed before the age of the motor car where ownership levels are high, and around shopping centres and stations. There is always pressure to redevelop lock-up garages and open land currently used for parking, and the need for retaining car parking will be considered against the benefits of the proposed development.
- 7.36 Developments, including residential extensions, will normally only be permitted where it can be demonstrated that on completion of the scheme, sufficiently acceptably designed and located car parking space will be available within the site to meet the Council's car parking standards. This should be achieved without having to resort to unsatisfactory forecourt parking or parking in rear gardens, (especially where the approach is via a long access drive). In view of the lower car parking standards now required in business developments, proposals for non-residential development involving a reduction in on-site car parking may be acceptable in appropriate cases, subject to them complying with other policies in the Plan, particularly where schemes are located in controlled parking zones.

- 7.37 An area of concern has been the conversion of garages and forecourts in residential developments to other uses as permitted development. In new developments it is normal practice to impose a condition restricting development rights in the case of garages.

POLICIES FOR ROAD SAFETY

TRN 6 TRAFFIC MANAGEMENT AND ROAD SAFETY

- 7.38 **The Council will develop and introduce traffic management and other measures aimed at improving road safety.**
- 7.39 The Council has a statutory duty to carry out studies of accidents within the Borough and to prepare and carry out a programme of measures designed to promote road safety. A Road Safety Plan has been produced which will be regularly updated. This provides for the monitoring and analysis of road accidents in the Borough and the development of specific proposals for remedial action, the continuation of a road safety education programme and continued liaison with the police to ensure that the most effective enforcement is provided.
- 7.40 The Council supports the Government's objectives to reduce casualties nationally and welcomes the new targets. By 2010 these should be
- a 40% reduction in the total number of people killed or seriously injured
 - a 50% reduction in the number of children killed or seriously injured
 - a 10% reduction in the slight casualty rate based on the distance travelled.

The Council is determined to achieve that reduction in all user groups subject to resources being made available, paying special attention to the most vulnerable groups, such as pedestrians, cyclists and motor cyclists, where the severity of accidents is much higher than for other groups. The decline in accidents since 1981 amounts to 38% and this has been consistently achieved over the last five years.

POLICIES TOWARDS PEDESTRIANS

TRN 7 PEDESTRIAN SAFETY

- 7.41 **The Council will continue to maintain and improve safety for pedestrians, by providing additional crossings, islands and refuges as needed, reviewing priorities at junctions to make it safer for pedestrians to cross, widening pavements where possible, ensuring adequate pavement maintenance and reducing conflict with other legal and illegal pavement users. Priority will be given to the needs of disabled people, the elderly and school children with regard to pedestrian safety.**
- 7.42 Speed reduction measures will improve conditions for the pedestrian, both in terms of safety and air quality. Changes specifically for the pedestrian such as pavement widening, and improved crossing arrangements will also improve safety. Measures will be taken to remove illegal pavement obstructions such as unlicensed street traders, bill-boards and illegally parked vehicles. Cyclists will be discouraged from cycling on pavements and on public footpaths where cycling is not permitted. Pavements will be maintained to a safe standard, and key routes will be gritted in icy weather. Any new traffic management and development schemes, whether specifically for pedestrians or not, will be subject to a pedestrian audit to ensure that the safety and convenience of pedestrians, including disabled people, are improved. A programme of Safer Routes to School and School Safety Zones will be pursued. To reduce the fear of crime and improve personal security, all pedestrian areas, walking routes and interchanges should be well lit and CCTV should be introduced where appropriate.

TRN 8 PEDESTRIAN ROUTES AND SECURITY

- 7.43 **New development must be designed to give priority to pedestrian access and to the provision of links to existing pedestrian routes. Pedestrian routes should be accessible for disabled people. Identifiable safe pedestrian routes will be provided, improved and promoted to key destinations such as town centres, schools, leisure facilities, public transport, and routes primarily for recreation. Routes should be direct, convenient, safe and secure, with appropriate levels of lighting. Closed circuit television will be introduced if necessary to help ensure personal security.**
- 7.44 New developments must give priority to pedestrian access, including links with existing routes. Most existing facilities in this Borough are accessible to pedestrians, but there may be scope for physical improvements, and publicity, including signing, to encourage users to come on foot. Priority will be given to pedestrian access to town centres, public transport, interchanges and safe routes to schools. Pedestrian audits will be used to identify a range of actions to plan positively for pedestrians, including overcoming barriers such as railway lines and rivers through new footbridges, subject to the availability of capital for construction and revenue for continued maintenance. Where possible routes should have natural surveillance from surrounding properties and be well lit. Landscaping should not lead to concealed areas. The use of subways will not usually be pursued. The creation of new routes can include physical links and the promotion of routes or areas which are already accessible to the public, such as rights of way or paths in public parks (see also policy ENV 6 Green Chains). Extensions and improvements to the footpath network are effective ways of increasing provision for informal recreation as walking is a popular form of recreation in this Borough.

TRN 9 PEDESTRIAN ENVIRONMENT

- 7.45 **The Council will maintain and improve the environment for all pedestrians, including those with disabilities, by:**
- (a) considering regulating some or all motorised traffic from limited town centres areas,**
 - (b) introducing 20 mph zones;**
 - (c) well designed and maintained pavements and street furniture;**
 - (d) using landscaping to enhance the pedestrian environment;**
 - (e) providing signs for pedestrians as a way of encouraging walking;**
 - (f) ensuring that all walking facilities and routes are accessible to everyone.**
- 7.46 The removal of congestion from streets provides a safer and more pleasant environment for pedestrians, however, the opportunities for the complete exclusion of traffic are limited in this Borough as they depend on the availability of alternative access routes particularly for servicing. Partially pedestrianised areas with restricted hours for servicing, and suitable provision for access by public transport and for disabled people, may be more practical options. The improvement of conditions for pedestrians through full or part pedestrianisation of George St., Richmond is being fully investigated. Pavements should be wide enough to accommodate peak flows of pedestrians and allow for the presence of bus queues etc., surfaces should be smooth and non-slip, and the gradient should allow for the drainage of surface water and be comfortable to walk upon. Street furniture, such as seats, bins, bollards, lighting and signs can all enhance the pedestrian environment, and will be provided or changed as required and as resources permit. New furniture will be as recommended in the Council's Street Design Manual and siting will take account of the needs of pedestrians. See also the Council's Design for Maximum Access.

TRN 10 PUBLIC RIGHTS OF WAY

- 7.47 **The Council will seek to retain existing rights of way unless an alternative is proposed which is at least as safe, convenient and attractive. The Council will seek to improve public rights of way by signposting and maintenance and promote access through appropriate waymarking and interpretation as finance permits.**
- 7.48 Public rights of way include public footpaths, bridleways and byways open to all traffic. These paths are legally highways under the Highways Act 1980, and as such the Council has a duty to sign them from metalled roads, maintain them, and protect their route. The Council has a duty under the National Parks and Access to the Countryside Act 1949, and the Wildlife and Countryside Act 1981

to keep the details of public rights of way up to date. Changes to the public right of way network such as closures, diversions and changes in status are subject to legal procedures which the Council has a duty to carry out. The Council may also waymark public rights of way, and install interpretative panels, to encourage more use. The Council's Rights of Way Strategy forms supplementary planning guidance to the Plan.

POLICIES TOWARD CYCLING

TRN 11 CYCLING

- 7.49 **The Council will seek to provide practical facilities for the safe and convenient movement of cyclists, including the development of a local cycle route to complement the London Cycle Network shown on Map 8. New development must be designed to give high priority to cycle facilities and to link to the cycle route network and include secure parking in accordance with standards. It will also seek to provide and support the provision of secure parking areas for cycles in shopping and leisure centres, public transport interchanges and other public buildings.**
- 7.50 Traffic management measures will consider the needs of cyclists in the design. However, in the case of pedestrian streets where conflict might occur, there may be a need to restrict the freedom of cyclists.
- 7.51 The Council supports the implementation of the London Cycle Network and the development of local complementary cycle routes. The Council will consider introducing segregated cycle paths on footways that are sufficiently wide (see TRN 7). The Council will promote shared use of the River Thames towpath by pedestrians and cyclists along those sections where the existing character would not be impaired nor the safety of pedestrians compromised (see ENV 28). When implementing specific proposals, cyclists will be encouraged through information and training to continue to respect pedestrian priority along the towpath. It is not intended that the surfacing of the towpath be changed or other urban features introduced which would detract from those stretches of the river which are rural in nature. Where shared use is not considered appropriate the Council will seek the provision of an alternative route where feasible.
- 7.52 The Council has an on-going programme of providing secure, convenient and properly designed cycle parking facilities. Through publicity, the Council will continue to encourage the use of bicycles, and the provision of secure bicycle parking facilities and shower facilities.
- 7.53 The design of new development must give high priority to cycle access and connecting into the cycle route networks. As part of the transport impact assessment process, additional trips should be accounted for on the highways network by means of (among other things) mitigating contributions towards providing links to and enhancing the cycle route network.

POLICIES TOWARD PUBLIC TRANSPORT

TRN 12 PUBLIC TRANSPORT IMPROVEMENTS

- 7.54 **The Council will support and promote proposals to make the public transport service more efficient, safe, convenient, comfortable, reliable, frequent and more accessible, particularly for those people with disability or mobility problems. In particular the Council will oppose any proposal to close any of the railway stations in the Borough or any changes which reduce the level of service of public transport. Existing transport infrastructure should normally be retained. New development which affects transport infrastructure should provide the opportunity to improve rather than detract from public transport.**
- 7.55 The Council will actively pursue an increase in the present levels of bus and rail services in the Borough, particularly to shopping centres and the main areas of employment and mixed use. In order to achieve this the Council has entered into a Bus Quality Partnership with London Buses and

through this and other initiatives such as the South and West London Transport Conference (SWELTRAC), the London Bus Initiative (LBI) and the London Bus Priority Network (LBPN), will promote or seek to encourage:

- (a) provision of more and better quality bus shelters and seating with real time information;
- (b) provision of improved passenger facilities near bus stops and railway stations;
- (c) improvement of interchange facilities;
- (d) bus and railway rolling stock improvements;
- (e) changes to routing and scheduling which result in a better service to the public in terms of reliability, accessibility, frequency, etc.;
- (f) bus priority measures to help improve the regularity and reliability of bus services;
- (g) increase the reliability of bus routes through CCTV bus lane enforcement;
- (h) co-ordination and through-ticketing between train operating companies, London Transport and other public transport operators;
- (i) provision of facilities to make public transport more accessible to all users including disabled and elderly people, those travelling with babies and young children and people with shopping or luggage;
- (j) provision of better information for public transport users;
- (k) provision of limited car parking at certain stations;
- (l) improvement of orbital public transport services;
- (m) improved safety for travellers including the co-ordination of adequate, safe night time services between the Borough and central London and nearby town centres;
- (n) provision of CCTV security on board all buses to tackle crime and unruly behaviour;
- (o) provision of facilities for taxi services;
- (p) provision of passenger services on the river, particularly for leisure purposes, noting restrictions on speed and tides.

The public transport network is shown on Map 9.

7.56 The Council will encourage the provision of new bus routes providing greater coverage of the Borough. In some cases the Council will consider supporting new services until they become self-financing. In particular the Council will support the conversion of existing routes to shorter, higher frequency and more reliable routes where there is quantified demand and local support. Through publicity the Council will encourage the use of public transport, especially for commuter trips, but also for shopping and recreational trips (see policy TC 1). The Council will support and encourage the introduction of wheelchair accessible and environmentally friendly buses. It will also encourage the use of buses of a type and size which are compatible with the residential environment. New developments will be expected to enhance bus provision and priorities where appropriate. This may be in the way of contributions which should be made on a mitigating basis and be related to the development in question.

7.57 Public transport services in the Borough are operated by a number of agencies, including Railtrack, London Buses and the train and bus operators. The Council has no direct control over the operators

but maintains strong liaison with them through it's Public Transport Liaison Groups, Blackspot meetings, SWELTRAC and the LBI and LBPN.

- 7.58 The London Bus Priority Network Study is being carried out by all 33 London boroughs in conjunction with London Transport and aims to create a series of high quality bus corridors throughout which major priority is given to buses. The Council is the lead authority for the south west sector. More recently the Mayor for London has launched the London Bus Initiative (LBI) which focuses on a core network of 69 routes to develop more holistically, including the provision of pedestrian crossings adjacent to bus stops, improvements to the waiting environment, real time information and new low floor accessible buses and stops with clearways. Route 65 is the first LBI route in this Borough and will be followed by Routes 281 and 72. The LBI and LBPN network is shown on Map 11. The enforcement of bus lanes across London is a priority to ensure that the measures are effective. CCTV on board buses has been introduced on routes and CCTV bus lane enforcement in Richmond town Centre and Twickenham town Centre will be introduced. The programme for further CCTV enforcement is being developed.
- 7.59 The Council will also:
- encourage community transport initiatives
 - seek sites for the parking and storage of buses and encourage research into alternative forms of public transport such as trams and guided buses.

TRN 13 PUBLIC TRANSPORT MOVEMENT

- 7.60 **The Council will support and promote proposals for improved public transport bus and rail facilities in outer south and west London.**
- 7.61 The South and West London Transport Conference (SWELTRAC) is a partnership of local authorities, London Transport, Railtrack, Strategic Rail Authority, passenger user groups and the bus and train operators in the south and west sectors of London. The Council is the lead authority for SWELTRAC which is looking to develop a package of measures to improve strategic transport on both bus and rail corridors within the south and west London sectors. The Council and SWELTRAC support and work with adjoining sub-regional partnerships including the West London Leadership. The recently formed South London Partnership will also work closely with SWELTRAC to develop a framework for transport and economic regeneration across South London.
- 7.62 The overall objectives of SWELTRAC are:
- (a) to reduce car dependency and the need to travel by providing attractive sustainable alternative modes of transport and implementing traffic restraint measures
 - (b) to provide safe and efficient movement of people and goods
 - (c) to improve the local environment and quality of life for all
 - (d) to improve public transport accessibility by enhancing integration through better interchange and increased public transport availability
 - (e) to promote economic regeneration and social inclusion by improving sustainable accessibility for all travellers to town centres, business parks, places of education and tourist attractions
- 7.63 Within the Borough measures such as bus priority, enhancement of interchanges and rail links are being pursued. The following proposals have land use implications and have been identified for further consideration:
- (a) a new flyover curve at Twickenham for use by trains from Feltham to Strawberry Hill without reversing at Twickenham Station;
 - (b) track reorganisation from Barnes to Putney (on Railtrack owned land);
 - (c) an additional platform at Richmond Station which would be used as a terminus for orbital services;
 - (d) a third track from Feltham to the Hounslow loop involving demolition and reconstruction of the bridge at Hanworth Road.

TRN 14 TRANSPORT INTERCHANGES

- 7.64 **The Council will seek to improve the interchange facilities at all rail stations and bus interchanges in the Borough, having particular regard to information systems, cycle parking, bus and pedestrian links, safety / security, access for people with mobility difficulties and environmental improvements.**
- 7.65 Many journeys include an interchange. It is therefore essential to have a quick and easy interchange for public transport to compete with the convenience of the car. The omission of the proposal in the adopted UDP for a rail loop (to link the Waterloo-Reading line to the Teddington loop line) means that priority should be given to Twickenham as an interchange station in terms of facilities and service timings, to provide good links with stations to and beyond Kingston. These improvements should not prejudice redevelopment of the Post Office Sorting Office (proposal T3).
- 7.66 Small scale improvements such as passenger information on routes, and connectivity between modes, can make a real difference at interchanges.
- 7.67 Sufficient, adequate and convenient cycle parking at stations is required. It is important that such facilities are secure and safe, by use of such measures as surveillance cameras, in order to encourage rail passengers to cycle to the station.
- 7.68 Bus, cycle and pedestrian access to stations should be improved, giving a greater priority to the needs of disabled passengers. Additional entrances should be made where practicable.
- 7.69 Safety and security are paramount in encouraging people to travel by rail. Improving the station environment can add to the quality of interchanges and make them safer and more inviting places.

TRN 15 COACHES

- 7.70 **The Council will seek to produce a Borough wide strategy for coaches having particular regard to routing of journeys, the picking up and setting down of passengers and parked vehicles.**
- 7.71 Coaches are efficient users of road space which offer flexibility in routing and play an important role in the provision of long distance travel, and supporting London's tourism industry. The Council will encourage coach operators to use the Transport for London Road Network for longer journeys and local distribution whilst also seeking to restrain the use of local roads for direct access only. Coach facilities should be planned to be convenient for passengers without causing inconvenience or danger to pedestrians or other traffic and be able to cope with all levels of demand.
- 7.72 The Council, as part of its strategy, will seek to improve facilities at existing locations wherever possible and in particular, where it is felt that the presence of coach parking takes place at the expense of safety to pedestrians and other highway users. New development should provide parking or picking up and setting down points as specified in the Council's car parking standards. For uses such as hotels, exhibition halls and tourist attractions, the council will seek through negotiation with developers suitable facilities that minimise congestion to other traffic, environmental intrusion and nuisance to local residents.

POLICIES TOWARD THE ROAD NETWORK

TRN 16 ROAD HIERARCHY

- 7.73 **Subject to the locational policies of the plan, the Council will use the hierarchy of roads as the basis for land use planning, traffic and environmental management measures. The Council will seek to ensure that safety for vulnerable road users is a priority on all roads, by introducing measures to assist public transport, pedestrians and cyclists, while maintaining an efficient road network, and that environmental improvements will be promoted to enhance**

the amenity of adjacent areas and to improve conditions for residents. The road hierarchy is shown on Map 10 and the characteristics defined in the glossary to the Plan.

STRATEGIC ROUTES

7.74 The functions of strategic routes are;

- (i) to provide for the longer journeys and particularly those by coaches and goods vehicles;
- (ii) to link London effectively with the national road system;
- (iii) to reduce traffic demands on London distributor roads so that, in association with restraint policies, they can provide an adequate level of service and, in turn, relieve local roads of through traffic.

7.75 The A316 trunk road linking the M3 and the A4 and central London is the only road which functions, and broadly has the characteristics of a strategic route. The Council considers that the characteristics of the A205 (South Circular Road) do not merit its designation as a strategic route. Transport for London is the highway authority for these roads. They are also Priority (Red) Routes. These roads are included in the Transport for London Road Network (TLRN), which is the responsibility of the Greater London Authority (GLA).

7.76 Generally, new side road, access road or footway crossover access onto the A316 will be opposed and access to the A205 will be discouraged. Cycle and pedestrian facilities will be fully segregated from road traffic where possible. The characteristics of strategic routes can be found in the glossary.

LONDON DISTRIBUTOR ROUTES

7.77 London distributor roads are those roads other than strategic routes in which the traffic function predominates over needs for local distribution and access. They will provide:

- (i) links to the strategic routes, and to attract and serve traffic crossing boroughs;
- (ii) access to strategic centres for short and medium distance traffic;
- (iii) attractive routes for bus services;
- (iv) local routes for heavy goods vehicles to attract through commercial traffic away from borough distributor and access roads.

7.78 London distributor roads will also distribute traffic to and around, but not within, environmental areas. Traffic management regulations will be used to divert non-essential traffic from environmental areas and to confine it as much as possible to the future network of secondary and primary roads providing safety and traffic flows on these roads are not adversely affected.

7.79 Generally for London distributor roads pedestrian crossing facilities will be controlled at grade crossings (i.e. those without a change in level). New access onto London distributor roads will generally be discouraged. Kerbside loading and parking may be required to facilitate frontage development, but should not interfere with the traffic capacity of road junctions. Bus priority measures and facilities for cyclists are being pursued, particularly through the London Bus Priority Network and the London Cycle Network. Vertical speed reduction will not be introduced. The characteristics of London distributor roads can be found in the glossary.

LOCAL DISTRIBUTOR ROADS

These fall into three categories

7.80 (a) Local Distributor Roads;

These distribute traffic within environmental areas as well as providing access to fronting premises. They form links between London distributor roads and local access roads and therefore have an important local traffic carrying function. They provide suitable routes for emergency vehicles and in some cases public transport. (The characteristics of local distributor roads can be found in the glossary). Local distributor roads tend to be the old ' B' classified routes.

7.81 Generally for local distributor roads pedestrian crossings will be uncontrolled crossings and pedestrian refuges, although some controlled crossings will be required. New access onto local distributor roads will generally be discouraged, although each case will be considered on its merits. Bus priorities may be appropriate, sections may form part of the Cycle Network, kerbside parking and loading spaces will often be appropriate. Vertical speed reduction measures will not usually be introduced although the layout of these roads will be designed to discourage speed.

7.82 (b) Crown Roads (Restricted Access);

These are roads through the Royal Parks, for which the Council is not the highway authority. Commercial vehicles must have permits to use these roads, which are closed to all traffic overnight.

7.83 (c) Local Access Roads;

These are all other roads in the Borough, the purpose of which is to provide for local traffic and to provide access to land and buildings in the immediate vicinity.

7.84 Where necessary consideration will be given to the introduction of physical traffic management restrictions, parking controls or other environmental measures designed to restrict traffic speed or to restrict types of vehicle using the road. Special facilities may be appropriate for local bus, pedestrian or cycle movements. New access onto local access roads will not usually be discouraged unless it has adverse road safety implications.

TRN 17 TRAFFIC CONGESTION

7.85 **The Council will seek to overcome points of isolated congestion and delay for motor vehicles whilst maintaining a balance for all users of the road network.**

7.86 There are some isolated points on the road network which cause unnecessary delay and congestion, restricting traffic flow and affecting local economic prosperity. In some cases, delays at these points can be reduced. For example linking the phasing of nearby traffic signals or shortening signal cycle times at isolated junctions will reduce delays without disbenefitting other road users. See policies TRN 6, 7, 9, 11, 12, 13 and 16.

TRN 18 HIGHWAY IMPROVEMENT AND SAFEGUARDING LINES

7.87 **The Council will continue to pursue the following longer term schemes;**

DESIGNATED ROADS:

**Rocks Lane/Mill Hill Junction,
Barnes**

**Junction improvement to
reduce delays
as part of London Bus Priority Network**

OTHER ROADS OF MORE THAN LOCAL IMPORTANCE:

Church Road/Kew Road, Richmond

**To accommodate traffic by-
passing the town centre.**

Hanworth Road railway bridge, Whitton

**Highway widening/rail scheme
- pedestrian footway provision.**

LOCAL ROADS:

Hospital Bridge Road, Whitton

Highway widening
- pedestrian footway provision.

The Quadrant, Richmond

Service Road extension
- improved pedestrian environment,
reduced delay to buses.

Holly Road, Twickenham

Service road improvements
- to improve pedestrian environment, improve
shop servicing and reduce delays to buses and
traffic on Heath Road

- 7.88 The location and extent of the above proposals are shown on the proposals map insets, and where necessary in Appendix C. The proposals all involve land acquisition. It should be noted that highway widening may refer to footways and/or carriageways.
- 7.89 New highways may need to be constructed in order to facilitate the redevelopment of continued use of land with unsatisfactory or no access to highways.

TRN 19 LOCAL AREA TREATMENTS

- 7.90 **The Council will support and develop suitable schemes, with public consultation, for the control and management of demand for road traffic and parking on an area basis in order to:**
- (a) improve road safety;**
 - (b) improve the local environment for residents;**
 - (c) improve facilities for pedestrians and cyclists;**
 - (d) eliminate extraneous traffic, (particularly at peak periods) and heavy goods vehicles;**
 - (e) improve facilities and priority for buses; and**
 - (f) redirect through traffic onto roads of more than local importance.**
- Town and local centres are identified as pedestrian priority areas where measures will be pursued, as appropriate, to improve the environment for pedestrians.**

- 7.91 Local roads are intended for access and local traffic but are increasingly being subjected to greater flows of through traffic. Traffic management and safety measures are used to reduce the quantity and speed of through traffic. In addition, town and local centres are identified as pedestrian priority areas which are considered as part of the Local Area Treatment programme across the Borough. Studies will be carried out to identify which of these or other areas (e.g. around schools) which would be suitable for designation as 20 mph zones, to bring about a safer and more attractive environment with pedestrian priority.
- 7.92 The Council carries out extensive public consultation on area traffic management schemes. The needs of the emergency services and public transport operators are of great importance when considering the design and implementation of traffic management proposals. Proposals such as road humps will not be supported or introduced, if they are likely to adversely affect public transport or the emergency services.

TRN 20 TRAFFIC IN ROYAL PARKS

- 7.93 **The Council will consider proposals to enhance the environment in Richmond and Bushy Parks.**
- 7.94 The Parks' roads are the statutory responsibility of the Secretary of State for Culture, Media and Sport and carry a considerable volume of traffic within the Borough. Diversion of part or all of this traffic will have traffic and environmental implications on surrounding roads and in consequence, the Council will consult with appropriate authorities concerning any future proposals within the parks which impact on the surrounding road network
- 7.95 The parks also provide a valuable network of cycle routes. The Council will seek to retain and extend such routes and to promote their use by means of signage. The routes are included in the Borough's cycle route network.
- 7.96 The Council will support proposals to enhance the environment within the parks, provided such proposals do not unacceptably worsen conditions on the Borough's roads.

POLICIES FOR PARKING

TRN 21 ON-STREET PARKING

- 7.97 **The Council will pursue the control of on-street parking where this is necessary to ensure the safe and efficient movement of motor vehicles, public transport, pedestrians, and cyclists, to maintain essential access to premises fronting the roadway, to provide loading bays to improve the local environment or to maintain the vitality of shopping centres. Where parking congestion is so severe that an equitable balance between conflicting demands cannot be achieved, the Council will promote the introduction of Controlled Parking Zones.**
- 7.98 The Council is preparing a Parking Plan for the Borough for future submission to TfL. The Council is committed to putting its parking business on a commercial footing within the context of the Plan's parking policies which recognise that parking controls will be necessary to maintain safety, business vitality and the local environment for residents.
- 7.99 In most of the Borough's centres and the older residential streets demand for parking exceeds supply. This is becoming more acute as car ownership continues to increase. Parking controls are essential in order to ensure adequate and safe access to premises and to facilitate traffic movement. There is a finite supply of on-street resident parking places. Innovative solutions including dual use of visitor spaces will be employed to ensure the best use of the limited space available.
- 7.100 Generally the aim of controlled parking is to limit the extent of commuter parking in areas of high parking demand by residents, to ensure that residents can park within reasonable distance of their homes.
- 7.101 Where controlled parking zones are implemented, priority is given to residents, shoppers and the operational needs of local businesses and to the needs of short- and medium-term visitors. In order to deter long term parking, low priority is given to commuters, particularly near railway stations. Controlled parking zones are only introduced with the agreement of the majority of residents who express a view. Larger zones may be sub-divided to prevent intra-zonal commuting by residents to major attractions, such as stations and shopping areas.
- 7.102 An annual review is carried out of the need for and priority for future parking investigations. The Parking Plan is shown on Map 11 and sets out existing Controlled Parking Zones.
- 7.103 The Council strongly supports the effective enforcement of parking regulations and will make maximum use of its powers of enforcement provided for within the Road Traffic Act 1991. The Council will give priority to the enforcement of parking regulations in bus lanes, on the main bus routes and in the vicinity of bus stops. The Council will also seek to ensure that parking does not disrupt cycle lanes. The use of CCTV to reduce illegal use of bus lanes and illegal parking is being actively pursued by the Borough.

TRN 22 OFF-STREET PARKING

- 7.104 **The Council will seek the provision in appropriate locations of further public off-street parking, priced to favour short- and medium-term users, where a need for such facilities can be demonstrated. The Council will seek to provide appropriate landscaping for all surface level car parks.**
- 7.105 Generally the Council will only provide off-street parking for short- and medium-term parkers. An increase in short term parking in shopping centres and district centres in particular which is well signed and publicised can help these centres remain attractive to shoppers. Long term commuter parkers, who add to peak hour congestion, will be actively discouraged. Wherever possible, bays for people with disabilities will be provided near the entrances to car parks. Where necessary, long term parking will be discouraged by such measures as an unfavourable charging structure or the late opening of the car park in the mornings, combined with strict enforcement.
- 7.106 The lack of off-street short stay shoppers' car parks in a number of local centres not only creates problems of on-street parking and traffic congestion, but also detracts from the attractiveness of the centres to some local car-borne shoppers.
- 7.107 In Richmond and Twickenham town centres the current ratio of public car parking spaces to commercial floor space will be broadly maintained. Existing facilities are currently operating at or close to capacity, particularly in Richmond on Saturdays. Long term parking (over 4 hours) will be further discouraged by price differentials and the limited number of season tickets restricted to essential users so as to release space for additional short term parking by visitors and shoppers.
- 7.108 For new developments, where parking provision exceeds 50 spaces, consideration will be given to these spaces being made available for public use.

TRN 23 STATION CAR PARKING

- 7.109 **The Council will support and promote the provision of some additional off-street parking spaces at railway stations in the Borough where there is local need, where there is sufficient highway capacity and where it forms part of the implementation and development of a public transport interchange, involving improvements to bus, cycle and pedestrian facilities.**
- 7.110 The Council will work in partnership with Railtrack and the train operating companies to provide car parks on land adjacent to railway stations provided such car parks are for local need and considered in conjunction with improvements to bus, cycle and pedestrian facilities as part of the development of a transport interchange. Where agreement can be reached, the Council will operate such car parks as part of its car parking business particularly where there are controlled parking zones. The size of station car parks will be carefully controlled allowing for local need and the use of other modes of transport. They will be used to help relieve parking in nearby residential streets, whilst not encouraging 'rail heading' by drivers who drive into the Borough and continue their journeys by train.
- 7.111 In areas where parking problems are severe, the provision of a car park will be particularly effective with a complementary controlled parking zone. This will give residents the maximum relief from parking congestion, without prejudicing use of the station.

TRN 24 PARKING CHARGES

- 7.112 **The Council acknowledges the limited land and financial resources available for the provision of car parks in the Borough and parking charges will be levied on such scales as to favour short term parking by visitors and shoppers in the centres while still being structured to discourage use by long term parkers, particularly commuters. In Richmond and Twickenham town centres, charges will be used as necessary to regulate parking and ensure sufficient parking for residents in the evenings and weekends.**
- 7.113 Parking charges are levied at most of the Borough's off-street car parks, and in all Controlled Parking Zones. The charges are structured to encourage short- and medium-term parkers (under 4 hours) to support the commercial viability of the area. Charges for long term parkers (over 4 hours) will have regard to the need to deter commuter parking.

- 7.114 In accordance with the relevant legislation, any surpluses from the parking account will be used to provide or support other additional or improved parking places, to introduce traffic management and road safety schemes and other transport related facilities.

POLICIES FOR COMMERCIAL VEHICLES

TRN 25 HEAVY LORRIES - LORRY ROUTE NETWORK

- 7.115 **The Council considers that the A316 is the only road in the Borough suitable for inclusion in any lorry route network and it will continue to resist proposals which include any other road in the Borough in such a network.**
- 7.116 Roads exempted from the London-wide night-time and weekend lorry ban include the A205, A316 and A308 (west of Hampton Court Bridge) because they form part of the TfL Network (see policy TRN 16 - Roads Hierarchy). The Council considers that the M25 motorway provides the best route for longer distance traffic. The Council also supports the use of smaller delivery vehicles, particularly within the M25.

TRN 26 HEAVY LORRIES - TRAFFIC MANAGEMENT / PARKING

- 7.117 **The Council will support and promote traffic management measures to control unnecessary heavy vehicle through traffic where such measures are needed to protect the environment and can be introduced without unduly affecting other roads and areas. The Council will support proposals to control and reduce the undesirable noise, vibration and polluting effects of heavy lorries. The Council supports the continuation of the ban on overnight on-street parking of commercial vehicles in the Borough.**
- 7.118 Heavier vehicles will be more environmentally intrusive than before; therefore through traffic management measures the Council will seek to protect the environment and unsuitable residential and shopping areas from the impact of heavy vehicles. The Council will seek to encourage heavy vehicles to use the A316, and will particularly seek to remove heavy vehicles from local access and local distributor roads. In considering traffic management measures the Council will take into account the needs of commercial premises which may be affected by the proposals.
- 7.119 The Council actively supports controls to minimise the adverse effects of lorries and coaches on the environment and believes that action should be on a London-wide basis. The GLA co-ordinates the operation of the London-wide night-time and weekend lorry ban. Through signing, lorries are encouraged by the TfL to use the A205 and A316 trunk roads.
- 7.120 The Council, via SWELTRAC will look to bring forward a Freight Quality Partnership with major operators such as supermarkets and breweries, to develop understanding of distribution issues, problems at a local level, and to promote constructive solutions which reconcile the need for access for goods and services, with the local environmental and social concerns.
- 7.121 The Goods Vehicle Operators Licences Regulations 1986 require each operator to provide a centre for each goods vehicle for off-street parking and servicing. This, together with the overnight ban and adequate enforcement by the Borough, will prevent commercial vehicles over 5 tonnes from being parked on-street overnight throughout the Borough. There are no special restrictions on the parking of light commercial vehicles under 5 tonnes. The Council will seek ways of controlling the parking of such vehicles in residential areas where problems occur.

TRN 27 RAIL AND WATERBORNE FREIGHT

- 7.122 **Rail and waterborne freight will be encouraged where practicable and suitable and where impact on adjoining land is acceptable. The loss of existing wharves, railways sidings and related land will also be resisted where appropriate, particularly where they are still in regular use or have the potential to be so in the future.**

- 7.123 The importance of alternative forms of transport will be stressed. This is especially the case given the current private vehicular congestion levels within London and the fact that the potential for gaining any additional capacity is itself limited and contrary to national and local government policies. Thus rail and water will need to play a more prominent role in the future where possible, for both freight and passengers. For this reason potential sites where these objectives might be met should be preserved. There is a speed limit upstream of Wandsworth Bridge, which could inhibit time sensitive passengers. (See ENV 29).

TRN 28 AIR TRANSPORT

- 7.124 **The Council will maintain membership of the various organisations so as to protect the interests of the Borough. It will seek benefits where possible, but oppose further developments or changes in aviation activity which will be likely to:**
- (a) generate significant additional traffic;**
 - (b) add to the problems of overheating of the local economy;**
 - (c) worsen noise or other pollution in the Borough;**
 - (d) pose increased risk to public safety.**
- 7.125 The Council will continue to press for a reduction in aircraft noise. In particular it will oppose the provision of any additional terminals or third runway at Heathrow Airport and will support the provision of better public transport provision to London airports, particularly between Heathrow and Gatwick.
- 7.126 Aircraft noise is a major source of disturbance in the Borough. The Council, through its membership of the Heathrow Airport Consultative Committee (HACC) and the Strategic Aviation Special Interest Group (SASIG), will continue to press for a reduction of aircraft noise through the introduction of quieter engines minimising the use of noisier aircraft and reduction of night flights. The Council will also oppose changes in operations at Heathrow and other airports and heliports which appear likely to worsen noise or other pollution in the Borough. Potential improvements in noise and other pollution (as a result of technological improvements) should not be lost through overall expansion of activity or changes in operations.
- 7.127 Although the Council opposed the development of a fifth terminal this has now been permitted subject to conditions in relation to number of flights (maximum 480,000 per year) and the extent of the noise contours. The Council will press for these conditions to be observed. "The Future of Air Transport" White Paper proposes operational changes to maximise the utilisation of the existing runways at Heathrow, and in the longer-term, subject to meeting air quality standards, a new 3rd runway and associated terminal. These could prejudice the constraints set by the Inspector and lead to a further deterioration in environmental conditions. Particular concerns would be the additional demand for travel which without major public transport investment would lead to further car travel. Further development would also be likely to lead to economic overheating, perpetuating existing recruitment problems and increasing development pressures. Any expansion of activity must be located where it would benefit less buoyant parts of the region and pose least threat to public safety.
- 7.128 The Council will seek to persuade the airports to encourage their staff, many of whom live in the Borough, to travel to work by public transport. The Council is the lead authority for the SWELTRAC study which is compiling a package of measures to improve orbital public transport in the south west London sector. One of the rail options being considered is a south orbital rail link to Heathrow via Wimbledon and Kingston. Implementation of this link would help alleviate road congestion and significantly enhance public transport facilities in south west London.

TRN 29 PROMOTION / PUBLICITY

- 7.129 **The Council will seek to achieve its aims with regard to transport in the Borough by appropriate publicity, and support other organisations providing such publicity.**
- 7.139 Many of the aims of the Council require not only the provision of physical measures, but also promotion to raise public awareness. Examples of topics already promoted are:
- Road safety training
 - Walk to school initiatives

Exploring Richmond upon Thames by Public Transport
Cycling in Richmond upon Thames

- 7.131 Other topics could include further recreational walking route leaflets, access for disabled pedestrians, walking for health, cycling on pavements, rollerblading and safety.

HOUSING

- HSG 1 Overall amount of housing
- HSG 2 Existing housing
- HSG 3 Retention of residential use
- HSG 4 Residential areas
- HSG 5 Residential in areas of mixed use
- HSG 6 Affordable housing
- HSG 7 Mobility standards
- HSG 8 Wheelchair standards
- HSG 9 Supported housing
- HSG 10 Hostels and homes
- HSG 11 Residential density and mix
- HSG 12 Backland and infill development
- HSG 13 Conversions - suitability of property
- HSG 14 Conversions - design considerations
- HSG 15 Non self-contained accommodation
- HSG 16 Condition of housing stock
- HSG 17 Quality of the residential environment
- HSG 18 Additional residential standards
- HSG 19 Community facilities
- HSG 20 Gypsies and travellers

8. HOUSING

- 8.1 Housing is, after open space, by far the largest user of land in the Borough. The number of dwellings rose from 65,540 in 1971 to about 68,900 in 1981 and to nearly 73,000 in 1991. When allowance has been made for the number of vacant dwellings due to people moving house, or for other reasons such as refurbishment, the number of households is slightly lower. Demand for accommodation, however, exceeds the number of dwellings available.
- 8.2 After a significant fall in the Borough's usual resident population from 175,578 in 1971 to 161,800 in 1981, the fall to 160,732 in 1991 was relatively small. Since 1991, estimates indicate that the population has increased. Current national projections (by the Office for National Statistics) anticipate that the Borough's population will increase from a mid-year estimate of 179.9 thousand in 1996 to 226.0 thousand in 2016, with a commensurate increase in households. However, the projections do not reflect the impact of national or local policies, nor local housing provision, which is capacity-led.
- 8.3 The major problem for most households is the cost of housing in the Borough, which makes it extremely difficult to enter the private housing market. A first time buyer in the Borough generally needs twice the national average income, and as a result the Borough has the lowest proportion of first time buyers in London. Inevitably this makes finding suitable accommodation particularly difficult for young people, single parent families and households with lower incomes. Prices also make it difficult for both private firms and the public sector to attract and retain key workers.
- 8.4 In the past many of them have relied on finding a private rented home, or obtaining Council housing. However, after many years of decline, the choice of homes in the private rented sector is extremely limited, while the Council stock contracted as a result of established tenants taking up their right to buy option and severe financial restrictions which prevent new building. (The Council's housing stock was transferred to a newly formed Registered Social Landlord in July 2000). The only alternative source of lower cost accommodation is provided by Registered Social Landlords. However, these have limited resources, and are themselves seeking private sector finance. The problems are indicated by the fact that the Council is now dependent upon short term leasing and Bed and Breakfast accommodation to house homeless families.
- 8.5 The difficulties for people seeking to buy homes are exacerbated by the nature of the stock. The majority of dwellings in the Borough are 3- and 4-bedroomed family houses. Despite encouragement given to the provision and retention of smaller units, the choice of housing available for the increasing number of small households is limited unless they can afford to live in larger properties. One-person households, who accounted for over a third of households in 1991, may form over 40% of households by 2006.
- 8.6 The problems of purchasing suitable housing are particularly acute for those with special needs, such as the elderly, less mobile or people with disabilities. These groups often have low incomes, and are faced with a relatively limited stock of sheltered accommodation, or suitably designed or adapted property. 'Care in the Community' policy increases the pressure for specially adapted accommodation of all types rather than traditional residential institutions.
- 8.7 The Borough is an attractive residential area where there is normally considerable pressure for private house building. However, the demand is not only from residents but also from people living outside the Borough and the new housing only makes a marginal contribution to meeting local need. In recent years the private sector has completed more small units which will gradually increase the choice for one- and two-person households who could not afford larger homes. However, there will still be a significant number of households who will not be able to afford these units and will be dependent on some form of subsidised housing.
- 8.8 The extent to which any new housing can be provided is limited by the shortage of suitable land and the need for new development to be in character with the area. While on the one hand sustainability principles promote maximum use of urban land, especially in town centre areas, on the other there is increasing concern about the erosion of residential character through backland and other types of development at a higher density than that prevailing in the area. Conversion of larger houses into

smaller units has also had an adverse effect on some areas due to increased activity generated and excessive on-street parking.

- 8.9 The condition of the housing stock has been improved over recent years. However, as about three-quarters of the stock is over 50 years old, the condition of some older dwellings is still of concern. The restrictions on Council spending, limit the Council's ability to give grants for work on private homes.
- 8.10 The main needs are therefore to provide a choice of housing, especially for those with difficulty entering the housing market (and in particular, affordable rented housing), to cater for special needs, and to redress imbalances between household types and the dwelling stock available.

FRAMEWORK FOR POLICIES

NATIONAL AND REGIONAL PLANNING CONTEXT

- 8.11 Government planning policy guidance on housing is largely contained in Planning Policy Guidance Note 3: Housing (PPG 3 March 2000). This states that the planning system must provide an adequate supply of land for housing, taking account of market demand and of policies to encourage home ownership and the provision of rented housing, provided this is compatible with the interests of conservation. Economic growth should not be frustrated through a lack of homes for those wishing to take up new job opportunities.
- 8.12 Perhaps the most significant change in the Borough between the 1981 and 1991 Censuses lay in the proportion of the population in the higher socio-economic groups, which increased by 9%. This may partly reflect changing work patterns, but must also reflect increasing affluence and the cost of housing in the area. It is recognised in Government policy that in a situation of competing claims on the use of land, one of the development priorities is housing to meet the needs of all sectors of society, and that social considerations will be relevant in looking at the need for affordable housing. The importance of priorities is also recognised in the Regional Planning Guidance Note 3: Strategic Guidance for London (RPG 3 1996), which points out that 'an excess of demand over supply of housing in London leads to a need to consider carefully the provision of all housing, including that for affordable and special needs.' (para. 4.3). Government policy also regards planning policy and implementation as appropriate measures for achieving housing which is affordable to all households. PPG 3 and Circular 6/98: Planning and Affordable Housing, set out the framework which should be applied nationwide.
- 8.13 PPG 3 Housing (March 2000) states that a community's need for a mix of housing types, including affordable housing, is a material planning consideration which should be taken into account in formulating development plan policies and in deciding planning applications. Both Circular 6/98 and PPG 3 press for the inclusion in UDPs of a policy seeking affordable housing on suitable sites in areas where there is a demonstrable lack of affordable housing to meet local needs.

STRATEGIC PLANNING CONTEXT

- 8.14 Strategic Planning Guidance for London (RPG 3 1996) remains the adopted regional guidance until superseded by the London Plan, time-tabled for publication late in 2003. RPG 3 expects boroughs to maximise housing provision, and to encourage well-designed housing of all types, whilst safeguarding the quality of the environment. It recognises that since demand exceeds supply, there is a need to consider carefully the provision of all housing, including that for affordable housing and special needs. In particular RPG 3 states that the UDP should:
- (a) provide for a net increase of at least 4550 dwellings (through new build, redevelopment at higher densities, conversions and change of use) between 1 January 1992 and 31 December 2006 to meet the Borough's share of London's housing requirements;

- (b) take account of the need for, and the ability to provide for, a range of housing types, from single persons' units and units for small households to family accommodation, including housing suitable for larger families;
- (c) subject to taking account of the need to make reasonable provision for business development, include a presumption against the loss to other uses of existing sites and buildings in residential use;
- (d) identify new housing opportunities, such as the renewal of run down areas and changes of use from offices and other uses; and take account of the benefits of conversions in providing a valuable source of units well-suited to the growing number of small households;
- (e) include policies for meeting special needs which will facilitate the provision of different types of specialised housing requirements;
- (f) include affordable housing policies based on an assessment of housing needs. Where boroughs consider that affordable housing can realistically only be achieved through subsidised housing, it should be clear how the relevant policies and proposals will address that need.

8.15 Strategic Planning Guidance (RPG 3) included figures for housing provision until 2006. This was supplemented by Regional Planning Guidance for the South East (RPG 9), in which Policies H1 and H2 provided for an additional 23,000 dwellings per year across London. This figure was based on both 'conventional' and 'unconventional' capacity, identified through a London Housing Capacity Study. UDP policies STG 6 and HSG 1 suggest that the Borough's conventional housing capacity to 2016 is 4860 units. The London Plan suggests that the Borough's total capacity, including unconventional capacity, is 5360 units.

8.16 The London Plan, published in February 2004, takes figures for future housing provision to 2016 while regarding them as minima. The housing policies of the London Plan place particular emphasis on the provision of affordable housing. They also include policies on increased densities, the retention of shared accommodation, and standards for wheelchair housing.

STRATEGY

THE COUNCIL'S HOUSING STRATEGY

8.17 In recent years, Government housing policy objectives have included the encouragement of home ownership and the promotion of more affordable housing, coupled with measures to strengthen the strategic role of local housing authorities which have become enablers rather than providers of housing. Government envisages that authorities will remain responsible for ensuring that the needs for housing in their areas are met, by the private sector alone where possible, with public sector subsidy where necessary. Local authorities have a continuing responsibility to house the homeless, whose numbers are significant mainly because of a shortage of affordable rented housing. Local authorities produce a Housing Strategy annually, usually for the following five years, which forms part of their submissions to Government. The Strategy identifies housing-related issues, states objectives, and establishes the priorities for action, both for the authority and other stakeholders, including an action plan to address those priorities.

8.18 One of the major recurring issues identified in housing strategies for this Borough is the continuing mismatch between the supply and demand for affordable housing. This leads to difficulties both in meeting housing need generally, and in meeting the Council's statutory duties under the homelessness legislation particularly. This difficulty is manifested in the year-on-year reduction in the number of affordable rented properties within the Borough. In order to address this issue, the Council's Housing Strategy has recognised the importance of promoting, encouraging and enabling other organisations to maximise the affordable housing being developed in the Borough. The main means of providing new affordable housing is through supporting schemes by Registered Social Landlords (RSLs). One of the continuing objectives of the Strategy is to make effective use of

planning policies to increase the supply of affordable housing which accords with the Strategy's priorities. Other issues addressed by the Strategy are the management of demand for housing, the promotion and improvement of the quality of stock in all tenures, and support for independent living.

UDP STRATEGY

- 8.19 Planning powers are principally concerned with new house building and conversions, the physical character of new developments, and the quality of the residential environment. Planning authorities have a responsibility to encourage provision for the full range of housing needs, guiding private development towards the types of dwellings which contribute most towards such needs, and where possible enabling provision for those unwilling or unable to enter the private market. These factors, together with sustainability principles and the Government's desire to maximise housing provision, have implications for the density, size and design of units created.
- 8.20 The strategy of the Plan is based on retention of the existing stock of accommodation and the development of new housing and conversions to meet the strategic housing requirement while maintaining other uses and the overall character of the Borough. The Plan promotes less expensive housing through the retention of existing housing; requiring new developments to include small units; encouraging conversion of large under-utilised houses into self-contained flats but discouraging conversions of properties which are in multiple occupation and provide relatively cheap housing for rent. The Council will continue to advocate, and support other bodies in advocating, to Government that planning should have more powers to provide for local priority needs. The role of planning policy in providing affordable housing is significant and will continue to be crucial in meeting priority needs, in line with strategic policy.
- 8.21 The Plan also recognises the need to increase the stock of housing available to people with mobility problems, including people with disabilities, and also the elderly. The policies require dwellings to be built to appropriate standards, and encourage sheltered housing schemes where appropriate.

OBJECTIVES

- 8.22
- To seek the provision of sufficient dwellings to make a separate dwelling available for every household that requires it.
 - To seek the provision of dwellings of a variety of sizes, types, tenures and costs throughout the Borough to meet the requirements of all types of households, including single persons and those with special requirements such as the elderly, key workers, the less mobile, those on low incomes and the homeless.
 - To encourage the most effective use of the existing housing stock, of housing land and of the resources available.
 - To endeavour to ensure that all households have a dwelling which is in a fit state of repair, and that those requiring it have exclusive use of all basic amenities.
 - To maintain and, where necessary, improve the quality of the residential environment.

POLICIES FOR HOUSING

HSG 1 OVERALL AMOUNT OF HOUSING

- 8.23 **The Council will seek to ensure that the strategic dwelling requirement for an increase of 4550 dwellings in the Borough between 1 January 1992 and 31 December 2006 is met.**
- 8.24 Housing provision should meet the Borough's share of the additional dwellings needed in London over the 15 year period, and if possible exceed it, in accordance with RPG 3 1996. Provision over this level must not put unacceptable pressure on other land uses, and result in over-development out of character with the established residential areas. The findings of a London-wide study were published in the report 'London's Housing Capacity' by the GLA in September 2000. This estimated conventional capacity for 4860 additional dwellings in the Borough during the period 1997 - 2016. This includes sites identified in the Plan, an allowance for large windfall sites, and estimates for small sites and conversions. The study estimated a further 500 units of unconventional capacity, as defined by the Study.

HSG 2 EXISTING HOUSING

- 8.25 **Existing housing should be retained and where necessary rehabilitated except:**
- (A) where it is incapable of improvement or conversion to a satisfactory standard or where redevelopment would provide substantial housing gain. Any redevelopment must be compatible with policy HSG 11 and design policy BLT 11; and new backland /infill policy HSG 12, or**
- (B) where the housing is within an area of mixed use and is to be redeveloped in accordance with policy HSG 5.**

HSG 3 RETENTION OF RESIDENTIAL USE

- 8.26 **Permission (whether temporary or permanent), will not normally be given for a change from residential use of any residential land or units or buildings or of that part of any building which has residential use, which can still be used with or without adaptation for residential purposes of any kind. Changes of use to housing from other uses will normally be encouraged as far as is consistent with other policies of the Plan. Applications for the change of use of a garage will be assessed on merit, taking into account any resulting loss of off-street parking and the impact on on-street parking.**

HSG 4 RESIDENTIAL AREAS

- 8.27 **In areas which are in predominantly residential use, and subject to policies protecting other uses, priority will be given to the provision of additional housing so long as this does not have an adverse effect on the character of the area. Land now in residential use will be retained in that use. Permission will not normally be given for redevelopment proposals involving a reduction in units. Non-residential uses will be allowed where they are on a limited scale, compatible with the residential environment, and it can be demonstrated that they are of benefit to the local community and normally could not be more satisfactorily located outside a residential area.**

HSG 5 RESIDENTIAL IN AREAS OF MIXED USE

- 8.28 **In areas of mixed use identified on the proposals map and in other areas where residential is not the predominant use:**
- (a) land and buildings in residential use will normally be retained in that use, and rehabilitated, if appropriate;**
 - (b) on sites which are being redeveloped existing housing must normally be replaced, and on suitable sites an increase in housing will be required;**
 - (c) new residential development will be encouraged where it is compatible with the policies for other land uses, the need to preserve open space and with the maintenance of the quality of the physical environment.**

(Reasons for policies HSG 2, 3, 4 and 5)

- 8.29 The purpose of these policies is to maintain and increase the supply of housing, to cater for the Borough's needs and to contribute to the needs of London as a whole, in accordance with RPG 3 (1996). More housing is needed to cater for the expected increase in households, especially small households, to provide for those with special needs and to provide greater choice of housing. The increase in housing needs to be balanced against retaining residential character and the amenities of existing residents.
- 8.30 It is important to retain existing housing land and units in order to maximise the use of resources, retain residential character, and generally provide cheaper housing than would be provided through redevelopment (policies HSG 2, 3, 5(A)). Where redevelopment can be justified as providing a housing gain the density must be compatible with the established character of the area (policy HSG 11 and design policy BLT 11). Within predominantly residential areas the priority to housing will help to increase housing stock. Suitable non-residential uses which do not adversely affect amenity will be allowed (policy HSG 4). Policies HSG 2, 3 and 5 concern the retention of, and increase in, residential uses and units. Many dwellings which are vulnerable to proposals for change in use or redevelopment are in, or on the fringe of, areas of shopping centres and provide relatively cheap, small and often rented accommodation. In view of their contribution to the housing stock, the Council will require the retention of residential use, and where appropriate encourage owners of vacant units, including those above shops, to bring them back into use. In particular it will look for opportunities to pursue Government initiatives to encourage 'living over the shop', in line with RPG 3 (see para 8.14). An exception to policy HSG 3 may be considered where a change of use to a doctor's or dentist's surgery is proposed in accordance with policy CCE 6 and where such a change of use would be compatible with other policies in the Plan and with supplementary planning guidance (see "Guidelines for the location of doctors' surgeries").

HSG 6 AFFORDABLE HOUSING

- 8.31 **Opportunities will be sought to maximise the provision of permanent affordable housing in any proposal which includes housing. The Council will encourage residential developments involving Registered Social Landlords, acting either on their own or in conjunction with the private sector, that will meet the needs of buyers or renters on low to middle incomes who are unable to gain access to the housing market. Affordable housing will be expected on sites:**

(a) capable of providing 10 or more units, or

(b) of 0.3 hectares or more

Such schemes will be subject to negotiation as to the appropriate amount of permanent affordable housing to be included. The Council expects that over the Plan period 40% of all new units will be permanent affordable housing. Provision will be made to ensure that housing remains permanently affordable for successive occupants. Where necessary, the Council will use its powers to restrict the occupation of property to people falling within particular categories of need. The long term management implications of a scheme should be taken into account and designed into a proposal from its inception (see para. 8.40 below). In exceptional circumstances, the Council may consider a financial contribution to its Affordable Housing Fund as an alternative to on-site provision on the basis set out in para 8.41 below.

- 8.32 Although there is considerable pressure for private housing schemes, the units that are built are generally too expensive for residents on lower incomes. The level of need for affordable housing is indicated through the relationship between incomes and house prices. A survey of residents in 1996 showed that 69% of responding households had a single income of under £20,000 and 56% had a joint income of under £25,000, the approximate levels required for a 100% mortgage on a one bedroom flat in the Borough costing £60,000 (average prices at the time were £77,000). In 2000 the Council commissioned a special Housing Needs Survey, which also demonstrated that the level of need for affordable housing was so great that it exceeded the amount to be built to meet the strategic dwelling requirement. However, it would be both financially unrealistic and unsatisfactory in meeting the full range of housing need and demand to require the proportion of affordable housing implied by this research. The aim to provide 40% affordable housing overall, seeks to ensure that

the level of affordable housing is realistic and does not preclude provision of housing to meet the full range of needs and demand. In addition to affordable (i.e. subsidised) housing, developments will be expected to provide a reasonable number of one bedroom units, in accordance with policy HSG 11 (B).

- 8.33 For the purposes of Circular 6/98: Planning and Affordable Housing, which is set in a nationwide context, 'affordable housing' encompasses both low-cost market and subsidised housing that will be available to people who cannot afford to rent or buy houses generally available on the open market. (para.4). The Minister for London has subsequently stated that 'plan policies will need to define what the authority considers to be affordable - having regard to the relationship between local income levels and house prices.' RPG 3 also recognises that in many London boroughs, and particularly where the price of market housing is beyond the reach of a considerable proportion of households, affordable housing may realistically only be achieved through the promotion of subsidised housing.
- 8.34 The Plan defines affordable housing as 'Housing which meets, and will continue to meet, the needs of people who are otherwise unable to enter the housing market.' Although low cost market housing schemes assist people entering the housing market in some areas of the country, they are not regarded as providing affordable housing in this Borough, since they cannot provide for those in most housing need, and it is not possible to ensure that the benefit of this type of housing is enjoyed by successive occupiers. This conclusion is supported by the findings of the Housing Needs Survey 2000. Details of housing need are set out in the Council's Housing Strategy and in the current priorities for the use of public resources, which should be taken into account when planning proposals are being prepared. Those most in need include those accepted as homeless, those with special needs, and other households with needs points on the Richmond Housing Register.
- 8.35 While social rented housing remains the only option for a substantial number of households, there is a concern to provide for those whose needs may be met through key worker and shared ownership housing. Such accommodation should be genuinely affordable for those most needing it. The Council considers that the proportion of 40% affordable housing overall should be sub-divided between 30% social rented housing, normally suitable for families, and 10% housing for key workers and shared ownership. There is no detailed definition of 'key workers' in national guidance. They are described in the Council's supplementary planning guidance as those on low to moderate incomes who provide key services to the public, whether in the public or the private sector. They would include health service workers, postal workers, social workers, teachers and bus or coach drivers. (See also the Council's Key Worker Housing Strategy).
- 8.36 Where appropriate, conditions or agreements will be sought to maintain the affordable nature of the housing in the long term, and/or to restrict the occupation of the property to particular categories of need, such as newly formed households, households with special needs or households requiring rented accommodation. The Council will generally seek to involve Registered Social Landlords (RSLs), in affordable housing schemes. In general, eligibility criteria will reflect those of the Council and the RSL.
- 8.37 The Council will consider all housing applications in the light of their contribution to the Borough's housing needs, to ensure that every opportunity is taken to provide affordable housing. Regular monitoring will show what proportion of affordable housing is being achieved at any time during the Plan period. Planning briefs for individual sites will indicate the proportion of permanent affordable housing likely to be appropriate. On sites capable of satisfactorily providing ten units, taking account of other policies in the Plan, or of 0.3 ha. or more, whichever is the less, the Council will negotiate with developers to maximise the amount of permanent affordable housing to be provided, taking into account the Borough's overall needs, as well as site considerations. The proportion of affordable housing should be reflected in floorspace, as well as the number of units. On smaller sites, provision of affordable housing will be a positive material consideration.
- 8.38 Circular 6/98 regards a site as suitable for the application of affordable housing policy if it is of 1 ha. or more, or if the number of units proposed is 25 or more. Where a local planning authority is able to demonstrate exceptional local constraints through the planning process, the threshold can be lowered to 15 units or 0.5 ha. (para 10.1)). However, national planning guidance on thresholds is in an advanced stage of review. Such emerging guidance can be a material consideration in terms of PPG1. The adopted UDP had a threshold of ten units, and the Council considers that, in order to

increase the delivery of affordable housing, it is appropriate that in this Review the threshold is 'capable of ten units', given that changes in circumstances since that time, particularly in relation to the level of need and the size and characteristics of available sites, serve to strengthen, rather than weaken, the Council's case.

- 8.39 The threshold is expressed in terms of the capability of the site, in order to overcome attempts to evade thresholds, either by lowering densities, or by failing to provide the mix of units advocated in policy HSG 11, including an appropriate proportion of small units, or by phasing development, or by submitting subsequent applications on the same site or adjoining sites, or by incremental acquisition of sites.
- 8.40 In accordance with Circular 6/98, the Council expects affordable housing to be provided on-site. Where appropriate, it should be integrated with other housing on the site. However, the Council recognises that consideration should be given to the subsequent management of affordable housing. In most cases this will have implications for design and layout which should be taken into account from the outset, such as the future occupants (probably family households in need of suitable size accommodation in accordance with Housing Corporation standards); the potential level of service charges, which could necessitate separate servicing; and good management practice, which would involve any flats being in blocks of less than, say, twelve.
- 8.41 In exceptional cases, where the Council accepts off-site provision of affordable housing, a Section 106 Agreement would be sought whereby a financial contribution to the Council's Affordable Housing Fund would enable equivalent provision to be made elsewhere. The amount involved should take account of the value-for-money approach and other financial constraints under which RSLs operate and would be the subject of negotiation. The amount would be applied to the same ratio of private:affordable housing as would have been provided on-site, e.g. if one: three of all units on site would have been affordable, then the formula should be applied to one third of the on-site total. All contributions made to the ring-fenced Affordable Housing Fund are re-used as Local Authority Social Housing Grant (LASHG) funding, for purposes under the Housing Act 1985, either for new affordable housing or for bringing existing private properties back into use as affordable housing in pursuance of housing and planning objectives. As an alternative to financial contributions it may be possible to 'match' a site for off-site provision, where it is in the ownership or control of the same developer involved in the affordable housing site. In such cases, an agreement would need to be drawn up to ensure that the affordable housing was built before, or in conjunction with, the market housing element. Information on the Fund is available from the Council.
- 8.42 Affordable housing provision will be expected in relation to sheltered housing schemes, equivalent to that stated elsewhere in the policy, but the Council would not expect a proportion of the scheme to be taken over or managed by a RSL. The affordable housing could be in the form of either:
- a) a separate construction on the same site, or
 - b) an allocation on a separate 'matched' site as outlined in the preceding paragraph, or
 - c) a contribution to the Affordable Housing Fund as described in the preceding paragraph, using floor-space as well as the number of units as a guide.
- 8.43 The design of affordable housing should take into account the need for sustainable development and the benefits of lifetime homes (see HSG 18, BLT 11).

HSG 7 MOBILITY STANDARDS

- 8.44 **In addition to the provisions of the 1999 edition of Part M of the Building Regulations, which applied to new dwellings from 25 October 1999, residential units created by conversion should also be designed to these standards where appropriate and practicable.**

HSG 8 WHEELCHAIR STANDARDS

- 8.45 **On developments of ten or more housing units, 10% of housing units should be specifically designed for, or capable of easy adaptation to, wheelchair housing.**
- 8.46 In applying this policy the Council will use its own standards for wheelchair housing. The Council's wheelchair standards are defined in supplementary planning guidance 'Design for Maximum Access'. The terms 'mobility housing' and 'wheelchair housing' are defined in the glossary.

(Reasons for policies HSG 7, 8)

- 8.47 In November 1998 Part M of the Building Regulations, which concerns access and facilities for people with disabilities, was extended to apply to new dwellings, with effect from 25 October 1999. The aim is to enable people with disabilities to visit a dwelling and use the principal storey, and to enable occupants to cope better with reducing mobility, although not necessarily to facilitate fully independent living for all people with disabilities.
- 8.48 Several of the standards in the Building Regulations differ from those in the Council's supplementary planning guidance 'Design for Maximum Access', while the matter of turning circles is omitted altogether. It remains to be seen how the Regulations will work through in practice, and whether the Council will see a need for additional mobility or 'adaptability' standards to be applied.
- 8.49 The Building Regulations do not include housing designed with the potential to be occupied by people using wheelchairs. As there is limited provision of such housing, it is important to retain a planning policy which will increase the stock locally. It is in the longer term interests of meeting local needs to increase provision as much as possible, in pursuance of policy STG 1 and to enable people to continue living independently when they develop mobility problems, rather than move to special or communal accommodation.
- 8.50 Evidence of need comes from several sources. The 1991 Census showed the Borough had the highest proportion of elderly people anywhere in London, which has implications for various kinds of special housing requirement, including adaptable and wheelchair housing. The need to provide adaptable housing has been increased by policies for independent living and care in the community, and the limit on grants for adaptations since the Housing Act 1989. Demand for adaptations has increased annually. The register of people with physical disabilities, which is generally regarded as a gross undercount, currently (June 1998) holds nearly 2000 people. About 45% had severe or very severe disabilities, requiring the use of a wheelchair for at least part of their daily lives.
- 8.51 Wheelchair housing is needed for people generally confined to wheelchairs. In view of the additional cost in providing wheelchair standards, it is appropriate that they should only be required on larger sites. There may occasionally be overriding reasons why certain sites are unsuitable, for example isolated or hilly sites, or where there are overwhelming conservation reasons for architectural conformity which would make it impracticable to provide a satisfactory level access to the dwelling.

HSG 9 SUPPORTED HOUSING

- 8.52 **Where there is a clear need, the Council will encourage the retention, improvement and new provision of supported housing and housing for people with special needs**
- 8.53 Current policies to provide care and support in the community and the wish of most people with special needs to live in their own accommodation mean that provision of appropriate housing is important, in addition to improvements in the accessibility of the stock generally. It is recognised that needs and priorities fluctuate; in particular, the Council's Housing Strategy sets out the priorities for affordable housing (see also policy CCE 7).

HSG 10 HOSTELS AND HOMES

- 8.54 **The Council will give sympathetic consideration to proposals for residential hostels and homes, providing they are on a site and in a location suitable for that particular use. Other institutional proposals will be considered on their merits. Local colleges, hotels and other institutions will be encouraged to provide additional accommodation for their students and/or staff. Existing accommodation for students and/or staff should normally be retained.**
- 8.55 With the decline in rented housing and the shortage of small units and low cost housing, hostels can meet the needs of some residents who may have difficulty finding alternative accommodation. It is important that hotels, colleges and other institutions should help to provide accommodation for their staff and students who would otherwise increase pressure on the Borough's cheaper housing.

- 8.56 The policy also recognises that there is a need in the Borough, as in all urban areas, for hostels and other establishments for the homeless and for persons in special need of help or supervision. Hostels and homes for the elderly or less mobile should comply with policy HSG 18. Under Class C3 of the 1987 Use Classes Order, a dwelling house may be used by up to six residents living as a single household, including a household where care is provided for residents. Although such accommodation may not require planning permission, registration with the Health Authority or Council's Social Services Department may be necessary.

HSG 11 RESIDENTIAL DENSITY AND MIX

- 8.57 **(A) In considering the appropriate density and mix of dwelling sizes for any development the Council will take into account the need to use land as intensively as is compatible with the protection of the quality, character and amenity of the area, and the contribution to meeting housing need for all sections of the community. In particular the Council will take into account:**
- (1) the size and shape of the site;**
 - (2) the prevailing character of the area;**
 - (3) access to facilities such as shops and public transport;**
 - (4) considerations of design;**
 - (5) the Council's environmental standards (especially policies HSG 17 and BLT 13 and BLT 15-18);**
 - (6) the effect on landscape quality and nature conservation;**
 - (7) the desirability of the type of development proposed in relation to local housing need, particularly the provision of housing to meet the needs of lower income groups, or special needs housing;**
 - (8) the adequacy of car parking provision and traffic implications.**
- (B) Developments will be expected to provide a reasonable number of small units appropriate to the site (bedsits or one bedroomed units) and the Council will seek to negotiate at least 25% small units on appropriate sites. In town centres and other areas with high public transport accessibility and with good access to facilities such as shops it is envisaged the majority of units will be small. The need for small units is in addition to any provision for affordable housing under policy HSG 6.**
- 8.58 The Council is aware of the growth in households nationally and that for sustainability reasons it is important that housing sites in urban areas are used efficiently. However, in determining appropriate densities, housing needs have to be balanced against the need to maintain the character of the area including features of nature conservation importance. The differences in established densities within the Borough, and the differing bulk and site coverage created by different designs, suggest it is inappropriate to rely on generally applicable standards. The policy is therefore primarily concerned to ensure that provision of housing is maximised without leading to a development which is intrusive and detracts from the character, quality and amenity of the area.
- 8.59 As well as providing affordable units (HSG 6) the other main priority of the Council is the provision of small units to widen the choice for the increasing number of small households, including the elderly, and to provide cheaper housing for those unable to afford larger homes. In considering the appropriate density the Council will take into account the contribution the development will make in providing accommodation for lower income groups; higher densities may be acceptable where the Council considers proposals will bring forward housing to meet this need, whether directly or indirectly.
- 8.60 The character of the town centres, their accessibility by public transport and the availability of facilities such as shops means that town centres and areas within walking distance of town centres, or otherwise well served by public transport, may be very sustainable locations for higher density development. The Council will expect schemes to be based on the provision of small units for one person households. However, schemes in town centres and elsewhere will need to be compatible with existing character.
- 8.61 Elsewhere schemes will still be expected to respect the density prevailing in the locality. Density is measured in habitable rooms per net hectare; habitable rooms exclude bathrooms and kitchens

under 13 sq. m, with any room over 18.6 sq. m and easily divisible counted as two. Net residential areas includes access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas (where provided). It excludes major distributor roads, primary schools, open spaces serving a wider area and significant landscape buffer strips.

- 8.62 The Council has published supplementary planning guidance on the factors to be considered in relation to small housing sites, including backland development.

HSG 12 BACKLAND AND INFILL DEVELOPMENT

- 8.63 **In considering applications for residential development on backland and infill sites the following factors will be taken into account:**

- (a) any significant loss in the amount of amenity space enjoyed by existing residents;**
- (b) material loss of privacy as a result of overlooking adjoining houses and/ or their back gardens;**
- (c) material or significant problems with vehicular access or a significant increase in noise and disturbance from traffic gaining access;**
- (d) any significant loss of wildlife habitats, particularly trees or shrubs which would also adversely affect the appearance and character of the area**

- 8.64 Backland and infill sites are under increasing pressure for housing development. As well as safeguarding the visual amenity of the area (see BLT 11) it is also necessary to have regard to local residential character, in accordance with PPG 3.

HSG 13 CONVERSIONS - SUITABILITY OF PROPERTY

- 8.65 **The Council will encourage the conversion of suitable large dwellings to smaller units providing the scheme can be satisfactorily related to the environment, will not unduly affect the amenities of adjoining premises and a reasonable standard of accommodation is achieved. In considering the suitability of a property for conversion the Council will take into account:**

- (A)**
 - (1) the size of the property and its physical characteristics, including layout and size of rooms;**
 - (2) on-street parking conditions and on-street parking restrictions; the adequacy of public transport and on-site parking proposed;**
 - (3) the amount of off-street parking which would be appropriate and its location, which must be acceptable in terms of policy BLT 28 and not unduly affect the amenities of adjoining premises;**
 - (4) the location of the property and the need to protect the established character of existing residential areas;**
 - (5) the effect on the amenities of adjoining premises;**
- (B) the extent to which the property contributes to meeting a particular housing need, such as the need for non self-contained accommodation (policy HSG 15).**

- 8.66 The conversion of larger types of houses to flats can make an important contribution to meeting certain housing needs. It also provides the opportunity to create small units, increasing the choice for the Borough's small households. Sympathetic conversions means the familiar townscape is retained, and utilisation of existing resources is maximised.

- 8.67 However, it must be recognised that only certain types of property are suitable for conversion, and that there are some areas where conversions would be incompatible with the existing character of the area, or lead to unacceptable parking conditions. Policy HSG 13 is concerned with whether in principle it would be acceptable to convert a given property in a given location. Policy HSG 14 is

concerned with the factors the Council would consider in relation to the design of a proposed conversion.

- 8.68 Part 1 of policy HSG 13 restricts the conversion of smaller houses which would result in the loss of units suitable for family accommodation and would generally be incompatible with the character of the street as a whole. The conversion of, for example, a small terraced house into two flats would lead to noise disturbance to the bedrooms of adjoining houses from first floor living rooms and would not be acceptable.
- 8.69 Under Part 2, applications for conversions will be assessed in the light of on-street parking provision in the area, the adequacy of public transport, the existence of a Controlled Parking Zone and the Council's current policy on the issuing of parking permits. Conversions will generally be resisted where they could generate or exacerbate on-street parking problems, double parking or congestion. In considering proposals under Part 3 involving forecourt parking or parking in rear gardens (especially where the approach is via a long access drive), the Council will need to be assured that they are compatible with the character of the area, and not significantly detrimental to the amenities of adjoining premises. Parking in rear gardens can be detrimental to amenities of adjoining dwellings. Many large properties do not have the space to provide suitable off-street parking and in many areas of the Borough severe pressures for on-street parking are leading to congestion and double-parking. Further conversions in areas of night-time parking stress will exacerbate the situation and will be resisted.
- 8.70 Parts 4 and 5 of the policy are concerned to protect the character of residential areas, and the amenity of adjoining properties.
- 8.71 Part B is to enable an assessment to be made of how best a property can contribute to meeting the housing needs of the Borough. If it is already meeting a particular need because it is, say, in multiple occupation, it may be preferable for it to be retained in that form, in accordance with policy HSG 15.

HSG 14 CONVERSIONS - DESIGN CONSIDERATIONS

- 8.72 **(A) In considering proposed conversions the Council will take account of the following factors:**
- (1) number of units in relation to size of property;**
 - (2) the size and layout of the property and its physical characteristics, in relation to this and adjoining properties;**
 - (3) level of daylighting and sunlight and avoidance of overlooking;**
 - (4) mix of unit sizes, and particularly the need to increase the supply of small low cost units for rent and owner-occupation;**
 - (5) access to private garden space;**
 - (6) environmental standards, particularly those set out in policy HSG 18, including refuse storage.**
- (B) The Council will normally require the ground floor to be designed for family use, including access to a garden, and encourage mobility standards as set out in supplementary planning guidance.**
- 8.73 In cases where the Council accepts that in principle a property is suitable for conversion (policy HSG 13), the Council will require the design of the conversion to provide a satisfactory standard of accommodation and contribute positively to its surroundings. Ground floors of conversions offer a particular opportunity to accommodate families, giving children access to a private garden in accordance with residential standards (policy HSG 18), and to accommodate the less mobile, for whom there is little choice of small, relatively cheap housing with ready access (see policy HSG 7). There may occasionally be overriding reasons why it is not possible to achieve mobility standards. Such cases might include listed buildings with little scope for alteration. For the purpose of this policy, the ground floor may not always be the lowest level of the building, but may be the level at which the conditions of the policy are best fulfilled.

- 8.74 Conversions should comply with current Environmental Health Division standards. The Council will issue supplementary planning guidance for flat conversions. Mobility standards are set out in supplementary planning guidance.

HSG 15 NON SELF-CONTAINED ACCOMMODATION

- 8.75 **The Council will normally seek to retain existing non self-contained accommodation where it provides or is capable of providing satisfactory accommodation in terms of environmental health standards, unless it is seriously detrimental to the character of an area or to the amenity of local residents. The Council will consider favourably applications for new non self-contained accommodation provided that the proposals comply with policies HSG 13 and HSG 14(A).**
- 8.76 'Non self-contained accommodation' is defined in the Glossary under 'House in multiple occupation'. Accommodation which is not self-contained provides a valued source of cheaper accommodation for young and transient groups in the population who have not reached a stage where they can buy, for people who are unable to gain access to other forms of housing and for people who would otherwise be homeless. Generally, such groups would not be given any priority for housing by the Local Housing Authority or by Registered Social Landlords.
- 8.77 In recent years, the amount of non self-contained accommodation in the private sector has diminished, both in this area and in other parts of London. Following its joint study 'Houses in Multiple Occupation in London' 1994, LPAC included in its Strategic Planning Advice for London (1994) a policy calling on boroughs to recognise the strategic importance of houses in multiple occupation in meeting London's housing needs. This was also recognised in Strategic Planning Guidance (1996). The retention of non self-contained accommodation is a way of ensuring that a stock of cheaper rented accommodation remains accessible to those groups who need it. Exceptions to policy will be considered in cases where conversions will result in units being retained and managed by a Registered Social Landlord or similar body, in furtherance of the Council's Housing Strategy.
- 8.78 In implementing the policy the Council will take account of the number of units provided and be mindful of accommodation which is seriously detrimental to the character of an area or to the amenity of local residents. This should not include problems arising out of management of a property. The Council's Housing Department operates a landlords' accreditation scheme which promotes good management practice. It will use its powers under the Housing Acts to ensure that proper standards of management, sound-proofing, amenities, repair, fire precautions and safety for houses in multiple occupation are enforced. Grants are often available to assist in meeting these standards.

HSG 16 CONDITION OF HOUSING STOCK

- 8.79 **The Council will encourage the improvement of the condition of the housing stock. As a Housing Authority, the Council will work with its partners to secure the improvement of affordable housing.**
- 8.80 The general age of the housing stock means that, unless a major effort is made to bring it up to standard, there could be more serious problems in the future. The improvement of existing housing, rather than its redevelopment, usually provides the most economic and practical solution and is generally preferred since it is less disruptive and minimises the utilisation of resources. Where appropriate, the Council will use its powers under the Public Health and Housing Acts to secure improvements in private housing. Improvements should include, where appropriate, measures to improve the energy efficiency of the existing stock.

HSG 17 QUALITY OF THE RESIDENTIAL ENVIRONMENT

- 8.81 **In areas of poor residential environment the Council will seek appropriate improvements by tree planting, provision of open space, play space and off-street parking and by traffic management measures, when opportunities arise.**

- 8.82 The quality of the environment in and around new residential areas is safeguarded to a large extent by density controls and planning standards (policies HSG 11, HSG 18 and BLT 13). Most areas of older housing are attractive and pleasant to live in. However, a few are congested and have very little space around the buildings. The Council will seek to improve the residential environment in these areas by pursuing policies CCE 10, BLT 27 and TRN 19 when opportunities arise. The Council will also, when finances permit, consider the need for some form of programmed area action, especially where poor housing is combined with a need for environmental improvement.

HSG 18 ADDITIONAL RESIDENTIAL STANDARDS

- 8.83 **In considering proposals for residential development the Council will normally apply the following standards:**
- (A) accommodation likely to be occupied by families with young children should have direct and easy access to a private garden;**
 - (B) residential accommodation in mixed development should have a separate access, preferably from the front of the building;**
 - (C) sheltered housing and other housing likely to be occupied by the less mobile or elderly people should be near to shops and public transport, should have appropriately designed entrances, staircases and lifts and should have adequate access for service vehicles and ambulances;**
 - (D) housing design should take into account the need for sustainable development and the benefits of lifetime homes.**

- 8.84 The Council is concerned to retain and improve the quality of housing areas and to improve living conditions. Careful and considerate design to meet the needs of particular groups in the population are considered important. New housing should be designed to maximise the potential for energy generation from sustainable resources and to conserve resources generally (see policy BLT 11). The Council will continue to prepare supplementary planning guidance on standards to be met in and around residential development.

HSG 19 COMMUNITY FACILITIES

- 8.85 **Larger residential developments will normally be expected to provide benefits commensurate with the scale of the development, including sporting, recreational, social or community facilities. All schemes will be subject to negotiation as to the appropriate level of contribution towards necessary education provision, provided a need arises directly from the development concerned which cannot be met by existing or planned provision. Contributions sought will be fairly and reasonably related in scale and kind to the proposed development.**
- 8.86 It is in the interests of new and existing residents that good facilities are provided within new residential development. Where appropriate the Council will seek to enter into planning agreements under the Town and Country Planning Act 1990 Section 106, to secure appropriate facilities for public use. Currently Circular 1/97 provides the basis for negotiating such facilities (see also policy IMP 3). Where it can be demonstrated that residential development will generate significant demand for educational facilities for which the local education authority have no current programme to meet, the local planning authority may require a contribution from the developer to provide necessary facilities (see para 10.57). Contributions will only be required when a need arises directly from the development concerned which cannot be met by existing or planned provision and will be of a scale related to the size and type of development. Section 106 planning obligations would be sought and provision would be made within the agreements for reviewing the requirement to make such contributions at implementation or completion of the scheme. If for whatever reason the funds obtained have not been used to provide such facilities within a specified timescale following the occupation of the development, the contributions will be returned.

HSG 20 GYPSIES AND TRAVELLERS

- 8.87 **The Council will seek to retain existing provision for gypsies and travellers. Any proposal for a new site should include provision for basic amenities and services, and will be assessed in relation to other policies in the Plan, especially those concerned with access, traffic generation and environmental impact.**
- 8.88 The Council is aware of the needs of gypsies and travellers and fulfilled its statutory obligation under the Caravans Act 1968 (now superseded). The figures of the counts of caravans provided by the DETR show that the local authority site in the Borough has been able to accommodate an increase in capacity for caravans in recent years (from 21 in July 1995 to 30 in July 1999). Current provision, which is above average for London Boroughs, is considered to be adequate for expected needs. It is unlikely that the opportunity for further provision will arise; extreme care would be required in finding a location which conforms with other policies and minimises visual intrusion. Unauthorised parking of caravans will continue to be vigorously resisted.

EMPLOYMENT AND ECONOMIC ACTIVITY

- EMP 1 New development
- EMP 2 Business developments
- EMP 3 Provision, improvement and expansion of industrial, and storage and distribution premises
- EMP 4 Retention of employment uses
- EMP 5 Home working
- EMP 6 Live and work units
- EMP 7 Small and growing businesses
- EMP 8 Development of tourism
- EMP 9 Hotels and guest houses

9. EMPLOYMENT AND ECONOMIC ACTIVITY

- 9.1 The Borough provides an attractive business location through its highly educated and skilled workforce, the attractive environment, and location in outer south west London. Its thriving local economy is strongly based around the service and public sectors with a high proportion of small businesses, and many self-employed residents. However, as it forms a relatively small part of the wider London, west and south west London economy there is significant commuting both into and out of the Borough particularly by car. This chapter seeks to enable existing and future businesses to remain and expand, to protect Richmond's environment, to reduce car-borne commuting and to enable it to remain an attractive place to visit. It should be read in conjunction with policies in other chapters relating to job-generating sectors such as retail and community services, which are important to the local economy.
- 9.2 Estimates by the London Research Centre suggest that the Borough's economically active population in 1999 was 96,900. It was expected to peak at 97,500 in 2001, dropping to 96,500 in 2006 and to 93,600 in 2011. In 1991, 59% of working Borough residents commuted to jobs outside the borough, while 48% of local jobs were taken by in-commuters. These long journeys to work, allied to increasing car ownership and usage have resulted in serious problems of traffic intrusion and congestion.
- 9.3 Richmond's industrial structure is fairly typical of an outer London borough, which compared to Great Britain has a smaller proportion of the workforce employed in manufacturing, and a larger proportion in service sectors. 75% of the Borough's workforce is employed in the banking and business sectors, distribution, hotels and restaurants, and in the public sector. A relatively high proportion of the workforce is also engaged in the 'other services' sector.
- 9.4 Two-thirds of businesses are independents or sole traders, and a further 12% are branches. Only 10% are headquarters. Richmond businesses are generally small (63% have 0-4 employees). There is a relatively high level of self-employment (14.6%), and a significant amount of home working (6% of the Borough's working residents). In December 2000, a time of economic buoyancy, the majority of local businesses reported an increase in volume of business and over a third had taken on more staff.
- 9.5 Richmond's unemployment rate (by claimant count) is one of the lowest in London, although this masks a higher level of long-term unemployment. The Borough has a higher proportion of claimants seeking work in managerial, associate professional or clerical occupations than for London or Great Britain as a whole, reflecting the proportion of these occupational groups in the population. Lower proportions are seeking work in 'other occupations'. Employers report most difficulty in recruiting sales, catering, clerical and technical staff. The main employment areas are Central Twickenham, Richmond Hill and Richmond Town wards which together account for 40% of the employment. Teddington and Kew wards provide a further 19%. Hampton Nursery and Heathfield wards have very low employment levels.
- 9.6 The stock of commercial property in the Borough is dominated by retail units of which there are over 2,000. There are over 1,000 offices, 560 factories/workshops, and 367 catering premises. In the ten years from 1984 - 1994 there was a decline of 150,000 sq m of factory floorspace. This now forms a relatively small element of the Borough's employment floorspace (42,000 sq m). Total floorspace is now shared roughly equally between offices, shops, and warehouses, around 250,000 sq m each. The decline in employment floorspace of all types appears to be continuing. From March 1992 to March 1996 planning permissions granted accounted for a loss of 25,000 sq m of employment floor space (of which 9,000 sq m went to residential uses).
- 9.7 Forty percent of those contacting the Council over a sample period of 18 months seeking commercial premises require B1 space (of which over a third seek light industrial premises). Sixty percent of those seeking new premises were either establishing a new business or their existing business required more space. Many of those seeking premises had difficulty finding suitable space due to cost and shortage of premises of appropriate size. Nearly a third of businesses were

expecting to expand by acquiring more space at their current premises or by relocating. The majority of those businesses moving required relatively small premises within a range of 21 to 250 sq m.

TOURISM

- 9.8 Nationally, tourism is the second largest industry in terms of visible exports and services, and is growing rapidly. In 1999, 28 million visitors came to London from overseas and other parts of the UK, spending £6.7 billion. A conservative estimate, taken from the known visitor figures of major attractions in the Borough, is that 16% of London's tourists will visit Richmond upon Thames at least once during their stay. The Borough is among the most visited areas of London, with Kew Gardens, Hampton Court Palace and the Rugby Football Union ground in Twickenham attracting almost 3.5 million visitors a year. Richmond town centre and the river are also major attractions. There are around 950 hotel bed spaces and 300 bed and breakfast and self-catering bed spaces in the Borough catering for both business and tourist visitors, and no camping or caravanning sites. If the number of bed spaces could be increased, this would encourage more day visitors to stay overnight, increasing local spending. The outcome of the Scarborough Tourism and Economic Activity Monitor (STEAM) project, in which the Borough is participating with other boroughs and the Training and Enterprise Council (TEC), will increase our understanding of the economic impact of tourism.
- 9.9 This chapter is primarily concerned with offices, industry, storage, distribution and tourism. Other uses, which also generate substantial employment opportunities including public service uses, are subject to policies in other chapters in the Plan.

NATIONAL AND REGIONAL POLICY CONTEXT

- 9.10 PPG 4 'Industrial and Commercial Development and Small Firms' (1992) requires local authorities to support the development of industrial and commercial activity and the setting up and expansion of small businesses (those with fewer than 200 employees). Plans are required to include policies that identify land for different types of business. Local planning authorities are encouraged to adopt measures that reduce or remove obstacles in the path of the establishment or expansion of any form of economic activity.
- 9.11 PPG 13 'Transport' (1994) advises local authorities to move towards a better balance between employment and population in existing urban communities in order to enable people to work from home or within their own communities. It also advises that opportunities are taken to develop travel intensive uses in areas already well served by public transport or with the potential to be well served. The guidance explicitly encourages local authorities in their local plans to provide for the juxtaposition of employment and residential uses.
- 9.12 Regional Planning Guidance for the South East is RPG9 (2001). A key objective is to provide a framework for economic growth to maintain and develop the South East's competitive position in Europe and to give employment to its people. The development of London's role as a financial, commercial, tourist and cultural centre is encouraged, as is the need to broaden its economic base by supporting the manufacturing sector. There is expected to be a change in the balance of new development in the Region from the west to the east. Guidance highlights the need for UDP policies that allow developments, which are responsive to economic and technological change and new kinds of jobs, as well as policies that make workplaces more accessible to the local unemployed. Provision for development related to the arts, culture and entertainment and for tourism needs to be addressed in UDPs.
- 9.13 Regional Guidance for the South East (2001) aims to build on the successful economy to enable the Region to compete even more effectively in dynamic global markets. In particular it aims to sustain and enhance those aspects of the Region's life that contribute to this success and promote the best use of human resources. It recognises the importance of environmental assets, quality of life and accessibility.
- 9.14 Strategic Guidance for London (May 1996) requires development plan policies to:
- a) Ensure that the right conditions are met to encourage business and industry to locate or remain in the Borough.

- b) Reduce the need to travel and ensure that jobs and homes are accessible to each other.
- c) Support tourism by the provision of hotels and services that serve tourists.
- d) Create and maintain a good working environment, including minimising pollution and adverse impacts on the locality.

9.15 Guidance emphasises the need for London to become more attractive to industry engaged in high value-added technologically based production. It recognises that a large number of businesses, which are of considerable importance to the local economy are vulnerable to development proposals from higher value uses. It supports action by local authorities to safeguard such sites by restricting prospective land uses to those offering employment in industry and business classes, where there is a reasonable prospect of productive use.

9.16 In the context of tourism policy boroughs are required to: consider the need for hotel development for different price ranges; prepare policies to encourage hotels in areas that would be acceptable for visitors; benefit the local economy and be accessible to public transport; consider the use of existing vacant space, including office uses and sites in town centres, for hotels; and include policies and proposals for major conference and exhibition facilities, the improvement of existing facilities and the development of new sites where appropriate.

9.17 The London Tourist Board Strategy (1997) sought to ensure that the benefits of tourism are spread more widely throughout London, to areas that would include the Borough. Boroughs are called upon to assist tourism development by taking a positive attitude towards proposals for hotel development.

9.18 The Council's tourism strategy is set out in Visitor Strategy for Richmond upon Thames 2001-2005, Tourism Policy Statement. In April 1990 a new Tourism Advisory Group was established to act as a consultative and advisory body to the Council and the commercial tourism sector. In June 1996 the Council agreed a revised tourism policy statement, which states:

"IN THE LIGHT OF TOURISM'S STATUS AS THE SECOND LARGEST AND GROWING INDUSTRY IN THE COUNTRY, THE COUNCIL RECOGNISES:

- (a) that tourism is a major generator of wealth and employment in the local economy and enhances the prestige of the Borough;
- (b) that tourism is expected to grow, with increased numbers of visitors coming into the Borough;
- (c) that tourism provides financial support to attractions - restaurants, shops and other local amenities which depend on visitor income which make the Borough such an attractive place to live and work.

The Council also recognises that the inevitably large numbers of visitors to the Borough can disadvantage local residents. They can also harm 'natural' features such as parks and riverside."

9.19 Therefore the Council seeks to manage tourism by:

- (a) keeping its tourism policy and activity under review through the medium of the Tourism Advisory Group and associated sub-groups, representatives of Council, community interests and the local tourism industry;
- (b) encouraging and promoting visits to less well known areas of the Borough which have the capacity to cope with additional visitors;
- (c) encouraging visitors to come out of season;
- (d) encouraging the provision of additional bed spaces in order that visitors can stay overnight and for short breaks;
- (e) influencing public transport operators to maximise the effectiveness of services and to seek to ensure provision of appropriate tourist services;

- (f) encouraging visitors to use public transport, river transport, cycling and cycle paths, and walking and ferry services to and from the Borough;
- (g) informing local residents of the benefits of tourism to the Borough and encouraging them to spend their leisure time in the Borough, as well as promoting the Borough's attractions in neighbouring boroughs;
- (h) minimising the conflict between, and harmonising, the interests of visitors and residents;
- (i) encouraging tourists to stay longer, and visitors to stay overnight;
- (j) securing improvements in the Borough's facilities and environment through private sector investment in tourism;
- (k) minimising the adverse effects tourism may have on the environment;
- (l) enhancing the visitors' experience, e.g. by provision of information, encouragement to visit other attractions in the Borough, promotion of walks, river transport, theatres and the arts etc;
- (m) working closely with the London Tourist Board and neighbouring boroughs to harmonise policy and promotional activity;
- (n) helping to provide new attractions where these will bring benefits to the Borough.

ECONOMIC DEVELOPMENT STRATEGY

- 9.20 Included in the Council's Economic Development Strategy 2001-2003, is the commitment to promote a diverse, vibrant and socially inclusive economy. The Council's priority economic development goals during the life of this strategy are: to retain existing firms and attract new firms to the Borough; promote learning for all; to maintain and improve environmental quality in the borough; and to tackle social exclusion through economic development and skill's development.

STRATEGY

- 9.21 The Council recognises that the Borough has an important role within the wider economy of London. In determining the overall level and types of employment floor space to be pursued through the Plan, the Council has attempted to strike a balance between the need to facilitate the continued growth of the local economy, and the need to maintain the residential character of the Borough, to avoid excessive increases in traffic and congestion, and provide employment and business opportunities for local residents.
- 9.22 The strategy is broadly aimed at maintaining the Borough's relative position in the wider economy and labour market through the retention of all land that currently or previously provided jobs in employment use where possible and desirable. Although there is evidence that jobs are increasingly attracting people from outside the Borough, it is an underlying principle of the UDP to cut down the need to travel. High transport costs, increased use of IT, increasing congestion and more women entering the workforce mean that a choice of jobs should be kept for those who may decide they would prefer to work locally now or in the future. In addition there is a high propensity for local residents to set up their own businesses and therefore there is a need for a range of premises to be retained and provided. The Council intends therefore to maintain the existing dispersed pattern of employment opportunities. However, in order to minimise the use of cars for work journeys, intensification of employment use on existing sites will generally be restricted to those which are well served by public transport and have on-street parking controls. Jobs in locations accessible by public transport will provide employment opportunities for residents living in parts of London where unemployment is higher and personal mobility relatively low.
- 9.23 The policies for business development are based on the principle of encouraging development to provide for growth of local businesses and small firms.

- 9.24 Smaller scale development will be acceptable in mixed use and residential areas in order to provide local services and help sustain local shopping and other services, to provide a reasonable spread of jobs throughout the borough, and provide work space for local residents within walking distance from home. Encouragement will be given to the provision of small units.
- 9.25 Where possible, the Council will seek to retain and encourage the provision of industrial, storage and distribution uses, where appropriately located, in order to maintain diversity in the local economy and local jobs, and to protect local services (for instance car repair).
- 9.26 The Council will also seek to retain river-related industrial sites in industrial or other river-related uses. The policies on tourism in the Plan pursue the land use aspects of the Council's tourism policy statement. There is a need to provide facilities at locations that are accessible by public transport, thereby minimising the need for coach, car or taxi travel and the adverse effects of tourism on residents.

OBJECTIVES

- 9.27
- To foster economic growth that is compatible with the Council's policies on transportation and the conservation of the environment and provides locally accessible employment opportunities.
 - To retain existing employment sites and where these are proving to be seriously detrimental to the amenities of the surrounding area, to consider an appropriate development and/or change of use that would continue to provide some form of employment opportunities [or community benefit] for local residents.
 - To encourage the provision of sites for general and special industrial and warehousing uses in appropriate locations where this is compatible with the environment.
 - To provide for the needs of existing local and small firms on appropriate sites.
 - To ensure that upon redevelopment for employment uses every opportunity is taken to enhance the environment.
 - To restrict significant increases in employment floor space to sites which are well served by public transport and have on-street parking controls and are needed to provide some significant planning benefit.
 - To work with developers and employers to ensure that new and existing developments contribute to discourage inessential journeys by car, and encourage commuting by foot, cycle and public transport.
 - To ensure that developments are designed to meet the requirements of people with special needs.
 - To improve the environment of residential areas adversely affected by employment uses.
 - To provide opportunities for home working and live-work units as long as there is no loss of residential units.

In relation to tourism:

- To seek to maximise advantages and minimise disadvantages brought to the Borough by visitors and tourists.
- To encourage overnight stays by visitors by giving favourable consideration to proposals for the provision of suitable accommodation in appropriate locations.
- To ensure that tourism does not prejudice the environmental quality of the Borough.

POLICIES FOR ECONOMIC ACTIVITY

EMP 1 NEW DEVELOPMENT

- 9.28 **Applications for employment development will be considered against the following:**
- (a) their accessibility by public transport and relationship with the primary and secondary road network, and the cycle network;**
 - (b) the traffic generated by the development being consistent with the existing road capacity and traffic flow requirements;**
 - (c) the environmental conditions which would be associated with the development;**
 - (d) the provision of full access for people with disabilities in accordance with policy BLT 12;**
 - (e) the retention of non-employment uses encouraged in other policies;**
 - (f) the provision of facilities for cyclists;**
 - (g) the provision of childcare facilities; and**
 - (h) the provision of premises suitable to meet the needs of small firms.**
- 9.29 The purpose of this policy is to ensure that development for employment uses is related to the employment needs of the Borough and that any commuting to the development does not cause undue environmental problems in terms of traffic congestion, on-street parking, noise and fumes, etc. In appropriate cases developers will be expected to provide a transport assessment and a travel plan. Part (d) seeks the provision of access for people with disabilities in accordance with policy BLT 12 in order to promote the Council's policy on equality of opportunity and make the fullest use of scarce labour resources.
- 9.30 The Council is particularly anxious to encourage provision for small firms as this represents the fastest growing area of the local economy and affords an opportunity for residents to set up their own business, and perhaps work closer to home.
- 9.31 Child care facilities enable more residents to enter the labour market. In order to enhance employment opportunities of residents with child care responsibilities, the provision of workplace child care facilities will be encouraged. When considering significant new employment generating proposals, in particular larger schemes above a threshold of 2,500 sq m or 100 jobs, the Council will seek to negotiate the provision of child care facilities or an appropriate financial contribution.

EMP 2 BUSINESS DEVELOPMENTS

- 9.32 **Planning permission will normally be permitted for business developments (B1 uses) which are not in conflict with other plan policies and provided that:**
- (a) the scale of development is compatible with the level of existing or potential public transport accessibility and the on-street parking situation;**
 - (b) the development will not cause adverse environmental impact on surrounding areas or on residential amenity;**
 - (c) the scale, bulk and appearance of the proposal is compatible with the character of its surrounding;**
 - (d) provision is made for servicing, car and cycle parking and access in accordance with relevant Council standards.**

- 9.33 The Business Use Class B1 of the 1987 Town and Country Planning (Use Classes) Order means that businesses' space should be flexible enough to be used for light industrial, research and office purposes, and be compatible with residential areas. The Council wishes to encourage such development in the Borough in order to provide jobs and opportunities for business development in all areas. Such developments can result in significant environmental improvements and provide for a range of business opportunities for which there is a real demand, and provide employment for local people. A significant element of new business start-ups by local people, require office-type space, generally in units of less than 250 sq m. Developments that provide units of this size are particularly encouraged.
- 9.34 Business developments generally involve the intensive use of sites with significant travel generation, therefore it is important that major new developments should be located in areas which are highly accessible by public transport (normally the town centres) or where public transport can be suitably enhanced and that these areas have in place a controlled parking zone. The other mixed use zones also have some public transport services and smaller scale developments are particularly appropriate to provide local services and help support local shops.
- 9.35 Very small workplaces, particularly offices and studios, which provide local employment and/or services are compatible with residential areas and can potentially reduce travel. They are no more likely to impact on the amenity of the area than if the site was to be developed as housing. Isolated shops in residential areas may also be suitable for conversion to small-scale business uses subject to TC 7.

EMP 3 PROVISION, IMPROVEMENT AND EXPANSION OF INDUSTRIAL, AND STORAGE AND DISTRIBUTION PREMISES

- 9.36 **Favourable consideration will be given to applications for the development improvement, expansion or continued use on a permanent basis of existing industrial, storage and distribution premises provided that:**

- (a) the occupation of the site for such uses is not unduly detrimental to the amenities of occupiers of surrounding property;**
- (b) the proposal would not conflict with other relevant policies of the plan.**

In considering proposals the Council will take into account the need, if any, to improve the physical environment of the area.

- 9.37 This policy is to encourage firms to remain and expand within the Borough, thus ensuring that the variety and choice of employment opportunities is maintained. The Council does however, wish to discourage the unnecessary redevelopment of premises in order to maximise the use of resources and maintain the stock of cheaper accommodation.
- 9.38 The Council attaches a high priority to improving the physical environment, and is anxious to avoid the problems which are occasionally encountered because of the juxtaposition of industry and other uses. When considering proposals for the rebuilding or expansion of existing premises the Council will endeavour to secure improvements which could include the following:
- (a) the landscaping or screening of existing unsightly buildings or features on the site;
 - (b) improved access and provision of parking and servicing on the site;
 - (c) the renovation, improvement or removal of existing unsightly buildings on the site;
 - (d) the amelioration of environmental problems (e.g. the reduction of noise by sound insulation of existing buildings and more effective control over pollutants);
 - (e) restrictions on hours of working and delivery times.
 - (f) the improvement and retention of riverside industrial uses.

EMP 4 RETENTION OF EMPLOYMENT USES

- 9.39 The Council will require employment land, or sites or premises which were last used for employment purposes to remain in employment use providing they are compatible with the amenity of the surrounding area and access to the site is adequate.

Where a particular business operation ceases for environmental or other reasons, re-use or redevelopment of the site for B1 purposes will by definition be acceptable in a residential area and will be a normal requirement. The use of employment land for other purposes would only be acceptable if:

- i) a property is vacant and is returning to its former residential use such as in the case of upper floors above shops;
- ii) the existing premises has severe site restrictions in terms of access and servicing arrangements which would make its continued employment use inappropriate; or
- iii) the location of the site has poor accessibility by public transport and its continued employment use would generate large numbers of journeys to work by the private car;
- iv) there is provision of evidence that full and proper marketing of the site at realistic prices both for the existing use and for redevelopment (if appropriate) for other employment purposes over an extended period has been unsuccessful.

A mixed-use scheme can maintain or increase employment on the site. Each proposal will be considered on its merits. The Council will take account of the following factors when considering mixed use applications:

- (a) the amount of employment floorspace;
- (b) the type and mix of uses;
- (c) likely access, parking and traffic implications;
- (d) quality of the design;
- (e) compatibility with the policies for other land uses;
- (f) the maintenance and improvement of the quality of the physical environment and the character of the area.

- 9.40 The Borough has no industrial areas designated in the UDP, relatively limited employment floorspace, and many small sites scattered across mixed use and residential areas which accommodate a significant amount of local employment and business development opportunities. There is pressure from residential and retail uses to locate on employment land, and yet there is a shortage of sites available for new business development for which there is strong demand. This situation is reflected throughout South London.

- 9.41 This policy is therefore contributing to the economic prosperity of the Borough by encouraging the recycling of brownfield sites for new employment activities. It aims to ensure that employment sites are located close to residential areas to provide valuable local job opportunities and services easily accessed by local people and reducing the need to travel in accordance with policy in PPG 13. Cumulative loss of employment sites will have an adverse effect on business and employment opportunities, and on the character of the Borough. The loss of these sites is not therefore justified. Where an existing employment use of a site within a predominantly residential area is causing detriment to the amenity of that area by reason of noise, vibration, smell, fumes, dust, etc the Council will seek improvements, in order to overcome the nuisance caused to residential neighbours.

- 9.42 Where continued employment use is not practicable, proposals for alternative employment generating uses, such as health, leisure, tourism, childcare or hotels will be considered in accordance with other policies in the Plan. Retail uses may also be an acceptable alternative on town centre sites where they would enhance the retail function.

- 9.43 Where none of these is practicable the Council may permit residential development in the form of permanently affordable housing (HSG 6).

EMP 5 HOME WORKING

9.44 **The Council will encourage home working subject to the following requirements:**

(a) there is no unacceptable loss of amenity to neighbouring residents;

(b) there is no loss of a residential unit.

9.45 Working at home reduces travel to work journeys and provides a valuable opportunity for those setting up in business, especially for the less mobile. However despite its obvious benefits, home working can have damaging effects on local amenity, particularly from traffic generation and must therefore be carefully controlled. This policy will apply only in those cases where a material change of use has occurred.

EMP 6 LIVE & WORK UNITS

9.46 **The Council will encourage the retention and development of live-work units, subject to relevant policies on the protection of existing uses and sites.**

9.47 Live-work units also provide an opportunity to work from home. The Council will encourage the provision of such uses, and will seek legal agreements to ensure that live and work units remain in this dual use. Normally, neither the residential nor the employment element of the development should exceed 75% of the ensuing floorspace. Shops with living accommodation above already provide a type of live-work opportunity, and should be retained through provision of business/studio space where shops are no longer viable subject to TC 7.

EMP 7 SMALL AND GROWING BUSINESSES

9.48 **The Council will encourage the development of starter premises and managed work space for new and growing industrial and business firms.**

9.49 Particular attention will be given to the needs of small and growing firms and newly established businesses as it is considered important that these businesses be given the opportunity to establish and expand in the Borough. Special encouragement will be given to the development of very small industrial and business units under 100 sq m which are relatively uneconomic to construct. These are particularly appropriate in areas where conditions are less favourable for storage/distribution.

POLICIES FOR TOURISM

EMP 8 DEVELOPMENT OF TOURISM

9.50 **The Council will support the Tourist and Twinning Advisory Group and will seek to promote tourism in the Borough. It will seek to maximise visitor satisfaction while protecting the interests of residents and the environmental character of the Borough from the effects of too many visitors. Off-peak visits will be encouraged and the less well known destinations highlighted as part of a programme of planned tourism management. Visitors will be encouraged to use public transport.**

9.51 The Tourism Advisory Group, and the Council, together with the London Tourist Board have all promoted tourism in the Borough and worked with adjoining boroughs. The Council recognises the value of tourism but is concerned to ensure that any adverse effect it may have on the Borough's environment or on land use and transport is minimised. Adverse effects can be car and coach parking problems, congestion, litter and general inconvenience. The benefits can be greater choice of facilities for residents, a stronger economic base for the Borough, increased prosperity, more investment and more jobs. A wider spread of visitors and promotion of off-peak visits will play an important part in maximising benefits to the Borough and minimising adverse effects of major attractions.

9.52 The Royal Botanic Gardens, Kew, in addition to its role as a public garden that attracts 1.5 million visitors annually, is of outstanding importance as a scientific institution, as an area of historic landscape, a royal garden and for its collection of buildings and ornamental features. Hampton Court Palace is a major historic attraction with some 0.5 million visitors per annum. Matches and

other events at the Rugby Football Union Stadium are attended by up to 75,000 spectators, whilst Richmond Park attracts a large number of weekend visitors. Although these major attractions are not within the direct control of the Council, the Attractions Working Group monitors their operations. The Council will therefore work with and encourage the management organisations responsible for them, to mitigate the environmental problems created by visitors. Measures sought will include encouraging the use of public transport and the provision of coach and car parking facilities that will be least damaging to the environment or disturbing to local residents. The Council will give consideration to allocating financial support to further its objectives for tourism when resources permit. Long distance cycling and walking routes including the Thames Valley Cycle Route and the Thames Path, together with the two orbital walking routes which pass through the Borough have great potential for encouraging visitors into and through the Borough. Such routes encourage environmentally responsible tourism (see also ENV 6 Green Chains).

EMP 9 HOTELS AND GUESTHOUSES

- 9.53 **Where it can be shown that existing hotels and guesthouses and other overnight accommodation contribute to meeting an identified need, their loss will be resisted. Favourable consideration will be given to proposals for hotels and guesthouses in suitable locations. These will normally be in or adjacent to existing commercial centres or close to attractions and well served by public transport. The Council will have due regard to residential amenity and to the environmental impact of proposals.**
- 9.54 The Council particularly wishes to encourage overnight visitors, as they are likely to benefit the Borough more than day visitors and cause less traffic congestion. Where there is an identified need the loss of existing hotels and guesthouses will be resisted subject to their being in locations which continue to be compatible with the amenity of the surrounding area and have adequate access and parking. There is a particular need for middle and budget priced hotels within the Borough catering for the tourist market, since high occupancy rates in existing hotels reduce the ability to retain visitor spend. Twickenham in particular would benefit from the provision of hotel accommodation. (See Proposal T3 – Post Office sorting office site). Hotel development will be supported and be encouraged whenever possible provided there is no conflict with other policies in the Plan. In line with RPG3, consideration may be given to the use of vacant office premises in town centres (see EMP 4), which are not suitable for conversion to residential. The conversion of rooms over public houses to provide visitor accommodation will also be encouraged in appropriate circumstances. Where appropriate, the Council will seek to enter into planning agreements under the Town and Country Planning Act 1990, Section 106, to secure public use of appropriate facilities.

AIMS FOR TOURISM MANAGEMENT

TOURIST INFORMATION AND GUIDE LEAFLETS

- 9.55 In order to avoid over concentration of tourists and reduce the adverse effect on the environment and encourage visits to less well known attractions, the Council will continue to provide its tourist information service and guide leaflets and will expand these activities when resources permit.
- 9.56 The Council considers that the adverse effects of tourism can be minimised and the benefits enhanced by providing better information to visitors and indeed to residents who wish to discover more about the Borough. This information should promote visits to those parts of the Borough which have the capacity to cope with additional visitors, encourage off-peak visits, encourage visitors to stay overnight and always encourage visitors to use public transport. It could, when describing places of interest or walks, encourage visitors to spend money in the Borough by making them aware of, and routing them past, restaurants, public houses, shops etc. In addition to the existing tourist information provision at major libraries and the Civic Centre, the Council will assist in setting up staffed information points at tourism gateways, and seek to establish tourist information points in appropriate new developments.

COMMUNITY, CULTURE AND ENTERTAINMENT

- CCE 1 Supply of land for public services
- CCE 2 Provision of new public services
- CCE 3 Use of surplus sites and premises
- CCE 4 Provision of health facilities
- CCE 5 Loss of health facilities
- CCE 6 Location of doctors' and dentists' surgeries
- CCE 7 Provision of social services and day centres
- CCE 8 Educational premises
- CCE 9 Dual use of facilities
- CCE 10 Children's play facilities
- CCE 11 Provision for early years
- CCE 12 Youth centres
- CCE 13 Nature study facilities
- CCE 14 Libraries
- CCE 15 Retention of indoor recreation, cultural and entertainment facilities
- CCE 16 Provision of new recreation facilities
- CCE 17 Provision of new arts facilities
- CCE 18 New or extended entertainment facilities
- CCE 19 Local studies museum
- CCE 20 Community centres and public halls
- CCE 21 Public conveniences
- CCE 22 Waste collection and disposal
- CCE 23 Recycling and kerbside collection
- CCE 24 Location, design and landscaping of recycling facilities
- CCE 25 Anaerobic digestion schemes and home composting

10. COMMUNITY, CULTURAL AND ENTERTAINMENT FACILITIES

- 10.1 This chapter is mainly concerned with services to meet the needs of the community, indoor sports, recreation, arts, culture and entertainment. Many of the community services are provided by the Council or other statutory bodies, either directly or through partnership arrangements with the private or voluntary sectors. The private sector provides most commercial recreation, cultural and entertainment facilities.
- 10.2 Community services which are provided to meet the needs of the community are: health and social services; education; public utilities (such as gas, electricity, water, refuse disposal); Council depots and area offices; community centres, meeting halls and churches; libraries; and other miscellaneous services. Decisions on their operation are of course contained in the plans and programmes of the particular service. The UDP can only be involved with the land use implications of these decisions.
- 10.3 Indoor recreation involves a wide range of uses, for example sports centres, halls for dancing and snooker, meeting halls, sports and social clubs, gymnasia, dance and fitness centres. Most of the facilities discussed are provided by the Council. Sport and recreation make an important contribution to the quality of life and to maintaining good health. Demand for recreation facilities in the Borough as well as for cultural facilities and entertainments is likely to increase.
- 10.4 The cultural activities and entertainment provided in the Borough contribute to its attractiveness as a place in which to live, work or visit. They are important both to local residents and to the local economy in helping to encourage new investment, broaden the range of local employment opportunities and generate spending in local businesses, and stimulate the evening economy. As well as being supported by local residents, many facilities are also dependent on tourism spending. The environment including the river is a key feature that draws visitors to the Borough.

HEALTH AND SOCIAL SERVICES

- 10.5 A wide range of health and social services are provided or commissioned by statutory, voluntary and other organisations for residents of the Borough. Many healthcare needs are met by community health services and primary care including GPs, dentists, nurses, health visitors etc. The South West London Community Trust and the Teddington Memorial Hospital and Community Trust are responsible for the ownership of hospitals and clinics and the provision of community health services e.g. district nursing, speech and language therapy, chiropody etc. Service locations include Barnes Hospital, Putney Hospital, Richmond Community Healthcare hamlet and St John's Amyand House and Newland House, Twickenham. Primary Health Care Groups are responsible for the organisation and development of GP services within their areas and for commissioning a range of services from the Trusts. The Kingston and Richmond Health Authority, along with the Primary Care Groups, are responsible for the commissioning of services from both the acute and Community Trusts.
- 10.6 Several Council departments are responsible for a wide range of statutory and other services for elderly people, children and families, people with physical disabilities, learning difficulties or mental health needs. The emphasis is on providing local facilities and services, which enable people with special needs to live in the community as a whole. There are major planning issues surrounding access to buildings, leisure and transport facilities and so on, if equal opportunities are to be achieved. Accommodation is not only required for people with special needs, but also for the staff whose services are essential to the success of community care policies. In addition, local facilities are required as office bases for those teams of support staff.
- 10.7 The NHS and Community Care Act (1990) emphasises the value of living as independently as possible within the community rather than in institutions, for people in need of care. Changes in health provision have resulted in land currently used for mental hospitals and other institutions, such as Normansfield, becoming surplus to the NHS Community Trusts' requirements, whilst locally more land will need to be devoted to day services and small scale residential care homes. The government has signalled its intent to increase the provision of inpatient beds for people with mental health needs. If such developments were planned within the Borough, it is likely that they would be

located in an existing NHS facility. The other area for potential growth is in 24 hour staffed hostels for people with mental health needs. Many ordinary houses are suitable for housing accommodation with support, small residential care homes and hostels. This is recognised in the Town and Country Planning (Use Classes) Order 1987, which permits care to be provided for up to six residents living together without the need for planning permission. Larger homes and hostels will still need planning permission and require compliance with the Council's housing and other policies.

EDUCATION

- 10.8 Education is given a high priority and the schools and colleges within the Borough have a reputation for providing a high standard of service. The local authority represents the most important provider of education, although this service is supplemented by a number of voluntary aided and private schools. A large amount of land in the Borough is used for educational purposes, although in recent years rising school rolls have highlighted the need for additional primary school provision. Over the next ten years it is likely that adaptations and changes to schools will be necessary as a result of an increasing number of students, together with the introduction of new technology in schools and changes to the national curriculum. There is also an increasing demand for pre-school and out of school education, and the Council is committed to promoting a range of high quality facilities. As well as providing schools, the Council works in partnership with the two colleges (tertiary and adult) on initiatives such as the Education Business Partnerships. The Council as a local education authority has a responsibility to provide adequate facilities for leisure time occupation in organised cultural, training and recreational facilities for young people over the age of 16 and adults. Therefore the provision of a network of adult education facilities and youth clubs is also given a high priority. The Council is eager to develop further links between industry and education, and proposes to participate in the vocational training and education programmes of the West London Learning and Skills Council. The concept of lifelong learning recognises that much learning is independent or informal. A network of library services, which meets the developing needs of users in an information society, will be provided as a key building block for the learning society.

LIBRARIES

- 10.9 The Council has a duty to provide a comprehensive and efficient library service to all persons desiring to make use of it. Library authorities have been given until April 2004 to meet national standards for the provision of library services which include standards for the proportion of households living within a specified distance of a static library, opening hours, visits to libraries and additions to stock. Membership is amongst the highest in the country and comprises more than 50% of the population, which is double the national average. The distribution of libraries is such that nearly all parts of the Borough are reasonably served, although the need for new and relocated local libraries will be kept under review. However, some libraries are too small and new locations and/or extensions would be of great benefit to this service. The impact of information technology (I.T.) on the type of services requested and the way they are delivered will enable a more comprehensive and extensive service to be delivered at community locations and to home users, whilst consolidating the current local community role of branch libraries.

INDOOR SPORT

- 10.10 Indoor sports are not well provided for. The Council's indoor swimming pools at Richmond and Teddington provide for the Borough's basic needs but do not include leisure pool provision. There is no large public sports hall but there are neighbourhood sports centres at Shene, Whitton, Teddington, Hampton Community College and Richmond Adult and Community College organises sport in school sports halls, and small public and church halls. Squash has declined in popularity but, although there are only 2 public courts, clubs with membership open to Borough residents provide 30 additional courts. The ice rink closed in January 1992.
- 10.11 The areas of concern are the lack of public sports halls and indoor tennis facilities and the limited progress in achieving dual use of existing sports facilities.

- 10.12 Restricted finance, land shortage and limited opportunities for development make it essential to ensure facilities are not lost and optimum use is made of existing facilities, including the dual use of school sites and public access to private facilities. The Council considers new sports projects may best be realised through partnership arrangements between Sport England, local clubs, commercial organisations and the Council, and external funding agencies such as the Lottery Sports Fund.

CHILDREN'S PLAY

- 10.13 The role of play in the social development of children cannot be overstated. The National Playing Fields Association identifies three types of playgrounds:
- (a) Local Areas for Play (LAPs) - unequipped play areas catering mostly for children aged 4-6, close to where they live (1 minute's walk/100m), with a minimum area of 100 sq m.
 - (b) Local Equipped Areas for Play (LEAPs) - equipped play areas having a minimum of five different activities, a small games area within the playground and a minimum area of 400 sq m.
 - (c) Neighbourhood Equipped Areas for Play (NEAPs) - equipped play areas having a minimum of eight different activities, a hard surfaced kickabout/skating/cycle play area within the playground and a minimum area of 1000 sq m.

Play spaces may suitably complement indoor play facilities, this combination being especially attractive for use by playgroups.

- 10.14 The Council has provided small play spaces for younger children in its own housing schemes and requires developments of larger private housing schemes to do so. It maintains 36 equipped playgrounds, most of which are in parks. There are two supervised play facilities in Marble Hill Park, Twickenham; a One O'Clock Club and an adventure playground; and also a skate park in Kingsfield, Hampton Wick. Disturbance to local residents from noisy play spaces has created problems at some sites. Lack of progress in providing additional children's play facilities in the past, difficulties in maintaining and improving the safety of existing playgrounds, together with restrictions on Council spending which are likely to limit further provision in the foreseeable future, are other matters of concern. Several parks pavilions are used by playgroups/nurseries and others offer further potential (See CCE 11).

CULTURAL FACILITIES

- 10.15 Cultural activities represent a complex range of creative and enlivening activities that enhance the intellectual and artistic quality of life of residents and visitors. The facilities or spaces required for their development or presentation include performing auditoria for theatres, music, dance and opera, cinemas, spaces for the presentation of visual arts, studios and workshops for artists and crafts people.
- 10.16 The Borough has two professional theatres: the Richmond Theatre was refurbished in 1990 and the Orange Tree Theatre moved to a purpose-built theatre in 1991. Richmond has a cinema with three auditoria and a studio cinema with four auditoria, whilst a cinema showing specialist films opened in June 1990. Amateur theatre clubs operate studio theatres, for members only, in Twickenham and a new theatre has been built in Hampton Hill to replace one in Hampton Court House. A fringe theatre has been developed at the Rose & Crown in Hampton Wick. In Richmond's Parkshot Centre, the Queen Charlotte Hall stages a variety of shows and concerts while a studio theatre is also available for small scale activity. Other facilities include the Edmund Keane theatre at Richmond upon Thames College in Twickenham and the Landmark Arts Centre at Teddington Lock.
- 10.17 Other performance activity takes place in a variety of venues, including historic settings such as Kneller Hall, Marble Hill House and York House, churches, church halls, community centres, public houses and schools and colleges. The Council organises exhibitions in the Orleans House Gallery

and the Riverside Gallery, and occasional exhibitions are staged at Parkshot and at a number of commercial galleries, which are also open to the public. A number of organisations, including commercial enterprises and the Council itself, stage events with an arts input at some of the Borough's attractive outdoor sites, ranging from concerts to circus.

- 10.18 Nevertheless, shortfalls in provision remain, in terms of both type and location. Many existing facilities are limited by restrictions on public use, inaccessible siting, inadequate resources or the compromised nature of multi-purpose spaces and conversions. Because of the occasional nature of the arts usage, some facilities also lack the management and marketing resources necessary to make events attractive to the general public. If arts activity is to reach a broader cross section of residents, improvements in provision, with a consequent rise in standards of marketing and presentation, are essential.
- 10.19 There is nowhere in the Borough capable of properly staging professional small scale touring theatre, contemporary dance, ballet, operatic productions or orchestral concerts for audiences of 200 to 500. The Queen Charlotte Hall experiences difficulties in staging such events through being designed to fulfil a multi-purpose role. Facilities for other musical concerts are limited, as are resources for the Borough's many amateur theatre groups. There is no properly resourced gallery space for the exhibition of touring shows of a high standard and a shortage of suitable or affordable rehearsal, studio and workshop space for performers and artists of all kinds.
- 10.20 Environmental considerations, including car parking and traffic implications, will need to be taken into account in the planning of new or extended cultural facilities.

ENTERTAINMENT

- 10.21 The Borough contains a wide range of entertainment facilities that are generally provided and operated by the private sector, including restaurants, wine bars, public houses and premises for music and dancing, that serve the needs of visitors and residents. The provision of these facilities requires careful consideration to ensure they do not create environmental problems.
- 10.22 In considering entertainment facilities the Council must keep in mind both the need to retain the facilities themselves and the need to manage carefully the users who, whilst giving support to these facilities, cause congestion, parking problems and litter at particular places and disturb residents.

WASTE

- 10.23 The Council maintains waste handling and recycling centres at Townmead Road, Kew and Cranford Way, Twickenham and provides a hierarchy of waste recycling centres across the Borough. When considering methods of waste collection and disposal the Council will seek to reduce the amount of waste for disposal through various means including the provision of additional recycling facilities. These will take account of the impact on residential amenity and the character and appearance of the area.

PUBLIC UTILITIES

- 10.24 Most essential services are provided by privatised bodies, such as Thames Water Utilities, British Gas, and British Telecom. Other bodies such as the Post Office also have a vital role to play. With new technology and the need to improve London's infrastructure, the land requirements of these services are changing. Of particular importance in the Borough are water operations. The increasingly stringent environmental standards of water and sewage treatment mean that Thames Water plc are continuously upgrading plant at the Hampton Works. On the other hand, land under the ownership of Thames Water and other bodies will become surplus. In addition, new services are developing. In particular, telecommunications pose environmental issues, which need to be addressed. (See policy BLT 24 on satellite dishes and telecommunications apparatus).

VOLUNTARY ORGANISATIONS

- 10.25 Voluntary organisations provide valuable services to the community through a diverse range of services including information, advice, advocacy and practical help for all age groups. The Council supports the work of voluntary organisations and will encourage the development of this sector and the services they provide.

FRAMEWORK FOR POLICIES

STRATEGIC PLANNING CONTEXT

INDOOR RECREATION

- 10.26 Strategic Planning Guidance for London Planning Authorities (RPG 3 1996) states that boroughs should consider Planning Policy Guidance Note 17: Sport and Recreation (PPG17 1994) now revised as Planning for Open Space, Sport and Recreation (2002) when assessing their own requirements for sport and recreation. The Planning Policy Guidance stresses the valuable social and economic role of sport and recreation, the need to enable people to participate in sport and to provide a wide range of opportunities for recreation, with opportunities available to all, including the elderly and those with disabilities. Planning authorities are required to ensure that adequate land and water resources are allocated both for organised sport and informal recreation, to take full account of the community's need for recreational space and to have regard to current levels of provision and deficiencies. Boroughs are also asked to consider London Sport's The Sporting Capital: The Regional Recreation Strategy for London (London Sport 1994), which advocates sports equity and sports development towards achieving the National Vision for Sport.
- 10.27 In 1997 the Borough published a revised Sports Strategy for Richmond as a policy framework for the future development of facilities, including priorities for provision, participation and standard of sports in the Borough, taking account of the Regional Recreation Strategy (1994). The Council's Sports Strategy advocates the future development of three additional neighbourhood indoor sports centres to meet existing deficiencies, together with a district sports centre at a central location in the Borough. One neighbourhood indoor centre has been achieved; Hampton Community College. A number of key sports facility priorities are identified including investigation of the feasibility of providing an indoor tennis centre.

ARTS, CULTURE AND ENTERTAINMENT

- 10.28 RPG 3 requires that boroughs should identify areas which demonstrate a concentration of arts, culture and entertainment activities, prepare policies to support these activities and ensure that policies to improve the built and open environment assist in providing the quality of environment needed to underpin the activities of this sector. London Planning Advisory Committee's Advice on Strategic Planning Guidance for London (1994) recommends that boroughs should maintain, protect, enhance and integrate provision for arts, culture and entertainment facilities, especially within cultural quarters and arts in the public realm.

LONDON ARTS BOARD

- 10.29 The regional arts board for London, London Arts Board, continues in broad terms to pursue the policies developed by its predecessor body, Greater London Arts, whose Arts Plan for London placed emphasis on the structured development of local provision, particularly as a means of satisfying latent demand and attracting those members of the community who are not regular attendees of arts events.

CULTURAL STRATEGY 2002-2005

- 10.30 The key actions to be led by the Council are:
- to encourage, promote and celebrate the scope and variety of culture in the Borough;
 - to improve access to and enjoyment of cultural activities;
 - to support and encourage excellence and individual performance in cultural activities and events; and
 - to improve the standard and quality of cultural activities, facilities and heritage in Richmond upon Thames.

WASTE

- 10.31 RPG 3 requires that UDPs should reflect the Government's views on the waste hierarchy in policies for the reduction of waste generation and the encouragement of recycling and energy recovery, in particular the potential for recycling household waste. Boroughs are also required to include strategic policies for the achievement of the hierarchy of waste management options and for the anticipated provision of recycling collection points, treatment plants and transfer stations; demonstrate that account has been taken of the potential to reduce, reuse and recycle waste; set out policies for waste reduction and minimisation at source; set out policies and proposals for waste and refuse storage, transfer, initial treatment and disposal; include policies and proposals for recycling and energy recovery plant, incineration plant and waste transfer/bulk reducing stations; consider the modes and routes to be used for the transport of waste and the distribution of facilities and collection points to reduce travel; make policies and proposals for recycling facilities, larger comprehensive sites handling a wide range of waste materials and sites for the handling of green waste; and demonstrate that consideration has been given to the storage, treatment and disposal of specialised waste. UDPs are also required to set out the criteria against which proposals for waste recycling, transfer, disposal (including incineration) and any other facilities would be assessed, whether or not sites have been identified in addition to the existing main sites. In London, a duty has been placed on the Greater London Authority (GLA) to produce a strategy for municipal waste management. Ultimately the Plan will need to reflect this strategy.
- 10.32 The West London Waste Authority (WLWA) is a statutory body made up of 6 London boroughs - (Hounslow, Hillingdon, Ealing, Brent, Harrow and Richmond.) The WLWA has a responsibility for disposing of the waste arising from the constituent boroughs and formulating a waste disposal strategy, which will have to have regard to both the national and London waste policies. As part of the WLWA, this Borough is working with its constituent boroughs to achieve these objectives and coordinate its activities with particular regard to developing an environmentally responsible approach to recycling.

STRATEGY

- 10.33 Restrictions on public expenditure mean that improvements to services will be limited and land needs must be kept under review. Public service providers continue to realise their land assets. The Plan aims to ensure that public services are provided in locations which are accessible to users and satisfy operational needs. The onus is on the retention of facilities and services unless adequate alternative provision is available.
- 10.34 Where premises become surplus, the Council will give priority to the needs of other public services; it is expected that it will frequently be voluntary sector organisations which will be seeking premises. In general, emphasis will be on the re-use of existing buildings in order to conserve resources and to retain familiar townscape features. Development within the grounds of such buildings will not be acceptable if it detracts from the overall townscape or from the character of the building.
- 10.35 Although there are plenty of opportunities to take part in recreation in the Borough, there are some activities that are not well provided for. The overall strategy for recreation is based upon the aim of

ensuring that all residents and, where possible, visitors have access to an appropriate range of opportunities for indoor recreation. More specifically the strategy is based on the need to:

- (a) resist the loss of existing facilities where there is a demand;
- (b) encourage more efficient use of existing facilities;
- (c) improve access to facilities, including access for people with disabilities and special needs. Many basic facilities, such as playgrounds, should be within walking distance of all Borough residents and the route to them should be convenient and safe. More specialised facilities should be conveniently accessible by public transport;
- (d) ensure that the limited funds that the Council has available are used to provide facilities in those parts of the Borough where provision is sparse, and to optimise the use of existing sports facilities to ensure provision on a district basis;
- (e) encourage and promote commercial organisations, clubs and voluntary groups to continue to provide facilities to supplement Council provision. Measures to adapt land and buildings to recreational use from redundant uses also need to be encouraged;
- (f) ensure that the environment is not harmed, nature conservation interests are protected and that there is no undue loss of amenity in residential areas.

10.36 The Council recognises the importance to residents of a wide variety of cultural and entertainment attractions in central London and in neighbouring boroughs. The Council is committed to the development of an infrastructure, which will support a flourishing, varied and accessible programme of artistic activity, complementary to activity taking place elsewhere. This infrastructure will be based on the provision of facilities at the most local level practicable. Where a larger catchment area population is necessary, provision will be made in town centres with good public transport accessibility, or for the most specialised activities within Richmond town centre or Twickenham.

10.37 Whilst the Council wishes to fulfil residents' expectations of a choice of local facilities it recognises that its own ability to increase cultural provision is strictly limited by public finance restrictions and a shortage of suitable large sites. The Council therefore seeks to work in partnership with the private sector to rectify shortfalls in provision. The Council recognises the specialist needs of arts activity in order to achieve proper standards of presentation and will support the development of spaces dedicated to arts usage. It will also encourage the utilisation of redundant buildings and the dual use of public buildings such as churches and schools whenever appropriate. Entertainment facilities are expected to be provided independently by the private sector.

10.38 The Council will be careful to ensure that the use of cultural and especially entertainment facilities does not cause undue disturbance to Borough residents.

OBJECTIVES

10.39 To ensure that the land use needs of public services are met on sites which are suitable for a particular use

- To ensure that facilities are located where they will be accessible to their users and where they will minimise any adverse effect on the amenities of residents.
- To encourage the effective use of existing sites and facilities.
- To encourage the provision of new facilities designed to meet the needs of all sections of the population including people with disabilities and special needs.
- To ensure that as far as possible all children have safe, convenient access to suitable outdoor play area.
- To ensure where practicable that all Borough residents and people working in the Borough should have adequate, convenient and equal opportunities for access to a range of indoor

sports facilities regardless of age, income level, gender, ethnicity, disability or level of performance.

- To ensure that where multi-purpose buildings are envisaged they are planned to take account of the specialist needs of arts activity.
- To reduce the amount of waste and the amount going to landfill.

CCE 1 SUPPLY OF LAND FOR PUBLIC SERVICES

10.40 **The provision of land or buildings for essential education, health, social or other public services will be accorded the necessary priority and the Council will use its powers having regard to the availability of resources and need for the service.**

10.41 The purpose of this policy is to seek to ensure that land or buildings are available in suitable locations for the Council, statutory undertakers and other public and private bodies to provide their services adequately and effectively. When assessing the degree of priority to be given and any action to be taken, the Council will consider:

(a) the benefit the service offers to Borough residents and whether it needs to be brought up to standard;

(b) whether adequate resources are available to provide the service; are accessible to the users of the service;

(c) whether the site and its location are suitable for the particular use, or development and in appropriate cases are accessible to the users of the service.

CCE 2 PROVISION OF NEW PUBLIC SERVICES

10.42 **Public services which are regularly visited by residents should be located in existing centres. All proposals for community services will be considered in relation to the following factors:**

- (a) **the need for the particular service;**
- (b) **effect on residential amenity and character of the area;**
- (c) **accessibility by public transport;**
- (d) **provision of car parking and effect on traffic movement and highway safety;**
- (e) **full accessibility for people with disabilities and those with mobility difficulties;**
- (f) **other Plan policies.**

10.43 One of the general principles of the Plan is that land uses which provide services people need to visit should generally be located in or near existing centres in order to take advantage of their accessibility, to reinforce their role as focal points in the community, to minimise disturbance to residents, and, if possible, to take up surplus shop premises. Some community services such as libraries, churches and meeting halls fall into this category. However, where the availability of appropriate property in existing centres is scarce and the use offers particular benefits for Borough residents, such as a doctor's surgery or where there is a need for purpose-built facilities, the Council may be prepared to accept alternative locations, provided there is a high level of accessibility, no harmful effects on the amenities of local residents, and no conflict with other policies of this Plan.

CCE 3 USE OF SURPLUS SITES AND PREMISES

10.44 **In determining the future use of land or premises declared surplus to the requirements of a public service, the Council will require the retention of premises that are essential to the provision of a public service or facility or where a specific community need has been identified. In other cases the Council will normally require residential development unless there is an opportunity to enhance the mix of uses in accordance with policy IMP 2.**

- 10.45 In a Borough such as this with development pressures and high land costs there is pressure to redevelop sites and it can be difficult to find new sites for community use, especially for use by voluntary groups. Where a property or land is declared surplus the Council will require evidence that it is no longer an essential local facility. The Council may issue Supplementary Planning Guidance to identify specific shortfalls in provision, which need to be overcome. A particular concern is that churches are, wherever possible, retained for use by the community as they are traditionally focal points of community life and the buildings usually make a major contribution to the townscape. The Council will seek to encourage the work of, and enlist help from, non-profit making and building preservation organisations to achieve these results.

CCE 4 PROVISION OF HEALTH FACILITIES

- 10.46 **The Council will co-operate with local NHS commissioners and providers to improve health services for Borough residents.**
- 10.47 There is a range of hospitals, health centres, and clinics across the Borough. Investment has taken place to improve services through the provision of replacement facilities and changes to existing facilities. The new public private partnership for primary care will allow substantial upgrades or replacements of some primary care premises, and the provision of one stop primary care centres, planned on a neighbourhood basis. This will enable primary provision to be made on a comprehensive basis, and the one stop centres will allow the co-location of GP and community services, and where possible the co-location of social care agencies. The Council will work in partnership with the Primary Care Trust to achieve this.
- 10.48 A major reorganisation of hospital services has occurred with transfers from Queen Mary's to Kingston Hospital. The local authority has continued to emphasise the need to improve physical access. The hospitals have arranged for new public transport services to reflect the changes.

CCE 5 LOSS OF HEALTH FACILITIES

- 10.49 **In considering applications for redevelopment or change of use of an existing health facility the Council will have regard to the views of those bodies responsible for the provision of statutory health facilities in the area, in order to be assured that such a health facility is not needed or is adequately provided for elsewhere.**
- 10.50 With greater emphasis being placed by government on care in the community and possible reviews into the provision of hospitals and other facilities by the health authorities, it is important to ensure that any further centralisation or re-organisation of health facilities does not result in inadequate provision or poor accessibility for the Borough's residents. The transfer of hospital functions from Queen Mary's, Roehampton to Kingston hospital will be partially ameliorated for people with disabilities by the new bus service operating between the two hospitals and Richmond town centre, following Council pressure. Hampton Clinic in Station Road closed following provision of a new health centre/clinic in Hampton Nursery Lands. The health facilities formerly provided at the Kings Road clinic have been relocated to the Richmond Community Healthcare hamlet at Kew Foot Road, Richmond. The former Windham Road Clinic, Kew is now owned by the Council and run as a centre for children with disabilities. The Plan has already taken into account these closures. If there is no need for an alternative health care use the Council will consider proposals for other uses in the context of the policies of the Plan and particularly the need for affordable housing.

CCE 6 LOCATION OF DOCTORS' AND DENTISTS' SURGERIES

- 10.51 **The Council will encourage the provision of doctors' and dentists' surgeries and similar uses at neighbourhood level. These services should normally be provided in existing centres, and should be fully accessible to people with disabilities. Exceptions may be made for proposals affecting residential properties of an appropriate size and location providing there is no significant deterioration of highway conditions or undue adverse effect on neighbouring amenity. Attention will be paid to the Guidelines for the Location of Doctors' Surgeries.**
- 10.52 Doctors' and dentists' surgeries and practices such as chiropodists, veterinary surgeries etc. need to be located within or close to the residential area they serve in order to provide convenient access for the sick and elderly and those without transport. If inappropriately located properties are put to this

use, problems could occur for neighbouring residents. Such services should be located in local centres by taking up any surplus shop premises (policy TC 8 applies) or in residential properties, preferably on a large corner site near to a local distributor road and with accessibility to public transport facilities; mid-terraced properties and flats will not be considered appropriate. On substantial new housing developments it may be appropriate to provide a site for larger surgery premises to allow for the needs of new residents and to allow for the relocation of an existing surgery. In determining applications, the Council will have regard to neighbouring residential amenities and the local on-street parking situation. Advice is given in Guidelines for the Location of Doctors' Surgeries, which has been produced in conjunction with Kingston and Richmond local medical committee and the former Kingston and Richmond Family Health Services Authority (now Kingston and Richmond Health Authority). Where a former residential property ceases use as a surgery, reversion to residential use will normally be required. An agreement under the Town and Country Planning Act 1990, Section 106 may be sought to achieve this.

CCE 7 PROVISION OF SOCIAL SERVICES AND DAY CENTRES

- 10.53 **The Council through provision of its own services, the commissioning of independent services and working in collaboration with voluntary organisations, will endeavour to provide support to those in greatest need in their own homes or in appropriate accommodation with additional support provided through day and domiciliary care.**
- 10.54 The NHS and Community Care Act 1990 requires local authorities to enable people to live in either their own homes or in suitable accommodation in the community with appropriate levels of support. The legislation reinforces developments started several years ago to resettle people out of long stay institutions into suitable accommodation in the community. This applies particularly to people with mental health needs and learning difficulties. In addition, there is an expectation that people who in the past had been placed in accommodation several miles from their home, would have the opportunity where appropriate to move back into the area.

CCE 8 EDUCATIONAL PREMISES

- 10.55 **The Council will ensure that the provision of schools, pre-schools and other education facilities is sufficient in quantity and quality to meet the needs of residents (see policy BLT 11). Parts of existing school sites and some other council owned land may be identified for possible expansion or possible new school sites in order to accommodate both the current and future schooling needs in the Borough.**
- 10.56 The Council gives priority to providing a high standard of education for all children in the Borough. Pre-school education is provided at one nursery school and sixteen nursery units attached to primary schools. There are fifteen voluntary-aided and twenty-five county primary schools within the authority and eight secondary schools (one of which is voluntary-aided). In addition, the authority maintains three special schools and five special units, which provide education facilities for approximately 200 pupils who have a variety of special educational needs. Post sixteen education is provided by the Richmond upon Thames College, an independent institution, and is currently undergoing review.
- 10.57 The increased demand for, and the rising popularity of, the authority's schools is imposing pressures on Richmond's educational facilities. The Council will keep under review the operational requirements of school premises and seek to maintain school standards in accordance with current regulations and Department for Education and Employment guidelines. New residential developments may give rise to a need for school places, which cannot be met locally. In such circumstances the Council will normally require developers to contribute financially to the provision of the necessary educational facilities (see policy HSG 19).
- 10.58 The Council is aware that educational establishments can have a detrimental effect on residential amenity due to noise and general activity levels. The Council will therefore try to minimise the effect of educational developments on neighbouring residential amenities. The Council is also aware that temporary classrooms, if unsuitably located, can be unsightly and detrimental to the visual amenities of the area. Temporary classrooms will only be permitted where there is a genuine need and only in locations where the visual impacts are minimised. In accordance with its sustainability strategy, the Council will continue to promote greener forms of transport to and from schools, including safe

routes to school (see also TRN 11, TRN 12 and TRN 13). In order to reduce noise and nuisance and improve highway safety, priority will be given to introducing traffic calming measures near to schools. In considering proposals for independent educational facilities, policy CCE 2 and other relevant policies will apply.

CCE 9 DUAL USE OF FACILITIES

- 10.59 **The Council will encourage and promote the dual use of school premises including private schools and other private or commercial facilities for sports and community purposes, subject to appropriate management arrangements. In considering future designs and adaptations, account will be taken of dual use requirements.**
- 10.60 The dual use of facilities is an efficient and economical way of providing a higher level of service, especially when restrictions in public expenditure rule out provision of extensive new facilities. Educational buildings and land particularly lend themselves to more intensive use where this will not prejudice their use for education nor have a serious adverse effect on the amenities of adjoining residents. The Council has adopted a policy to optimise the use of school premises, and this also includes school playing fields, playgrounds and sports halls. The Council wishes to encourage schools to develop links with the local community and to be responsive to demands for the use of facilities and, following the greater independence granted to schools under the Education Reform Act 1988, the Council will seek the co-operation of school governors to ensure that facilities can be made widely available to the community. Community use of sports facilities is generally concentrated in secondary schools, which have a wider range of facilities. It could be extended by providing more all-weather playing surfaces and by floodlighting where this would not result in an unacceptable loss of amenity. This policy also complies with the former London Council for Sport and Recreation's Regional Recreation Strategy, 1987. Community use may also be extended through expanded or improved ancillary services such as changing facilities, storage space, management offices and social areas.
- 10.61 Primary schools meet more local and specific needs. Parent Teacher Associations often provide a focus for community activities and considerable use is made of primary schools by youth organisations. Primary schools provide a base for holiday play schemes, after-school care schemes and playgroups. Given the availability of resources it would be desirable to support the extension of such schemes together with other organised ventures to provide out-of-school facilities for younger children and their families.
- 10.62 The Council will encourage governors to assist in continuing to make school facilities available to the community. However, the extent to which such dual use can be developed will depend upon the availability of resources, since the Council is legally obliged to ensure that any associated costs do not fall on school budgets.

CCE 10 CHILDRENS' PLAY FACILITIES

- 10.63 **The Council will seek the provision of children's playing facilities within safe and convenient walking distance of home.**
- 10.64 The National Playing Fields Association recommends the provision of a range of play spaces, including casual or informal play space and outdoor equipped playgrounds for children of different ages, located within safe walking distance of home (see para 10.13). In assessing the need and type of additional play facilities required, the Council will take local circumstances into account. In particular it will have regard to the size of private gardens, environmental quality of the areas and the need to provide safe, accessible facilities without crossing a main road (see also para 8.73). A longer term aim will be to provide larger playgrounds within 400m of households with children since this is an acceptable walking distance for parents with children. The provision of play areas suitable for use by playgroups in combination with indoor facilities will be accorded high priority.
- 10.65 In areas without convenient access to a playground the Council may increase provision by providing new playgrounds when development occurs or finance permits; by providing playgrounds in suitably located public open spaces when finance permits; and by encouraging governors to make school playgrounds available for public use out of school hours subject to suitable supervision, where this will not seriously affect the amenities of residents. The Council is undertaking a programme of

improvements to play areas including fencing to restrict dogs, and safer surfacings. It will also seek the provision of play facilities in appropriate new residential schemes. The Council will also encourage the setting up of holiday play schemes and after school care schemes at schools and other suitable locations.

CCE 11 PROVISION FOR EARLY YEARS

- 10.66 **The Council will encourage provision of facilities for early years, including day care, but in considering proposals it will have regard to the need to protect the amenities of nearby residents and the effect on highway conditions.**
- 10.67 The Council considers that suitable child-centred play groups and other pre-school provisions have an important social and development value to children, particularly those with special needs. Child care is also essential in households where the parent(s) is/are working. As a result the Council will give its support to playgroups, holiday play facilities and after-school care schemes, and encourage the provision of nurseries. The provision of these services can be acceptable in residential areas, although the Council is aware that problems can arise if facilities are inappropriately located. When considering proposals, the Council will take into account the garden and location of the rooms to be used, together with the type of property, its location, and any potential effect on highway conditions. It will be normal practice for the Council to restrict the numbers of children and, where necessary, hours of use. Projects involving six or less children (including those living at the premises) are not generally felt to require planning permission. Such projects may include an assistant to the child minder. The Children Act 1989 requires that the Council registers and annually inspects all facilities provided for the day care of children under 8 years of age. The Act now provides defined criteria and inspection requirements for the Social Services Department to ensure high standards of care and welfare for the children.

CCE 12 YOUTH CENTRES

- 10.68 **The Council will seek to maintain and improve a network of youth centres throughout the Borough and will support the provision of facilities by voluntary organisations. Facilities should be fully accessible to people with disabilities. The loss of such facilities will be resisted.**
- 10.69 The Borough youth service is responsible for five full-time youth centres, and assists many other voluntary youth programmes. The Council is committed to developing youth services and would like to ensure, resources permitting, that accommodation is available at local level throughout the Borough. The service will be kept under review and a need for accommodation has been identified in the Whitton and East Sheen areas. There is also a need to replace facilities in Teddington and Richmond and upgrade and improve those in central Twickenham. It is not possible for the Council to provide all areas of the Borough with purpose-built youth centres. The Council will encourage the growth of voluntary organisations which provide youth facilities. Where pressures occur, the Council will resist the loss of youth facilities unless adequate alternative premises are made available. Attention will also be paid to dual use of existing facilities and youth provision as an element in the provision of community centres.

CCE 13 NATURE STUDY FACILITIES

- 10.70 **The Council will support voluntary organisations to set up nature study centres.**
- 10.71 The Council recognises the importance of nature conservation (policies ENV 18-25 and paras 5.80-5.96) and currently works with the London Wildlife Trust and other voluntary organisations to provide resources and accommodation for nature study. However, with increasing public interest and more educational emphasis being placed on fieldwork, the need for such facilities is increasing. The Council has established an environmental resources centre to meet educational and community demand and will continue to support the voluntary sector in setting up other facilities.

CCE 14 LIBRARIES

10.72 **The Council will maintain branch libraries within reasonable access of all Borough residents and will provide more specialised services in locations well served by public transport.**

10.73 Branch libraries perform an important local service for all members of the community, especially children and the elderly who are less able to travel to the larger libraries. Since it is important that libraries are accessible and attractive to large numbers of people, they should occupy ground floor premises in shopping centres where there are heavy pedestrian flows and good transport facilities (see Policy BLT 12). The Council recognises that library facilities at Kew, Twickenham and Teddington need improvement. Council owned land is available for improvements at Teddington Library, although a new site may be required for Twickenham library. If a suitable site becomes available, consideration will be given to merging the split lending and information services at Richmond on to one site. More than one in ten people do not live within 1200m of a library and the Council will consider the provision of mobile library services when resources permit. The Council will seek to ensure that alterations and extensions do not adversely affect the character of library buildings, particularly those that are listed or of townscape merit.

CCE 15 RETENTION OF INDOOR RECREATION, CULTURAL AND ENTERTAINMENT FACILITIES

10.74 **The Council will resist the loss of any existing private and public indoor recreation cultural and entertainment facilities and will require the provision of replacement facilities in development proposals, which should be accessible for all subject to the provisions of CCE 18.**

10.75 Demand for recreation is likely to increase and there is a clear case for retaining both public and private facilities. Retention of private facilities is particularly important at a time when the Council itself is unlikely to be able to finance many new facilities and it is therefore essential that existing facilities are not lost solely on account of pressure for redevelopment. Sport England (London Region) and the Richmond upon Thames Sports Council will be consulted about the effective demand for sports facilities in relevant cases. If it can be demonstrated that reasonable attempts to find suitable alternative sports uses have been unsuccessful and there is evidence that demand for a particular activity does not exist, an alternative indoor recreation use will be required. Only in exceptional circumstances will a site be allowed to go out of recreation use, and then only if the proposal complies with other policies of the Plan. Obtaining greater public access to private facilities could assist in their retention. It should be noted that the Town and Country Planning (Use Classes) Order 1987, allows changes of use of existing buildings between recreational activities, without the need for planning permission- (see policy ENV 28 for retention of facilities for water recreation).

10.76 The Council recognises that there are cultural and entertainment facilities in the Borough for residents and visitors alike, and this policy is intended to ensure that these facilities which are frequently vulnerable to competition from other uses are retained and where possible enhanced. However, it must be recognised that the provisions of the Town and Country Planning (Use Classes) Order 1987 mean that many changes of use involving cultural and entertainment facilities can take place without the need for planning permission. When an existing cultural or entertainment facility clearly ceases to be no longer viable a similar use will generally be sought. Only after a reasonable period of marketing which clearly demonstrates that the building or site is no longer suitable for a cultural or entertainment use will it be allowed to go out of that use. Evidence will be required that all reasonable efforts have been made to market the property at a reasonable open market price through appropriate advertising, advertising boards etc. The Council will consider proposals for other uses in the context of the policies of the Plan and particularly the need for affordable housing. The Council may consider giving financial support (see paras 10.91 - 10.92) to safeguard the future of particular facilities.

CCE 16 PROVISION OF NEW INDOOR RECREATION FACILITIES

10.77 **The Council will encourage the provision of indoor recreation facilities. It will seek the provision of a district sports hall on a suitable site in a central location in the Borough. It will encourage owners of private facilities to make them available for public access and use wherever possible.**

- 10.78 This policy is intended to ensure that further recreation facilities are provided, where possible, to cater for the likely increase in demand and to cater for a range of needs of all groups, including people with disabilities and special needs. In exercising this policy the Council will also be mindful of the possibility of allowing appropriate redundant buildings, (subject to policy BLT 5) to be adapted to recreation use and it will ensure, as far as possible, that new facilities can be adapted to a variety of uses to cater for changing demand. In accordance with the framework for provision identified in the Council's Sports Strategy (see para 10.27), the Council will seek to upgrade and intensify the use of existing facilities whenever possible to ensure suitable provision on a district basis. The Council has established sports centres at Shene, Teddington and Whitton schools, and Hampton Community College and there is potential to develop further centres based on sports halls at Grey Court School, Ham and Orleans Park School, Twickenham.
- 10.79 Redevelopment of the ice rink site in East Twickenham for housing resulted in the loss of a valuable recreational resource. The Council would consider any proposals for replacing these facilities.

CCE 17 PROVISION OF NEW ARTS FACILITIES

- 10.80 **The Council will encourage the provision of additional arts facilities.**
- 10.81 The establishment of a new arts centre providing an auditorium seating approximately 500 and suitable for theatre, dance and concert presentations, a flexible studio theatre space capable of acting as a rehearsal and small performance facility and a gallery capable of showing three-dimensional visual arts and crafts, together with ancillary catering and studio facilities, would alleviate a number of problems arising from the lack of a building of this capacity dedicated to cultural activities. Although the Queen Charlotte Hall at the Richmond Adult and Community College offers relatively modern facilities it suffers from operational difficulties through its lack of dedication to arts usage. It would also be desirable to examine the potential for a studio cinema with income generating potential. These facilities would accommodate both professional and amateur activity currently either taking place in limited facilities or attract new arts performances. The Twickenham Riverside site offers the opportunity to develop an arts facility and the Council will support the inclusion of an Arts Centre for Twickenham in any redevelopment proposal. However, the major resource requirements inferred suggest other opportunities should be taken if they arise to provide the individual components on separate sites, although this represents a less satisfactory and cost effective method of rectifying existing deficiencies.
- 10.82 The Council may, subject to funding, convert the Coach House and west stable block in the grounds of the Orleans House Gallery, Twickenham, into an arts education centre to support a wide range of formal and informal arts programmes for a range of age groups. This has been identified as a 'key strategic action' in the Borough's Local Cultural Strategy.
- 10.83 Dual use of existing facilities offers further opportunity for the expansion of cultural activities. The Council will encourage the use of facilities such as halls or lecture theatres in both public and private ownership to expand provision.
- 10.84 In accordance with its Arts Development Policy, the Council will continue its support for local arts organisations through its grants to voluntary organisations and the arts guarantee scheme, and will continue to do so as long as resources permit. Through policies CCE 3, CCE 9, CCE 17 and CCE 20, the Council also aims to ensure that affordable and appropriate accommodation is available to such organisations. A number of arts activities in the Borough also receive support from the London Arts Board and other external agencies.

CCE 18 NEW OR EXTENDED ENTERTAINMENT FACILITIES

- 10.85 **New or extended facilities to serve local communities should normally be located in mixed use areas (IMP 2). A sequential approach will be taken to major entertainment facilities based on provision within centres, particularly Richmond and Twickenham. Out-of-centre proposals will not normally be acceptable. All proposals will be considered in relation to the following factors:**

(a) the effect on residential amenity and character of the area;

- (b) accessibility to public transport;**
- (c) provision of car parking and effect on traffic movement, highway safety and amenity;**
- (d) full accessibility for people with disabilities and those with mobility difficulties;**
- (e) other policies of the Plan, particularly TC 5 and TC 6.**

Where appropriate, conditions will normally be imposed on any planning permission granted, such as:

- (i) regulating the hours of opening and the playing of music;**
- (ii) requiring adequate soundproofing;**
- (iii) requiring the provision of off-street parking spaces in accordance with the Council's car and coach parking standards where practicable;**
- (iv) requiring the installation of a ventilation/extraction system which does not involve extensive or unsightly external ducting;**
- (v) requiring satisfactory storage facilities for refuse.**

- 10.86 Arts and entertainment facilities vary in character from premises for community use which serve a small area, to major facilities which may draw people into the Borough. Facilities should be provided in locations with high public transport accessibility (see TRN 12) and in general should be sited in mixed use areas, since these are already the focal point of the community, are accessible to local people on foot and, as they are already concentrations of activity, are least likely to disturb residents. Major facilities should be in town centres. Richmond town centre provides the main concentration of arts and entertainment facilities in the Borough, while new facilities are being proposed in Twickenham town centre. These are the most accessible centres by public transport and are therefore the most appropriate locations for new major entertainment uses, falling within Class D2 (Assembly and Leisure) of the 1987 Use Classes Order.
- 10.87 The policy seeks especially to minimise the nuisance to residents, which can be caused by noise, smell, parking problems and accumulation of refuse which is particularly associated with entertainment uses such as public houses, wine bars and restaurants. Where development is permitted, a condition may be applied restricting the use to a specific use and allowing no other purpose in Class A3 of the 1987 Use Classes Order, for example where another use within that class is likely to have a more detrimental effect on residential amenity or road traffic and safety. In some parts of the Borough, such as Kew Road and Teddington High Street, where there is inadequate off-street parking, concentrations of restaurants have caused particular traffic problems. Proposals likely to worsen the problem in such cases will therefore be resisted (see policy TC 9). The Council will also resist changes of use from retail to cultural or entertainment facilities in key shopping frontages (see policy TC 5). Proposals in secondary frontages will be subject to the criteria in policy TC 6. Outside designated frontages there is plenty of scope for provision of small scale facilities in prominent locations (see policy TC 8).
- 10.88 The Council will use its powers as planning, building control and entertainment licensing authority to seek to ensure facilities are fully accessible to people with disabilities. In appropriate cases the Council's Environmental Health Officer's advice should be sought on food hygiene requirements, ventilation/extraction systems and toilet accommodation, preferably before the submission of a planning application. Wherever possible, the Council will seek a system without external trunking, e.g. charcoal filters, particularly in conservation areas and where trunking would be visually unacceptable.

CCE 19 MUSEUMS AND LOCAL STUDIES

- 10.89 **The Council will seek to provide for the expansion of the Richmond local studies museum at a suitable alternative location in Richmond town centre.**

- 10.90 The Borough is rich in historic associations and to illustrate these a museum was opened in the Old Town Hall in Richmond in 1988 and is intended to concentrate on the history of the eastern side of the Borough. However, access difficulties and shortage of display and storage space restrict the museum's potential and it may be necessary in the longer term to consider how these shortcomings may be overcome. The libraries' local studies service also needs to extend its limited opening hours and improve access. This could be achieved by amalgamating the current services and staff on one improved site. Relocation of the museum would free space for archival and storage space for the library service (see policy CCE 14). There is also need to provide a museum covering the history of Twickenham, including an environmentally controlled space for the display of the Richmond upon Thames collections of paintings relating to Richmond and Twickenham.

AIMS FOR CULTURAL FACILITIES AND ENTERTAINMENT

PUBLICISING AND CO-ORDINATING CULTURAL ACTIVITIES

- 10.91 In order to maximise the use of cultural facilities the Council will continue to publicise and co-ordinate cultural events in the Borough for the benefit of residents, tourists and visitors and will extend its facilities in this field as resources permit. It will also keep local needs and opportunities under review.
- 10.92 It is desirable that the activities of the many bodies involved in cultural pursuits are publicised and co-ordinated to ensure the success of ventures and to avoid duplication of effort and in view of the lack of accommodation for cultural activities to make full use of those available in the Borough. The Council's Arts Section plays an important role in assisting arts organisations with publicity and marketing. Libraries themselves are essential to the cultural life of the community and are well placed to collect and give information about activities. Policy CCE 14 aims to ensure that all residents have reasonable access to adequate libraries.

CCE 20 COMMUNITY CENTRES AND PUBLIC HALLS

- 10.93 **The Council will generally support the activities of community groups and associations and will encourage provision of new and improved community centres throughout the Borough. These should be fully accessible to people with disabilities. The loss of such facilities will be resisted where there are limited alternative facilities in the locality. In other cases the Council will normally require residential development unless there is an opportunity to enhance the mix of uses in accordance with policy IMP 2.**
- 10.94 The Council would like to ensure that there is accommodation throughout the Borough for the use of community associations, religious organisations, and other local groups. The Council will resist development pressures which would lead to the loss of public halls, churches and meeting rooms where there are limited alternative facilities in the locality, and will seek to bring redundant churches and other such buildings back into community use.

CCE 21 PUBLIC CONVENIENCES

- 10.95 **The Council will continue to review the requirements for public conveniences either in their conventional form or the new type of 'automatic public convenience'. The Council will require the replacement of public conveniences in redevelopment schemes. New public conveniences should be accessible to people with disabilities.**
- 10.96 The Council would like to see that public conveniences are provided in all areas where there is sufficient need for them bearing in mind the needs of both residents and the large numbers of visitors to the Borough, and extend facilities for people with disabilities. Particular care will be taken in siting and, where appropriate, screening will be considered in respect of proposed automatic public conveniences. The main shopping areas of the Borough have reasonable access to public conveniences. Where considered appropriate, existing public convenience facilities will be changed to automatic public conveniences. The Council will investigate alternative means of securing the

provision of public conveniences, e.g. as part of new developments, or through partnership schemes such as with local pubs. The financial implications of additional public conveniences will need to be considered together with other priorities.

CCE 22 WASTE COLLECTION AND DISPOSAL

- 10.97 **The Council will ensure that waste collection and disposal arrangements are developed in accordance with principles of sustainability based on a hierarchy of waste management:**
- reduction;**
 - re-use;**
 - recycling and composting;**
 - energy recovery;**
 - disposal to landfill.**

The Council will actively encourage and plan a waste reduction programme through the further development of re-use and recycling initiatives, to reduce the current reliance on land filling of waste, which is not possible to maintain at present rates in the long term.

Existing waste handling and recycling facilities at Central Depot Twickenham and Townmead Road will be retained. Future capacity would depend upon the strategies developed within the WLWA/GLA waste disposal plans, proposals for additional waste management facilities will be assessed against the following criteria :

- (a) the need for such a facility in the Borough;**
- (b) the proximity of the facility to the source of the waste;**
- (c) it is located to take advantage of access by rail or water;**
- (d) it is well located in relation to the main road network and would not result in problems of road access, traffic congestion or road safety;**
- (e) the scale and design of the plant and buildings;**
- (f) it would not have an unacceptable impact on the environment of the surrounding area and adjoining uses;**
- (g) it would not generate an unacceptable increase in noise (policy BLT 30);**
- (h) It is not sited on green belt land (policy ENV 2), metropolitan open land (policy ENV 1) or any other open land of townscape importance (policy ENV 3);**
- (i) it is located on degraded, derelict or contaminated land;**
- (j) it is located in existing / redundant sites or buildings;**
- (k) the inclusion of recycling facilities on the site where possible.**

- 10.98 The West London Waste Authority submission for 1998/99 to the DETR Waste Management Survey shows 770,000 tonnes of municipal waste arising in its area (covering the London Boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond upon Thames). The Strategic Waste Management assessment indicates that non-municipal commercial and industrial solid waste arisings for the area in that year totalled 1.465 million tonnes. The Borough follows the West London trend of an increase in waste arising year by year. The equivalent West London Waste Authority survey return for 2001/02 shows that municipal waste arising had increased to 839,000 tonnes, an average annual increase of 3%. The Council recognises that there has been insufficient action to reduce waste. The Council is actively developing a waste reduction programme, focussing on avoidance as a priority. As well as national and regional guidance, European policies have an impact on local waste management initiatives, particularly the Packaging Directive which sets recovery and recycling targets for producers of packaging waste and became UK law in 1998, and the Landfill Directive which came into effect in the UK in 2001. The latter stipulates the pre-treatment of waste and the setting of stringent targets for reduction of biodegradable municipal waste going to landfill. The Council has a statutory duty to produce a recycling plan in accordance with Government guidance. This Council's plan was produced in 1993, and is currently being revised.

- 10.99 In excess of 65,000 tonnes of household and commercial waste is collected by the Council each year and a further 40,000 tonnes is delivered to the Waste and Recycling Centre at Townmead Road, Kew. Collected waste is taken to a transfer station at Transport Avenue, Brentford where it is compacted for transport by rail to landfill sites outside London. The disposal arrangements take account of the disposal of all types of waste including clinical hazardous waste. As well as encouraging waste minimisation and recycling, the Council gives a high priority to efficient and

sustainable waste operations and endeavours to manage waste with a minimum of environmental impact. The Council puts a strong emphasis on the need to minimise the transport of waste according to the proximity principle, and encourages the provision of local facilities in line with this principle. Local communities will be encouraged to take more responsibility for the waste they produce.

- 10.100 The Council is committed to conserving non-renewable resources and, in line with this objective, places emphasis on treating waste at the upper levels of the hierarchy. It therefore encourages the reduction of waste and the amount going to landfill, which is unsustainable in terms of the proximity principle. Measures include the discouraging of excessive packing of consumer goods, encouraging the use of re-usable and recyclable materials (including aggregates), and particularly the reclamation and recycling of waste products. The Council has already implemented a number of reclamation and recycling programmes and will undertake to develop such initiatives further, such as separating out inert waste from the remainder of the waste stream. The Council's main recycling site is the Townmead Road Waste Recycling Centre, which has recently been redeveloped to provide operational and environmental improvements. The materials recycling facility at Central Depot, Craneford Way is being improved to increase productivity. There is a need to safeguard existing waste management and other depot facilities to allow for further development, especially of materials recovery facilities, until such a time as the national and London strategies are fully developed. A comprehensive bring system provides 111 recycling sites, with almost all residents now living within 1 km of a recycling point. In 1997/8, the Council recycled 25% of the Borough's domestic waste, already meeting the Government's target.

CCE 23 RECYCLING SITES AND KERBSIDE COLLECTION

- 10.101 **The Council is committed to providing recycling sites in all areas of the Borough. Mini recycling centres are larger community facilities, micro sites are smaller facilities provided on a street basis. Developers will be required to provide such facilities on appropriate sites as follows:**

- (A) for residential developments of less than 6 units, and for residential developments without communal facilities of 6-19 units, sufficient space will be required within the unit, to allow storage of recyclable material prior to door to door recycling and use of local recycling sites;**
- (B) for residential developments with communal facilities of 6-19 units, and all residential developments above 19 units, communal recycling facilities to the Council's current specification will be required.**

The Council will seek the establishment of can banks close to the point of consumption.

The Council will seek to develop a kerbside collection for recyclable materials where it is the Best Practicable Environmental Option. Life cycle techniques will be used to establish the most sustainable collection system.

The Council will require adequate space to be made available for the storage of recyclable materials for business, retail and leisure uses.

- 10.102 Recycling has become increasingly important nationally and locally. The Government has set out the aim, to recycle 25% of the domestic waste stream by the end of the century. This Borough is one of the forerunners in recycling and has reached the 25% target, if home composting is included in the calculations. The Council aims to increase recycling still further by expanding drop off sites and kerbside schemes where it is the Best Practicable Environmental Option. Account therefore has to be taken of the likely increase in the number of recycling banks, changes in the type of bank, or vehicles used and requirements for recycling of different materials as recycling continues to be expanded within the Borough. Recycling is currently self-financing and any profits are returned to the community as grant aid for environmental improvement schemes.
- 10.103 Some areas have been identified as being relatively poorly provided with recycling facilities and will be given priority for establishing recycling centres on appropriate sites. Other areas may be identified from time to time as the need or opportunity arises.

- 10.104 Proximity to a recycling centre may be a major factor in encouraging customers to recycle their waste. The Council has surpassed the Government target of providing easily accessible recycling facilities to 80% of the population; there is currently one site per 681 households. The Council has established small carefully designed sites, which serve the immediate residential area and will expect developers to provide suitable facilities for new developments including conversions. Can banks should be located close to the point of consumption, e.g. schools, leisure facilities etc.
- 10.105 The Council already operates door to door collection of newspapers and magazines and is currently assessing the environmental and economic implications of expanding collection to include other recyclables. Such an expansion could only take place where a stable market exists for recycled material. Life cycle analysis and assessment could be used to ensure that the environmental impact of additional collection vehicles is minimised and the environmental gains of reduced waste going to landfill maximised, thereby leading to an overall environmental benefit. This has implications for the design and layout of new developments of all types, where provision should be made for the storage of recyclable material prior to collection or use of recycling facilities.

CCE 24 LOCATION, DESIGN AND LANDSCAPING OF RECYCLING FACILITIES

- 10.106 **All refuse and recycling facilities must be carefully located, designed and landscaped or screened where appropriate, having regard to the amenity of adjoining occupiers and to their impact on the character and appearance of the area. Regard must be taken of requirements set out in supplementary planning guidance, which will be a material consideration in determining planning applications.**
- 10.107 The appearance of refuse and recycling facilities has given cause for concern and it is necessary to ensure that they are designed so that they do not detract from the environment. The facilities must be located to be accessible both to users and recycling vehicles and to minimise disturbance to residents due to traffic generation and noise. The Council will liaise with its contractors to endeavour to have well designed recycling containers and will try to minimise visual intrusion by careful siting, screening and landscaping where appropriate. Where landscaping is introduced, low maintenance improvements will be favoured. Similar standards will be expected when developers provide facilities in new developments. The Council will set out its requirements in supplementary guidance, which may be amended to include new types of recycling facility that may be developed in the future.

CCE 25 ANAEROBIC DIGESTION SCHEMES AND HOME COMPOSTING

- 10.108 **The Council will work with the West London Waste Authority to consider the development of sites suitable for anaerobic digestion as a means of processing putrescible or other waste generated within the Borough, thereby complying with the proximity principle, and will compost waste plant material on its own open space sites where possible. The Council will also encourage residents to compost kitchen and garden waste.**
- 10.109 Anaerobic Digestion (AD) breaks down organic materials in solid waste by micro-organisms in the absence of air. In developing a sustainable waste management strategy for the Borough, AD will be considered and if found to be a suitable technology, attempts will be made to integrate such an operation with existing recycling and transfer facilities.
- 10.110 Home composting promotions have resulted in sales of over 3000 subsidised composting units, raising the proportion of households who compost garden and kitchen waste to an estimated 40%, thereby meeting the government's target set in 1995. The Council will continue to distribute composters to increase the rate of backyard composting still further, thereby reducing the frequency of car journeys to take garden waste to the green waste collection point at Townmead Road.

TOWN CENTRES AND RETAILING

- TC 1 Improvements to centres
- TC 2 New shopping development in Richmond and the four district centres
- TC 3 Development in small centres
- TC 4 Facilities in new retail developments
- TC 5 Key shopping frontages
- TC 6 Change of use in secondary frontages
- TC 7 Isolated shops and small groups of shops serving local needs
- TC 8 Change of use in other shopping frontages
- TC 9 Other considerations and conditions for non-A1 uses
- TC 10 Motor vehicle sales and showrooms

11. TOWN CENTRES AND RETAILING

THE ROLE OF OUR TOWN CENTRES

- 11.1 Retailing is a dynamic sector and has evolved considerably over the last twenty years. Changes in how and where we shop have brought about changes to the function of, and diversity of uses in our town centres. They have to adapt and develop new roles in relation to services, entertainment, leisure and employment, whilst retaining their primary shopping function. The principle of sustainable development is a cornerstone of the Plan, which has a key role in steering major trip-generating development into locations which allow us to travel to them by a choice of means of transport. Town centres are generally well served by public transport and the concentration of facilities will encourage linked trips.

TRENDS IN RETAILING

- 11.2 Nationally, the trend has been towards larger more efficient stores, many with associated car parking, and in some cases in out-of-centre locations. As spending per head on food has increased relatively modestly there is a diversion of trade from the smaller shops which form the basis of the established centres. Another important general trend has been the consistent growth in spending on comparison goods (see glossary) which has supported a major expansion in this type of floorspace. Town centres also tend to have more services such as restaurants and estate agents.
- 11.3 The consequence of these trends as far as the Borough is concerned is that the total number of shops has fallen by approximately 12% over the last 25 years. The Borough now has a number of major supermarkets with car parks at Richmond, Teddington, East Sheen, Twickenham, Hampton Hill and Hampton Nursery Lands. In some of the smaller centres the loss of shops selling food will have created problems for people who find it difficult to travel to the district centres. The food shops have generally been replaced by shops selling specialised goods such as antiques or by service sector uses. Increasingly service uses are competing for shopping space. Whilst a mix of uses in town centres is desirable, their core day-time function is to provide shopping facilities.
- 11.4 The trading impact of out-of-centre superstores is of particular concern due to their potential turnover and because they can be difficult to get to for people without cars. The 1997/8 Household Shopping Survey shows that 30% of the Borough's households do not do the bulk of their food shopping by car/van. There are now a number of out-of-centre stores in this sector of London, including the Sainsbury superstore in Hampton Hill, the Tesco superstores at Sunbury Cross and Isleworth, the Asda at Roehampton Vale and a new out-of-centre superstore at Manor Road, Richmond. The Borough is now well served with large stores and associated car parking and further out-of-centre superstores will have an effect on vitality and viability of existing centres, which at present provide accessible facilities for all residents.
- 11.5 A report produced by planning consultants Healey and Baker suggests that 48% of shops in Richmond town centre are open on Sundays. The trend of shopping on Sundays appears to be growing. This practice tends to reallocate spending previously carried out on other days, rather than creating additional expenditure. It is generally the free standing supermarkets and out-of-centre retail warehouses which are benefiting from this trend, which may divert trade from traditional smaller town centres not open on Sundays. The use of the Internet for shopping and the growth in home delivery schemes are in their infancy at present, but may also have implications for the amount of retail floorspace required to meet present and future demand.

THE BOROUGH'S TOWN CENTRES

- 11.6 Richmond town centre is the largest centre in the Borough with over 300 shops. It has a significant specialised retail sector dominated by the arts and antiques sector, including many bookshops, jewellers and antique and specialist furniture outlets. It also has a large number of restaurants, cafés and public houses which complement the retailing. It is a cultural centre for the Borough with a number of leisure facilities including three cinemas and two theatres, which are important to

residents and to tourists who provide vital support to these uses. The range of goods and the attractive physical environment mean that Richmond attracts many shoppers who live outside the Borough and therefore it serves a strategic shopping function. It is estimated that in 1995 23% of the Borough's workforce were employed in Richmond Hill and Richmond Town wards. It is therefore a vital employment centre, as well as supporting retailing.

- 11.7 Richmond also performs a district centre function for residents living within the more immediate catchment area, the major supermarkets, one with car parking being particularly important for main food shopping trips.
- 11.8 The district centres each with over 100 shops are Twickenham, East Sheen, Teddington and Whitton. These centres have a large range of shops selling food and convenience goods and a smaller range of shops selling comparison goods. Large supermarkets with car parking cater for the weekly shopping trips in all these centres except Whitton. The centres also include a range of service outlets such as banks, building societies, restaurants and cafés. Twickenham and Teddington in particular, provide significant employment opportunities, partly within the town centres and also within the surrounding areas.
- 11.9 Smaller centres cater mostly for the day-to-day needs of local residents or are used by them to top up between main shopping trips. These shops are particularly important for people without the use of car for shopping and especially those who may find it difficult to travel further, such as elderly people, people with disabilities and carers with young children. Some of the larger of these centres also provide services for residents and have a limited range of eating places/ take aways.
- 11.10 Most residents live within 400m of a shopping centre of some kind but some areas are more than 600m away from shops and are therefore considered to be, to some extent, deficient in local shopping.

POSITION IN SOUTH WEST LONDON'S HIERARCHY

- 11.11 The Borough has adequate food shopping provision for its residents, as confirmed by the consultant's study referred to in para. 11.30. However, comparison shopping requirements are met partly by Richmond town centre, and also by larger centres in the region, particularly Kingston. The Borough will continue to monitor the adequacy of food shopping provision throughout the plan period and encourage any identified shortfall to be located within Richmond and the district centres.
- 11.12 Richmond town centre is defined by the GLA as a major centre along with neighbouring Chiswick and Putney. Such centres are considered to have sizeable local catchment areas, and a mix of comparison and convenience shopping. A significant proportion of the Borough's households use Richmond town centre for the majority of their food shopping, and a smaller proportion use it for comparison shopping. Richmond town centre should be seen within the larger context of south west London's town centre hierarchy. Kingston, Ealing and Hounslow are classed as metropolitan centres which support a range of comparison shopping, including several department stores. Kingston was designated by the GLA for 'consolidation', Hounslow for 'regeneration' and Ealing was categorised as 'neutral/trend'. Richmond is physically constrained in its ability to expand, due to its exceptional historic environment, which coupled with the past and potential growth in these metropolitan centres in neighbouring boroughs reinforces the appropriateness of a strategy of modest expansion for Richmond town centre.
- 11.13 The expansion of shopping facilities and car parking, and environmental improvements in both Kingston and to a lesser extent Hounslow town centres, have increased their attractiveness, and reduced Richmond's relative trade.

IMPROVEMENTS TO CENTRES

- 11.14 In view of the need to conserve the many historic buildings in Richmond centre and the general character, there are limited opportunities for additional retail development. Retail consultants employed by the Council have indicated that even if there are no new retailing developments this will not be unduly detrimental to the centre. The consultants' suggested strategy for the centre is based primarily on the enhancement of its unique character as a quality retail and business centre.

- 11.15 In considering retail provision in all Borough centres it is important to consider the amenities and facilities available to the shoppers and the quality of the physical environment more generally. Centres which can combine a high quality environment with a range of leisure facilities that can be used in association with the shopping visit are particularly successful. Most of the Borough's centres are on roads that are becoming increasingly busy with traffic and the most significant improvements to shopping conditions would be achieved through additional facilities for pedestrians and cyclists, including, where practicable, measures to reduce or remove traffic from main shopping streets. Car parking is another associated problem.

FRAMEWORK FOR POLICIES

NATIONAL POLICY AND STRATEGIC PLANNING CONTEXT

- 11.16 Planning Policy Guidance Notes relating to Town Centres and Retail Developments (PPG 6, 1996), to Development Plans (PPG 12 1999), and to Transport (PPG 13, 1994) emphasise the importance of integrating land use planning and transport to reduce the need to travel by car and promote travel by public transport, foot or bicycle. Government guidance promotes the sustainment and enhancement of the vitality and viability of town centres which serve the whole community, and local shops.
- 11.17 PPG 6 strengthens the Government's commitment to existing town centres as attractive and accessible environments comprising a mixture of uses, complementary to the shopping function. Town centres should be a focus for the community, have coherent car parking strategies, and be well managed and designed. It also introduced the sequential approach to the location of new development, for which there is an established need. This requires priority to be given to town centre sites, but if these are not available edge-of-centre sites may be acceptable if they are functionally related to the town centre. Only when these options have been considered should out-of-centre sites which are accessible by a choice of means of transport be examined.
- 11.18 Regional Planning Guidance for the South East (RPG 9, 2001) also requires retail development to generally be located within or on the edge of existing town centres. The London and South East Regional Planning Conference's (SERPLAN) Sustainable Development Strategy for the South East (Public Consultation Document, SERP 400) recommends the adoption of a sequential approach to the location of retail development and the minimisation of travel to shopping facilities. In considering proposals for major retail development, Strategic Planning Guidance for London (RPG 3, 1996) reaffirms the guidance contained in PPG 6 and supports the London-wide town centre hierarchy proposed by LPAC (now taken on by the GLA). It encourages diversity of uses in town centres and a sensible approach to changes of use in certain less vital centres, as well as promoting the evening economy. The London Plan, once adopted, will replace RPG 3. The Draft London Plan published in June 2002 also supports town centres and retains the town centre hierarchy. It also echoes the Government's advice on the sequential test.
- 11.19 The London Plan's categorisation of town centres identifies a number of metropolitan centres in some outer London Boroughs which have cross-boundary catchment areas. Richmond town centre is identified as a major centre, and Twickenham, Teddington, East Sheen and Whitton are classified as district centres. Strategic policy designations for the centres are currently under review by the GLA.

THE COUNCIL'S POWERS

- 11.20 The development and letting of shops is almost entirely undertaken by private enterprise and so the Council's powers to influence retailing are limited. Powers under the Town and Country Planning Act 1990 give the Council control over the change of use of shops to non-retail uses, but not between different retail uses. Financial and professional services complementary to a shopping centre may change to retail use without the need for planning permission, and cafés, wine bars and restaurants can change to retail use or to a financial and professional service, such as a bank, building society, or estate agent. In limited instances the Council may be able to control the size of unit and type of shop in new shopping development, by imposing conditions on planning permissions and using Section 106 agreements with developers. The Council also has powers to

control the installation of new shop fronts and in certain cases the display of advertisements. The Council has compulsory purchase powers under the Acquisition of Land Act 1981, amended by the Planning and Compensation Act 1991, which can be used for site assembly if resources permit. As a highway authority the Council can introduce measures aimed at environmental improvement through pedestrianisation and can also improve parking, safety and access in shopping centres. The Council enforces legislation concerning health and safety, weights and measures, food and drugs and the description of goods and services. It is responsible for enforcing hours of trading.

STRATEGY

- 11.21 The overall strategy of the Plan is that facilities and services that are needed by residents, particularly shops, should be easily accessible, either on foot, by cycle, or where this is not practicable, by public transport. This approach is intended to ensure that less mobile residents have convenient access to facilities, and to reduce the need to travel, particularly by private car, thereby reducing the adverse associated environmental consequences. The maintenance of the established town centre hierarchy (referred to in STG 4) and distribution of shopping centres, will advance this strategy and is therefore the main thrust of the Council's town centre policies.
- 11.22 The main elements of the strategy in relation to town and local centres are as follows:
- (a) an emphasis on the improvement and consolidation of town and local centres, including modest expansion of shopping floorspace in appropriate locations;
 - (b) steering new major trip-generating development into Richmond town centre and the district centres;
 - (c) limiting any increase in shopping floorspace in an established centre to a scale that would not have an adverse effect on the vitality and viability of another shopping centre; or on the character and function of part of the existing centre;
 - (d) encouraging a wide range of uses in town and local centres, but without compromising their retailing function;
 - (e) improving the accessibility of shops and shopping centres for all residents including people with mobility difficulties and physical and sensory disabilities.

OBJECTIVES

- 11.23 To encourage the availability of shopping facilities at suitable locations to serve the needs of residents including people who are less mobile by maintaining the existing hierarchy:
- (a) ensuring Richmond town centre remains a major town centre providing a full range of goods and services, leisure, cultural and entertainment facilities, employment opportunities and housing. A level of investment will be encouraged which will preserve and enhance the character of the centre;
 - (b) encouraging the provision of shops supplying a wide choice of food, other convenience goods, durable goods and services, and appropriate leisure, cultural, entertainment and employment opportunities and housing at district centres accessible both by public transport and by car;
 - (c) ensuring that all Borough residents have shopping facilities for their day-to-day needs within a reasonable walking distance of their homes.

To ensure that town centres are attractive to users, residents, visitors, retailers, leisure and service providers by improving their appearance, safety, convenience and accessibility, especially for pedestrians and cyclists and by public transport, and also to improve facilities for the collection and delivery of goods.

POLICIES FOR TOWN CENTRES AND SHOPPING

TC 1 IMPROVEMENTS TO CENTRES

- 11.24 The Council will encourage improvements to existing centres. Priority will be given to encouraging greater convenience for pedestrians including those with mobility difficulties, provision for cyclists, improvements to public transport serving centres, physical appearance, servicing and car parking arrangements.**
- 11.25 There are very limited opportunities for expanding shopping floorspace within the Borough's centres and in any event major expansion of floorspace in one centre would lead to the diversion of trade from others. The viability of centres will be maintained by building upon their assets and through initiatives to improve their attractiveness and to improve their accessibility and general servicing arrangements. The Council is committed to monitoring the vitality and viability of the Borough's town centres. Health checks carried out in 1997 revealed that they are generally viable and healthy, although some smaller centres are beginning to show signs of stress. Plans for the further improvement of centres have been worked up with traders, owners and occupiers of properties, public transport operators and town centre users for East Sheen, Kew, Lower Mortlake Road and Twickenham. A town centre manager is taking forward plans for Twickenham. The Council recognises that to achieve some improvements to town centres (e.g. provision of new shop units), it may be necessary to use compulsory purchase powers to assemble suitable sites.
- 11.26 The Council will give priority to the improvement of facilities for pedestrians, including the provision of seats. Pedestrian priority areas, where traffic calming and other measures to reduce or eliminate traffic will be introduced where practicable (policy TRN 9). Provision for cyclists will be improved and bicycle parking provided (policy TRN 11). In order to discourage inessential car use, the limited amount of parking space in town centres will be allocated for short, rather than long term parking for commuters. Initiatives to improve the appearance of centres will be pursued, including tree planting and landscaping and well designed and co-ordinated street furniture. In considering the provision of new street furniture, planting and other improvements or alterations, full consideration will be given to access and safety considerations, particularly for people with disabilities. Under the Environmental Protection Act 1991, the Council has a duty to keep its public areas clear of litter and it will therefore seek to ensure that convenient provision is made for the disposal of litter.

TC 2 NEW SHOPPING DEVELOPMENT

- 11.27 A sequential approach will be taken when considering new retail developments. In Richmond town centre and the district centres proposals for retail development, including extensions to properties, in, adjacent, or well-related (or capable of being so) to key and secondary designated frontages, will normally be given favourable consideration. Other town centre proposals not in these key locations will be subject to criteria (b) to (i). The Council will seek to ensure that larger units are provided on sites where they are appropriate and they will not be acceptable if they would have a significant adverse effect on the viability and vitality of a neighbouring centre.**

Edge-of-centre proposals will be considered against the following criteria, when no suitable town centre sites/buildings capable of conversion exist:

- (a) there is an established need for such a proposal;**
- (b) it would not harm the Development Plan strategy;**
- (c) it would not cumulatively, or by itself, affect the vitality and viability of any existing town centre or local centre, or part of an existing centre;**
- (d) it should be genuinely accessible, or can be made genuinely accessible, by a choice of means of transport;**
- (e) it should not encourage substantial additional travel, particularly by car. Car parking should be minimised to discourage this and be designed and managed as part of the overall town centre parking strategy;**

(f) it is well located in relation to the road and public transport network and would not result in serious problems of road access, traffic congestion or road safety;

(g) it is not sited on green belt (ENV 2), metropolitan open land (policy ENV 1) or other open land of townscape importance (policy ENV 3);

(h) it would not have an unacceptable adverse effect on the environment of the surrounding area, in particular residential amenity;

(i) it would not take up land needed for, or displace, other higher priority uses such as housing, open space, recreation, allotments, cultural/entertainment facilities, community uses and industry/commerce, and the site is fully utilised.

Out-of-centre shopping proposals will not normally be acceptable, and will only be considered if no suitable sites/buildings capable of conversion are available in Richmond and the four district centres, or at edge-of-centre sites. They will also be assessed against the above criteria.

- 11.28 The policy seeks to maintain the town centre hierarchy outlined in STG 4 and in the objectives section (para 11.23), by consolidating shopping in Richmond and the district centres. The Council is concerned that these centres consolidate and develop their roles as centres which residents can use for weekly shopping and where they can select from a wide range of durable goods. Retail development in town centre sites in Richmond and the four district centres, which is of an appropriate amount for the size of the centre, will help to achieve this end.
- 11.29 These larger centres already have to compete with out-of-centre stores with extensive car parking. Food stores are available at Uxbridge Road, Hampton (J.Sainsbury), Isleworth (Tesco), Sunbury Cross (Tesco), Roehampton Vale (Asda), Chiswick (J.Sainsbury) and Manor Road, Richmond (J.Sainsbury). The main non-food stores are at Kew Retail Park, Manor Road (Homebase), Chertsey Road (Homebase) and outside the Borough at the Great West Road, in Hounslow and along the A3 corridor.
- 11.30 The Council commissioned a retail capacity study in 1999 which was produced by consultants Drivers Jonas. It concludes that the range and distribution of convenience stores both within the town centres and out-of-centre means that there is no qualitative need for major new stores, although modest development at suitable sites in town centres will add to their retail offer and contribute towards vitality and viability. In the light of the relatively slow growth in food expenditure, existing stores, along with commitments, will provide for quantitative need during the Plan period. The growth in comparison goods expenditure is more significant and the additional floorspace requirement needed towards the end of the Plan period, could partially be provided at the Richmond Station site and through consolidation elsewhere in the centres. Other proposals will be subject to the sequential test and policy TC 2. It is recognised that it will be necessary periodically to review quantitative need taking into account population growth, expenditure on shopping and other factors including the effect of Sunday opening in relieving pressure on floorspace and the growth in popularity of Internet shopping.
- 11.31 In considering retail proposals the Council will adopt a sequential approach with first preference given to town centre sites that are within or adjacent to designated shopping frontages. Proposals which are not in or adjacent to designated frontages, but which are, or can be made, well-related to designated shopping frontages are also acceptable. In establishing whether sites are well-related, the Council will consider matters such as whether: the proposal site will facilitate easy pedestrian access between the two; a clear retail link exists or could be established, preferably including a direct retail frontage; the specific design adds to the integration of the development; and, shared town centre car parking facilities can be made available. Due to the linear form of the four district centres and, to a lesser extent, Richmond, it is likely that other town centre proposals would be considered to be edge-of-centre locations. Should other town centre proposals come forward which are not in key locations, they will also be subject to the criteria in policy TC 2, but not to the test of need. However, it is likely that the majority of such sites would be capable of being satisfactorily linked to existing designated frontage. The Council will expect retailers to adopt a flexible approach to design, format and scale such that proposals are compatible with the character and function of the area. Developers should assess whether individual elements within a scheme could be accommodated in a different form in other more central locations. Where suitable sites cannot be

identified but where there is a proven need the Council will then consider edge-of-centre sites. Edge-of-centre sites are defined in PPG 6. The Council expects such proposals also to be well-related to defined shopping frontages and to facilitate linked trips.

- 11.32 Out-of-centre stores will generally be resisted because they do not support the strategy of enhancing town and local centres which are accessible to all residents, provide a social focus and provide for linked trips. However, they will be considered when the town centre and edge-of-centre options are unavailable. Proposals for edge-of-centre and out-of-centre stores will be considered against the criteria included in policy TC 2. When assessing the impact of a retail proposal on the vitality and viability of a town or local centre the Council will: take into account the risk to the strategy for the centre; the likely effect on private sector investment; changes to the quality, attractiveness and character of the centre and to its role in the economic and social life of the community; changes to physical condition, changes to the range of services and the likely increase in the number of vacant properties. The Council may require an independent study to assess the economic and other impacts of proposed stores on other retail locations to prove that a need for the proposal exists and the likely changes to travel patterns that would result. The Consultants commissioned to undertake, and the parameters used for any study of this nature, shall be agreed with the Council. Where necessary the Council will control size and type of shops and type of goods sold in new schemes through planning conditions or through agreements under Section 106 of the Town and Country Planning Act, 1990.

TC 3 DEVELOPMENT IN SMALL CENTRES

- 11.33 In smaller centres extensions of existing shops and the development of new shops in or adjacent to key and secondary shopping frontages defined on the proposals map and in Appendix B will normally be given favourable consideration so long as the size of development is not likely to have an adverse effect on other centres or within the centre itself. The level of non-A1 development will complement the shopping function of the centre and be of an appropriate scale and intensity for the size of the centre.**

- 11.34 The main function of the Borough's local centres is to provide day-to-day shopping facilities and services for residents. Policies TC 3, TC 5 and TC 6 are designed to protect that function. Opportunities for limited expansion of retail provision and other complementary uses and facilities will be encouraged where appropriate, depending on the size of the centre and the effect that it would have on other centres. Development in local centres should be easily accessible by walking, cycling and public transport, since it serves a local need. Essential services such as post offices and banks or automated teller machines will be retained where possible. In order to enhance local shopping centres it is important that proposals to improve or replace outmoded premises are encouraged, that successful local traders are able to expand their businesses and that any growth needed to serve new housing is accommodated within them. Proposals will be expected to be of a high standard of design providing full access for people with disabilities. Adequate provision for refuse storage will be required.

TC 4 FACILITIES IN NEW RETAIL DEVELOPMENTS

- 11.35 Retail developments will normally be required to provide full access for people with disabilities and where appropriate, communication systems for people with sensory disabilities. In addition, depending upon the scale and type of the development and its location the Council will normally seek some or all of the following:**

(a) public conveniences (including a toilet for people with disabilities);

(b) pram parks and baby changing and feeding facilities;

(c) seats at regular intervals and at bus stops, secure and conveniently located public cycle parking facilities and the provision of visitor moorings where appropriate;

(d) recycling facilities;

(e) crèche/children's play facilities.

In addition the Council will encourage appropriate planning advantages which may be used to fund town centre management initiatives (see policies IMP 3 and TRN 2).

- 11.36 People with disabilities need to be able to carry out independent shopping trips. Access measures will also benefit elderly people and anyone with children in pushchairs. Seats are particularly important to elderly people and to shoppers with heavy bags. Public conveniences are essential on major shopping trips, while baby changing facilities and pram parks are a necessity for carers with young children. The provision of a creche, and in appropriate cases play facilities will make shopping a more enjoyable activity for all concerned. Town centres and freestanding shops are particularly good locations for recycling facilities as they provide the opportunity for residents to make one trip to both. Secure cycle parking should be located in a convenient place, preferably near large shop entrances or in the middle of smaller centres. The Council will encourage Section 106 agreements to fund town centre improvements which are in accordance with guidance contained in Strategic Planning Guidance for London (RPG 3) and Circular 1/97. Benefits should be reasonably related in scale and in kind to the proposed development. Decisions on the allocation of forthcoming funds will be taken following consultation with the appropriate Town Centre Management Boards, where they exist.

TC 5 KEY SHOPPING FRONTAGES

11.37 Planning permission will not normally be granted for changes of use or for redevelopment of shops that would result in any net loss of shopping floorspace within parts of centres which are identified as key shopping frontages on the proposals map and listed in Appendix B. In those key frontages which the Council considers would benefit from further consolidation, encouragement will be given to changes of ground floor premises to shop uses.

- 11.38 The Council has identified key shopping frontages from which further non-shop uses will normally be excluded and where the re-introduction of shop uses will be sought if the Council considers this would benefit the frontage. The aim is to maintain and strengthen existing shopping centres which advances the Council's overall strategy to provide for less mobile residents and reduce the need to travel, particularly by car. In the larger centres the intention is to protect the retail integrity of the centre and maintain a compact and convenient retail core, a choice and variety of shops, and the visual interest, vitality, attractiveness and continuity of the shopping frontage. In the case of Richmond town centre and the district centres, to also ensure that where redevelopment opportunities arise in the core shopping area to provide larger units, that these are secured for retail use as there are very limited opportunities to provide new retail floorspace in these centres. In the smaller centres, the intention is to maintain a range of basic shops to meet day-to-day, emergency, and in certain cases, main food shopping needs. Much of the Borough's shopping provision falls within conservation areas which have significant numbers of listed buildings. Protection of retail can help to preserve and enhance the character and appearance of conservation areas and the architectural and historic integrity of listed buildings. In designating key frontages consideration has been given to a range of factors including the demand for shop premises, existing uses, servicing and access arrangements, and environmental factors.

- 11.39 Whilst normally resisting service uses in key frontages it is important to accommodate the growing demand for service uses which serve residents and can often contribute to the attractiveness and viability of the town centre. In most centres secondary frontages have been identified to provide for those service uses (see policy TC 6). In protecting the function of all smaller centres the Council will, where it has control, resist the change of use of shops selling convenience goods and providing other essential goods and services such as chemists, post offices and hardware shops, where it believes hardship or inconvenience would result.

- 11.40 The Council has recently carried out a review of designated shopping frontages. Although the Borough's centres compare favourably with the national average, some centres are beginning to show signs of stress including a deterioration in their condition and in an increase in long term vacancies. This has resulted from changes in the way we shop and in particular in the rise in popularity of supermarket shopping. It is important to protect the shopping function of centres but not to encourage stagnation and decline. In some centres the amount of secondary frontage has been reduced, and key frontage has been redefined as secondary frontage, allowing greater flexibility for change of use in order to stimulate investment and promote the efficient use of town centres by allowing them to develop in other ways.

TC 6 CHANGE OF USE IN SECONDARY FRONTAGES

- 11.41 In parts of centres identified as secondary shopping frontages on the proposals map and in Appendix B the Council will restrict the numbers, types and locations of changes of use of shops and other uses in order to protect the shopping function and character of the centre. Uses which may be permitted are those which, in the opinion of the Council, complement retailing and attract people to the centre by providing services directly to large numbers of people, or rely on a window display for their operation and which will not adversely affect the amenities of nearby residents.**
- 11.42 The Council recognises the need to accommodate the growing demand for financial and professional services and food and drink outlets, and certain other non-retail uses, which serve residents and often contribute to the attractiveness and viability of the centre. Examples are restaurants, cafés, wine bars, snack bars, libraries, launderettes, betting offices, offices that provide counter services direct to the public such as banks, building societies, estate agencies, employment agencies, copy bureaux and community facilities which need to be visible and serve a passing clientele e.g. advice bureaux. Not all the uses would be appropriate in secondary locations and before granting planning permission for any non-shop use the Council would need to be satisfied that the use:
- (a) is complementary to the shopping function and provides a direct service to the public;**
 - (b) will not result in an over-concentration of such uses in the area; and**
 - (c) will not detract from the residential amenities of the area; and**
 - (d) will not unacceptably add to traffic and parking problems in the area; and**
 - (e) will not have a detrimental visual impact on the shop-front; and**
 - (f) will not create an unbroken run of three or more non-shop units.**
- 11.43 In appropriate cases the Council will require the provision of a window display. Planning guidance has been prepared on the treatment of shop-fronts and signs (see policies BLT 20, BLT 21 and supplementary planning guidance). Criteria (d) and (e) will be particularly important in judging proposals for "take-aways", restaurants and wine bars (see policy CCE 18). Proposals for car showrooms are dealt with under policy TC 10.

TC 7 ISOLATED SHOPS AND SMALL GROUPS OF SHOPS SERVING LOCAL NEEDS

- 11.44 Planning permission will not normally be granted for the change of use or redevelopment for other uses of isolated shops or of shops in small groups which serve residential areas more than 400m away from a shopping centre. In large housing developments in areas which the Council considers are deficient in local shopping the provision of shops may be required as part of the development.**
- 11.45 The maintenance of shops for day-to-day needs within reasonable walking distance is of considerable importance to those households who do not have the use of a car for shopping and to those unable to travel far from home. They are valued by others for emergency and top-up shopping. The Council has designated key and secondary frontages across the Borough, but there are still some residents who live over 400m from a designated frontage. This is clearly unsatisfactory for elderly or less mobile shoppers, or people with young children, as it would require carrying shopping a considerable distance. Therefore the Council will resist the loss of isolated shops and small groups of shops which serve these areas. Where closure does occur and the Council is convinced that reasonable attempts to let the shop for retailing have failed, it will be concerned to ensure that the new use is compatible with surrounding uses. Growth needed to serve new housing should normally take place in existing shopping centres (policies TC 2 and TC 3) but where there is no shopping centre within reasonable walking distance new shops may be required as part of a new housing development.

TC 8 CHANGE OF USE IN OTHER SHOPPING FRONTAGES

- 11.46 In parts of shopping centres not indicated on the proposals map as key or secondary frontages or covered by policy TC 7, the Council will generally consider favourably applications for changes of use to any non-shop use compatible with the retail function of the centre and community uses, provided that there is no deterioration of highway conditions or a significant loss of residential amenity.**
- 11.47 The Council recognises that the past decline in population and change in shopping patterns have led to a reduction in shops in the Borough. In some cases, the demand for the type of non-shop uses which complements retailing is not likely to be sufficient to absorb the surplus units. Empty shops have a blighting effect and could provide accommodation for other activities. At the same time there are several non-shop uses which could benefit from being in an accessible location. In commercial areas, and especially those which were formerly designated shopping frontage, such units can provide employment opportunities. This helps to provide premises for small businesses and business start-ups, for which there is a demand from local residents. The Council will consider favourably applications for such uses where the buildings can be satisfactorily converted, the proposed use will not adversely affect the functioning or appearance of the shopping centre or residential amenities and there is sufficient off-street parking where this is needed. In all cases there must be suitable treatment of the frontage to maintain townscape quality. Examples are offices and small workshops, medical surgeries, showrooms (but see policy TC 10), solicitors, insurance brokers, driving schools and mini-cab offices and entertainment uses (but see policy CCE 18).

TC 9 OTHER CONSIDERATIONS AND CONDITIONS FOR NON-A1 USES

- 11.48 In considering planning applications for services such as restaurants, public houses, wine bars, take-aways, launderettes and dry cleaners the Council will need to be satisfied that the use will not have an adverse impact on the environment and amenity of residents.**
- 11.49 There are a number of uses which are appropriate to shopping centres but which can have a detrimental effect on the environment and nearby residents, particularly those living above shops. Where appropriate the Council will use its powers to ensure the following:
- (a) there is adequate soundproofing;
 - (b) smells and fumes are removed by a satisfactory ventilation/ extraction system which does not result in undue noise levels or involve extensive or unsightly external ducting;
 - (c) that hours of opening and playing of music are adequately regulated;
 - (d) provision is made for satisfactory refuse storage;
 - (e) adequate provision is made for the disposal of litter and, where appropriate, facilities are provided for collecting recyclable products sold at the premises; (see policy CCE 24)
 - (f) there will not be an increase in on-street car parking to the detriment of highway conditions.
- (See also policy CCE 18)
- 11.50 Applicants should be aware that licences from the relevant licensing authorities may be needed and that the receipt of planning permission for a proposal does not guarantee such licences. The Council will liaise with the licensing magistrates to ensure that clear and consistent policies are produced to minimise any impact on the environment and amenity of residents.
- 11.51 The Council recognises that adequate cleansing and litter collection are necessary to maintain the attractiveness of the Borough's town centres. However, planning powers are limited on this issue. The Council will encourage the use of voluntary agreements for litter collection within the vicinity of proposed developments which include a take-away element. Section 106 agreements may be used depending on the scale of development.

- 11.52 The Council will encourage applicants for change of use, affecting premises in town, district and local centres to include separate access to accommodation on upper floors where practicable in order to ensure this space is fully utilised.

TC 10 MOTOR VEHICLE SALES AND SHOWROOMS

- 11.53 The Council will not normally grant planning permissions for shops for the sale of motor vehicles and non-retail showrooms in key and secondary shopping frontages.**

- 11.54 Non-retail showrooms are defined as premises primarily used for display purposes where no direct retail sale is intended and which do not fall within the definition of a shop in the Town and Country Planning (Use Classes) Order 1987. Showrooms tend to break up the retail frontage and generally do not generate much activity. In order to protect the function and character of shopping centres the Council will normally restrict showrooms to the fringes of centres. When considering proposals for car showrooms it will take into account the likely effect on the street scene of vehicles displayed outside and the suitability of access arrangements. It will generally require access to be from the rear. The policy will also apply to car sales from open land. The Council will encourage applicants for changes of use to include separate access to accommodation on upper floors where practicable in order to ensure this space is fully utilised.

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Whitton and Heathfield

12 LOCAL STRATEGIES AND PLAN PROPOSALS

- 12.1 The previous chapters have set out policies to guide development and land use change throughout the Borough. However, different parts of the Borough have different characteristics and problems, and some policies will be of special relevance to them. There are also proposals for particular sites within them. This chapter divides the Borough into nine areas and looks at each area with this in mind. The proposals for specific sites, and the reasons for them, are set out in schedules for each area, and identified on the proposals map. Some, marked with asterisks on the schedules, are also subject to detailed site briefs. (See Appendix D.) Further schedules list major recent planning permissions in the area.
- 12.2 The proposals relate to schemes which the Council hopes will be started within about 10 years of the adoption of the Plan. As most of the land use proposals will be implemented by the private sector, it is not realistic to provide precise dates for implementation. In relation to Council proposals, there is considerable uncertainty over when finance will be available, and it is again impossible to include dates for implementation. The transport proposals are those needed to tackle the main problems as perceived by the Council at present. At least in the short term, it seems likely that the volume of traffic will continue to grow, and that it will be necessary to bring forward many more projects to improve safety, reduce parking problems and resolve the conflicting interests of road users and residents.
- 12.3 The nine areas were based on local Government wards except at the Mortlake/Barnes boundary, where all of Mortlake has been included in the East Sheen local area, and at Whitton/Twickenham, where the A316 forms a more distinct break.
- 12.4 In reading about the different areas in this chapter it should be recalled that the primary concern [of the UDP] is that the Borough's very special environment, including topography, landscape, buildings and wildlife habitats, is maintained at its present high level of quality without compromising its future and its wider local, national and global context. This means that the Borough can then remain an attractive area for people to live, work, and enjoy their heritage and leisure time. The Plan gives equal priority to meeting the present and future needs of residents, and to safeguarding their interests, including the enhancement of commercial life, jobs and services, and to the development of the Borough's recreational role.

It must therefore be remembered that in addition to the policies noted in this chapter as being particularly relevant to each area, ALL the Plan's policies will operate in ALL areas unless the proposals map shows otherwise.

BARNES

- 12.5 Barnes Green, the pond and the surrounding buildings and trees create a village atmosphere which is of outstanding value, and Castelnau with its fine houses provides a dramatic approach to Hammersmith Bridge. The Council has published detailed proposals for the enhancement of the Barnes Green conservation area, which is supplementary planning guidance to the UDP. Barnes has a good range of local shops and many local people do their main food shopping there, but heavy traffic along the High Street reduces the enjoyment of shopping, and lack of car parking for shoppers is a problem. The heavily trafficked routes of Castelnau/Rocks Lane and the South Circular Road are part of London's Strategic Road Network. Congestion on these main routes causes drivers to cut through residential streets and this can cause danger and disturbance to residents. Traffic problems are exacerbated by the difficulties in crossing the railway line.
- 12.6 The built up part of the area is predominantly residential and there is little scope to expand existing services and industries without increasing traffic congestion and disturbance to residents. Barnes Common, the Wildlife and Wetlands Trust site and the river are sites of metropolitan importance for nature conservation and Lonsdale Road reservoir is a statutory Local Nature Reserve. A large area between Castelnau and the river comprising the Harrods Depository site, Barn Elms reservoirs and the playing field area, is undergoing considerable change. The former depository and candle and soap factories have been converted to residential use on the Harrods site, housing has been developed on part of the former Barn Elms reservoir site, and a Wildlife and Wetlands Trust Centre, has been created on the remainder; more public use is proposed for the Council's Barn Elms playing fields. Enhanced sports facilities are being developed on these playing fields and on the adjoining playing fields, which are managed by the London Borough of Wandsworth. These sites together with Barnes Common and the river form part of a major area of metropolitan open land and a green lung separating the built up area of Putney, Hammersmith and Barnes. Removal by the Council of the close boarded fence along Rocks Lane has opened up extensive views. There is scope for increasing the recreational use of the river in parts.
- 12.7 The priorities for Barnes are to reduce the impact of traffic, improve the main shopping area, protect and enhance sites of nature conservation interest, and make sure that maximum benefit is derived from the opportunities presented on the above sites.
- 12.8 For Barnes the Plan seeks especially to:

Relevant policies

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| (1) ensure that improvements to the South Circular Road are limited to those necessary to improve pedestrian facilities and safety and the local environment, give priority to buses, and overcome isolated points of congestion and delay, as the Council does not wish to encourage further through traffic and heavy goods vehicles; | STG 11
TRN 17, 25, 26 |
| (2) implement area traffic schemes in Barnes and North Barnes; investigate other measures to restrain traffic and to relieve residential streets from through traffic and try to ensure that their parking problems do not get any worse; provide convenient off-street parking for shoppers and short stay visitors at Barnes High Street; | STG 11
TRN 4, 5, 19,
21, 22 |
| (3) protect the important local shopping centre at Barnes, and the smaller shopping centres at Castelnau and White Hart Lane; | STG 4
TC 5, 6 |
| (4) increase community use of Barn Elms playing fields through its designation as public open space and development as a local centre for sports activities, on a scale that will not lead to a deterioration in traffic conditions; | STG 9, ENV 11
CCE 9, 16 |
| (5) protect and enhance the site of metropolitan importance for nature conservation at Barn Elms, the statutory Local Nature Reserves at Barnes Common and Lonsdale Road reservoir, and the Other Site of Local Nature Importance on Barn Elms | STG 2
ENV 18, 26 |

- playing field, and encourage their careful use for nature education;
- (6) improve road safety standards through the completion of works to the recently constructed cycle route from Hammersmith Bridge to Putney along the Thames towpath, thereby allowing cyclists to avoid using the A306 Designated Road and A205 trunk road;

STG 11
TRN 11
 - (7) encourage improvements in the levels of public transport service on the Waterloo line and existing bus routes, and encourage new bus routes;

STG 11
TRN 12
 - (8) protect and enhance the conservation areas at Castelnau, Barnes Green, Thorne Passage, Mill Hill, Barnes Common and White Hart Lane, and protect historic buildings in the area;

STG 2
BLT 2, 3, 4
 - (9) prevent an increase in unsightly car parking in front gardens where possible through planning control and by publicising the design guidance leaflet published by the Council;

STG 2
BLT 28
 - (10) encourage more recreational use of the river upstream of Lonsdale Road reservoir, and to either side of Hammersmith Bridge, but restrict developments on the quieter reaches along Lonsdale Road reservoir and Barn Elms;

ENV 28
 - (11) enhance the environment by planting more trees on the riverside downstream of St Paul's School, on Boileau Road and in surrounding residential streets, and by securing improvements at Barnes Green, along Lonsdale Road and The Terrace, along the riverside and in the Barnes Station area;

STG 2
ENV 6
 - (12) press for a reduction in aircraft and helicopter noise and oppose changes in aviation activity which would increase the scale of the problem;

STG 12
TRN 28
 - (13) attempt to alleviate traffic problems in Barnes High Street;

STG 11
TRN 19
 - (14) encourage the improvement of the housing stock and residential environment, and where appropriate seek area-wide improvement;

BLT 26
HSG 16, 17
 - (15) seek to minimise any adverse effects on Borough residents of development near the Borough boundary through appropriate representations to other local authorities and bodies.

STG 13

12.9 The Proposals for Barnes are:

No	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
B1	WESTFIELD SCHOOL	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of playgrounds in the area and implement the Council's dual use policy.	Council / voluntary groups / school governors
B2	BARNES STATION AND FORMER GOODS YARD	CAR PARK, PUBLIC OPEN SPACE, POSSIBLE ENABLING DEVELOPMENT	To improve interchange at the station by enhancing the current pedestrian and cycling links, and providing cycle parking and possible bus standing facilities, together with limited car parking for rail users from the local area. This is particularly to encourage those people who currently drive to the station and park on the Common or roads surrounding the station to use alternative modes of transport. On-street parking control measures would be used to prevent additional traffic being attracted to the station and would reduce the visual intrusion of vehicles on this attractive area of open land. Access to the site should be such as to minimise the impact on local residents. Carefully designed screening, landscaping and lighting will be required to ensure that the net result of this rearrangement of parking at the station results in an enhancement of the metropolitan open land. To improve information systems and access for people with disabilities. The site is designated as an Other Site of Nature Importance and elements of nature conservation importance must be preserved and enhanced. To return land to the Common. Any enabling development necessary to achieve the replacement car parking and the objective of returning a substantial part of the site to the	Private / Council

			Common will be limited to the minimum necessary to achieve viability and this would need to be demonstrated through detailed financial analysis. Any permission granted would be subject to legal agreement to ensure that the return of the land to the Common and the car parking are implemented before the completion of any other enabling development. A planning brief will be prepared for this site.	
B3	HAMMERSMITH BRIDGE - PUTNEY	CYCLE ROUTE	To improve cycle facilities as part of the strategic cycle network, provide a more direct route for cyclists, serve new developments and the Wildlife and Wetlands Trust and reduce accidents. It is intended that walkers should continue to have priority and that the rural nature of this stretch of river will not be damaged by inappropriate surfacing or other urban features. The number of signs will be minimised.	Council
B4	MILL HILL / ROCKS LANE	JUNCTION IMPROVEMENT AND HIGHWAY MAINTENANCE	To reduce delays to buses as part of the London Bus Priority Network implementation	Council
B5	BARN ELMS SPORTS GROUNDS	RATIONALISATION OF SPORTS USE, INCLUDING PROVISION OF PUBLIC INDOOR SPORTS HALL AND UPGRADING SPORTS PITCHES, ENHANCEMENT OF LANDSCAPE	To increase local provision for indoor sports for which there is a need, to benefit existing users and make more efficient use of facilities. To integrate the management of sports facilities on the site, to enable improvements in existing facilities and the provision of specialist new facilities to allow increased sports use. Any building must be carefully designed and sited so as not to detract from the open appearance of the land. Proposals for floodlighting will be treated with extreme caution and if considered acceptable in principle must be designed to have the minimum visual appearance and impact on the open land, to avoid disturbance to wildlife on the	Council / LB Wandsworth/ private sector

Copy of 2005 UDP Written Statement for information

Check http://www.richmond.gov.uk/planning_guidance_and_policies.htm for details of when policies and proposal sites have been superseded

			<p>site and the adjoining Wildfowl and Wetlands Trust Centre and also to avoid the introduction of light pollution into this otherwise quiet and undisturbed night sky. Existing trees and planting that form part of the historic landscape must be preserved and supplemented by further landscaping and tree planting to enhance the parkland landscape and minimise the visual impact of the building on the open land. The scale will be limited to avoid an unacceptable deterioration in traffic conditions and to this end car parking will be limited and alternative means of transport to the car encouraged. However, if it is considered a proposed facility would lead to significant additional traffic, implementation will be delayed until the development of the Barn Elms reservoirs site has been completed and traffic generation fully assessed.</p>	
B6	BEVERLEY BROOK	PEDESTRIAN ACCESS TO RICHMOND PARK	<p>The council will seek a new pedestrian access from Palewell Common to Richmond Park on the line of the brook.</p>	Royal Parks Agency
B7	BARNES BRIDGE STATION	INTERCHANGE IMPROVEMENTS	<p>To improve interchange facilities including pedestrian and cycle access, cycle parking, and bus interchange information systems, any proposal must take into account residential amenity. To improve information systems and access for people with disabilities.</p>	Railtrack

EAST SHEEN AND MORTLAKE

- 12.10 East Sheen and Mortlake are predominantly residential areas between the River Thames and Richmond Park and contain an interesting variety of house styles. Near the Park there are very attractive tree-lined streets with large houses, whereas around Mortlake Church, pleasant narrow alleys link small streets of Victorian terraced cottages.
- 12.11 Between these two areas is a major district shopping centre which has two supermarkets with car parks, making it very attractive for food shopping. However there has been a reduction in the number of small food shops and a marked increase in specialist shops and services especially restaurants and offices. The impact of the designation of the Upper Richmond Road West (A205 South Circular Road) as a red route on traffic congestion and bus movement through the shopping centre will continue to be monitored. Some adjoining local roads are used by through traffic to avoid the South Circular Road. Efforts will be made to introduce bus priority and traffic management measures to improve bus services and reduce rat-running. The level crossing and parking in Sheen Lane and other residential roads close to the station and the centre cause additional problems, necessitating parking controls and traffic management measures.
- 12.12 The historic core of this part of the Borough is around Mortlake High Street and the interesting riverside industrial buildings are a reminder of this. Several, including the former generating station and corporation depot at Tideway Yard, have been attractively converted to create a working community comprising small workshops, studios, offices, youth club and riverside restaurant. There are pressures for development along the riverside. The Brewery, which is a major employer in the Borough, generates heavy lorries which adversely affect Mortlake High Street and Barnes.
- 12.13 Richmond Park provides a wealth of recreational opportunity, but some parts of East Sheen and Mortlake have no small parks to meet the day-to-day needs of residents, especially children. The Sheen Lane Centre is a valuable community focus. The attraction of Richmond Park both in terms of visitors' vehicles and through traffic using park roads causes high volumes of traffic on Sheen Lane at times, and there is vehicular intrusion on some residential roads. Road humps have been introduced to calm traffic and improve safety on certain roads. The University Boat Race, ending near Chiswick Bridge, attracts a lot of attention to Mortlake for one day a year.
- 12.14 A priority for East Sheen and Mortlake is to seek solutions to the traffic and car parking problems. Other priorities are to enhance the historic core of Mortlake especially the riverside including protection of views to the river from Mortlake High Street, to provide small open space and playgrounds to rectify deficiencies, to improve existing open spaces, to increase public enjoyment, and to secure environmental improvements and tree planting.
- 12.15 For East Sheen and Mortlake the Plan seeks especially to:-

Relevant policies

- (1) enhance East Sheen shopping centre by:
- (a) seeking opportunities to provide more car parking for shoppers and resisting the loss of existing off-street parking;
 - (b) encouraging larger shops selling durable goods;
 - (c) retaining shops in key frontages and broadening the role of the centre by ensuring that any surplus shop units outside those frontages are occupied by uses providing services to residents such as building society and offices;
 - (d) at the same time, ensuring that restaurants and other places of entertainment do not adversely affect nearby residents;
- (2) ensure that development on the riverside including any within the Budweiser Stag

STG 4
TC 2 , 5, 6, 9
TRN 5
CCE 18

STG 2

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|--|--|
| Brewery does not have an adverse effect on river views or on key landmarks; | ENV 5, 26, 31 |
| (3) secure environmental improvements to the riverside, including protection and enhancement of buildings of townscape and historic importance, and improvement of the unpleasant parts of the towpath and protection of trees on the towpath; | STG 2
ENV 26, 27, 28
BLT 3, 4, 26 |
| (4) encourage more recreational use of the river including boating; | ENV 28 |
| (5) provide a dog-free area at Sheen Common; | STG 7
ENV 11 |
| (6) provide improvements to security and facilities for Hertford Avenue and Manor Road allotments; | ENV 17 |
| (7) protect isolated shops in those areas which are more than 400m from East Sheen and White Hart Lane shopping centres; | STG 4
TC 7 |
| (8) provide small parks and children's play space in the centre of the area, which is beyond walking distance of a local park, when opportunities arise, and seek dual use of existing facilities; | STG 7
ENV 12 |
| (9) protect and enhance the White Hart Lane, Christchurch Road, Mortlake, Model Cottages and Queen's Road conservation areas, and preserve historic buildings; | STG 2
BLT 2, 3, 4 |
| (10) secure environmental improvements on Mortlake riverside area, Church Passage and Langdon Close, and tree planting at locations including Carrington Road area, and the western end of Upper Richmond Road West; | STG 2
ENV 9
BLT 26 |
| (11) protect and enhance Palewell Common and Sheen Common as Other Sites of Nature Importance; | STG 2
ENV 18 |
| (12) encourage the improvement of the housing stock and residential environment, and where appropriate seek area wide improvement; | HSG 16, 17
BLT 26 |
| (13) resist proposals to increase the capacity of roads in Richmond Park; | STG 11
TRN 17, 25, 26 |
| (14) ensure that on-street parking problems in the area are reduced and investigate the introduction of a Controlled Parking Zone around East Sheen centre; | STG 11
TRN 21 |
| (15) press for a reduction in aircraft and helicopter noise and oppose changes in aviation activity which would increase the scale of the problem; | STG 12
TRN 28 |
| (16) encourage improvements in the levels of public transport service on the Waterloo line and new and existing bus routes, including the recently commenced Richmond-Hammersmith experimental route; | STG 11
TRN 12 |
| (17) implement area traffic schemes in Mortlake and the Kings Road/Queens Road area using measures to restrain traffic, relieve residential roads of through traffic and improve road safety; | STG 11
TRN 19 |
| (18) prevent an increase in unsightly car parking in front gardens, where possible through planning powers and by publicising the Council's design guidance leaflet; | STG 2
BLT 28 |
| (19) seek to minimise any adverse effects on Borough residents of development near the Borough boundary through appropriate representations to other local authorities and bodies. | STG 13 |
| (20) ensure that parking problems in residential streets do not get any worse by | TRN 21 |

continuing to review and monitor the Controlled Parking Zone in Mortlake.

12.16 The Proposals for East Sheen and Mortlake are:

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
S1	EAST SHEEN PRIMARY SCHOOL, UPPER RICHMOND ROAD WEST	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of children's play space in the area and implement the Council's dual use policy.	Council/voluntary groups/school governors
S2	SHEEN MOUNT PRIMARY SCHOOL, WEST TEMPLE, SHEEN	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of children's play space in the area and implement the Council's dual use policy.	Council/voluntary groups/school governors
S3	HOLY TRINITY C OF E PRIMARY SCHOOL, CARRINGTON ROAD	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of children's play space in the area and implement the Council's dual use policy.	Council/voluntary groups/school governors
S4	BUDWEISER STAG BREWERY	CONVERSION AND PART REDEVELOPMENT OF BREWERY	To meet the operational requirements of the brewery and bring about environmental improvements to the site. The Council will seek to ensure buildings of townscape merit are retained including the disused granary building at the corner of Ship Lane and the towpath, whilst any new development must be of a high standard to reflect this important riverside location, lying partly within the Thames Policy Area and a conservation area. Should rationalisation of the existing operations take place, redevelopment should provide for the retention of existing employment levels and river related uses.	Private
S5	POST OFFICE SORTING OFFICE/ SIGNAL HOUSE/	REDUCING THE WIDTH OF MORTLAKE HIGH STREET	If redevelopment of the Sorting Office and Signal Court was contemplated to achieve improvements	Private

	PUBLIC HOUSE	AND BRINGING FORWARD THE BUILDING LINE OF ADJOINING DEVELOPMENT	to the conservation area, reduction of the width of Mortlake High Street, improved pedestrian, bus and cycle facilities and the replacement of Signal House by a lower building in scale with its surroundings. This would also create opportunities to extend the rest of the adjoining High Street frontage forward in order to maximise the utilisation of urban land, and to provide a significant element of both small and affordable housing units as well as retaining existing uses. The frontage along Mortlake High Street should be designed to maximise activity and opportunity for surveillance.	
S6	MORTLAKE STATION	INTERCHANGE IMPROVEMENTS	To improve interchange facilities including pedestrian and cycle access, cycle parking and bus interchange information systems. To improve information systems and access for people with disabilities.	Railtrack
S7	NORTH SHEEN STATION	INTERCHANGE IMPROVEMENTS	To improve interchange facilities including pedestrian and cycle access, cycle parking and bus interchange information systems. To improve information systems and access for people with disabilities. To rebuild footbridge as part of interchange improvements.	Railtrack

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
The following proposal listed for the Barnes area also affects East Sheen and Mortlake				
B6	BEVERLEY BROOK	PEDESTRIAN ACCESS TO RICHMOND PARK	The Council will seek a new pedestrian access from Palewell Common to Richmond Park on the line of the brook.	Royal Parks Agency
The following proposal listed for the Richmond area also affects East Sheen and Mortlake				
R5	LOWER MORTLAKE ROAD	JUNCTION	To modify the junction as part of the gasworks site	Highways Agency/

(A316)/ SANDYCOMBE
ROAD/MANOR ROAD

MODIFICATIONS

development to help ease congestion, improve
safety and help buses

Traffic Director/ Developer

HAM AND PETERSHAM

- 12.17 Ham and Petersham are areas of considerable character created by the River Thames, the important historic landscape setting of Ham House, large areas of open space which surround the old village centres of Ham and Petersham and areas of relatively modern housing. Ham Common, Ham Lands and Richmond Park provide open space, wildlife habitats and recreational opportunities of metropolitan significance. The riverside and Ham House attract many visitors. Because of its position between the Thames and Richmond Park, the area is relatively isolated and much is semi-rural in character. There is only local shopping and limited local employment following closure of British Aerospace, just over the Borough boundary in Kingston. The high volume of traffic, including lorries, on the A307 is a major problem, but the historic pattern of development prevents major improvements. The Cassel Hospital is renowned for its treatment of people with mental illness. The Council welcomes the fact that the future of the hospital now appears more certain and would encourage improvement of facilities.
- 12.18 The main priorities for Ham and Petersham are to preserve its quiet rural character and the historical value of its landscapes, improve facilities for residents and make the best of its natural advantages. The rural character, and the poor level of accessibility by public transport, mean that the extension of commercial uses will be inappropriate anywhere in the area including around the Common. The Council is anxious that Petersham Meadows remain in their existing undeveloped and occasionally flooded state in order to preserve the meadowland habitat, and that the dairy farm should remain since the presence of cattle adds so much to this historically important local agricultural scene. The Council is also concerned that, where appropriate, historic landscape features associated with Ham House such as avenues and vistas should be restored.
- 12.19 For Ham and Petersham the Plan seeks especially to:

Relevant policies

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| (1) preserve the quiet rural character of the area by resisting major changes and safeguarding open land; | STG 2
ENV 1, 5 |
| (2) protect and maintain the famous views from Richmond Hill, the vista from Ham House across Ham Common, views from Ham Lands to Strawberry Hill, Radnor House Gardens and Pope's Grotto and tower, and other views particularly on the riverside; | STG 2
ENV 5, 26 |
| (3) protect and enhance Ham House, Petersham and Ham Common conservation areas and protect historic buildings; | STG 2
ENV 10
BLT 2, 3, 4
TRN 26 |
| (4) review the need for some form of heavy goods vehicle control; | STG 11
TRN 26 |
| (5) protect local shopping centres at St Richard's Square in Ashburnham Road and Back Lane/Ham Street, especially since the area is some distance from larger centres and Ham Parade; | STG 4
TC 3, 6, 7 |
| (6) minimise the adverse effects of the large numbers of visitors to Ham House and the riverside at Petersham; | STG 10
EMP 8 |
| (7) restrict development on the riverside to protect the flora and fauna and the view from Richmond Hill; | STG 2
ENV 5, 19, 26 |
| (8) secure environmental improvements at the Ham Street shopping centre and tree planting on Lock Road, Dukes Avenue, off Riverside Drive and Ashburnham Road, on Ham Common and by Ham House; | STG 2
BLT 26 |
| (9) encourage the improvement of the housing stock and residential environment and | BLT 26 |

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| where appropriate seek area wide improvement; | HSG 16, 17 |
| (10) ensure that parking problems in residential streets do not get any worse and review and monitor short-term parking provision at Ham Parade; | STG 11
TRN 4, 5, 21,
22 |
| (11) protect and enhance Ham Lands, the copse next to Petersham Lodge, Glovers Island, Ham Common and Ham Pond as Other Sites of Nature Importance and designate them as local nature reserves; | STG 2
ENV 18 |
| (12) encourage improvements in the levels of bus services, especially links to Richmond; | STG 11
TRN 12 |
| (13) implement an area traffic scheme in Ham and Petersham using measures to restrain traffic, relieve residential streets from through traffic and improve road safety; | STG 11
TRN 19 |
| (14) continue to protect the historic garden of Ham House and in liaison with the National Trust, restore and enhance its historic landscape setting and avenues as resources permit; support other authorities in maintaining the environmental quality of Richmond Park; | STG 2
ENV 10 |
| (15) prevent an increase in unsightly car parking in front gardens where possible through planning powers and through publicising the design guidance leaflet published by the Council; | STG 2
BLT 28 |
| (16) press for a reduction in helicopter noise and oppose changes in aviation activity which would increase the scale of the problem; | STG 12
TRN 28 |
| (17) seek to minimise any adverse effects on Borough residents of development near the Borough boundary through appropriate representations to other local authorities and bodies; | STG 13 |
| (18) promote, in conjunction with RB Kingston upon Thames, a footpath link from Richmond Park/Ham Common through the Cassel Hospital and the former British Aerospace sites to link up with the River Thames. | TRN 8 |
| (19) improve horse rides at Ham Common to reduce conflicts with other users and prevent ecological damage in the area generally. | ENV 11 |

12.20 The Proposals for Ham and Petersham are:

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
P1	MEADLANDS SCHOOL	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of children's play space in the area and implement the Council's dual use policy.	Council, voluntary groups, school governors, housing associations
P2	RESERVOIR LAND	AGRICULTURAL OR SIMILAR USE	Surplus to Thames Water's requirements. The future use of the site must be compatible with the need to protect and enhance views, the conservation area and metropolitan open land.	Private sector
P3	GREY COURT SCHOOL, HAM STREET	ALTERATION, EXTENSION AND IMPROVEMENT OF SCHOOL PREMISES, INCREASED PUBLIC USE OF SCHOOL FACILITIES INCLUDING SPORTS HALL	To improve educational facilities and to develop community use of the school and implement the Council's dual use policy. Access by alternative means to the car to be encouraged.	Council, voluntary groups, school governors
P4	KING GEORGE'S PAVILION	HOUSING/ EMPLOYMENT/ COMMUNITY USE IN EXISTING BUILDING	Housing, employment or community use, must preserve and restore this listed building and respect the setting of the conservation area and Ham House.	Private

HAMPTON AND HAMPTON HILL

- 12.21 Hampton and Hampton Hill are predominantly residential areas, and are generally of high environmental quality with certain areas important to local history. Hampton is on the edge of the green belt. Bushy Park and the golf courses at Fulwell Park are important open spaces and the River Thames is a valuable amenity. This stretch of the river is heavily used for boating at weekends during the summer months. Hampton Court is, of course, one of London's foremost tourist attractions. The development at Hampton Nursery Lands has provided the area with a local shopping centre and new parks. It has also provided an opportunity for the Council to implement its 'dual use' policy at the new sports hall and Hampton Community College playing fields. However there is still a need to improve health, education and community facilities, particularly in Hampton Nursery Lands. Priority is given to improving the amenities and meeting the needs of residents. The Council recognises that further action is needed to overcome public open space deficiencies in the Hampton area, although the new village green at Station Road has reduced the shortfall.
- 12.22 Heavy through traffic is a major problem, especially on the Hampton Court Road, Thames Street and Uxbridge Road. The Council will continue to monitor the traffic impact of the superstore at the St Clares Nursery site on highway conditions on the Uxbridge Road, together with its effects on trade in local centres. There are parking problems, especially at Hampton Station and Hampton Village, Hampton Hill High Street, and Fulwell Station. Hampton Village also suffers from heavy traffic and its appearance is seriously affected by vacant buildings and sites along Thames Street. These problems make it a priority for environmental improvements through the refurbishment and rehabilitation of existing buildings, development of new buildings to a high standard of design, improvements to pedestrian alleys leading to the riverside and achievement of rear servicing arrangements to properties on Thames Street and the riverside. It is anticipated that land, including reservoirs and filter beds, at the Hampton Water Works will become surplus during the period of the Plan. It will be necessary to ensure that any new operational buildings sought by the Thames Water will have a minimal visual and ecological impact on the green belt, and that any surplus buildings or land are brought into an appropriate use. Aircraft noise is also a problem in both areas.
- 12.23 For Hampton and Hampton Hill the Plan seeks especially to:

Relevant policies

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| (1) protect the character and quality of Hampton Court, Bushy Park and the riverside which are of metropolitan importance, as well as being attractive local features; | STG 2,
ENV 5, 1, 26,
BLT 3 |
| (2) protect the green belt and ensure that if any non- operational water works land becomes available, it is used in a productive and appropriate open land use and its nature conservation potential enhanced; | STG 2
ENV 2 |
| (3) protect and enhance the conservation areas at Hampton Court Green, Hampton Village, Hampton Hill High Street, Joanna Southcott Chapel and Platts Eyot, and protect historic buildings in the area in accordance with the Hampton Court Green and Hampton Village conservation area study, and encourage the preservation of the Brew House and Hampton Court Palace which are scheduled monuments; | STG 2
BLT 2, 3, 4 |
| (4) reduce parking problems in the area should opportunities arise; | STG 11
TRN 21, 22 |
| (5) protect the local shopping centres at Hampton Village, Hampton Hill High Street and Hampton Nursery Lands, and preserve isolated shops in the sizeable residential areas which are beyond easy walking distance of these centres; | STG 4
TC 5, 6, 7 |

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|------|---|---|
| (6) | minimise the adverse effects of the large numbers of visitors to the area; | STG 10
EMP 8 |
| (7) | avoid further congestion on the river by reducing moorings on the main channel where this is feasible and limiting other developments which would add to congestion on the river; | ENV 31 |
| (8) | improve public access to the riverside by increasing public open space and extending riverside walks, e.g. from Hampton Village towards Platts Eyot, should opportunities arise; | ENV 27 |
| (9) | improve provision and quality of public open spaces in the area and seek opportunities to provide public open space for residents in Fulwell and in an area centred on Percy Road and Oldfield Road, all of which are beyond walking distance of a local park; | STG 7
ENV 11 |
| (10) | secure environmental improvements in Hampton Village and Hampton Hill conservation areas, and in Burtons Road, Priory Road and opposite Platts Eyot; and tree planting in areas including Broad Lane, Hanworth Road, Hampton Hill High Street and adjoining streets, Hatherop Recreation Ground, Hampton Court Road and Hampton Court Bridge; | STG 1
BLT 26 |
| (11) | make use of any further opportunities that may arise to improve the local environment, particularly in Hampton Village and Hampton Hill; | STG 1
BLT 26 |
| (12) | improve health, education and other public services through the provision of new, replacement and improved facilities and by the community use of facilities at various schools; | CCE 4, 8, 9 |
| (13) | encourage the improvement of the housing stock and residential environment and where appropriate seek area-wide improvement; | BLT 26
HSG 16, 17 |
| (14) | ensure that parking problems in residential streets do not get any worse, and investigate and consult on the possible introduction of controlled parking zones around Hampton Village, Hampton Hill and Fulwell to alleviate some of the parking problems; | STG 11
TRN 4, 3, 21,
TRN 22
HSG 13 |
| (15) | press for a reduction in aircraft and helicopter noise and oppose changes in aviation activity which would increase the scale of the problem; | STG 11
TRN 28 |
| (16) | continue to protect historic gardens at Bushy Park, Garricks Villa, Hampton Court and Hampton Court House; | STG 2
ENV 10 |
| (17) | undertake area traffic studies in Fulwell, Hampton Hill, the Hamptons and Hampton Nursery Lands and investigate measures to restrain traffic, to relieve residential roads from through traffic and improve road safety; | STG 11
TRN 19 |
| (18) | provide a co-ordinated pedestrian signposting system; | TRN 9 |
| (19) | improve the Hampton Nursery Lands central area, including redevelopment where appropriate; | CCE 12, 20 |
| (20) | prevent an increase in unsightly car parking in front gardens where possible through planning powers and by publicising the design guidance leaflet published by the Council; | STG 2
BLT 28 |
| (21) | Achieve the regeneration of Platts Eyot and in particular the repair and use of the Listed Buildings, the retention of the working community and the other objectives of the conservation area study. | ENV 28 |

12.25 The proposals for Hampton and Hampton Hill are:

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
H1 (see H23)	LAND & BUILDINGS AT HAMPTON WATER TREATMENT WORKS	CONVERSION OF REDUNDANT THAMES WATER BUILDINGS FOR BUSINESS, RESIDENTIAL AND OTHER COMPATIBLE USES TOGETHER WITH RE-USE OF THE ASSOCIATED FILTER BEDS AND SURROUNDING LAND.	Thames Water has indicated that the eastern part of the treatment works will become surplus to requirements. Conversion of listed buildings for mixed use development (business, residential and other compatible uses) is desirable to ensure their retention and provide the opportunity for a mixed use development allowing a working community to develop, and reducing the need to travel. However, the achievement of such objectives may necessitate development going outside and beyond the footprints of the listed buildings. The nature of such development would need to be assessed with reference to the site's green belt designation. Development would be limited to the minimum necessary to achieve viability and this would be demonstrated through detailed financial analysis. Any permission granted would be subject to a legal agreement to ensure that the conversion of the listed buildings is phased in relation to new development. With the foregoing possible exception, the existing water treatment lagoons should be retained to preserve the open area which has an important relationship with the river and forms a setting for the listed buildings. Proposals should have regard to the improvement of links to the riverside, the creation of a public riverside walkway, and the improvement of pedestrian and cycle links to the site. Mature trees along the Lower Sunbury Road and the riverside must be retained.	Private
H2	SUNNYSIDE RESERVOIR, LOWER SUNBURY ROAD, HAMPTON	WATER BASED SPORT, RECREATIONAL USES	If declared surplus to the requirements of Thames Water, the site should provide additional water based sport or recreational uses compatible with the site's green belt and nature conservation designation and its riverside location. Access by	Private sector, site currently in Thames Water ownership.

alternative means to the car to be encouraged.

H3	HYDES FIELD, UPPER SUNBURY ROAD, HAMPTON	SHORT STAY CAMPING AND CARAVANNING	To provide facilities for tourism. Any scheme must be designed to have the minimum adverse effect on the green belt. Ancillary buildings must be modest in scale and sited so as to be unobtrusive. Extensive landscaping to the margins of the site would be expected. Vehicular access to the site must satisfy highway safety requirements. The site is designated by the London Ecology Unit as a Site of Borough Importance for nature conservation and any proposal must retain and enhance the nature conservation value of the site.	Private
H4	FULWELL PARK, ADJOINING TWICKENHAM GOLF COURSE	INTENSIFICATION OF SPORTS USE INCLUDING PROVISION OF INDOOR AND OUTDOOR FACILITIES, CHILDREN'S PLAYGROUND	To increase local provision for both indoor and outdoor sports for which there is a need. To make up for a deficiency in play space in the area. Any buildings must be carefully screened and sited so as not to detract from the open appearance of the land. Development must be designed to retain features of nature conservation importance on the site, or where this is impracticable, to create new habitats and features which should be appropriately managed through a legal agreement. Access by alternative means to the car to be encouraged.	Council / private sector
H5	HAMPTON STATION	INTERCHANGE IMPROVEMENTS	To improve interchange facilities including pedestrian and cycle access, cycle parking, and bus interchange information systems. To improve information, mobility and access for people with disabilities.	Railtrack
H6	NORTH END OF OAK AVENUE, HAMPTON	RECREATION USE	Site held for open recreation use compatible with green belt and district park function including possible allotments, currently leased for equestrian use.	Council
H7	NORTH END OF OAK AVENUE, HAMPTON	PROVISION OF BRIDLE PATH	To provide a riding route for the horses and ponies stabled in the area, away from roads and footpaths.	Council

Copy of 2005 UDP Written Statement for information

Check http://www.richmond.gov.uk/planning_guidance_and_policies.htm for details of when policies and proposal sites have been superseded

H8	BUCKINGHAM JM/ SCHOOL	INCREASED COMMUNITY USE OF SCHOOL	To increase links with the community desired by governors and implement the Council's dual use policy. Access by alternative means to the car to be encouraged.	Council, voluntary groups, school governors
H9	BEVEREE, BEAVER CLOSE	CHILDREN'S PLAYGROUND	To relieve the shortage of children's playgrounds in the area. The scheme must be designed to retain features of nature conservation importance and protect the character of the conservation area.	Council
H10	HAMPTON INFANTS SCHOOL, RIPLEY ROAD	USE OF SCHOOL PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP.	To relieve the shortage of children's playgrounds in the area, and to implement the Council's dual use policy.	Council, voluntary groups, school governors.
H11	HAMPTON JUNIOR SCHOOL, PERCY ROAD	ALTERATIONS AND EXTENSION TO SCHOOL BUILDING AND USE OF SCHOOL PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To meet the educational needs of the school and to relieve the shortage of children's playgrounds in the area, and to implement the Council's dual use policy. Access by alternative means to the car to be encouraged.	Council, voluntary groups, school governors
H12	PAGE'S GREEN, HAMPTON NURSERY LANDS	CHILDREN'S PLAYGROUND	To relieve the shortage of children's play facilities in the area.	Council
H13	HAMPTON NURSERY LANDS, LAND ADJACENT TO BUCKINGHAM SCHOOL PLAYING FIELDS	HOSPICE	To improve health care facilities.	Council, district health authority, private
H14	HATHEROP RECREATION GROUND	IMPROVEMENTS TO RECREATION GROUND, INCLUDING PAVILION,	New and improved facilities, construction of a limited car park, tree planting, establishment of a nature conservation area and a dog free area will	Council

CHILDREN'S
PLAYGROUND AND TREE
PLANTING

enhance the recreational facilities and lead to increased use, and will contribute to the enhancement of wider green belt area. There is a need to replace the existing pavilion and to improve the children's playground. The car park should be carefully sited to minimise its effect on residential amenity and intrusion into the open space, with access via the existing Hatherop Road entrance. Access by alternative means to the car will be encouraged.

H15 PLATTS EYOT,
LOWER SUNBURY RD,
HAMPTON

MIXED USES WHICH WILL ASSIST IN IMPROVING THE ISLAND'S ECONOMIC VIABILITY AND REGENERATION, AND IN PARTICULAR IT'S LISTED BUILDINGS, WILL BE ENCOURAGED, WHERE THE SPECIAL CHARACTER OR APPEARANCE OF THE ISLAND WOULD BE PRESERVED OR ENHANCED. SUITABLE USES INCLUDE BUSINESS OR INDUSTRIAL (B1 OR B2), LEISURE AND RESIDENTIAL. LIMITED VEHICULAR ACCESS SUBJECT TO MEETING THE TESTS BELOW.

The Council recognises the need for regeneration of the island which will enable repair and use of the listed buildings, (preferably for boat-building and/or repair, and related or complementary uses), and retaining a working community with B1/B2 uses on the island to improve its economy. Supplementary planning guidance (Platts Eyot conservation area study, December 1998) sets out in detail the special interest, opportunities and constraints which the Council would expect to guide any regeneration proposals. In order to reverse the economic decline on the island, appropriate redevelopment will be encouraged, particularly in those areas identified in the SPG, where it would preserve or enhance the character or appearance of the conservation area. The island, outside the green belt should primarily be for employment-generating uses. Some residential use may be acceptable provided its extent, scale, design, concept and layout is consistent with the existing character as set out in the SPG, and recognises and reinforces the unusual nature of the island and its setting. Live-work units, incorporating a specifically-identified element of B1 use, would be appropriate. Docks, wharves and slipways must be retained, and important trees are to be kept to ensure there is no adverse effect on the green belt and Thames Policy Area. Any proposal to provide a bridge for vehicular access, and related enabling development, would be

Private

assessed on its merits, including quality and sensitivity of design; the Council would take into consideration the level of overall benefit to the island's economic viability, the consequent contribution to the regeneration of the listed buildings, and the effect on the character of the island and the river environment. Platts Eyot is part of the River Thames Site of Metropolitan Importance for Nature Conservation designated by the London Ecology Unit and any proposals would be required to protect and enhance the nature conservation value of the site.

H16	CHURCH STREET / HIGH STREET	PAVING AND STREET LIGHTING	To create a pedestrian priority area and allow environmental improvement; to enhance the conservation area and to improve the setting of historic buildings.	Council
H17	CHURCH STREET	REDUCTION IN CARRIAGEWAY WIDTH.	To improve facilities for pedestrians and reduce the effect of parked cars, and to enhance the conservation area.	Council
H18	STATION ROAD / ORMOND AVENUE / TUDOR ROAD / OLDFIELD ROAD	JUNCTION IMPROVEMENT	To improve road safety.	Council
H19	HIGH STREET / THAMES STREET	JUNCTION IMPROVEMENT	To improve road safety, particularly for pedestrians and cyclists, and to help buses.	Council
H20	THAMES STREET / CHURCH STREET, HAMPTON	TRAFFIC SIGNALS	To improve road safety, particularly for pedestrians and cyclists, and to help buses.	Council
H21	HAMPTON COURT RD/ CHESTNUT AVENUE	JUNCTION REALIGNMENT AND IMPROVEMENT	To improve road safety, particularly for pedestrians and cyclists, and to help buses.	Council

H22	FULWELL BUS GARAGE / RAIL STATION	INTERCHANGE IMPROVEMENTS	To improve rail-bus interchange facilities by improving pedestrian links as well as helping cyclists. To improve public information systems and access for people with disabilities.	Council
H23	HAMPTON WATER WORKS	OPERATIONAL WATER WORKS DEVELOPMENT	<p>To meet the operational requirements for essential water treatment works subject to the limitations below and in particular the need to maintain the openness of the green belt, in particular the filter bed and reservoir areas. The water treatment works is a major developed site in the green belt (PPG 2, Annexe C). Planning permission will normally be granted for infilling, or partial redevelopment for essential water treatment related purposes providing that:</p> <ul style="list-style-type: none"> a) it is within the proposal site as identified on the proposals map; b) it will have no greater impact on the openness or purposes of including land in the green belt than the existing development; c) it will not exceed the height of the majority of the existing surrounding buildings or structures on the site or lead to a major increase in the developed proportion of the site. The filter beds and other visually open areas are not considered to be part of the developed area for the purposes of this policy; and d) There will be no adverse impact on the character and appearance of the landscape or the visual amenities of the green belt, particularly in relation to the open filter beds and reservoirs. <p>Reason: To recognise the need to provide for</p>	Private

appropriate operational development.

H24 Former Council Depot
Oldfield Road

HOUSING

Site surplus to Council's requirements. Residential
use will be compatible with surrounding area.

Private

KEW

- 12.25 Kew is enclosed on two sides by a bend in the River Thames. Historical associations centre on Kew Green, and the magnificent Royal Botanic Gardens. The attractive residential environment is affected by the noise, pollution and visual intrusion of heavy traffic along the Mortlake Road, Kew Road and Lower Mortlake Road/Lower Richmond Road. Mortlake Road is particularly unsuitable for its role as part of the South Circular Road, and for the heavy vehicles that it carries; the impact of its designation as a red route will be closely monitored. Lower Mortlake Road and Lower Richmond Road carry heavy traffic flows and are a barrier for pedestrians. Kew also suffers from aircraft noise. Problems of on-street residential parking are increased by widespread commuter parking at the station, and by cars and coaches bringing the numerous visitors to Kew Gardens. Good rail services ensure access to a wide range of job opportunities for residents of most of the area. New developments at the Public Record Office, the Inland Revenue Sorting Office and the non-food retail park on the former industrial estate in Mortlake Road have increased the number of jobs available in what is one of the major employment areas in the Borough.
- 12.26 There is a thriving local shopping centre around Kew Gardens Station, but at centres in Sandycombe Road and Kew Green non-retail uses have become predominant. The River Thames provides attractive views and semi-rural riverside walks.
- 12.27 The major priorities for Kew are to prevent an increase in traffic; to protect and enhance the townscape and riverside; to improve local traffic conditions; to reduce parking problems; and to secure the satisfactory redevelopment of the Kew Riverside area between the railway bridge and Chiswick Bridge in a co-ordinated manner. The area also needs improved library facilities and more local open space in view of the fact that the levying of increased admission charges and limitations on the use of the Royal Botanic Gardens preclude an effective role as public open space.
- 12.28 For Kew the Plan seeks especially to:

Relevant policies

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| (1) ensure that improvements to the South Circular Road are limited to those necessary to improve pedestrian facilities and safety and the local environment, give priority to buses, overcome isolated points of congestion and delay, and discourage further through traffic and heavy goods vehicles; | STG 11
TRN 17, 25, 26 |
| (2) continue to press the Government Office for London to remove Kew Road from the Strategic Road Network, and remove the trunk road status of the A205 in an attempt to reduce its use by through traffic; | STG 11
TRN 16 |
| (3) ensure that parking problems in the area, especially in residential streets, do not get any worse by
(a) resisting the loss of existing off-street parking,
(b) ensuring that as many visitors as possible to Kew Gardens are aware that it is well served by public transport,
(c) providing coach parking facilities, and
(d) not allowing more restaurants if they would add to parking problems; | STG 9, 11
TRN 4, 5, 22
EMP 8
CCE 18
TC 9 |
| (4) implement area traffic schemes in North Kew/ Kew Green and South Kew using measures to restrain traffic, relieve residential roads of through traffic and improve road safety; | STG 11
TRN 19 |
| (5) prevent an increase in unsightly car parking in front gardens where possible through planning powers and by publicising the design guidance leaflet published by the Council; | STG 2
BLT 28 |
| (6) keep and improve the present level of service on the Richmond – North Woolwich Line; | STG 11
TRN 7 |
| (7) protect and enhance the Kew Green, Kew Gardens, Kew Road and Lawn Crescent | STG 2 |

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| conservation areas, and preserve historic buildings; in particular encourage the enhancement of the setting of Kew Palace. | ENV 10
BLT 2, 3, 4 |
| (8) encourage conversions of larger old houses rather than redevelopment, to avoid the problems which have arisen in the Kew Road area where new developments do not always harmonise with the old; | STG 6
HSG 13 |
| (9) protect the local shopping centres at Kew Gardens Station, Kew Green, Lower Mortlake Road and Sandycombe Road, and protect isolated shops in the area near to Lower Mortlake Road which does not have a shopping centre; | STG 4
TC 5, 6, 7 |
| (10) encourage restaurants etc., in shop units in suitable locations outside key shopping frontages in the centres at Kew Gardens Station and Kew Green (provided this does not add significantly to the parking problems), in order to cater for visitors as well as residents; and encourage the conversion of surplus shop units outside the key frontage in Sandycombe Road to residential use; | CCE 18
TC 5, 6, 8 |
| (11) protect and improve views of the opposite river bank, notably of Strand-on-the-Green which is one of the most attractive urban views on the river, by making appropriate representations; protect areas of sensitive ecology; | STG 13
ENV 5, 18, 26 |
| (12) increase public access to the riverside and improve the towpath where this is needed, including at Kew Pier which is one of the tourist gateways to the Borough; | ENV 27 |
| (13) press for a reduction in aircraft and helicopter noise and oppose changes in aviation activity which would increase the scale of the problem; | STG 12
TRN 28 |
| (14) secure environmental improvements including tidying up of car parking areas at Kew Gardens Station, which is a tourist gateway, and at Townmead Road; secure tree planting on Kew sewage works site; | STG 2
ENV 9
BLT 26 |
| (15) encourage the improvement of the housing stock and residential environment, and where appropriate seek area-wide improvement; | BLT 26
HSG 16, 17 |
| (16) protect and enhance areas of Brentford Aits and Occupation Road and the River Thames generally as Other Sites of Nature Importance; | STG 2
ENV 18 |
| (17) provide small parks and children's play space in areas which are beyond walking distance of existing facilities, where opportunities arise; | STG 7
ENV 12 |
| (18) ensure that the traffic impact of the development of the Kew riverside area is mitigated by improvements to public transport, cycle and pedestrian facilities for the benefit of new and existing residents; and that the development provides for local needs, protects metropolitan open land and enhances its ecological potential, increases public access and enjoyment to the riverside whilst protecting its semi-rural character, improves the riverside in the vicinity of the Townmead Road recycling centre, and achieves improvements to Kew Meadows Path and other pedestrian routes; | ENV 1, 19, 27
TRN 2, 9 |
| (19) continue to preserve the historic garden of Kew and encourage the provision of improved facilities for visitors to the Royal Botanic Gardens to continue to work with the Royal Botanic Gardens, Kew, on the potential use of part of their premises for specific events by local residents; | STG 2
ENV 10 |
| (20) improve facilities and make the library a focus for local activity of community facilities and in particular seek to replace Townmead Youth Centre and improve library provision. | CCE 12, 14 |

12.29 The proposals for Kew are:

No	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
K1	KEW SEWAGE WORKS	HOUSING INCLUDING AFFORDABLE AND SPECIAL NEEDS, BUSINESS USE, COMMUNITY USE, OPEN SPACE, RECREATIONAL USE, NATURE CONSERVATION, PEDESTRIAN/CYCLE ROUTE LINK, NEW ACCESS	Thames Water has indicated that if alternative arrangements can be made for sewage treatment and sufficient income produced, this site will be available for development. Retention of a 40m strip of metropolitan open land along the riverside will be required and its value for nature conservation must be enhanced. Slight variations from a 40m strip may be permitted providing the total area of metropolitan open land along the riverside is retained. The main use of the site should be for housing to help cater for demand, and the Council will also seek to negotiate a significant proportion of affordable units. Related employment uses will also be encouraged subject to their not generating unacceptable traffic conditions: sustainable uses directed at needs of new residents will be encouraged. The potential for a buffer of B1 development to reduce the impact of the civic amenity site should be considered. There will be a need for a small community hall to meet the needs of the occupiers of the residential development. Open space will provide an amenity for residents and should be sited where a new pedestrian/cycle link to the river from West Hall Road meets Kew Meadows Path. The site is also suitable for a range of recreational uses which should include uses related to the river. An hotel or pub would also be appropriate. The semi-rural character of the towpath should be retained and views across the site provided if appropriate. Density should generally be at the lower end of the density range 173 - 247 habitable rooms per hectare. The height of buildings should be predominately two and three storeys.	Private

			<p>Vehicular access to the southern end of the site should be from Townmead Road (with appropriate highway improvements). At the northern end access will be from the adjacent site, where a road should be provided from Gypsy Corner/Mortlake Road. In order to provide an uninterrupted green link, including a footpath/cycle link from West Hall Road to the river, a through route would not be acceptable (except possibly for buses). Vehicular access from West Hall Road will not be acceptable. The Council will expect contributions towards public transport initiatives. Proposals that include rationalisation of uses on adjoining sites may be acceptable in order to achieve the better planning of the area.</p>	
K2	KEW RIVERSIDE	HOUSING / NATURE CONSERVATION	<p>The river frontage is designated as the Thames Policy Area and metropolitan open land, and also includes a section of the cycle route along the Kew / Mortlake towpath. The existing warehouse and office buildings on the site will be demolished. Retention of the strip of metropolitan open land along the riverside will be required and its value for nature conservation must be enhanced. The semi-rural character of the towpath should be retained, riverside views should be protected and the setting of the towpath trees maintained. The bulk of the development should be kept towards the rear of the site, away from the river, to avoid dominating the area of metropolitan open land. The heights and forms of the building section should vary within the development to avoid a monolithic appearance. The mass of the Public Record Office means that buildings higher than nearby residential could be appropriate, but should reduce towards the ends of the site to complement the more rural character of this part of the site. Special consideration should be given to the northern part of the site, which is designated an Other Site of Nature Importance. The main use of the site should be for housing to</p>	Private

help cater for need and demand, and the Council expects at least 40% of the units on site be affordable, and in addition, that at least a quarter of the units be small. Vehicular access shall be via the roundabout adjoining Kew Retail Park. Any use of Occupation Road for access should be restricted to pedestrians, cyclists and emergency vehicles.

K3	QUEENS C of E PRIMARY SCHOOL, CUMBERLAND ROAD	USE OF SCHOOL PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of children's playgrounds in the area and to implement the Council's dual use policy	Council, voluntary groups, school governors
K4	KEW GARDENS STATION	INTERCHANGE IMPROVEMENTS	To improve interchange facilities including pedestrian and cycle access, cycle parking, and bus interchange information systems. To improve information, mobility and access for people with disabilities	Railtrack

RICHMOND TOWN

- 12.30 Richmond's location on the river and its historic environment make it one of London's most desirable locations in which to live and work, and very attractive to visitors. Through Norman and Medieval times it was a residence of the English monarchy. Henry VII built Richmond Palace here which was one of the favourite palaces of the Tudors. Although Richmond ceased to be a royal court with the passing of George III, it had become a popular riverside resort and place of entertainment. However, it was not until 1847 when the railway arrived and Richmond came within commuting distance of central London that substantial housing development took place and shaped the town into its present form. Nearly all the town is within designated conservation areas and many buildings are of townscape merit. St Matthias Church, with its impressive spire, provides a key feature to the sky line. Trees play a significant role in the surrounding parks and in the other open spaces within the town.
- 12.31 There are a number of features which detract from the quality of the townscape. The most obvious are buildings which contrast unfavourably with their environment; these are mainly of more modern origin introducing new elements such as blocks of flats, large office buildings and modern retailing outlets. Road widening has replaced more intimate coherent areas with new ones of distorted scale; Sheen Road between George Street and Paradise Road provides a very good example of this change in character and scale. Forecourt parking has also had a detrimental effect on the local street scene, removing front fences, gates and railings. The painting or rendering of brick and stone has significantly changed the character of some buildings. This is particularly detrimental in a row of terraces or semi-detached houses. Buildings have also been altered by the inappropriate replacement of essential elements of their style, such as windows, doors and architectural detail.
- 12.32 Richmond town centre is the major shopping centre of the Borough. Although it is the most important town centre for main food shopping, it is particularly important for comparison goods shopping, reflected in its designation as a major centre in the London Planning Advisory Committee's Supplementary Advice on Strategic Town Centres (1996). The 1997 Shopper Survey indicated that people use Richmond because of the range of good multiple and smaller, more specialised shops and the pleasant environment. The main improvements sought were reduction of traffic and pedestrianisation of the shopping streets.
- 12.33 The local shopping centres at Sheen Road and Friars Stile Road provide a range of goods to meet the day-to-day needs of residents. In addition, there are a number of isolated shops and small groups of shops which cater for 'top-up' shopping. The centre at Kew Road is dominated by restaurants which add to parking problems in nearby streets.
- 12.34 Richmond town centre is an excellent location for many community uses because of its high level of accessibility from most parts of the Borough and it is home to many important facilities such as the central lending and reference library. Richmond also provides the Borough with a range of leisure and entertainment facilities which enhance the attractiveness of the shopping centre. Borough-wide nearly a quarter of households use Richmond regularly in the evenings. Facilities include Pools on the Park, three cinemas, Richmond Theatre, the Orange Tree Theatre, the museum at the Old Town Hall and numerous public houses and restaurants. Queen Charlotte Hall offers a range of cultural and recreational activities. These facilities help attract the many visitors and tourists, who in turn bring economic benefits to the town. There is likely to be a growing demand for cultural, entertainment and recreational facilities, and Richmond will remain the Borough's prime location for this type of development, although growth of the facilities will need to be sensitive to the amenity of people who live in the centre. The increased intensity of use of the Richmond Athletic Ground for professional rugby has had significant implications for residents and businesses in the centre.
- 12.35 Richmond is a major employment centre for the Borough, providing jobs mostly in offices and retailing. Evidence suggests that most office jobs are being filled by people who live outside the Borough. Pressure is likely to continue as Richmond is an extremely attractive office location. Although Richmond benefits from good public transport accessibility, many employees use cars for their journeys to work, which contributes to the increasing congestion within the town centre.
- 12.36 Within the main shopping streets crossing roads is difficult and there are places where footways are too narrow. This makes shopping in the centre a less pleasant experience than it should be, and

leads to particular difficulties for people with disabilities or other mobility problems, or with young children and/or prams and pushchairs. The limited seating within the centre leads to further difficulties for users. There is also a need to provide more routes and parking for cyclists.

- 12.37 The town centre is well served by public transport. A large number of service vehicles enter the Richmond area each day; of these about one third have business in the town centre. Rear servicing arrangements are poor and consequently service vehicles exacerbate traffic congestion and present a danger to pedestrians, particularly in George Street and Paradise Road/Red Lion Street.
- 12.38 The major issue facing the area is the impact of cars on the town centre itself and on the surrounding residential areas. The large number of cars moving and parking within the area inevitably results in congestion, environmental pollution, danger to pedestrians and cyclists, and delays to bus services. The congestion within the town centre, particularly at peak hours and weekends, leads to rat-running through adjoining residential areas where traffic prejudices the amenity and road safety of residents. Within the overall philosophy of restraint on the use of cars, there is a need to ensure there is sufficient short term parking to ensure Richmond remains economically buoyant, without attracting non-essential traffic, particularly commuters or sports spectators.
- 12.39 The priority for Richmond is to protect and enhance the social life and unique character of the town with its existing features and amenities, taking special account of the residential areas, the shopping centre and the riverside. The Transport Strategy for the town centre is illustrated on Map 14. In particular the Plan seeks especially to:

Relevant policies

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| (1) maintain and enhance the special qualities of the townscape, with particular attention to conservation areas and their special features; | STG 2
BLT 2 |
| (2) maintain and enhance both individual buildings and groups of buildings of special character, particularly the many listed buildings and buildings of townscape merit; allow reversion of offices in historic buildings around The Green to residential use; | STG 2
BLT 3, 4 |
| (3) protect and preserve the many fine views and vistas from Richmond Hill and Richmond Park, maintain the existing sky line and ridge line, and ensure St Matthias Church remains the dominant feature; | STG 2
ENV 5, 26 |
| (4) protect, preserve and where appropriate ensure that there is adequate opportunity for the investigation of sites of archaeological importance; | STG 2
BLT 7, 8, 9 |
| (5) protect and enhance the visual amenity of open spaces, including metropolitan open land and Other Open Land of Townscape Importance including Richmond Green, Little Green and Terrace Gardens; and secure improvements to the Old Deer Park in accordance with the Interim Brief (1998) and taking into account the principles of the Crown Estate's Landscape Strategy 1999; | STG 2
ENV 1, 3 |
| (6) protect and conserve trees throughout Richmond with special attention to those in the town's open spaces and along the River Thames; | STG 2
ENV 9 |
| (7) ensure that new development complements the street scene by its style, height, scale and massing, and use of architectural features and materials; | STG 2
BLT 11 |
| (8) implement environmental improvement schemes including land at the junction of Old Deer Park, the towpath area between Richmond Bridge and Buccleugh Gardens, and the Richmond Gate entrance to Richmond Park; and implement tree planting at various locations such as Friars Lane car park, Paradise Road and Victoria Villas; | STG 2
ENV 9
BLT 26 |
| (9) prevent an increase in unsightly car parking in front gardens and demolition of walls and railings which enhance the street scene; | STG 2
BLT 28 |

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| (10) | encourage the improvement of the housing stock and residential environment, and where appropriate seek comprehensive area improvement; | BLT 26
HSG 16, 17 |
| (11) | encourage provision of cheaper housing, and protect where possible privately rented accommodation in multiple occupation; | HSG 6, 15 |
| (12) | improve community facilities and ensure that adequate facilities for health, education, social services and other important public services remain available; | CCE 5, 7, 8 |
| (13) | enhance and improve Richmond town centre as the most important employment and shopping centre in the Borough, ensuring that there is an adequate supply of shop units to meet the demands of shopkeepers and shoppers; | STG 4
TC 2 |
| (14) | improve the appearance of the town centre through services such as street cleaning and action such as environmental improvements, and improve the convenience of the centre through ensuring it is accessible to all; | STG 2
BLT 26
TRN 9 |
| (15) | ensure that new shop fronts, advertisements and street furniture visually contribute to the street scene and do not detract from the visual amenities of the area; | STG 2
BLT 21 |
| (16) | ensure that there are adequate shops in the smaller centres of Friars Stile Road, Sheen Road and Kew Road; and protect other small groups of shops and isolated shops to ensure that residents' daily needs are met within walking distance of their homes; safeguard the interests of surrounding residents by not allowing more restaurants at Kew Road in particular where this would add to parking problems; | STG 4
TC 6, 7 |
| (17) | encourage the provision of cultural, entertainment, recreation and other leisure facilities in the town centre, subject to maintaining the amenity of residents, and protect and improve those existing, for example through the relocation of the Museum of Richmond; | STG 9
EMP 9
CCE 15, 17, 18 |
| (18) | minimise any adverse effects on residents and businesses from crowds visiting the rugby grounds through appropriate initiatives and agreements; | ENV 14
TRN 2, 3 |
| (19) | encourage and promote improvements to public transport and interchange facilities at Richmond Station; in considering any development proposals for the station site the Council would need to be satisfied that such development would preserve or enhance the conservation area and would not lead to an unacceptable increase in traffic; | STG 11
TRN 12 |
| (20) | undertake area traffic studies in Richmond town centre/The Green/Richmond Hill and investigate methods to restrain traffic, relieve residential and shopping roads of through traffic and improve road safety; | STG 11
TRN 19 |
| (21) | ensure that parking problems in residential roads do not worsen; provide for any increase in short stay parking spaces by reducing long term parking in the town centre, while restricting car parking provision within new retail and commercial developments to minimise travel to work by car; | STG 11
TRN 2, 4, 5, 21,
22 |
| (22) | investigate opportunities for improving conditions for pedestrians within the town centre, and give priority to buses on Richmond Bridge in order to improve pedestrian safety and environmental conditions and improve public transport; | STG 11
TRN 19 |
| (23) | investigate, and where appropriate implement, other traffic management and traffic calming measures; | STG 11
TRN 19 |
| (24) | encourage cycling and the provision of cycle routes and cycle parking in and around the town centre; | STG 11
TRN 11 |

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| (25) | manage tourism through effective promotion, and encourage the provision of hotel and guest house accommodation, and minimise the adverse effects of large number of visitors to the area; | STG 10
EMP 9 |
| (26) | press for a reduction in aircraft and helicopter noise and oppose changes in aviation activity which would worsen the problem in the area; | STG 12
TRN 28 |
| (27) | increase appropriate recreational use of the River Thames compatible with its role as an important wildlife corridor; | STG 9
ENV 28 |
| (28) | seek to minimise any adverse effects on Borough residents of development near the borough boundary through appropriate representations to other local authorities and bodies. | STG 13 |

12.40 The proposals for Richmond are:

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
R1	GEORGE STREET	TO IMPROVE CONDITIONS FOR PEDESTRIANS THROUGH INVESTIGATION OF THE FEASIBILITY OF PEDESTRIANISATION	The Council in partnership with London Transport buses will investigate the feasibility of pedestrianising George Street, combined with measures to give priority to buses on Richmond Bridge in order to improve pedestrian safety and environmental conditions and improve public transport facilities.	Council / London Transport / Community
R2	THE QUADRANT	SERVICE ROAD EXTENSION, OFFICES, OR OTHER APPROPRIATE USE, COMMUNITY/ LEISURE USE.	To improve rear servicing and thus improve conditions for pedestrians in the Quadrant and reduce delays to buses. The site is well served by public transport and offices, it would be acceptable to retain employment use on the site, subject to the provision of the service road as part of the scheme. It is recognised that there should be some flexibility in the line of the road in order that development does not interrupt underground cabling. To improve community / leisure facilities for residents and workers in this extremely accessible location. The height of building (which should not exceed four storeys) and the scale should not appear overbearing in relation to the listed buildings and buildings of townscape merit which adjoin the site. The amenity of existing residents must be protected.	Council / Private
R3	UNITED REFORMED CHURCH, LITTLE GREEN	CONVERSION OF EXISTING CHURCH BUILDING TO OFFICE/RESIDENTIAL USE, NEW CHURCH AND COMMUNITY BUILDING ON SUNDAY SCHOOL SITE; PUBLIC FOOTPATH LINKING LITTLE GREEN TO THE QUADRANT	To ensure the retention of this listed building, which occupies a prominent position and forms a landmark in the conservation area, and to ensure the retention of an important community facility provided by the existing church use through the provision of new community facilities. The office and/or residential conversion of the existing church will fund the provision of the new church and community building on the Sunday school site and will enable provision of the public footpath link.	Private

Copy of 2005 UDP Written Statement for information

Check http://www.richmond.gov.uk/planning_guidance_and_policies.htm for details of when policies and proposal sites have been superseded

R4	FRIARS LANE CAR PARK	HOUSING	Sufficient parking elsewhere in town, redevelopment for residential use will enhance the conservation area and improve the amenities of residents. Adequate replacement parking spaces for the disabled will be provided on-street at Richmond Green.	Council / private
R5	LOWER MORTLAKE ROAD(A316)/ SANDYCOMBE ROAD/ MANOR ROAD	JUNCTION MODIFICATIONS	To modify the junction as part of the gas works site development to help ease congestion, improve safety and help buses.	Highways Agency / Traffic Director / Developer
R6*	RICHMOND STATION AND TRACK AIR RIGHTS	TRANSPORT INTERCHANGE / RAILTRACK CONCOURSE / COMPREHENSIVE RETAIL /BUSINESS USE/ COMMUNITY/ ENTERTAINMENT/ RESIDENTIAL/ PARKING	The comprehensive redevelopment of this 5.5 ha site to provide an improved interchange (in terms of convenience and safety) between trains and all other means of transport particularly buses, and incorporate improved pedestrian permeability, access (particularly for people with disabilities), cycle access, parking and bus standing facilities. Good information systems to aid interchange are important. An intensive mix of town centre uses could include most of those included in the proposal, it is desirable that they include larger modern retail units, entertainment and meeting facilities and office accommodation in order to enhance the town centre and relieve other parts of the centre where entertainment uses cause unacceptable pressures. The uses should enhance the vitality and viability of the town through complementing existing town centre uses. The proposal should provide additional benefits to the town centre. A third of any housing should be affordable housing; the remainder should be small units with no on-site parking. The provision of other parking will be in accordance with the operational needs of the proposed development, bearing in mind the good public transport accessibility, and should not unreasonably add to the traffic congestion on town centre streets. A reduction in longer term parking for commuters will be sought. The existing pedestrian right of way linking Church	Private / Railtrack

			Road and the station should be retained. To improve public information systems and access for people with disabilities. The scheme should maintain local distinctiveness and have regard for conserving or enhancing the character and appearance of the town centre conservation area at this key entrance to the town. The Council has prepared a planning brief for the site and will consider using its statutory powers to compulsory purchase land that is required to bring forward a comprehensive and integrated scheme.	
R7	LAND AT REAR OF 10 KINGS ROAD	HOUSING	Housing development must preserve the appearance and character of the conservation area and should not detract from the amenities of the surrounding areas for local residents.	Council /private
R8	POOLS ON THE PARK	INTENSIFICATION OF SPORTS USE	Increased indoor recreation facilities including possible expansion of health and fitness suite will increase provision for which there is a need. The pools complex is listed Grade II in the List of Buildings of Special Architectural or Historic Interest; its inter-relationship of indoor and outdoor space and its relationship to its parkland setting contribute to its status as an exemplar of 1960s swimming baths design. Any proposed improvements must therefore respect the character of the building and its setting in the Old Deer Park, (which is included in English Heritage's Register of Historic Parks and Gardens at Grade I), the character of the conservation area, and the location adjacent to metropolitan open land, and must not encroach upon the Old Deer Park. Any further development should not encroach on the Old Deer Park area physically and should respect conservation area and historic park status and its location adjacent to metropolitan open land. Car parking should be extensively landscaped to reflect this location. Access by alternative means to the car will be encouraged.	Council/ Private sector
R9	NEW VINEYARD	USE OF PLAYGROUND	To reduce the shortage of playgrounds in the area	Council/ Voluntary

	SCHOOL	OUT OF HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	and to implement the Council's dual use policy	groups / School governors
R10	CHRIST'S SCHOOL	PRIMARY SCHOOL	Proposal required to meet increasing education needs in the area. The site should be made available for full dual use out of school hours.	Council, voluntary groups, school governors
R11	TERRACE YARD, PETERSHAM RD	HOUSING	Site not used as part of park. Land to be developed for housing, to respect the site's location in a conservation area and Thames Policy Area	Private

TEDDINGTON AND HAMPTON WICK

- 12.41 Teddington and Hampton Wick are bounded by the River Thames to the east and south. In the north an attractive residential environment dominates, whilst the south contains mostly open space, including Bushy Park and Home Park.
- 12.42 The area contains seven shopping centres. The largest, in Broad Street/High Street, Teddington, is one of the Borough's four district centres. Almost a fifth of the Borough's residents shopped at the Sainsbury's, Hampton Hill, for the majority of their food in 1997. This has had an effect on the convenience shopping facilities in Teddington town centre, although the overall vacancy rates are below the national average, there are currently a high proportion of vacant units in Hampton Wick, and parts of the centre are beginning to show signs of stress.
- 12.43 The main traffic problems are in the two centres of Teddington and Hampton Wick. The area is crossed by four major roads (A308, A310, A313 and B358) and traffic congestion occurs in these two centres because of narrow roads, on-street parking, lack of servicing arrangements and the heavy volumes of through traffic. A number of other junctions are also congested. Heavy lorries use all of these roads and this causes concern to local residents, especially in Hampton Wick. Both areas suffer from aircraft noise.
- 12.44 The River Thames is an important feature and also provides recreational opportunities. Stretches of riverside walk have been achieved via agreements under the Town and Country Planning Act (1990), Section 106, but access remains limited in parts. There are several private sports clubs and some of these have been subject to development pressures. The Landmark Centre at Teddington Lock provides cultural and community facilities and there is scope to improve library facilities through extensions to the present district library. Teddington offers a wide range of employment opportunities and over the last decade several new schemes have been completed including the Business Park. In considering the future of the Normansfield site which is to be released by the Regional Health Authority, priority will be given to community uses and to the protection of the overall character of the area and its ecological value.
- 12.44 For Teddington and Hampton Wick the Plan seeks especially to:

Relevant policies

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| (1) implement an area traffic scheme in Teddington using measures to restrain traffic, reduce the impact and negative effects of through traffic, and improve road safety, reduce congestion by a programme of junction improvements, keep under review the possibility of a lorry ban, and press for improved public transport services; | STG 11
TRN 12, 17, 19, 26 |
| (2) enhance Teddington district shopping centre by | STG 4 |
| (a) proposing environmental improvements, including the pedestrian enhancement of the Causeway; | BLT 26, 27 |
| (b) retaining shops in key frontages; | TRN 7, 9, 22 |
| (c) broadening the role of the centre by ensuring that any surplus shop units outside these frontages are occupied by uses providing services to residents. The Council will continue to monitor the impact of the Sainsbury superstore on the centre, as well as the impact of developments in Kingston; | TC 2, 5, 6, 9 |
| (3) protect the local shopping centres of Hampton Wick, and Stanley Road and the local shopping parades at Kingston Road and Waldegrave Road; | STG 4
TC 5, 6, 7 |
| (4) protect the unique character of the riverside wildlife habitats and improve access for the general public but limit development which would add to congestion on the river; | ENV 26, 27 |

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| (5) | protect the unique character of Hampton Court Park and Bushy Park and support other authorities in maintaining their environmental quality; | STG 2
ENV 1, 5, 26
BLT 3 |
| (6) | resist the loss of private sports grounds and encourage owners to make facilities available for public access and use as at Udney Park Road sports ground; | STG 9
ENV 15 |
| (7) | secure environmental improvements at sites including Hampton Wick High Street, Manor Road Recreational Ground, Ferry Road, Teddington station, and Cedar Road car park; and tree planting in areas including Church Road/Somerset Road, Kingston Road, Queens Road/Sandy Lane, Waldegrave Road and Broom Road Recreation Ground; | STG 2
ENV 9
BLT 26 |
| (8) | preserve the predominantly residential character of the area by resisting new business uses or the intensification of existing uses unless they will result in some substantial benefit to the community; | STG 2
EMP 2 |
| (9) | protect and enhance the conservation areas at Hampton Wick, Park Road, Blackmore's Grove, The Grove, Waldegrave Road, Teddington Lock, Broom Water and Teddington High Street and protect historic buildings; and continue to press for action to secure the future of listed buildings at risk which are in the ownership of the Crown, Government departments or the Health Authority. | STG 2
BLT 2, 3, 4 |
| (10) | provide some public open space for residents in areas which are beyond walking distance of a local park, and increase opportunities for recreation by facilitating improvements at Manor Road Recreation Ground, and through combined management of recreational facilities at Teddington School/Broom Road Recreation Ground; | STG 7
ENV 11, 12 |
| (11) | encourage the improvement of the housing stock and residential environment and where appropriate seek area-wide improvement; | BLT 26
HSG 16, 17 |
| (12) | ensure that parking problems in residential streets do not get any worse, through the implementation of various schemes, including provision of limited car parking at Teddington Station, and the resistance to the loss of domestic garages; | TRN 4, 5, 21,
22, 23
HSG 13 |
| (13) | press for a reduction in aircraft and helicopter noise and oppose changes in aviation activity which would increase the scale of the problem; | STG 12
TRN 28 |
| (14) | protect and enhance the copse at Normansfield Avenue as an Other Site of Nature Importance; | STG 2
ENV 18 |
| (15) | ensure all proposals for change at the Normansfield site are sensitive to the character of the building, including safeguarding the theatre, and maintaining the open character and natural habitats of the site; | STG 2
ENV 1, 3, 18
BLT 2, 3, 4 |
| (16) | prevent an increase in unsightly car parking in front gardens where possible through planning control, and publicising the design guidance leaflet published by the Council; | STG 1
BLT 28 |
| (17) | improve provision of community facilities, particularly through the replacement of the existing youth centre and extending the district library; | CCE 2, 12, 14 |
| (18) | seek to minimise any adverse effects on Borough residents of development near the Borough boundary through appropriate representations to other local authorities and bodies. | STG 13 |

12.46 The Proposals for Teddington and Hampton Wick are:

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
D1	NORMANSFIELD	INSTITUTIONAL USE/ HOTEL / TRAINING CENTRE/ LEISURE / OPEN SPACE/ NATURE CONSERVATION / HOUSING	<p>Priority will be given to the retention of the main listed building in institutional use, or alternatively used as a hotel or training centre. The listed theatre which forms part of the building should be retained in theatre use, with a separate access to allow some independent community use.</p> <p>Metropolitan open land and Other Open Land of Townscape Importance will be retained for open space use and will be kept free of development other than that ancillary to its open use. The whole site is designated as an Other Site of Nature Conservation Importance. Development should preserve and enhance existing elements of nature conservation importance and create further opportunities for wildlife. Development must preserve or enhance the character of the conservation area and take account of the distinctive character areas within the grounds, particular attention should be given to reinforcing the landscape of the grounds and preserving the setting of the original hospital building (particularly the earlier part which forms its core), the former workshops and theatre. Provision will be sought for the use of the sports pitch by the local community. Slight variations to the metropolitan open land and other open land of townscape importance boundaries may be permitted, provided the total area of land within each of these designations remains the same and is capable of performing the metropolitan open land or other open land of townscape importance function. Links to and through the site via cycle and foot will be encouraged as will the use of public transport. To enhance the view into the site from Kingston Road, the six houses (currently used as staff accommodation) shown within the metropolitan</p>	Private

open land should, within the plan period, be relocated within the proposed development area. Housing will be acceptable provided design and layout take into account all matters detailed above. At least a quarter of all units should be affordable housing.

D2	HAMPTON WICK STATION	REDEVELOPMENT OF STATION TOGETHER WITH SMALL-SCALE BUSINESS USE	To improve facilities for passengers and help meet the demand for small firms. Improvements should include cycle parking and 'kiss and ride' facilities. To improve information systems and access for people with disabilities.	Railtrack / rail operator
D3	TEDDINGTON LIBRARY, WALDEGRAVE ROAD	LIBRARY EXTENSION	To improve library provision in the area.	Council
D4	TEDDINGTON STATION	STATION CAR PARK AND ENVIRONMENTAL IMPROVEMENTS	To provide improved cycle, pedestrian and public transport access as well as limited commuter car parking for rail users from the local area and to reduce the nuisance from cars currently parking on roads surrounding the station. On-street parking control would prevent more traffic being attracted to the station. To improve information systems and access for people with disabilities.	Railtrack / Council / rail operator
D5	QUEENS ROAD CLINIC	REBUILD CLINIC TO MODERN DAY STANDARDS TO INCLUDE GP SURGERY	To improve healthcare facilities.	Primary Care Trust
D6	THE CAUSEWAY TEDDINGTON	PEDESTRIAN ENHANCEMENT OF JUNCTION OF PARK ROAD, MIDDLE LANE, PARK LANE AND THE CAUSEWAY, WITH RESTRICTED VEHICLE ACCESS TO THE CAUSEWAY	To improve the safety and the pedestrian attractiveness of this part of the important route between the town centre and Teddington Station for pedestrians, by reducing carriageway area, reducing vehicle access, extending footway area and providing environmental improvements, landscaping and seating.	Council

D7	THE FORMER PLAYING FIELD AT THE END OF SCHOOL HOUSE LANE	CHILDREN'S PLAYGROUND	The former school playing field provides an opportunity to relieve the shortage of play space in the area.	Council
D8	COLLIS PRIMARY SCHOOL, FAIRFAX ROAD	EXTENSION AND IMPROVEMENT OF SCHOOL. IN THE LONG TERM POSSIBLE REBUILDING OF PRIMARY SCHOOL AND RETENTION OF NATURE CONSERVATION AREA. USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	In the shorter term, expansion of school to provide for additional primary places in the Teddington area, in the long term possible rebuilding of the school. Any land not used for new school buildings will be retained in playing field or other open use related to the school and reincorporated within the OOLTI as part of the next Plan review. The nature conservation area to be retained. To relieve the shortage of playgrounds in the area and to implement the Council's dual use policy.	Council / voluntary groups / school governors
D9	SACRED HEART RC PRIMARY SCHOOL, ST. MARKS ROAD	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of playgrounds in the area and to implement the Council's dual use policy.	Council / voluntary groups / school governors
D10	ST JOHN THE BAPTIST C OF E SCHOOL, LOWER TEDDINGTON ROAD	POSSIBLE EXTENSION OF SCHOOL. USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To improve education facilities to relieve the shortage of playgrounds in the area and to implement the Council's dual use policy.	Council / voluntary groups / school governors

D11	STANLEY PRIMARY SCHOOL, STANLEY ROAD	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of playgrounds in the area and to implement the Council's dual use policy.	Council / voluntary groups / school governors
D12	TEDDINGTON SCHOOL	REBUILD SCHOOL. CONTINUED INCREASED PUBLIC USE OF SCHOOL FACILITIES INCLUDING SPORTS HALL AND ALL WEATHER PITCHES.	Rebuild school to larger, more space efficient design, to provide for future educational needs of area. School to make use of adjoining recreation ground but not preclude continued public use of and access to the park. To develop community use of the school, help mitigate a deficiency in indoor sports facilities, implement the Council's dual-use policy and through combined management to create a district sports centre and improve recreational opportunities. The increased use should take account of residential amenity and increased floodlighting provision would not be appropriate. Proposals should look to increase alternative modes of transport to that of the car. The open space provision on the Normansfield site under the control of the Royal Canoe Club could potentially provide sports facilities for the school.	Council / voluntary groups / school governors
D13	FROM KINGSTON BRIDGE VIA BUSHY PARK, HAMPTON HILL, FULWELL GOLF COURSE AND CRANE PARK TOWARDS HOUNSLOW HEATH	LONDON LOOP, OUTER ORBITAL WALKING ROUTE - SIGNS AND WAYMARKING	To implement this Borough's section of the Outer London Walking Route by means of signs, interpretive panels and a leaflet, in conjunction with the London Walking Forum and adjoining boroughs.	Council, major land owners, sponsorship
The Following proposal listed for Hampton and Hampton Hill also affects Teddington and Hampton Wick				
H21	HAMPTON COURT ROAD / CHESTNUT AVENUE	JUNCTION REALIGNMENT AND IMPROVEMENT	To improve road safety, regulate traffic flows and to give priority to pedestrians and cyclists.	Council

TWICKENHAM

- 12.47 The attraction of Twickenham as a residential area appears to date from the end of Elizabeth I's reign. Throughout the 17th and 18th centuries a succession of notable people made their weekend and summer homes there. Much of the attractive character of present day Twickenham, especially the riverside areas and open spaces, derives from these associations. Marble Hill House, York House and Strawberry Hill remain as present day landmarks. The intimate scale of the original riverside village, clustered around the Parish Church, remains in Church Street and the lanes leading to it.
- 12.48 The Chertsey Road (A316) forms the boundary of the area to the north and the River Thames to the east and south-east. To the south and west are Teddington and Whitton. Twickenham town centre lies at the heart of the area and is the largest of the four district shopping centres, providing a good range of shops and services. In response to concern over the vitality and viability of the centre an Action Plan was agreed in 1996, and a Town Centre Manager subsequently appointed by the Twickenham Partnership to take forward initiatives to enhance the centre. Twickenham town centre is also a major employment centre in the Borough providing a considerable number of office and retail jobs.
- 12.49 The remainder of the Twickenham area comprising East and West Twickenham, St Margarets and Strawberry Hill, is largely residential, and is generally of high environmental quality. It contains some very attractive riverside and open spaces, including Marble Hill Park, Twickenham Green, and the parkland along the River Crane. Marble Hill attracts many visitors. There are eight local shopping centres, and nearly all have been losing shops. Quite a large area lying between the River Crane and the A316 and to the east of the RFU stadium has no shops within easy walking distance, but it is unlikely that new shops would be viable.
- 12.50 In Twickenham town centre traffic management has improved pedestrian safety, reduced delays for motorists and facilitated the introduction of traffic calming measures in the surrounding area. Parking problems in the area have been alleviated by the introduction of Controlled Parking Zones extending as far as the Cole Park and South Twickenham areas. Another zone in East Twickenham has similarly improved the on-street parking situation in that area. The A316 is the busiest road in the Borough and forms a barrier to pedestrians. Crown Road in St Margarets is another problem area, being unsuitable for the through traffic it carries especially because of its parking problems. Priorities are to protect and enhance the character of the area and the riverside, retain and improve amenities for residents and enhance the role of Twickenham town centre as a focal point for shops, services and employment in the area. However, the introduction of Controlled Parking Zones can create additional parking pressures on the fringe of the zones.
- 12.51 Major rugby events at the RFU have an impact on the functioning of the town centre, and on local residents. The Council is currently consulting on a matchday Controlled Parking Zone and in the longer term, improved pedestrian links from Twickenham Station to the Stoop Memorial Ground and the RFU will be investigated.
- 12.52 The Colne Road area of West Twickenham consists of an area of older, improved housing in which are interspersed industrial and commercial uses. The proximity of these uses creates problems of noise and disturbance from lorries and on-street parking.
- 12.53 For Twickenham the Plan seeks especially to:

Relevant policies

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| (1) develop Twickenham town centre as a focal point for shopping, leisure and recreational facilities not only to provide for local residents but to supplement Richmond town centre's strategic role; | STG 9, 10
CCE 15, 16, 18
TC 2 |
| (2) maintain Twickenham town centre's role as a major centre of employment in order to support local shops and services and provide employment for local | STG 4
EMP 1, 4 |

residents;

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| (3) | discourage the loss of shopping in Twickenham town centre and encourage the provision of new larger shopping units to maintain the attractiveness of the centre to shoppers and traders; | STG 4
TC 2, 5, 6 |
| (4) | protect local shopping centres at East Twickenham (Richmond Road), St Margarets Road, Crown Road, Whitton Road, Twickenham Green, Fulwell and Strawberry Hill; | STG 4
TC 5, 6 |
| (5) | seek improvements in rear servicing facilities in Twickenham town centre particularly in Church Street and King Street/London Road; | STG 11
TRN 18 |
| (6) | reduce traffic congestion and parking problems in Twickenham town centre and the St Margarets shopping centre; by restricting new business developments and associated on-site car parking to discourage commuting by car. Generally ensure that parking problems in residential streets do not get any worse; | STG 11
TRN 2, 4, 5,
TRN 21, 22 |
| (7) | improve interchange facilities between public and private transport and provide better facilities for cyclists, particularly at Twickenham Station; | STG 11
TRN 11, 12 |
| (8) | protect and enhance Twickenham Riverside, Twickenham Green, Trafalgar Road, Belmont Road, Beresford Avenue, Cambridge Park, Popes Avenue, Twickenham Park, St Margarets and Richmond Riverside (part) conservation areas and protect historic buildings, and continue to secure the future of buildings at risk from neglect which are in the ownership of the Crown, Government departments or the Health Authority; | STG 11
ENV 26
BLT 2, 3, 4 |
| (9) | not allow any more buildings which are significantly higher than the surrounding area; | STG 2
BLT 26 |
| (10) | encourage the improvement of the housing stock and residential environment and where appropriate seek area wide improvement; | BLT 26
HSG 16, 17 |
| (11) | minimise problems caused by the concentration of industry, storage and distribution uses in various parts of the area, by limiting the expansion of firms where this would mean added disturbance from traffic noise and vibration and by allowing redevelopment for other employment generating uses where no suitable B2 or B8 uses can be found. The areas most affected include the Colne Road and Cross Road areas; | STG 8
EMP 1, 3, 4 |
| (12) | improve community facilities by identifying a site for a larger library in Twickenham town centre should the opportunity arise, extending the Orleans House Gallery, providing a new community centre and youth facilities in Twickenham town centre and Meadway; | CCE 12, 14, 19,
20 |
| (13) | provide public open space in the areas around Stanley Road, the Cross Roads and in St. Margaret's which are beyond walking distance of a local park, and secure some amenity and open space in the densely developed parts of the Colne Road area when opportunities arise, and improve provision for children's play; | STG 7
ENV 12
CCE 10 |
| (14) | press for a reduction in aircraft and helicopter noise and oppose changes in aviation activity which would increase the scale of the problem; | STG 12
TRN 28 |
| (15) | preserve and enhance open land along the River Crane as an amenity for residents and as part of the green chain from the M4 to the Thames; | STG 2
ENV 1, 6, 18 |
| (16) | protect the character of the riverside, adjoining land, and islands in the Thames Policy Area and riverside views especially by restricting development on the | STG 2
ENV 5, 26, 27 |

rural stretch of the river between Twickenham and Richmond which is a focal point

on the famous view from Richmond Hill;

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| (17) | secure improvements to the environment and townscape on the riverside and towpath between Twickenham and Richmond, on the banks of the River Crane, on the Embankment in Twickenham town centre, to Twickenham Green, at Garfield Road and at Twickenham station; | STG 2
BLT 26 |
| (18) | secure additional tree planting at locations including Staines Road, Whitton Road, Cross Deep, Fulwood Gardens, St Margarets Road area and Twining Road area; | STG 2
ENV 9 |
| (19) | prevent an increase in unsightly car parking in front gardens where possible through planning powers and publicising the design guidance leaflet published by the Council; | STG 2
BLT 28 |
| (20) | encourage public access and recreational use of the river and river banks at and upstream of Twickenham and opposite Richmond town centre, and seek the retention of uses which add to the character of the river; | ENV 27, 28 |
| (21) | minimise the adverse effects of visitors to the area; | STG 10
EMP 8 |
| (22) | continue to protect historic gardens at Popes Grotto, Marble Hill and Strawberry Hill; | STG 2
ENV 10 |
| (23) | protect and enhance Orleans House Gardens, Glovers Island and parts of Orleans Park School grounds and Eel Pie Island as Other Sites of Nature Importance; | STG 2
ENV 18 |
| (24) | implement area traffic schemes in the Lion Road area, Cambridge Park and St Margarets using measures to restrain traffic, relieve residential roads of through traffic and improve road safety; | STG 11
TRN 19 |
| (25) | work with the Environment Agency to enhance nature conservation and general environment along the River Crane during necessary flood control works; | STG 2
ENV 18, 19, 37 |
| (26) | seek to minimise any adverse effects on Borough residents of development near the Borough boundary through appropriate representations to other local authorities and bodies; | STG 13 |
| (27) | ensure that parking problems in residential streets do not get any worse by continuing to review and monitor the Controlled Parking Zone at St Margarets; | TRN 21 |
| (28) | ensure that parking problems in residential streets do not get any worse by investigating the introduction of a Controlled Parking Zone in the Heatham area of Twickenham; | TRN 21 |
| (29) | to minimise any adverse effects on residents or businesses from large crowds visiting the Rugby Ground or the Stoop Memorial Ground, through appropriate initiatives and agreements. | ENV 14
TRN 3 |

12.54 The proposals for Twickenham are:

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
T1*	TWICKENHAM RIVERSIDE	ENHANCEMENT OF RIVERSIDE, LEISURE USE INCLUDING PUBLIC OPEN SPACE, HOUSING, CAFES AND POSSIBLE RETAIL, TOILETS AVAILABLE FOR PUBLIC USE POSSIBLE TEMPORARY USES INCLUDING PUBLIC OPEN SPACE	The site is of importance to the future of Twickenham and any scheme should be compatible with the improvement of the wider area including the King Street frontage. Development should enhance the conservation area and Thames Policy Area by maintaining the scale and character of this part of the riverside, taking account of the vehicular and other access needs of river users, local residents and businesses and making a significant contribution to achieving the strategic policies of the Thames Landscape Strategy. An objective should be to promote the use and enjoyment of the river and riverside through uses such as public open space, cafés and restaurants. It is envisaged that public open space would form an important element of the scheme. Housing provision should include a substantial element of small units and affordable housing. The service road to the rear of King Street should continue to be the primary vehicular access to the site and should continue to service premises in King Street. If practicable, the opportunity should be taken to make limited improvements to servicing these premises. Important trees should be retained. In the short term, pending a suitable and viable scheme, a mix of temporary uses, including public open spaces could be acceptable.	Private / Council
T2	STABLE BLOCK, ORLEANS HOUSE RIVERSIDE	EXTENSION OF ART GALLERY AND NEW LOCAL STUDIES MUSEUM	To provide additional gallery space, and local studies museum for Twickenham.	Council
T3	POST OFFICE SORTING OFFICE, LONDON ROAD	PUBLIC SERVICE / MIXED USE	To provide either education use (post 16) or a mix of uses to take advantage of public transport	Private

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accessibility and to maximise benefits to the town centre. The established use of the site is for public service, including substantial employment, this means that priority should be given to public service/ employment uses particularly the need for facilities for post 16 education needs in the Borough or any uses that could be serviced by rail. The site has potential for a mixture of town centre uses and consideration could also be given to the potential for hotel, leisure and residential uses. Forty per cent of any residential element should be affordable housing; other housing should be developed at a high density with small units and without on-site parking. The site is not appropriate for retail uses which would draw trade from the designated frontages and lead to the elongation of the centre. Only where fairly and reasonably related to the proposed development, the proposals will allow for the provision of a riverside walk along the River Crane, to link to the existing River Crane Walk, and a link along the railway to the rugby stadia (see Proposal T17). Features of nature conservation importance should be preserved and enhanced. Proposals should take a comprehensive approach, taking into account related town centre sites particularly Twickenham Railway Station (T17) and the Station Yard (T23), and the contribution of the proposal towards the area as a whole.

T4	OAK LANE CEMETERY	PUBLIC OPEN SPACE	<p>There is a long standing need for additional local open space in the area. The open space is intended to provide a tranquil rest and sitting out area for local residents. Care will be taken to retain its peaceful and informal character, trees on the site and its nature conservation importance. The site will be locked at night and ball games etc. will be discouraged to protect the amenities of nearby residents.</p>	Council / church
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T5	GARFIELD ROAD	PEDESTRIAN PRIORITY AREA, SHARED USE, LANDSCAPING	To improve this essential link between Church Street (and ultimately Twickenham riverside) and Arragon Road car park which will have increased significance with the redevelopment of the Twickenham riverside site (T1) and expanding evening economy. The environment for pedestrians will be improved through hard landscaping, appropriate lighting and rationalisation of car parking. Vehicle access to existing premises including the post office, telephone exchange and residential property will be retained.	Council
T6	CHURCH STREET	LIMITED PEDESTRIANISATION OF STREET	To improve the environment and restrict vehicle access to an environmentally sensitive shopping street. Service access to premises for limited periods to be allocated by Council.	Council
T7	WALDEGRAVE SCHOOL	ALTERATION, EXTENSION AND IMPROVEMENT OF SCHOOL PREMISES, INCREASED PUBLIC USE OF SCHOOL FACILITIES	To improve educational facilities, develop community use and implement the Council's dual use policy. Access by alternative means of travel to the car will be encouraged.	Council in consultation with the governors
T8	ARCHDEACON CAMBRIDGE C OF E PRIMARY SCHOOLS, THE GREEN, HAMPTON ROAD	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve shortage of playgrounds in the area and to implement the Council's dual use policy	Council / voluntary groups /school governors
T9	TRAFALGAR PRIMARY SCHOOLS, ELMSLEIGH ROAD	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve shortage of playgrounds in the area and to implement the Council's dual use policy.	Council / voluntary groups /school governors
T10	ST JAMES' RC PRIMARY	USE OF PLAYGROUND	To relieve shortage of playgrounds in the area and to	Council / Voluntary Groups /

	SCHOOL	OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	implement the Council's dual use policy.	School Governors
T11	THE EMBANKMENT, TWICKENHAM	PASSENGER BOAT LANDING STAGE	To encourage tourists to visit Twickenham and to stimulate river passenger transport.	Private
T12	ORLEANS PARK SCHOOL, RICHMOND ROAD	INCREASED PUBLIC USE OF SCHOOL FACILITIES INCLUDING SPORTS HALL AND PLAYING FIELDS	To develop community use of the school, help mitigate a deficiency in public indoor sports facilities and implement the Council's dual use policy. Access by alternative means of travel to the car will be encouraged.	Council
T13	MEADWAY	DUAL USE OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To implement the Council's dual use policy.	Council / voluntary groups / school governors
T14	CRANEFORD WAY DEPOT CRANEFORD WAY	COUNCIL DEPOT FACILITIES/RESIDENTIAL USE	To improve and rationalise the Council's existing depot facilities. If depot is relocated or rationalised, redevelopment (or partial redevelopment) for residential and improvements to pedestrian route to south. Pump house to be retained in any new scheme, in any reorganisation of uses on the site any land in the western part released as public open space adjoining the Duke of Northumberland River could be considered for designation as MOL in a future review.	Council
T15	HOLLY ROAD, TWICKENHAM	IMPROVEMENTS TO SERVICING ARRANGEMENTS	To improve rear servicing and reduce delays, particularly to buses, and improve the appearance of the area including the setting of the cemetery.	Council
T16	FOUNTAIN PUBLIC	HOTEL	To satisfy demand for overnight accommodation from	Private

HOUSE,
STAINES ROAD

visitors to the Borough. Any development must be of a small scale to protect the amenity of the area.

T17	TWICKENHAM RAILWAY STATION	TOWN CENTRE MIXED USE, INTERCHANGE IMPROVEMENTS, BOOKING HALL, RIVERSIDE WALK	To improve interchange facilities and provide a mix of town centre uses to take advantage of the high level of public transport accessibility and to maximise benefits to the town centre. It is recognised that there is potential for both immediate and long-term interchange improvements in association with redevelopment of the site including improved pedestrian (including bus interchange opportunities) and cycle access including cycle parking, bus interchange information systems and environmental improvements to the forecourt. To improve information systems and access for people with disabilities. The site has potential for a mix of town centre uses including business, leisure and residential. Forty per cent of any residential element should be affordable housing; the remainder should be small units with no on-site parking. The site is not appropriate for significant retail uses which would draw trade from designated frontages and lead to the unacceptable elongation of the centre. Any proposal must allow for the provision of a riverside walk as part of the River Crane Walk, the reinstatement of Platform 1 and a link to the proposed pedestrian walkway to the rugby stadia. Car parking for commuters should be reduced. Proposals should take a comprehensive approach taking into account related town centre sites, particularly the Post Office Sorting Office (T3) and the Station Yard (T23), and the contribution of the proposal toward the enhancement of the area as a whole.	Railtrack / private
T18	MARBLE HILL PARK, RICHMOND ROAD	IMPROVEMENTS TO LANDSCAPING	The open views to the house from the road and the river are essential to the historic landscape which is a registered Historic Park, Grade II* and should be retained where they still exist, and re-instated where they have been lost. However, there is a need to re-	English Heritage

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think the landscaping and layout of the grounds to complement rather than detract from the house and its setting. The aim is to restore the original tree'd frame, green terraces and visual connection to the river; improve the appearance of roads and service areas between the road and the house; reduce the impact of recreational areas and dog-free zone on the setting of the house by selective boundary planting, landscaping or relocation; and explore the potential for creation of a wildflower meadow to create new habitats.

T19	CHERTSEY ROAD (A316) / LONDON ROAD (A310)	JUNCTION IMPROVEMENT	To improve road safety.	Highways Agency / Traffic Director
T20	WHITTON ROAD / RUGBY ROAD	IMPROVEMENTS TO ROUNDABOUT APPROACHES	To improve road safety and provide pedestrian facilities.	Council
T21	ST MARGARETS ROAD/ RICHMOND ROAD/ ROSSYLN ROAD	JUNCTION IMPROVEMENTS	To investigate and consult on possible improvements, to assist pedestrians and improve road safety. The plan proposes improvements to Twickenham station, and the potential for a new purpose built walk for spectators to serve both the Stoop Memorial Ground and the RFU is being investigated.	Council
T22	CHERTSEY ROAD (A316)/ HOSPITAL BRIDGE ROAD	JUNCTION IMPROVEMENT	To improve road safety, particularly for pedestrians and cyclists, and to help the flow of buses.	Highways Agency/ Traffic Director for London/ Council
T23	STATION YARD	CAR FREE HOUSING / BUSINESS USE	Should London Transport vacate the site or provide alternative facilities elsewhere, this highly accessible town centre site provides the opportunity for a mixed use development including car-free housing and business uses. Forty per cent of the housing units should be affordable. Any private sector element	Private

should be in the form of small units to increase this type of stock. Developers should take into account existing or emerging proposals for other sites in order to maximise the contribution towards the social and economic development of Twickenham Town Centre.

T24	BRUNEL UNIVERSITY* COLLEGE, TWICKENHAM	REDEVELOPMENT FOR A MIXED USE SCHEME, INCLUDING HOUSING, SOME COMMUNITY/ EDUCATION/ EMPLOYMENT USE, RETENTION OF LISTED BUILDINGS AND SOME OPEN AREAS, IMPROVED LINKS THROUGH SITE	A high quality of design must be provided in any new development taking into account its location within the St Margarets Conservation Area and the presence of an important area of open land immediately adjacent to the Campus on the riverside, which has metropolitan open land and Thames Policy Area designation. Further development proposals will be considered with due regard to the need to protect the amenity of residents, to protect and enhance the riverside, to enhance the townscape and landscape within the campus, and to take account of traffic conditions in the areas. The site is relatively inaccessible by public transport and opportunities should be sought to improve provision for public transport, cyclists and pedestrians.	Private
T25	ST MARGARETS STATION	INTERCHANGE IMPROVEMENTS	To improve interchange facilities including pedestrian and cycle access, including cycle parking, and bus interchange information systems. To improve information systems and access for people with disabilities.	Railtrack
T26	STRAWBERRY HILL STATION	INTERCHANGE IMPROVEMENTS	To improve interchange facilities including pedestrian and cycle access, including cycle parking, and bus interchange information systems. To improve information systems and access for people with disabilities.	Railtrack
T27	ST MARY'S JUNIOR C OF E SCHOOL REAR OF ORLEANS PARK SCHOOL	USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To implement the Council's dual use policy.	Council, voluntary groups, school governors

T28*	HARLEQUINS RUGBY GROUND	CONTINUED USE AS SPORTS GROUND WITH ASSOCIATED FACILITIES ENABLING DEVELOPMENT, NEW ACCESS ROAD.	Consolidation of existing use, improvements to facilities, taking into account effect on nearby residents. Enabling development and new access road from A316 to serve new residential development.	Private
T29	RICHMOND UPON THAMES COLLEGE SITE	REDEVELOPMENT TO PROVIDE A NEW COLLEGE AND ENABLING RESIDENTIAL DEVELOPMENT ON THE SITE OF THE EXISTING COLLEGE AND PLAYING FIELD SOUTH OF THE A316. RETENTION AND UPGRADING OF CRANEFORD WAY EAST PLAYING FIELD.	To provide rationalisation, expansion and improvements to the College (either on the site of the current buildings and/or on the College playing field to the immediate south of the A316) with enabling development and associated open space. If development takes place on the College playing field south of the A316 the College's Craneford Way playing field to be upgraded. All College facilities to have increased public use reflecting the Council's dual use policy. Access to the trunk and local road network will be addressed at the development control stage.	RUT College/ Council/ developer

The following proposal for Whitton and Heathfield also affects Twickenham:

W12	A316 NEAR HOSPITAL BRIDGE ROAD	EXTENSION TO FOOTBRIDGE	To improve pedestrian facilities	Highways Agency
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The following proposal for Teddington and Hampton Wick also affects Twickenham

D13	FROM KINGSTON BRIDGE VIA BUSHY PARK, HAMPTON HILL, FULWELL GOLF COURSE AND CRANE PARK TOWARDS HOUNSLOW HEATH	LONDON LOOP, OUTER ORBITAL WALKING ROUTE - SIGNS AND WAYMARKING	To implement this Borough's section of the Outer London Walking Route by means of signs, interpretive panels and a leaflet, in conjunction with the London Walking Forum and adjoining boroughs	Council, major land owners, sponsorship
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WHITTON AND HEATHFIELD

- 12.55 Whitton and Heathfield are predominantly residential areas interrupted by small open areas and the shopping centre of Whitton High Street, the smallest of the Borough's four district shopping centres and the only one without a modern supermarket and car park. There are also three smaller shopping parades catering for day to day needs. The Whitton and Heathfield area is largely separated from the rest of the Borough by the A316. Much of the boundary with Hounslow does not follow natural features.
- 12.56 While much of the area is of inter-war origins, there are contrasting older areas of development to the north of Warren Road of mainly late 19th century and early 20th century origins. In view of their importance to the character of Whitton it is important that the character of these areas are preserved. The main priorities in Whitton and Heathfield are the protection and improvement of residential environment and amenity. There are a number of concerns.
- 12.57 The impact of the Sainsbury superstore at Hampton Hill and the Tesco superstore at Isleworth on the trade of Whitton centre will be monitored. Although it is unlikely that a new supermarket will be constructed in Whitton centre, the provision of a further store through amalgamation of units will be encouraged.
- 12.58 It is possible that the redevelopment of the former Feltham Marshalling Yards (in Hounslow) for new business and warehouse units will add heavy goods vehicles to roads in the area. The Tesco superstore has also created additional traffic problems. Aircraft noise is also a major problem which could be exacerbated through increased airport capacity or reduced restrictions on night flying.
- 12.59 The RFU stadium has completed a programme of improvements to provide an all-seater stadium, conference and other facilities. Major rugby events at the RFU have an impact on the functioning of the town centre, and on local residents. The Council is currently consulting on a matchday controlled parking zone.
- 12.60 The River Crane with Crane Park is a valuable feature. The park has been improved through the creation of a wildflower meadow and Crane Park Island is now a statutory Local Nature Reserve. The remainder of the district is, however, under provided with open space and playgrounds. There is a need for environmental improvements in certain areas of Whitton and Heathfield.
- 12.61 Road safety improvements for pedestrians, cyclists and motorists are planned for the road bridges at Hanworth Road and Hospital Bridge Road; accidents have also occurred at Nelson Bridge Road and highway improvements or widening of this bridge will be considered for inclusion in the next development plan.
- 12.62 For Whitton and Heathfield the Plan seeks especially to:

Relevant policies

- | | |
|--|--|
| (1) maintain Whitton district shopping centre by retaining shops in key frontages, whilst identifying other frontages as being suitable for non-retail uses providing services to residents, such as restaurants and building society offices, and carrying out further environmental improvements when opportunities arise; | STG 4
BLT 26
TC 1, 5, 6 |
| (2) protect local shopping parades at Nelson Road and Heathside; | STG 4
TC 5, 6 |
| (3) provide trees in locations including Powdermill Lane/ Hospital Bridge Road area/ Prospect Crescent area, Mill Farm Crescent area, Nelson Road/Hanworth Road areas and the Rugby Road area; | ENV 9 |
| (4) provide a greater choice of housing by encouraging the provision of small housing units in this area of predominantly family housing and encourage the improvement of the housing stock and residential environment and where appropriate area-wide | STG 6
BLT 26
HSG 11, 16, 17 |

improvement;

- | | | |
|------|--|---|
| (5) | maintain and improve the residential environment through ensuring, as far as planning powers allow, changes and extensions to houses and new developments that are compatible with the character of the area, carrying out and encouraging environmental improvements and resisting the loss of garages; | STG 2
BLT 11, 26, 28
TRN 5 |
| (6) | protect and enhance open land alongside the River Crane both as an amenity for residents and as a green corridor stretching from the M4 to the Thames. This will be achieved by managing part as an Other Site of Nature Importance, and maintaining a continuous footpath link as part of the River Crane Walk; | STG 2
ENV 1, 6, 18,
28
TRN 9 |
| (7) | press for a reduction in aircraft noise and oppose changes in aviation activity which would increase the scale of the problem; | STG 12
TRN 28 |
| (8) | seek to minimise any adverse effects on Borough residents from large crowds visiting the Rugby Ground, and of development near the Borough boundary, through appropriate initiatives and agreements and representations to other local authorities and bodies; | STG 13
EMP 8 |
| (9) | provide public open space and children's play space in the extensive areas which are beyond walking distance of a local park, and sports facilities where opportunities arise; | ENV 12
CCE 10 |
| (10) | ensure that parking problems in residential streets do not get any worse by investigating the introduction of a Controlled Parking Zone around Whitton town centre; and that, through a number of schemes, both pedestrian and motorist safety is improved; | STG 11
TRN 4, 5, 21,
22
HSG 13 |
| (11) | prevent an increase in unsightly car parking in front gardens, where possible, through planning powers and by publicising the design guidance leaflet published by the Council; | STG 2
BLT 28 |
| (12) | consider the introduction of a lorry ban to remove heavy goods vehicles from Powder Mill Lane as well as possible width restrictions. | TRN 26 |
| (13) | implement area traffic schemes in Powder Mill Lane and the roads encompassed by the Woodlawn residential area using measures to restrain traffic, relieve residential roads of through traffic and improve safety. | TRN 19 |

12.63 The proposals for Whitton and Heathfield are:

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
W1	TWICKENHAM RUGBY GROUND	INCREASED SPORTS AND RECREATIONAL USE	The RFU Stadium could be adapted to provide for more uses benefiting residents, subject to agreements in relation to development strategies, operational matters, employment and the local economy, community and environmental initiatives, including a Green Transport Plan. To incorporate appropriate improvements to public transport and to there not being an adverse impact on residents particularly from traffic and car parking, and to all parking on-site being available when it is needed on match days.	Private sector
W2	CHASE BRIDGE PRIMARY SCHOOLS, KNELLER ROAD	POSSIBLE EXTENSION OF SCHOOL, USE OF PLAYGROUND OUT OF HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To improve education facilities, to relieve the shortage of children's playgrounds in the area, and to implement the Council's dual use policy.	Council/ Voluntary Groups/ School Governors
W3	NELSON PRIMARY SCHOOL, NELSON ROAD	REDEVELOPMENT OF SCHOOL, AFFORDABLE HOUSING, USE OF PLAYGROUND OUT OF SCHOOL HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To improve educational facilities the school will be consolidated on land adjoining the existing playing fields. Any resulting surplus part of the site along Nelson Road will be used to help meet the need for affordable housing. The Other Open Land of Townscape Importance on the site (the playing fields) should be protected and enhanced. The use of the playground out of school hours will help make up for the shortage of playgrounds in the area and implement the Council's dual policy. Access by other means than the car will be encouraged.	Council/ Voluntary Groups/ School Governors/ RSL
W4	ST EDMUNDS RC PRIMARY SCHOOL, NELSON ROAD	USE OF PLAYGROUND OUT OF HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of children's playgrounds in the area, and to implement the Council's dual use policy.	Council/ Voluntary Groups/ School Governors

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W5	BISHOP PERRIN'S C OF E PRIMARY SCHOOL, HOSPITAL BRIDGE RD	USE OF PLAYGROUND OUT OF HOURS SUPERVISED BY A SUITABLE COMMUNITY GROUP	To relieve the shortage of children's playgrounds in the area, and to implement the Council's dual use policy.	Council/ Voluntary Groups/ School Governors
W6	HOSPITAL BRIDGE RD, (B358), NORTH OF MONTROSE AVENUE	WIDENING OF 380 M LENGTH OF HIGHWAY INCLUDING BRIDGE OVER RAILWAY (SEE APPENDIX C)	To provide pedestrian footways on both sides of the carriageway and ease the carriageway pinch point on the crown of the bridge. Safe facilities for cyclists will be included in the design. Separate cycle facilities will be considered. The needs of cyclists will also be taken into consideration.	Council
W7	HANWORTH ROAD (A314)	RECONSTRUCTION OF RAILWAY BRIDGE WITH FOOTWAYS EITHER SIDE (SEE APPENDIX C)	Reconstruction of the Railway Bridge will allow the provision of a third railway line adding to track capacity, and footways will improve facilities for pedestrians and pedestrian safety. Safe facilities for cyclists will be included in the design. Separate cycle facilities will be considered. The needs of cyclists will also be taken into consideration.	Council
W8	POWDER MILL LANE	HEAVY GOODS VEHICLES, VEHICLE CONSTRUCTION	A scheme to minimise adverse effects of HGVs on the area is required particularly due to the development of Feltham Marshalling Yard.	Council approved, but implementation is dependent upon developer funding
W9	WHITTON SCHOOL, PERCY ROAD	INCREASED PUBLIC USE OF SCHOOL FACILITIES AND PLAYING FIELDS	To develop community use of the school and implement the Council's dual use policy. Replacement of existing redgra pitch with more appropriate artificial surface, floodlighting of pitch would allow evening and more flexible use. Access by alternative means of transport to the car will be encouraged.	Council
W10	HIGH STREET	ENVIRONMENTAL IMPROVEMENTS	To enhance the environment of the shopping centre, in particular to keep under review the need for traffic management measures to enhance the pedestrian environment.	Council
W11	A316 NEAR HOSPITAL	EXTENSIONS TO	To improve pedestrian facilities	Highways Agency

	BRIDGE ROAD	FOOTBRIDGE		
W12	HANWORTH ROAD / POWDER MILL LANE	JUNCTION IMPROVEMENT	To improve road safety by providing traffic signals with a pedestrian phase.	Council
W13	MILL FARM SITE	INDUSTRIAL / HOUSING INCLUDING AMENITY / CHILDREN'S PLAYSPLACE	To provide general industrial development B2/B8/B1(b) and (c) with rail linked warehouse and distribution depot on the eastern half of the site, in association with development on the adjoining site in London Borough of Hounslow. Any proposal should include a buffer of land of nature conservation importance to link to the area to the west of the site. A suitable buffer should also be provided to protect residential amenity. Access to the site to service the industrial development will be sought from Godfrey Way in preference to access via Millfield Road. The level of the development will be limited by the capacity of Hanworth Road, and the need to protect residential amenity, for example, along Powder Mill Lane from the effect of heavy goods vehicles. The western half of the site could be developed for affordable housing with access from the adjoining residential development in Farm Road. Access by alternative means of transport to the car will be encouraged. A cycle/pedestrian route should be provided through the residential development to provide a link to Hounslow Heath and beyond. To relieve the shortage of children's playspace in the area.	Council /Private
W14	WHITTON STATION	INTERCHANGE IMPROVEMENTS	To improve interchange facilities including pedestrian and cycle access, cycle parking, and bus interchange information systems. To improve information systems and access for people with disabilities.	Railtrack
W15	HEATHFIELD SCHOOLS AND HEATHFIELD RECREATION GROUND (part)	REBUILD EXISTING SCHOOLS AND ADD SECONDARY SCHOOL.	Existing schools to be rebuilt to more space efficient plan, new secondary school, improvements to Heathfield Recreation Ground to become dual use, public and school playing fields. Retention of North South footpath link. The use of Heathfield Recreation Ground by the School would not preclude public use of	Council

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and access to the park.

The following proposal for Teddington and Hampton Wick also affects Whitton and Heathfield

D13	FROM KINGSTON BRIDGE VIA BUSHY PARK, HAMPTON HILL, FULWELL GOLF COURSE AND CRANE PARK TOWARDS HOUNSLOW HEATH	LONDON LOOP, OUTER ORBITAL WALKING ROUTE - SIGNS AND WAYMARKING	To implement this Borough's section of the Outer London Walking Route by means of signs, interpretive panels and a leaflet, in conjunction with the London Walking Forum and adjoining boroughs.	Council, major land owners, sponsorship
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PARKING STANDARDS

NOTE: The following parking standards will apply in the Borough

- 1) All floor areas relate to the Gross floor Area (GFA) of the development unless otherwise stated.
- 2) Operational Parking standard refers to the essential parking requirement necessary to the functioning of the development which includes visitor space and spaces for those who require the use of a car for their business.
- 3) Provision must be made for people with disabilities in accordance with the Council's "Design For Maximum Access".
- 4) All standards are maximum, developers will be encouraged to provide fewer spaces unless there would be an adverse effect on amenity, road safety and emergency access in the surrounding area.
- 5) Shared use of parking, particularly in town centres and as part of major proposals is encouraged, particularly when peak usage of facilities does not coincide.
- 6) In cases of mixed use development standards will be applied on the basis of the constituent parts.

LAND USE	VEHICLE PARKING SPACE REQUIRED	CYCLE PARKING SPACE REQUIRED
	CONTROLLED PARKING ZONES	THE REMAINDER OF THE BOROUGH
USE CLASS A1- SHOPS		
GENERAL RETAIL (RICHMOND & TWICKENHAM TOWN CENTRES)	Operational parking standard only of 1 space per 500 sqm maximum.	N/A
GENERAL RETAIL (A) OTHER DISTRICT CENTRES - TEDDINGTON,EAST SHEEN & WHITTON	1 space per 100sqm maximum. Up to 1 space per 20m ² will be acceptable where the parking can provide for the needs of the centre as a whole.	N/A
(B) (ELSEWHERE)	1 space per 50sqm , maximum	N/A
ALSO (A) & (B) (OPERATIONAL PARKING)	Operational parking standard only of 1 space per 500 sqm maximum PLUS 1 lorry space per 500 sqm.	N/A
SUPER STORES	For superstores (over 2500sqm) the number of car spaces will be judged on merit, but not exceeding 1 space per 20 sq m, having regard to the nature and location of the development, accessibility by public transport and its likely traffic generation. PLUS 1 lorry space per 500sqm.	N/A
NON FOOD RETAIL WAREHOUSES		
(a) DIY stores (b) Garden Centres	1 car space per 30 sqm maximum is given as a guide, but each site will be considered on its merits. PLUS 1 lorry space per 500sqm	as CPZ

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- 3) Provision must be made for people with disabilities in accordance with the Council's "Design For Maximum Access".
- 4) All standards are maximum, developers will be encouraged to provide fewer spaces unless there would be an adverse effect on amenity, road safety and emergency access in the surrounding area.
- 5) Shared use of parking, particularly in town centres and as part of major proposals is encouraged, particularly when peak usage of facilities does not coincide.
- 6) In cases of mixed use development standards will be applied on the basis of the constituent parts.

LAND USE	VEHICLE PARKING SPACE REQUIRED		CYCLE PARKING SPACE REQUIRED
	CONTROLLED PARKING ZONES	THE REMAINDER OF THE BOROUGH	
USE CLASS A2			
FINANCIAL AND PROFESSIONAL SERVICES	1 space per 600sqm maximum	Within 400m of a rail station, 1 space per . 450sqm maximum Elsewhere 1 per 300sqm maximum	1 per 200 sqm (minimum)
USE CLASS A 3			
FOOD AND DRINK			
(a) Restaurants & Cafes	1 space per 16sqm of net dining floor area maximum	1 space per 8sqm of net dining floor area maximum	1 per 200sqm (minimum)
(b) Wine Bars, Public Houses and Licensed Clubs	1 space per 16sqm of public area excluding WCs maximum.	1 space per 8 sqm of public area excluding WCs maximum.	1 per 200sqm(minimum)
(c) Takeaways	Off street provision for delivery vehicles/motor cycles /scooters	as CPZ	1 per 200sqm(minimum)
USE CLASS B1			
BUSINESS			
Offices, Light Industrial High Tech Science Parks and Business Parks	1 space per 600sqm maximum PLUS 1 lorry parking space per 2500sqm (minimum 1per unit)	Within 400m of a rail station, 1 space per . 450sqm maximum Elsewhere 1 per 200sqm maximum PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	1 per 200 sqm(minimum)

PARKING STANDARDS

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- 1) All floor areas relate to the Gross floor Area (GFA) of the development unless otherwise stated.
- 2) Operational Parking standard refers to the essential parking requirement necessary to the functioning of the development which includes visitor space and spaces for those who require the use of a car for their business.
- 3) Provision must be made for people with disabilities in accordance with the Council's "Design For Maximum Access".
- 4) All standards are maximum, developers will be encouraged to provide fewer spaces unless there would be an adverse effect on amenity, road safety and emergency access in the surrounding area.
- 5) Shared use of parking, particularly in town centres and as part of major proposals is encouraged, particularly when peak usage of facilities does not coincide.
- 6) In cases of mixed use development standards will be applied on the basis of the constituent parts.

LAND USE	VEHICLE PARKING SPACE REQUIRED		CYCLE PARKING SPACE REQUIRED
USE CLASS B2	CONTROLLED PARKING ZONES	THE REMAINDER OF THE BOROUGH	
GENERAL INDUSTRIAL	1 space per 600sqm maximum PLUS 1 lorry parking space per 2500sqm (minimum 1per unit)	Within 400m of a rail station, 1 space per 450sqm maximum Elsewhere 1 per 200sqm maximum PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	1 per 200sqm(minimum)
<hr/>			
USE CLASS B3 - B7			
SPECIAL INDUSTRIAL	Parking requirement for use within these categories will be assessed on their merits	as CPZ	1 per 200sqm(minimum)
<hr/>			
USE CLASS B8			
STORAGE AND DISTRIBUTION	1 space per 600sqm maximum PLUS 1 lorry parking space per 2500sqm (minimum 1per unit)	Within 400m of a rail station, 1 space per 450sqm maximum Elsewhere 1 per 200sqm maximum PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	1 per 200sqm(minimum)

PARKING STANDARDS

NOTE: The following parking standards will apply in the Borough

- 1) All floor areas relate to the Gross floor Area (GFA) of the development unless otherwise stated.
- 2) Operational Parking standard refers to the essential parking requirement necessary to the functioning of the development which includes visitor space and spaces for those who require the use of a car for their business.
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- 6) In cases of mixed use development standards will be applied on the basis of the constituent parts.

LAND USE	VEHICLE PARKING SPACE REQUIRED		CYCLE PARKING SPACE REQUIRED
	CONTROLLED PARKING ZONES	THE REMAINDER OF THE BOROUGH	
USE CLASS C1			
HOTELS AND HOSTELS			
(a) Hotels	1 space per 5 bedrooms maximum, plus allowance for other facilities available to the public based upon the relevant standards. 1 coach parking/setting down space of 1 space per 100 bedrooms, also allowance must be made for setting down by taxis	1 space per bedroom maximum, plus allowance for other facilities available to the public based upon the relevant standards. 1 coach parking/setting down space of 1space per 100 bedrooms, also allowance must be made for setting down by taxis	1 per 2 units of staff accommodation (minimum)
(b) Residential Hostels	1 space per 4-6 occupants depending on type of hostel, maximum.	as CPZ	1 per 2 occupants (minimum)
USE CLASS C2			
RESIDENTIAL INSTITUTIONS			
(a) Residential Care Homes or Nursing Homes	1 space per 5 residents plus 0.5 spaces per unit of staff accommodation, maximum.	as CPZ	0.5 spaces per unit of staff accommodation
(b) Hospitals	0.5-1.0 spaces per bed, maximum.	as CPZ	1 per 200sqm
(c) Residential Colleges or Educational Centres	0.5 spaces per bedroom, maximum	as CPZ	0.5 spaces per bedroom (all minimum)

NOTE: Each case will be considered on its merits having regard to the nature of services being provided.

PARKING STANDARDS

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- 4) All standards are maximum, developers will be encouraged to provide fewer spaces unless there would be an adverse effect on amenity, road safety and emergency access in the surrounding area.
- 5) Shared use of parking, particularly in town centres and as part of major proposals is encouraged, particularly when peak usage of facilities does not coincide.
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LAND USE	VEHICLE PARKING SPACE REQUIRED		CYCLE PARKING SPACE REQUIRED
USE CLASS C3	CONTROLLED PARKING ZONES	THE REMAINDER OF THE BOROUGH	
STANDARD RESIDENTIAL	<p>In CPZs for developments consisting of 6 or more units, the number of spaces per bedroom set out below can be reduced. However whether the standards are met or not residents shall not be eligible for residents parking permits, (Orange Badge holders exempt) There are exceptions to this rule which are detailed in Policy TRN 5.</p>		
	1- 4 bedrooms	: maximum 1 space	1 space(min)
	5+ bedrooms	: maximum 2 spaces	2 spaces (min)
Conversion and/or extension of existing residential units	Parking will be assessed in accordance with the maximum for each size of unit	As CPZ	To be assessed in accordance with the standards as specified above
RETIREMENT HOUSING			
Self contained units with some communal facilities, but without a resident warden	1 space per 2 dwellings (unassigned) Maximum. Subject to the ft tenure and age of prospective occupants. Retired persons are considered to be ov over 60 years of age.	as CPZ	Optional figure of 1 space per 4 dwellings (minimum)
SHELTERED HOUSING			
Self contained units with some communal facilities, but without a resident warden	1 space per 4 dwellings plus 1 space for resident wardens unit, maximum. All spaces except the wardens unit shall be unassigned	as CPZ	1 space for resident warden (minimum)
HOUSING ASSOCIATION DEVELOPMENT	1 space per dwelling (unassigned) maximum		1 space per dwelling (minimum)

PARKING STANDARDS

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- 4) All standards are maximum, developers will be encouraged to provide fewer spaces unless there would be an adverse effect on amenity, road safety and emergency access in the surrounding area.
- 5) Shared use of parking, particularly in town centres and as part of major proposals is encouraged, particularly when peak usage of facilities does not coincide.
- 6) In cases of mixed use development standards will be applied on the basis of the constituent parts.

LAND USE	VEHICLE PARKING SPACE REQUIRED		CYCLE PARKING SPACE REQUIRED
USE CLASS D1	CONTROLLED PARKING ZONES	THE REMAINDER OF THE BOROUGH	
NON RESIDENTIAL INSTITUTIONS	The variety of categories of use within this use are such that it is inappropriate to define standards. Each application will therefore be judged on its merits	as CPZ	To be judged on its merits
Clinics, Health Centres, Dentists /Doctors Surgeries	1 space per consulting room maximum	4 spaces per consulting room maximum	1 per consulting room (minimum)
Parent and toddler groups	1 per 4 staff plus adequate space for delivery and collection of children maximum	1 space per 4 staff maximum	1 per 3 staff (minimum)
Public Halls	1 space per 10 persons/seats maximum PLUS 1 coach space per 50 persons/seats	1 space per 5 persons/ seats maximum	1 per 20 persons/seats (minimum)
Places of Worship	1 per 10 seats	as CPZ	1 per 20 seats (minimum)
Play groups and day nurseries	1 space per 4 staff maximum. Adequate setting down areas for cars shall be provided at establishments which cater for more than 20 children	1 space per 2 staff maximum (full time equivalent)	1 per 3 staff (minimum)
Schools	1 space per 2 staff maximum Arrangements must also be made for adequate setting down areas and visitor parking spaces Adequate facilities for the setting down of coaches shall also be considered	1 space per 2 staff maximum	5 spaces per classroom depending on the nature of the school (minimum)

PARKING STANDARDS

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- 4) All standards are maximum, developers will be encouraged to provide fewer spaces unless there would be an adverse effect on amenity, road safety and emergency access in the surrounding area.
- 5) Shared use of parking, particularly in town centres and as part of major proposals is encouraged, particularly when peak usage of facilities does not coincide.
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LAND USE	VEHICLE PARKING SPACE REQUIRED		CYCLE PARKING SPACE REQUIRED
USE CLASS D2	CONTROLLED PARKING ZONES	THE REMAINDER OF THE BOROUGH	
ASSEMBLY AND LEISURE	NOTE: The variety of facilities which may be offered are such that alternatives may be justified. The following standards are reproduced for the guidance of developers:		
(a) Places of entertainment, Theatres, Cinemas, Bingo Clubs, Dance Halls	1 space per 10 persons maximum	1 space per 5 persons maximum	1 per 50 persons (minimum)
(b) Conference Centres	1 space per 10 persons maximum PLUS 1 coach space per 150 seats	1 space per 5 persons maximum	1 per 50 seats (minimum)
(c) Exhibition Halls	1 space per 50 sqm maximum PLUS 1 coach space per 300sqm	1 space per 25 sq m maximum	1 per 200sqm (minimum)
(d) Sports and Leisure Complexes			
Leisure Centres & Swimming Pools	1 space per 50 sqm Adequate setting down and parking facilities for coaches	1 space per 25 sq m maximum	1 per 50sqm (minimum)
Tennis & Badminton Courts	1 space per court maximum	3 spaces per court maximum	2 per court (minimum)
Squash Courts	1 space per court maximum	2 spaces per court maximum	1 per court (minimum)
OTHER USES			
(a) Repair Garages			
Petrol Filing Stations	1 per 4 staff maximum	as CPZ	1 per 2 staff (min)
Repair Workshops	6 spaces per repair bay	as CPZ	1 per 2 staff (min)
MOT Testing Centres	6 spaces	as CPZ	1 per 2 staff (min)
Car Wash	4 Off-street queuing spaces	as CPZ	1 per 2 staff (min)
Tyre Exhaust Fitting Centres	3 spaces per bay	as CPZ	1 per 2 staff (min)
	NOTE: If any of the above are combined under one management then the parking provision may be reduced by one third.		
(b) Car Sales			
Showrooms	1 space per 75sqm of car display area to be set aside for the parking of visitors cars maximum	as CPZ	1 per 2 staff (min)

APPENDICES

- [Appendix A: Car Parking Standards](#)
- [Appendix B: List of Key & Secondary Shopping Frontages](#)
- [Appendix C: Highway Improvement Lines](#)
- [Appendix D: Supplementary Planning Guidance](#)
- [Glossary](#)

KEY FRONTAGES	SECONDARY FRONTAGES
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LIST OF KEY AND SECONDARY SHOPPING FRONTAGES

<p>ASHBURNHAM ROAD Ashburnham Road Nos.171-185 (odd)</p>	
<p>BARNES Barnes High Street Nos.3- 25 (consecutive) Nos.51- 64 (consecutive)</p> <p>Church Road Nos.125-145 (odd) Nos.54-102 (even) Nos.49- 85 (odd)</p>	<p>Barnes High Street Nos.1,1a,1b,1c,2, (consecutive) Nos.65- 69 (consecutive) Nos.33- 36a (consecutive)</p> <p>Church Road Nos.145a-175 (odd)</p> <p>Rocks Lane Nos.1 – 9</p>
<p>CASTELNAU Castelnau Nos.174-202 (even) Nos.185-201 (odd)</p>	
<p>EAST SHEEN Sheen Lane Nos.137-141 (odd) Parkway House</p> <p>Upper Richmond Road West Nos.220-254 (even) Nos.256-296 (even) Nos.341-361 (odd) Nos.363-445 (odd)</p>	<p>Sheen Lane Nos.105-135 (odd) Nos.28-40 (even) Nos.65A-77 (odd)</p> <p>Upper Richmond Road West Nos.184-218 (even) Nos.215-339 (odd) Nos.298-318 (even) Nos.447-501 (odd) Nos.1- 10 Grand Parade (consecutive)</p>
<p>EAST TWICKENHAM Richmond Road Nos.344-380 (even)</p>	<p>Richmond Road Nos.359-387 (odd) Nos.417-447 (odd) not including 439 Nos.332-342 (even) Nos.382-428 (even)</p>
<p>FRIARS STILE ROAD Friars Stile Road Nos.19-23A (odd) Nos.36-56 (even)</p>	<p>Friars Stile Road Nos.2-8 (even)</p>
<p>FULWELL Hampton Road Nos.206-224 (even)</p>	
<p>HAM STREET / BACK LANE Ashburnham Road Nos.2-16 (even) Ham Street Nos.63-71 (odd)</p>	<p>Back Lane Nos.4-14 (even)</p>

KEY FRONTAGES	SECONDARY FRONTAGES
<p>HAM COMMON Upper Ham Road Parkleys Parade 1-6 (consecutive) Nos.21-31 (odd)</p> <p>Richmond Road Nos.299-323 (odd) Nos.414-432 (even)</p>	<p>Richmond Road Nos.406-414a (even)</p>
<p>HAMPTON HILL High Street Nos.50-64 (even) Nos.169-183 (odd)</p>	<p>High Street Nos. 73-83;101-111;131-143 Nos. 185-201; 203-217(odd) Nos. 10-48; 118a-118e Nos. 120-122 (even)</p>
<p>HAMPTON NURSERY LANDS Tangley Park Road Nos.26-30 (consecutive)</p>	
<p>HAMPTON VILLAGE Milton Road Nos.70-76 (even)</p> <p>Station Road Nos.70-82 (even) Nos.92-100 (even)</p> <p>Station Approach Nos.1-3 (consecutive)</p> <p>Wensleydale Road Nos.1-13 (odd)</p> <p>Priory Road Nos.33-41 (odd)</p>	<p>Milton Road Nos.78-82 (even)</p> <p>Ashley Road Nos.27-37 (odd)</p> <p>Station Approach Nos.4-9</p> <p>Oldfield Road Nos.55-63 (odd)</p> <p>Percy Road No. 31</p>
<p>HAMPTON WICK High Street Nos.32-58 (even)</p>	
<p>HEATHSIDE Powder Mill Lane Nos.222-226 (even) Nos.221-247 (odd)</p>	<p>Hanworth Road Nos.646-670 (even)</p>
<p>HOSPITAL BRIDGE ROAD Staines Road Nos.326-336 (even)</p>	
<p>KEW GARDENS STATION Station Approach Nos.1-9 (consecutive)</p> <p>Station Parade</p>	<p>North Road Nos.102-109 (consecutive)</p> <p>Royal Parade</p>

KEY FRONTAGES	SECONDARY FRONTAGES
Nos.1-17 (odd) Nos.2-18 (even)	Nos.1-9 (consecutive)
KEW GREEN Mortlake Terrace Nos.1-9 (consecutive)	
KEW ROAD	Kew Road Nos.101-145 (odd) Nos.84-112 (even)
KINGSTON ROAD Kingston Road Nos.149-161 (odd) Nos.190-208 (even)	Kingston Road Nos.210-216 (even) Bushy Park Road Nos.1-5 The Pavement (consecutive)
LOWER MORTLAKE ROAD Lower Mortlake Road Nos. 203-223 (odd)	Lower Mortlake Road Nos.225-231 (odd)
NELSON ROAD Nelson Road Nos.300-310 (even) Nos.314-322 (even)	
RICHMOND TOWN Brewers Lane Nos.2-18 (even) Nos.3-13 (odd) Bridge Street Nos.1-2 (consecutive) Dome Buildings Nos.1-6 (consecutive) George Street Nos.1-84 (consecutive) Post Office Lower George Street Nos.1-8 (consecutive) Church Court Nos.1-6 (even) Golden Court Parade Nos. 1-9 (odd) premises adj. to 27-28 The Green & fronting Golden Court The Green Nos. 13, 26-29 (consecutive)	Duke Street Nos.1-6 (consecutive) No. 8 Eton Street Nos.1-3 (odd) Nos.2-18 (even) Hill Rise Nos.1-17 (odd) Kew Road Nos.1-61 (odd) Petersham Road Nos.1-13 (odd) The Quadrant Nos.8-32 (consecutive) Red Lion Street Nos. 10-32 (even) Sheen Road Nos. 15-21 (odd) Westminster House

KEY FRONTAGES	SECONDARY FRONTAGES
<p>Hill Rise Nos. 2-32 (even) Nos. 40-86 (even)</p> <p>Hill Street Nos. 1-23 (odd) Nos. 2-74 (even)</p> <p>King Street Nos. 4-16 (consecutive) Nos. 19-19a, 20-26 (consecutive)</p> <p>Lichfield Court Parade, Sheen Road Nos. 1-16 (consecutive)</p> <p>The Passage</p> <p>Paved Court Nos 1-17 (consecutive)</p> <p>The Quadrant Nos. 1-7 (consecutive) Nos 33-50 (consecutive)</p> <p>Red Lion Street Nos. 1-3 (odd) Nos. 2-8 (even)</p> <p>Richmond Hill Nos.6-26 (even)</p> <p>Sheen Road Nos.1-13 (odd) Nos.2-4 (even)</p> <p>The Square Nos. 1-4 (consecutive) Former public convenience</p>	<p>Nos. 1-7 (consecutive)</p>
<p>ST MARGARETS</p> <p>Crown Road Nos.2-24 (even)</p> <p>St. Margarets Road Nos.125-155 (odd)</p>	<p>Amyand Park Road Nos.208, 210</p> <p>Crown Road Nos.26-32(even) Nos.35-43 (odd) Nos.34-48 (even)</p> <p>St Margarets Road No.123 Station Kiosks</p>

KEY FRONTAGES	SECONDARY FRONTAGES
Nos.109-119 (odd)	Nos.116-126A (even) Nos.157-165 (odd)
ST MARGARETS ROAD	St Margarets Road Nos.379-391 (odd)
SANDYCOMBE ROAD Sandycombe Road Nos.293-303 (odd)	Sandycombe Road Nos.296-308 (even)
SHEEN ROAD Sheen Road Nos.106-124 (even)	Sheen Road Nos.80-94
STANLEY ROAD Stanley Road Nos.176-184 (even) Nos.91-121 (odd)	Stanley Road Nos. 186-192 (even) Nos.139-147 (odd)
STRAWBERRY HILL Tower Road Nos.50-56 (even) Nos.70-74 (even) Nos.39-45 (odd) Wellesley Parade Nos.1-6 (consecutive)	
TEDDINGTON Broad Street Nos 17-67 (odd) Nos.8-72 (even) High Street Nos.73-121 (odd) Nos.19-67 (odd)	Broad Street Nos.11-15 (odd) Nos.2-6 (even) Church Road Nos.1-13 (odd) Nos.6-16 (even) High Street Nos.6-42 (even) Nos.70-86 (even) Nos.100-160 (even) The Causeway Nos.2-28 (even) Nos.3-13 (odd) Station Road No.1
TWICKENHAM GREEN Staines Road Nos.8-38a (even)	
TWICKENHAM	

KEY FRONTAGES	SECONDARY FRONTAGES
<p>Church Street Nos.9-28 (consecutive) Nos.31-58 (consecutive)</p> <p>Heath Road Nos.2-44 (even)</p> <p>King Street Nos.1-39 (odd) Nos.2-62 (even)</p> <p>London Road Nos.1-9 (odd) Nos.2-50 (even)</p> <p>York Street Nos.1-19 (odd) No. 2</p>	<p>Heath Road Nos.46-164 (even) Nos.1-85 (odd) Nos.149-157 (odd)</p> <p>King Street Nos.41-59 (odd)</p> <p>London Road Nos.11-65 (odd)</p> <p>York Street Nos.4-18 (even)</p>
<p>WALDEGRAVE ROAD Waldegrave Road Nos.150-158 (even) Nos.197-207 (odd)</p>	<p>Waldegrave Road No.189-195 (odd)</p>
<p>WHITE HART LANE White Hart Lane Nos. 36-78 (even) Nos.147-153 (odd)</p>	<p>The Broadway Nos. 1-10 (consecutive)</p> <p>White Hart Lane Nos. 1-7 (odd)</p> <p>Upper Richmond Road West Nos. 42-48 (even)</p>
<p>WHITTON High Street Nos. 24-58 Nos. 60-114 (even) Nos. 19-107 (odd)</p>	<p>High Street Nos.1-7 (odd) Nos.109-113 (odd) Nos.115-123 (odd) Nos.16-22 (even) Nos. 120-136 (even)</p> <p>Bridge Way Bridge Way House</p> <p>Nelson Road Nos.109-121 (odd)</p>
<p>WHITTON ROAD Whitton Road Nos.97-105 (odd)</p>	

SUPPLEMENTARY PLANNING GUIDANCE

Planning Information (leaflets)

- 1 Conservation Area Statements
- 2 Listed Buildings
- 3 Historic Buildings
- 4 Historic Buildings : Maintenance and Repair
- 5 Trees : Legislation & Procedure
- 6 Buildings of Townscape Merit (BTM)

(The Schedule of Buildings of Townscape Merit is available from the Policy & Design section of the Environment Planning & Review Department)

Design Guidelines

- 1 Car Parking in Front Gardens
- 2 Shopfronts and Shop Signs
- 3 House Extensions & External alterations
- 4 Trees : Landscape, Design, Planting & Care
- 5 Small Housing Sites
- 6 Siting of Satellite Dishes and Other Communal Apparatus
- 7 Wildlife in Gardens
- 8 Nature Conservation and Development
- 9 Security by Design
- 10 Shopfront Security

Guidance Manuals

Design for Maximum Access (*incorporating mobility housing standards and wheelchair housing standards*)

Street Design Guide (*design and specification for the public realm*)

Conservation Area Statements (*statements of special interest for each of the Borough's Conservation Areas*)

Site Briefs

Richmond Station Planning Brief

Harlequins, Stoop Memorial Site Planning Guidelines

Brunel University Twickenham campus

Twickenham Riverside

Teddington Studios

Others

Guidelines for the Location of Doctor's Surgeries

Borough Tree Strategy

Affordable Housing

Conservation Area Studies

Some studies have accompanying separate guidance for shopfronts and / or properties covered by Article 4 (2) Directions.

Conservation Area No.

1	Barnes Green Conservation Area Study and Article 4 Direct Guidance and Shopfront Guidance
2	Kew Green Conservation Area Study
3,4 & 17	Central Richmond, Richmond Green and Richmond Riverside Conservation Study
5	Richmond Hill Conservation Area Study
8,47	Twickenham Riverside and Queen's Road, Twickenham Conservation Area Study
9	Twickenham Green Conservation Area Study
10	Trafalgar Road Conservation Area Study
11, 12	Hampton Village and Hampton Court Green Conservation Area Study
13 & 52	Christ Church Road and East Sheen Avenue Conservation Area Study
14 & 32	Mill Hill and Barnes Common Conservation Area Study
16, 34 & 53	Thorne Passage, Model Cottages and White Hart Lane Conservation Area Study
18	Hampton Wick Conservation Area Study and Article 4 Guidance and Shopfront Guidance
19	St. Margaret's Estate Conservation Area Study
21	Cambridge Park Conservation Area Study
24, 49	Crown Road and Twickenham Park Conservation Area Study Article 4 Guidance and Shopfront Guidance
25	Castelnau Conservation Area Study and Article 4 Guidance and Shopfront Guidance
27,37	Teddington Lock and Teddington High Street Conservation Area Study
30,31	St Matthias and Sheen Road Conservation Area Study
33, 35, 51	Mortlake, Mortlake Green and Queen's Road Mortlake Conservation Area Study
38	Hampton Hill High Street Conservation Area Study and Article 4 Guidance and Shopfront Guidance
48	Amyand Park Road Conservation Area Study
24, 49	Crown Road and Twickenham Park Conservation Area Study and Article 4 Guidance and Shopfront Guidance
56	Beresford Avenue Conservation Area Study and Article 4 Guidance
57	Old Deer Park Conservation Area Study
58	Platt's Eyot Hampton Conservation Area Study

GLOSSARY

Affordable housing:

Housing which meets, and will continue to meet, the needs of people who are otherwise unable to enter the housing market.

Allotment:

Land other than a private garden wholly or mainly cultivated by the occupier for the production of vegetables or fruit crops for consumption by himself or his family. Usually 126.5 sq m.

Allotments - non-statutory:

Temporary or private allotments.

Allotments - statutory:

Land of which the freehold has been vested in the allotments authority or which has subsequently been appropriated to allotment use.

Ancillary floorspace:

Floorspace used for providing uses or services incidental to the main use of the premises, e.g. ancillary offices of an industrial building.

Area of special advertisement control:

An area within which the display of advertisements is more stringently controlled in order to preserve amenity. In such areas advertisements normally displayed without the consent of the local planning authority may no longer be displayed without permission. (Section 220 Town and Country Planning Act 1990 and Town and Country Planning (Control of Advertisements) Regulations 1992.)

Article 4 direction:

A direction under Article 4(2) of the General Development Order (qv), which may require approval of the Secretary of State for the Environment, bringing under the control of the local planning authority any specified developments normally permitted under the Town and Country Planning (General Permitted Development) Order 1995.

Basic amenities:

Hot water supply and fixed bath or shower and WC within the dwelling.

Bridleway:

A highway over which the public have a right of way on foot and a right of way on horseback or leading a horse, but with or without a right to drive animals of any description along a highway. Bicycles may also be ridden on bridleways.

Building of townscape merit:

Building or group of buildings that is not on the statutory list of buildings of special architectural or historic interest (qv) but that contributes positively and significantly to the character and appearance of an area.

Bungalow:

A dwelling, other than a flat, which is entirely or predominantly single storey. This includes properties sometimes described as 'chalet bungalow', which have one or two rooms on an upper level, but where accommodation is predominantly on the ground floor.

Business class:

Class B1 of the Town and Country Planning (Use Classes) Order 1987. Where the use is for all or any of the following purposes: as an office other than a use within class A2, for research and development of products or processes or for any industrial process. The use must be able to be carried out in any residential area without detriment to the amenity of the area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Bus priority measures:

Traffic management schemes designed specifically to give priority to buses, such as bus lanes, bus only streets etc.

Catchment area:

The area from which the population may travel to a shopping centre, rather than an adjacent or other similar centre.

Central London:

Unless otherwise stated, this comprises LB Camden, City of London, LB Hackney, LB Islington, RB Kensington and Chelsea, LB Lambeth, LB Southwark, LB Tower Hamlets, City of Westminster.

Commuted payment:

Agreement may be reached whereby a developer, instead of providing the full amount of parking spaces required by the overall parking standard, provides only the on-site operational spaces, provided a commuted payment is made to the Council for the provision of public car parking spaces and/or towards the provision of public transport.

Comparison goods:

See 'Durable Goods'.

Conservation area:

An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Consent, known as conservation area consent, is required for the demolition or partial substantial demolition of unlisted buildings in conservation areas. (sections 69 and 70 Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.)

Controlled parking zone:

An area in which the parking of vehicles on-street in parking places is permitted by order, and elsewhere within the area waiting is prohibited. Parking in the zone is mainly allowed through the issue of parking permits.

Convenience goods:

Those items which are usually purchased from shops on a regular basis, e.g. fresh food, cigarettes, cleaning materials, newspapers, sweets, etc.

Conversion (housing):

Alterations to a building which changes the number of individual dwellings.

Crown road:

A road through a royal park for which the Council is not the highway authority.

Cycle route:

A signed route for cyclists. It may vary from a purpose-built cycleway to a simple advisory route through lightly trafficked parts of the ordinary road network.

Day visitor:

A visitor to the Borough who lives or is staying outside the Borough.

Definitive rights of way map:

A map of rights of way prepared by the Council under the National Parks and Access to the Countryside Act 1949 as amended by the Countryside Act 1968 and the Wildlife and Countryside Act 1981.

Designated road:

A road forming a part of the strategic road network having a similar function as a trunk road. The Council is the Highway authority, but the Traffic Director for London may veto proposals which affect its operation.

Development:

The carrying out of building operations, engineering operations, mining operations or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land. Some demolition work is also included.

District centre:

A centre having over 100 retail and non-retail units and with a range of shops large enough to cater for weekly needs and provide competition. The range will normally include a supermarket and non-retail services such as banks, building societies and restaurants.

District park:

A park at least 20 hectares providing a fairly wide range of sports and recreation facilities for households within about 1.2km of the park.

DETR:

Department of the Environment, Transport and the Regions.

Dual use:

The use of Council owned or other facilities by the general public when not in use by the individuals or groups for which the facility is primarily intended, e.g. public use of school playing fields outside school hours.

Durable goods:

Goods with a life of several years, usually having a high value, such as furniture, china, glass, carpets, clothing, radio, TV, etc.

Dwelling:

A building or part of a building that forms a separate and self-contained unit of premises designed to be occupied by a single family or household.

Ecology:

The relationship between humans, animal life and plant life and the environment in which they live.

Economically active:

Persons in full or part-time work or unemployed or on a government scheme. (The permanently sick, the wholly retired, full time students, and persons looking after home or family are classified as 'economically inactive'.)

Economic overheating:

Where the economy has grown at such a rate that a scarcity of resources, often labour, traffic congestion and public transport difficulties act as a brake on economic growth and contribute to inflation.

Environmental area:

An area in which through traffic is discouraged and within which consideration of pedestrian convenience, amenity and aesthetic quality predominate over the movement of vehicles.

Footpath:

See 'public footpath'.

Footway:

That part of a highway which also comprises and abuts a carriageway, over which the public have (unless otherwise stated) right of way on foot only.

Footway parking:

Parking with one wheel or more on the footway; illegal in London since 1984 except for exempted streets.

Finance and professional services:

Class A2 of the Town and Country Planning (Use Classes) Order 1987. Where the use is for the provision of finance or professional services (other than health or medical services) or any other services, which it is appropriate to provide in a shopping area where the services are provided principally to visiting members of the public.

General Development Order (GDO):

The Town and Country Planning General Development Order 1988 set out planning procedure and regulations mainly related to permitted development (i.e. that which does not require planning permission). It has been superseded by the Town and Country Planning (General Permitted Development) Order, 1995.

General industrial use:

Class B2 of the Town and Country Planning (Use Classes) Order 1987. Use for carrying out an industrial process which could not be carried out in any residential area without detriment to the amenity of the area by reason of noise, vibration, smell, fumes, soot, ash, dust or grit and not falling in special industrial use classes B3 to B7.

GOL:

Government Office for London.

Green belt:

Areas of predominantly open land around built up areas which have the strategic role of checking the unrestricted sprawl of the built up area, safeguarding the surrounding countryside from encroachment, assisting in urban regeneration and providing areas where open air recreational activities can take place and wildlife habitats maintained.

Green chains:

A series of linked open spaces forming extended parkways for the public and wildlife corridors in natural surroundings. These can cross borough boundaries.

Gross floorspace:

Includes all floorspace within the external faces of a building, including plant, lifts, stairwells, etc.

Habitat:

Natural home of animal or plant.

Highways Agency:

An agency of the Department of the Environment, Transport and the Regions, which is the highway authority for trunk roads.

Highway authority:

The Authority' responsible for the road in question. In the case of Trunk roads (A316 and A205) the Central Government's Highways Agency' acts as Highway Authority. For all other roads in the Borough the Highways Authority is the LBRuT itself. Notwithstanding this, the Traffic Director for London has remit in respect of Red Routes and regarding Priority roads. Within this Borough the only Red Routes are the A316 and A205, which are also Trunk roads. The Priority Route network, meanwhile is shown in Map 10.

Highway improvements (safeguarding line):

A line approved by the Council (or its predecessors) under Section 73, Highways Act 1980 or the appropriate development plan, showing the limits of a proposal to improve a highway.

Household:

One person living alone or a group of people living together who share common catering arrangements or share a common living room. Occupants of one room accommodation or of a caravan are treated as a single household.

House in multiple occupation:

A house which is occupied by persons who do not form a single household (Housing Act 1985 Sec. 3.45). Examples include: bedsits, traditional lodging houses with resident landlords, premises where some or all amenities are shared by more than one household.

Industry:

The carrying on of any process for or incidental to the making of any article or of part of any article; or the altering, repairing, ornamenting, finishing, cleaning, washing, freezing, packing or canning, or adapting for sale or the breaking up or demolition of any article; or the getting, dressing or treatment of minerals in the course of any trade or business other than agriculture, and other than a use carried out in or adjacent to a mine or quarry (Town and country Planning (Use Classes) Order 1987.

Key (shopping) frontage:

Shopping areas which are to be retained primarily in retail use and from which further non-shop uses will normally be excluded.

Larger shop units:

Shops over 300 sq m gross floorspace.

Light industry:

An industrial use falling within Class B1(c) of the Town and Country Planning (Use Classes) Order 1987 and which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Listed building:

See 'Statutory list of buildings of special architectural or historic interest'.

Local access road:

Road with the purpose to provide for local traffic and to provide access to land and buildings in the immediate vicinity of the roads.

Local distributor road:

Local road which serves more than a local access function. It may provide important links between secondary roads, access to local centres or serve as important distributor road in residential areas.

Local park:

A park of at least two hectares providing court games, children's play, sitting out areas, a landscaped environment and possibly playing fields for households within about 400 m of the park.

Local highway authority:

See Highway Authority.

Long-term parking:

Parking for more than four hours.

Local Transport Plans (LTPs):

See Transport Policies Program.

LPAC:

London Planning Advisory Committee.

London distributor road:

The main bus and traffic carrying routes in the Borough.

Manufacturing industry/sector:

Industries whose activities are primarily concerned with the making and processing of goods (Sections D, E and F of the Standard Industrial Classification 1992.)

Medium-term parking:

Parking for two to four hours.

Metropolitan open land (MOL):

Area of predominantly open land or water which is of significance to London as a whole or a part of London (see para 5.24).

Metropolitan park:

A park of at least 60 hectares providing a wide range of sports and recreation facilities for households within about 3.2 km of the park (or more if the park is appreciably larger).

Micro recycling centres:

As set out in policy CCE 23, these will serve a limited residential area and will be sought in residential schemes of six units or above.

Mini recycling centres:

As set out in policy CCE 23, these centres will be required as part of the development of large sites, especially in areas where recycling facilities are inadequate.

Mixed use areas:

As shown on the proposals map, where a mixture of commercial, retail and residential uses predominate.

Mobility standards/Mobility housing:

Ordinary housing built to a certain basic standard so that it can be occupied or adapted to be lived in by the majority of people with disabilities. Its principal features are:

- (a) level or ramped approach and flush threshold at the main entrance;
- (b) corridors and doorsteps to the principal rooms at entrance level wide enough for wheelchair use.

The Council's mobility standards are set out more fully in supplementary planning guidance 'Design for Maximum Access'.

Net floorspace:

The lettable floor area that can be put to operational use and hence therefore excludes such parts of the building as stairs, lifts, corridors, halls, lavatories, plant rooms and, in the case of shops, storage space.

Net residential area:

The area of the site devoted to residential use including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas (where provided). It excludes major distributor roads, primary schools, open spaces serving a wider area and significant landscape buffer strips.

Non-retail showroom:

Premises used primarily for display where no direct retail sale to the public is intended, and which do not fall within the definition of Class A1 the Town and Country Planning (Use Classes) Order 1987. As such the definition could include an industrial machine tools showroom but exclude a furniture showroom.

Non-retail use:

The use of premises for purposes other than as a shop as defined by Class A2 of the Town and Country Planning (Use Classes) Order 1987.

Non self contained accommodation:

See house in multiple occupation.

Off-street servicing:

The loading and unloading of commercial vehicles off the highway in specially provided service areas.

Office:

Premises used for the purposes of administrative and clerical work, handling money, telephone and telegraph operating and the operation of computers. Such uses now fall within Class B1 Business of the Town and Country Planning (Use Classes) Order 1987. Offices used for the provision of financial and professional services such as estate agents and solicitors where the services are provided principally to visiting members of the public now fall within Class A2 of the same order.

Operational parking:

Parking space essential for the functioning of the occupiers of a development. See Appendix A Car Parking Standards.

Other principal roads:

Roads other than Strategic Roads (trunk and designated principal roads) in which the traffic function predominates over local needs. They provide links between Strategic Roads, access to strategic centres for short and medium distance traffic and main bus routes.

Outstanding planning permission:

Where planning permission has been granted for development but has not yet been implemented or the permission has not lapsed.

Part-time workers:

Persons normally working for not more than 30 hours per week.

Pedestrianisation:

The exclusion from a highway of all or most motor vehicles for up to 24 hours a day. Normally the street is paved over to a single level and suitable street furniture, trees, planting boxes, etc. are placed in the street in order to improve its appearance.

Permitted development:

Development for which the permission of the Local Planning Authority is not required. (Town and Country Planning (General Permitted Development) Order 1995, Article 3 and Schedule 2.)

PLA:

Port of London Authority.

Planning advantage:

The provision of some elements of public benefit, such as open space, housing or leisure facilities, at little or no cost to the community.

Priority (Red) Route:

Route to serve strategic longer distance movements, and to improve the movement of traffic generally and buses in particular, under the supervision of the Traffic Director for London. All trunk roads in the Borough have been designated Priority (Red) Routes.

Private non-residential parking:

Parking spaces provided at places of work for employees and visitors, but not available to the general public.

Public footpath:

A highway over which the public have a right of way on foot only, not adjoining a carriageway.

Public open space:

Parks, recreation grounds and gardens provided by the local authority or central government for public use even if they are closed at certain times. Public open space does not include school playing fields nor the amenity areas associated with the development of homes or flats or pedestrian precincts (Local Government Act 1966 Section 8). The River Thames towpath to which the public have unrestricted access is also considered locally to be public open space.

Public right of way:

A right of passage by the public over the surface of the land without impediment. Includes public footpaths, bridleways and byways open to all traffic. It does not imply other rights - for example to stop.

Public transport accessibility:

An assessment of proximity to and frequency of public transport services, giving relative accessibility on a scale of 1 to 6 where 1 is the lowest provision and 6 the highest.

Regional park:

A large area of over 400 hectares primarily providing for informal recreation with some non intensive active recreational uses for households within 3.2 to 8km of the park.

Scheduled ancient monument:

A building included in the Schedule of Monuments compiled under Section 1 of the Ancient Monuments, and Archaeological Areas Act 1979. Scheduled monuments have statutory protection under this Act (Section 2) and an application for scheduled monument consent must be made to the Secretary of State for the Environment if work to a scheduled monument is proposed. The Secretary of State for the Environment is responsible for the scheduling under the provisions of the Ancient Monuments and Archaeological Areas Act 1979. Scheduled ancient monuments are excluded from listed building control procedures. Prior notice of works to scheduled ancient monuments must be given to the Secretary of State.

Secondary (shopping) frontage:

Area intended for shopping use where complementary non-retail uses such as cafes, launderettes, estate agents, copy bureaux, etc. may be permitted.

Section 106 agreement:

An agreement under Section 106 of the Town and Country Planning Act 1990 made between the Council and developer/land owner to restrict or regulate the development of the land.

SERPLAN:

The London and South East Regional Planning Conference.

Service industry:

Activities which are primarily concerned with providing services for the benefit of the population and/or other industries. Includes insurance, banking and finance, provision of gas, electricity and water, transport, communications, retailing and wholesaling, and central and local government (Sections G-Q of the Standard Industrial Classification (1992)).

Shared ownership:

A form of tenure designed to help first-time buyers, whereby households partly own and partly rent their homes.

Short-term and medium-term parking:

Parking for less than four hours.

Site of Special Scientific Interest (SSSI):

An area of land which in the opinion of the Nature Conservancy Council is worthy of protection and is of special interest by reasons of any of its flora, fauna or geological features (see Wildlife and Countryside Act 1981, Section 28).

Small groups of shops:

Groups having five or less retail shops.

Small local park:

A park of less than two hectares providing gardens, sitting out areas and/or children/s playground for households less than 400 m from the park.

Smaller centre:

A shopping centre which caters mostly for day-to-day needs, and for 'topping-up' between main shopping trips. These centres vary considerably in size from over 100 shops to groups of 6.

Socio-economic groups (SEGs):

A census classification of 17 groups based on employment status and occupation (or former occupation) bringing together people with jobs of similar social and economic status e.g. professional workers, skilled manual workers, etc. (1991 census).

The Mayor of London's Spatial Development Strategy:

also known as the London Plan has replaced the previous strategic planning guidance for London (RPG 3). The first step in the process: 'Towards a London Plan' was published by the Greater London Authority in May 2001.

Special industrial uses:

Classes B3 to B7 of the Town and Country Planning (Use Classes) Order 1987. Use for carrying out an industrial process that would not normally be acceptable in any residential area as the industrial process can give rise to the production of unpleasant or noxious pollutants.

Specialist shop:

Shop selling a relatively narrow range of goods, such as antiques, musical instruments, records, stamps, etc.

Statutory list of buildings of special architectural or historic interest:

A list of buildings prepared by the Department of the Environment under Sections 1 and 2 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. Buildings included in the list are commonly called 'listed buildings' and a specific form of permission known as 'listed building consent' is required for their alteration, extension or demolition. Control also applies to any object or structure within the curtilage of a listed building.

Statutory undertaker:

Persons authorised by enactment to carry out any railway, light railway, tramway, road transport, water transport etc. undertaking. Any public gas supplier, water or sewerage undertaker, the Environment Agency, the Post Office and the Civil Aviation Authority are deemed to be statutory undertakers (Town and Country Planning Act 1990, Section 262).

Storage and distribution:

Class B8 of the Town and Country Planning (Use Classes) Order 1987. Use for storage or as a distribution centre.

Strategic centre:

A centre in London designated in the GLDP and later modified by LPAC as of strategic importance to London. They are suggested as the right place to concentrate cultural, entertainment, recreational and employment uses as well as shopping.

Strategic Planning Advice for London:

Produced by LPAC in 1994 to inform the Secretary of State for the Environment on planning matters and recommend policies on issues of London-wide importance.

Strategic Planning Guidance for London:

Strategic Guidance for London Planning Authorities, May 1996, and Strategic Planning Guidance for the River Thames, February 1997, from the GOL provides guidance for boroughs in preparing UDPs.

Strategic Road Network:

The highest level of the road network in the Borough, made up of trunk roads, priority (red) routes and designated roads.

Strategic route:

A road forming part of the Strategic Road Network whose function is to provide for the longer distance journeys, to link London to the national road system and to reduce traffic demands on secondary roads. Primary roads include all the trunk roads in the Borough.

Street furniture:

A general term for equipment erected in the street e.g. traffic lights, road signs, litter bins, seats, bus shelters, bollards, lighting columns, etc.

Supermarket:

A self-service food shop of between 300 sq m and 3700 sq m gross floorspace. This represents approximately 185 sq m to 2320 sqm of net floorspace.

Superstore:

A single level, self service store offering a wide range of food and non-food merchandise with at least 2,322 sq m of net floorspace.. This represents a gross size of about 3,700 sq m. They are invariably supported by car parking (Unit for Retail Planning Information).

Sustainable Development:

Development which meets the needs of the present generation, balancing environmental, social and economic needs, without compromising the ability of future generations to meet their own needs.

Thames Policy Area:

A designation proposed by Strategic Guidance for the River Thames 1997 (RPG 3b/9b) to be subject to specific policy aimed at securing a consistent approach to strategic river issues, and in particular a high standard of design.

Traffic calming:

Applying traffic management measures such as road humps for the purpose of reducing the speed and/or volume of traffic, usually within residential areas.

Traffic Director for London:

Responsible for the introduction, maintenance and operation of Priority (Red) Routes, and the approval authority for designated roads. Reports directly to the Secretary of State for Transport.

Traffic management:

Measures to facilitate or control the movement or type of traffic using the road or series of roads.

Traffic restraint:

Controlling traffic volumes by bans, parking restrictions, implementing tolls, electronic road pricing or other means, usually applied to a town or city.

Transport Policies and Programme (TPP):

A five year rolling programme submitted annually to the Department of the Environment, Transport and the Regions by each local highway authority. The TPP contains transport proposals (which should be in line with the policies of the UDP) for which central Government funding is sought. The TPP process has however, been rescinded in favour of Local Transport Plans. The structuring of such plans are however still in their embryonic state and further details are awaited. Nevertheless LTPs are likely to cover a five year period and as with TPP conformity to central Government policies and the policies as listed in the UDP is likely to be an essential requirement.

Transport Supplementary Grant (TSG):

A government grant given to each highway authority which is determined on the basis of the estimates of transport expenditure contained in the TPP.

Tree preservation order (TPO):

An order made under the Town and Country Planning Act 1990 in order to preserve trees of amenity value (such as forest trees). The cutting down, topping or lopping of such trees cannot be done without Council consent. There are additional powers to protect trees in conservation areas (Section 61(a)).

Trunk road:

A road for which the Highways Agency is the highway authority. The A205 and A316 are the only such roads in the Borough. Trunk roads form part of the strategic road network.

Unemployed:

Persons registered for employment at a local employment office or careers service office on the day of the monthly count, who on that day have no job and are capable of and available for work and are in receipt of benefit payments.

Unemployment rate:

The number of persons registered unemployed as a percentage of the resident economically active population aged 16 or over.

Unitary Development Plan (UDP):

Borough-wide statutory development plan which sets out the Council's proposals for the development and use of land including measures for the improvement of the physical environment and the management of traffic over the next ten years. Prepared in accordance with the Town and Country Planning Act 1990.

Walking distance:

Generally considered to be 400 metres.

Wheelchair housing:

Housing suitable for the use of people with severe disabilities and permanently confined to wheelchairs. It generally needs to be on one level, have easy access, and be above average space standards in order to allow full wheelchair manoeuvre throughout. (The Council's wheelchair housing standards are set out more fully in supplementary planning guidance 'Design for Maximum Access'.)