

Local Plan

As adopted by Council 3 July 2018

Publication Local Plan incorporating Inspector's Final 'Main Modifications' as published May 2018 and ['List of Council's Additional Modifications to Local Plan Publication version'](#) as published December 2017; subject to additional minor modifications to the Plan to cover any necessary updates on adoption.

July 2018

4 Local Character and Design

4.1 Local Character and Design Quality

Policy LP 1

Local Character and Design Quality

A. The Council will require all development to be of high architectural and urban design quality. The high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise. Development proposals will have to demonstrate a thorough understanding of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area.

To ensure development respects, contributes to and enhances the local environment and character, the following will be considered when assessing proposals:

1. compatibility with local character including the relationship to existing townscape, development patterns, views, local grain and frontages as well as scale, height, massing, density, landscaping, proportions, form, materials and detailing;
2. sustainable design and construction, including adaptability, subject to aesthetic considerations;
3. layout, siting and access, including making best use of land;
4. space between buildings, relationship of heights to widths and relationship to the public realm, heritage assets and natural features;
5. inclusive design, connectivity, permeability (as such gated developments will not be permitted), natural surveillance and orientation; and
6. suitability and compatibility of uses, taking account of any potential adverse impacts of the co-location of uses through the layout, design and management of the site.

All proposals, including extensions, alterations and shopfronts, will be assessed against the policies contained within a neighbourhood plan where applicable, and the advice set out in the relevant Village Planning Guidance and other SPDs relating to character and design.

Shopfronts

B. The Council will resist the removal of shopfronts of architectural or historic interest. Shopfronts, including signage and illumination, should complement the proportions, character, materials and detailing, surrounding streetscene and the building of which it forms part. Blinds, canopies or shutters, where acceptable in principle, must be appropriate to the character of the shopfront and the context within which it is located. External security grilles and large illuminated fascias will only be allowed in exceptional circumstances. In sensitive areas, such as Conservation Areas and relevant Character Areas as identified in the Village Planning Guidance SPDs, rigid and gloss finish blinds will generally be unacceptable.

Advertisements and hoardings

C. The Council will exercise strict control over the design and siting of advertisements and hoardings to ensure the character of individual buildings and streets are not materially harmed, having regard to the interests of amenity and public safety (including highway safety).

Village Planning Guidance

4.1.1 The London Borough of Richmond upon Thames has been divided into a series of smaller village areas. Each village is distinctive in terms of the community, facilities and local character, which together make up

the unique and distinctive character of the borough. The villages are attractive with most containing many listed buildings and Conservation Areas, and the local character of each village is unique, recognisable and important to the community and to the aesthetic of the borough as a whole.

4.1.2 Village Planning Guidance SPDs have been or are being developed for the village areas (with the exception of Ham and Petersham, where the designated Neighbourhood Forum is developing its own Neighbourhood Plan for the area). The SPDs identify the key features and characteristics of the village areas that are valued by local communities. Each village area has been subdivided into Conservation Areas and Character Areas, and for each area the context, character and local features have been analysed and assessed. The Village Planning Guidance SPDs are the main starting point for design guidance to those seeking to make changes to their properties or to develop new properties in the area. The Council has also developed a range of other SPDs, including on Design Quality, House Extensions and External Alterations, Small and Medium Housing Sites, Front Gardens and Shopfronts. These focus on protecting and improving the quality of the local built environment and provide the necessary detail to assess context, local character and design quality.

Design quality and character

4.1.3 This policy requires developers and applicants to take a sensitive approach to the architectural design of new buildings, extensions and modifications to existing buildings, as well as landscape proposals. The Council does not wish to encourage a particular architectural style or approach but expects each scheme to be to a high quality, with very high quality expected within Conservation Areas. Schemes should be based on a sound understanding of the site and its context, following the locally specific guidance set out in the Village Planning Guidance SPDs.

4.1.4 Given the built up nature of the borough it is anticipated that most new buildings will be as a result of redevelopment where compatibility with the existing urban fabric is a key consideration. The purpose is to maintain, reinforce and where possible enhance the local character and features that give the area its distinctive and clear identity. Opportunities should be taken to improve the general level of design of an area where appropriate. New development should respect existing street and development patterns.

Materials

4.1.5 The Council will expect the use of high quality materials and planting reflecting the local character and distinctiveness of an area in all schemes where this contributes positively to the appearance and character of an area.

Relationship to other buildings and public realm

4.1.6 The space between buildings should be respected and development be in harmony with surrounding buildings. Elements such as windows, roofs, shopfronts and doors 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. Landscape design (including hard and soft landscaping) and the intended use of any open spaces must form an integral part of any proposals. Particular attention needs to be given to the interface between the public and private space and how an area will connect or relate to the wider open space network.

4.1.7 Modern shop and office layouts should be integrated with the proportions of surrounding development in order to reduce any potential visual impact. Development should be in scale with the adjoining buildings and in proportion with the average street width as defined by building frontages which reflect the urban grain, as required. Where uniform building heights are part of the character of a street it will not normally be appropriate to permit abrupt variations to the general roof line or eaves line, while in other areas irregular building heights may be appropriate.

Access and layout

4.1.8 New development, including new routes and access arrangements, should be appropriately integrated with the existing area, street frontage and existing local routes. The applicant will have to demonstrate how

new development relates to the existing public transport, pedestrian and cycle networks and how it fosters social inclusion.

4.1.9 Gated developments, which prevent permeability of sites, will be resisted and pedestrian and cycle links through new development must be publicly accessible at all times.

Co-location and compatibility

4.1.10 Proposals should demonstrate that the proposed uses and activities are suitable and compatible with each other and surrounding land uses. The Council will give consideration to the mix of uses proposed and how they will support and connect with the local area through the layout, design and management of the site. Suitable uses will depend on the location and could include a combination of residential, retail, office, leisure and entertainment uses. It is not always necessary to include residential within a mixed scheme, and in some circumstances the inclusion of residential might impact on the operation of other uses.

4.1.11 Proposals should maximise the opportunities the site holds to generate a design, which will minimise its environmental impact and take account of micro-climates. Well informed design decisions at an early stage, such as the orientation of a building, can reduce energy consumption through responding positively to climatic conditions.

Shopfronts and shop signs

4.1.12 Shopfronts of architectural or historic interest make an important contribution to the character and appearance of the borough. Therefore, the Council will resist the removal of shopfronts of architectural or historic interest. The design of new, and alterations to existing, shopfronts is important both to the appearance of the individual property and to the character and appearance of its local area. Any proposal will therefore be assessed against relevant SPDs, including Village Planning Guidance as well as the Shopfronts SPD.

4.1.13 Poorly sited or badly designed shop signs, including projecting signs, and illumination can have a detrimental effect on the amenity (including character and appearance) of an area; on the living conditions of residents; and may raise issues of public safety. Security shutters can impact on the visual appearance of an area and can create a hostile environment. The Council will welcome proposals from groups of shops to add character to the street scene by the use of harmonious high quality design, colours and materials for their shopfronts.

Advertisements and hoardings

4.1.14 Advertising can enhance the appearance and vitality of a street. However, it can also cause considerable damage to visual amenity by cluttering the built environment and detracting from the quality of the area. Advertisements (defined under the Town and Country Planning Control of Advertisements Regulations) include not only hoardings, but also devices such as blinds and canopies with lettering, flags with logos and balloons. 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:

- 1 hoardings should be of good design and in scale with their surroundings and be of a temporary nature only;
- 2 any advertisement display must not have an adverse effect upon road traffic conditions and public safety;
- 3 advertising displays will not be permitted where they would have an adverse effect upon:
 - a Conservation Area;
 - listed buildings or Buildings of Townscape Merit;
 - views from or within open spaces or along the Thames riverside and its tributaries;
 - predominantly residential areas;
- 4 high level, brightly illuminated, or flashing advertisements will not normally be permitted, especially where they might disturb residents.

4.1.15 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.

4.1.16 The Council will use its powers to remove any harmful advertisement or hoarding erected without consent and where appropriate and practical, to challenge existing hoardings and advertisements that cause demonstrable harm to amenity or public safety.

4.2 Building Heights

Policy LP 2

Building Heights

The Council will require new buildings, including extensions and redevelopment of existing buildings, to respect and strengthen the setting of the borough's valued townscapes and landscapes, through appropriate building heights, by the following means:

1. require buildings to make a positive contribution towards the local character, townscape and skyline, generally reflecting the prevailing building heights within the vicinity; proposals that are taller than the surrounding townscape have to be of high architectural design quality and standards, deliver public realm benefits and have a wholly positive impact on the character and quality of the area;
2. preserve and enhance the borough's heritage assets, their significance and their setting;
3. respect the local context, and where possible enhance the character of an area, through appropriate:
 - a. scale
 - b. height
 - c. mass
 - d. urban pattern
 - e. development grain
 - f. materials
 - g. streetscape
 - h. Roofscape and
 - i. wider townscape and landscape;
4. take account of climatic effects, including overshadowing, diversion of wind speeds, heat island and glare;
5. refrain from using height to express and create local landmarks; and
6. require full planning applications for any building that exceeds the prevailing building height within the wider context and setting.

4.2.1 The borough is characterised primarily by low to medium-rise residential development patterns, which has produced very attractive townscapes, which are important to the borough's distinctive character.

4.2.2 The borough-wide Sustainable Urban Development Study demonstrates that higher density development would only be appropriate in the main centres. The conclusions of the study are:

- The potential for 'tall' buildings is generally clustered close to Richmond and Twickenham train stations.
- The centres of Richmond and Twickenham are areas where 'taller' buildings may be appropriate.
- Higher densities could potentially be achieved in Whitton, East Sheen and Teddington centres. However, Whitton High Street is defined by predominately 3-storey terrace buildings and as such 'taller' buildings are unlikely to be appropriate. The majority of East Sheen centre is defined by predominately 3-storey terrace buildings, and in these areas 'taller buildings' would not be appropriate. Teddington centre is generally low-rise (i.e. 3-storeys) and the High Street is within a

4.3 Designated Heritage Assets

Policy LP 3

Designated Heritage Asset

A. The Council will require development to conserve and, where possible, take opportunities to make a positive contribution to, the historic environment of the borough. Development proposals likely to adversely affect the significance of heritage assets will be assessed against the requirement to seek to avoid harm and the justification for the proposal. The significance (including the settings) of the borough's designated heritage assets, encompassing Conservation Areas, listed buildings, Scheduled Monuments as well as the Registered Historic Parks and Gardens, will be conserved and enhanced by the following means:

1. Give great weight to the conservation of the heritage asset when considering the impact of a proposed development on the significance of the asset.
2. Resist the demolition in whole, or in part, of listed building. Consent for demolition of Grade II listed buildings will only be granted in exceptional circumstances and for Grade II* and Grade I listed buildings in wholly exceptional circumstances following a thorough assessment of the justification for the proposal and the significance of the asset.
3. Resist the change of use of listed buildings where their significance would be harmed, particularly where the current use contributes to the character of the surrounding area and to its sense of place.
4. Require the retention and preservation of the original structure, layout, architectural features, materials as well as later features of interest within listed buildings, and resist the removal or modification of features that are both internally and externally of architectural importance or that contribute to the significance of the asset.
5. Demolitions (in whole or in part), alterations, extensions and any other modifications to listed buildings should be based on an accurate understanding of the significance of the heritage asset.
6. Require, where appropriate, the reinstatement of internal and external features of special architectural or historic significance within listed buildings, and the removal of internal and external features that harm the significance of the asset, commensurate with the extent of proposed development.
7. Require the use of appropriate materials and techniques and strongly encourage any works or repairs to a designated heritage asset to be carried out in a correct, scholarly manner by appropriate specialists.
8. Protect and enhance the borough's registered Historic Parks and Gardens by ensuring that proposals do not have an adverse effect on their significance, including their setting and/or views to and from the registered landscape.
9. Protect Scheduled Monuments by ensuring proposals do not have an adverse impact on their significance.

B. Resist substantial demolition in Conservation Areas and any changes that could harm heritage assets, unless it can be demonstrated that:

1. in the case of substantial harm or loss to the significance of the heritage asset, it is necessary to achieve substantial public benefits that outweigh that harm or loss;
2. in the case of less than substantial harm to the significance of the heritage asset, that the public benefits, including securing the optimum viable use, outweigh that harm; or

3. the building or part of the building or structure makes no positive contribution to the character or distinctiveness of the area.

C. All proposals in Conservation Areas are required to preserve and, where possible, enhance the character or the appearance of the Conservation Area.

D. Where there is evidence of intentional damage or deliberate neglect to a designated heritage asset, its current condition will not be taken into account in the decision-making process.

E. Outline planning applications will not be accepted in Conservation Areas. The Council's Conservation Area Statements, and where available Conservation Area Studies, and/or Management Plans, will be used as a basis for assessing development proposals within, or where it would affect the setting of, Conservation Areas, together with other policy guidance, such as Village Planning Guidance SPDs.

4.3.1 The borough is characterised by primarily low to medium-rise residential patterns, which has produced very attractive townscapes and is important to the borough's distinctive character.

4.3.2 The borough's exceptional historic environment is central to its character. Many parts of the borough are covered by Conservation Areas, including the majority of Richmond and Twickenham centres. As at 2017, the borough has 75 designated Conservation Areas and each area is accompanied by a Conservation Area Statement, which explains why and when it was designated, including a short history and a map showing the boundary. The borough's Conservation Area Statements and any other studies or appraisals, including the Village Planning Guidance SPDs, include details of many of the most impressive and important buildings as well as audits of assets within the public realm, which are of heritage or aesthetic value.

4.3.3 The borough has approximately 1,115 listed buildings, including some war memorials, the four Scheduled Ancient Monuments as well as 14 Historic Park and Gardens that are on the Historic England Register of Historic Parks and Gardens, all of which make a significant contribution to the special character of the borough. The borough is also home to the Royal Botanic Gardens Kew World Heritage Site, for which there is a separate policy in this Plan.

4.3.4 New developments of an exceptional design, which respond to their local and historic context, can make a very positive contribution to the historic environment. It is important to retain not only the character, distinctiveness and setting of designated heritage assets within a Conservation Area, but also the interrelationship between buildings, how they relate to surrounding spaces and areas as well as whole or partial street views, including into and out of a designated area, park, garden or landscape.

4.3.5 Applications for development that affects designated heritage assets or their setting must:

- Describe the significance of any heritage assets affected, including any contribution made by their setting; the extent of the setting will be proportionate to the significance of the asset. Appropriate expertise should be used to assess the significance of a heritage asset and its setting.
- Demonstrate how the development protects, and where possible enhances, the setting, including views, gaps and vistas and any other features, as identified in the relevant Conservation Area Statement/Study, or in relation to a listed buildings, Scheduled Ancient Monument or Historic Park or Garden.
- Set out how particular attention has been paid to scale, proportions, height, massing, historic building lines, the pattern of historic development, use, design, detailing and materials.
- Conserve and retain original or historic garden or landscape features as well as architectural features such as windows, doors, chimney stacks, walls and gates.
- Describe how the proposal retains the integrity and significance of the building as a whole, the location and hierarchy of rooms, historic floor levels, the structure of the building including foundations, fabric as well as features such as original staircases, original roof structures and other features identified as being of significance.

- Demonstrate that the proposal is of exceptional design that integrates with and makes a positive contribution to the historic environment; and
- Take opportunities to reinstate missing features which are considered important to, or to remove additions or modifications that harm, the significance of the asset.

4.3.6 Outline planning applications will not be accepted within Conservation Areas because the character, appearance and distinctiveness of those areas can be dependent on the detail of developments.

4.3.7 Conservation Area Statements define and record the features which make each Conservation Area important. Together with the Village Planning Guidance SPDs, they include an analysis of historical development, layout, plot configuration, buildings, shopfronts, memorials, other street furniture, walls and boundaries, open land and civic space. Conservation Area Studies and Management Plans set out proposals for the preservation and enhancement of the character, appearance and distinctiveness of a Conservation Area. Applicants will be expected to demonstrate how the proposal complies with the relevant Conservation Area appraisals, plans and studies, as well as the Village Planning Guidance SPDs, and any other relevant SPDs/SPGs adopted by the Council. These will also be used when assessing proposals within and/or affecting designated heritage assets. The level of detail provided should be proportionate to the importance of the heritage asset.

4.3.8 Heritage assets are irreplaceable and ill-conceived proposals can cause irreversible damage to the character and distinctiveness of the borough's high quality townscape and landscape. Therefore the partial or full demolition of a designated heritage asset, or its alteration, will only be considered acceptable where full justification has been provided to demonstrate that any harm or loss has been carefully weighed up against wider public benefits that might result from the proposal.

- Substantial harm to, or loss of, a Grade II listed building, Park or Garden should be exceptional.
- Substantial harm to or loss of designated heritage assets of the highest significance, notably Scheduled Monuments, Grade I and II* listed building, Grade I and II* Registered Parks and Gardens should be wholly exceptional.
- Insensitive alterations to, or extensions to neighbouring developments of, listed buildings will not be allowed.

4.3.9 Listed buildings are best used for their original purpose and therefore the Council will resist the change of use of a listed building where this would harm its significance in relation to heritage interest and character. It is acknowledged that there may be circumstances where the original use has become obsolete and there may be cases where a change of use may be the only viable option to keep the designated heritage asset in active use. In such instances, the Council will take into account the desirability of sustaining and enhancing the significance of the heritage asset and putting it to a viable use consistent with its conservation. Where a change of use may be appropriate, sensitive adaptation of a historic building can be possible but the onus will be on the applicant to justify the new use and to demonstrate how the benefits outweigh the harm of departing from other planning policies if applicable. Any proposed development, additional structures or buildings within the setting of the designated heritage asset, must only be the minimum necessary to secure the asset's long-term future. The applicant will also have to demonstrate that the new use will be compatible with the fabric, exterior, interior and setting of the designated heritage asset, and that it will not detract from other evidential, historic, aesthetic or communal heritage values.

4.3.10 It is acknowledged that some proposals may require residential development to support the restoration and reuse of designated heritage assets; however, such proposals must have benefits that outweigh the disbenefits of departing from other planning policies. The proposed development must be the minimum necessary to secure the designated heritage asset's long-term future.

4.3.11 Legislation places upon those who own or manage listed buildings an obligation to ensure that they are properly maintained. Where appropriate, the Council will use its powers to ensure that this is done, particularly if the asset is on the Heritage at Risk register. Owners are urged to employ specialists to ensure the standard of workmanship in carrying out modifications or additions to designated historic assets is of high quality. A deteriorated state of an asset as a result of deliberate neglect or damage is not taken into

account when making decisions. Where the quality of a Conservation Area has been eroded, the Council will take steps to ensure that new development and other schemes such as works to the public realm enhance the historic environment.

4.4 Non-Designated Heritage Assets

Policy LP 4

Non-Designated Heritage Assets

The Council will seek to preserve, and where possible enhance, the significance, character and setting of non-designated heritage assets, including Buildings of Townscape Merit, memorials, particularly war memorials, and other local historic features.

There will be a presumption against the demolition of Buildings of Townscape Merit.

4.4.1 The borough's exceptional historic environment is central to its character. Locally listed buildings, i.e. Buildings of Townscape Merit (BTM), and memorials (particularly war memorials, including those on private land or within buildings) as well as other local historic features such as statues, plaques, horse and cattle troughs, historic bollards, post boxes and historic telephone boxes are historic assets worthy of protection.

4.4.2 Buildings of Townscape Merit are buildings, groups of buildings or structures of historic or architectural interest, which are locally listed due to their considerable local importance. The Council's adopted SPD on BTMs sets out the criteria that will be taken into account when considering whether a building or structure should be designated as BTM. The policy sets out a presumption against the demolition of BTMs unless structural evidence has been submitted by the applicant, and independently verified at the cost of the applicant. Should demolition prove necessary, a high standard of design that complements the surrounding area will be required in any replacement building. Locally specific guidance on design and character is set out in the Council's Village Planning Guidance SPDs, which applicants are expected to follow for any alterations and extensions to existing BTMs, or for any replacement structures.

4.4.3 The Council has recorded all war memorials in the borough on a register. Memorials should be retained in situ, if possible, or sensitively relocated.

4.4.4 Applicants will be required to:

1. retain the character of Buildings of Townscape Merit, war memorials and any other non-designated heritage assets;
2. submit a Heritage Statement to assess the potential harm to, or loss of, the significance of the non-designated heritage asset, including from both direct and indirect effects;
3. describe the significance of the non-designated heritage asset affected, including any contribution made by their setting; the extent of the relevant setting will be proportionate to the significance of the asset. Appropriate expertise should be used to assess a non-designated heritage asset; and
4. retain or restore the structures, features and materials of the asset, which contribute to its architectural integrity and historic interest.

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3. describe the significance of the non-designated heritage asset affected, including any contribution made by their setting; the extent of the relevant setting will be proportionate to the significance of the asset. Appropriate expertise should be used to assess a non-designated heritage asset; and
4. retain or restore the structure, features and materials of the asset, which contribute to its

4.5 Views and Vistas

Policy LP 5

Views and Vistas

The Council will protect the quality of the views, vistas, gaps and the skyline, all of which contribute significantly to the character, distinctiveness and quality of the local and wider area, by the following means:

1. protect the quality of the views and vistas as identified on the Policies Map, and demonstrate such through computer-generated imagery (CGI) and visual impact assessments;
2. resist development which interrupts, disrupts or detracts from strategic and local vistas, views, gaps and the skyline;
3. require developments whose visual impacts extend beyond that of the immediate street to demonstrate how views are protected or enhanced;
4. require development to respect the setting of a landmark, taking care not to create intrusive elements in its foreground, middle ground or background;
5. seek improvements to views, vistas, gaps and the skyline, particularly where views or vistas have been obscured;
6. seek improvements to views within Conservation Areas, which:
 - a. are identified in Conservation Area Statements and Studies and Village Plans;
 - b. are within, into, and out of Conservation Areas;
 - c. are affected by development on sites within the setting of, or adjacent to, Conservation Areas and listed buildings.

4.5.1 The quality and character of the views and vistas as shown on the Policies Map will need to be protected. In addition, the Council will explore opportunities to create attractive new views and vistas.

4.5.2 The presence of a view or vista will influence the design quality, configuration, height and site layout of new development or extensions to existing developments. Views may also need to be considered 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. Where appropriate, improvements, such as opening up or enhancing views for the benefit of the general public where views have been obscured by fencing, buildings or overgrown trees, will be encouraged.

4.5.3 The Richmond, Petersham and Ham Open Spaces Act (1902) prevents development of the land on and below Richmond Hill in order to protect the unique and distinctive foreground views that it provides to the west and south. This is the only view in England to be protected by an Act of Parliament. In addition, 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 and is one of eight such strategic views of St Paul's across London. The protection and enhancement of the strategic view from King Henry's Mound to St Paul's will be achieved by consultation between the relevant planning authorities in London, including the Greater London Authority. The London View Management Framework SPG will be used when considering applications affecting protected views.

4.5.4 It is important that the impact of development on views, including in and around Conservation Areas, as well as of landmarks defining points of townscape interest is taken into account. In addition to the strategic view from King Henry's Mount in Richmond Park to St Paul's Cathedral, the borough also has specifically recognised views and vistas that are important to protect.

4.5.5 The Council will work in partnership with neighbouring boroughs where there are cross-boundary views and settings so that these are positively managed.

4.5.6 This policy complements other design and conservation policies. The Council will take account of wider urban design considerations, and the setting of designated heritage assets, in addition to the views and vistas identified on the Policies Map. Locally designated and protected views and vistas will be identified in the forthcoming SPD on Views and Vistas.

4.6 Royal Botanic Gardens, Kew World Heritage Site

Policy LP 6

Royal Botanic Gardens, Kew World Heritage Site

The Council will protect, conserve, promote and where appropriate enhance the Royal Botanic Gardens, Kew World Heritage Site, its buffer zone and its wider setting. In doing this, the Council will take into consideration that:

- The World Heritage Site inscription denotes the highest significance to the site as an internationally important heritage asset.
- The appreciation of the Outstanding Universal Value of the site, its integrity, authenticity and significance, including its setting (and the setting of individual heritage assets within it) should be protected from any harm.
- Appropriate weight should be given to the Royal Botanic Gardens, Kew World Heritage Site Management Plan and the Royal Botanic Gardens, Kew Landscape Master Plan.

4.6.1 The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Properties onto its World Heritage List for their Outstanding Universal Value – *cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity*. The Royal Botanic Gardens, Kew was inscribed on the UNESCO World Heritage Site List in 2003, in recognition of its outstanding and internationally significant universal value.

4.6.2 The outstanding international importance of the WHS is a key material consideration to be taken into account by the Council when determining planning applications and listed building consents. The International Council on Monuments and Sites (ICOMOS) method of heritage impact assessment for World Heritage Sites as well as the Mayor of London's SPG on London's World Heritage Sites will be taken into account when assessing proposals. The Council will protect and, where possible, enhance the WHS for the benefit of future generations by carefully scrutinising development proposals for their likely effect on the site or its setting where these occur within:

- a. The designated WHS, as shown in the figure below ('Core Area');
- b. The defined buffer zone, as shown in the figure below ('Buffer Zone'); and
- c. The wider and more extensive setting of the WHS, including views to and from the site.

4.7 Archaeology

Policy LP 7

Archaeology

The Council will seek to protect, enhance and promote its archaeological heritage (both above and below ground), and will encourage its interpretation and presentation to the public. It will take the necessary measures required to safeguard the archaeological remains found, and refuse planning permission where proposals would adversely affect archaeological remains or their setting.

Desk based assessments and, where necessary, archaeological field evaluation will be required before development proposals are determined, where development is proposed on sites of archaeological significance or potential significance.

4.7.1 Archaeological investigations in the borough to date have revealed evidence of prehistoric, Roman, Saxon, Medieval and post Medieval archaeology. An archaeological site is a place (or group of physical sites) in which evidence of past activity is preserved and can include industrial sites, marine and foreshore deposits/structures, buildings, machinery, roads, artefacts, wartime structures and modest domestic buildings. The preservation of archaeological remains is a material consideration when determining planning applications. As set out in national policy guidance, archaeological remains of national importance should be preserved in situ. While it is desirable to treat all remains in this manner, it is recognised that it is not always practical to do so.

4.7.2 However, regardless of their status, established procedures of consultation and evaluation as set out in national policy guidance and other advice must be followed in preparing development proposals. Prospective applicants should make an initial assessment of the archaeological potential and significance of a site by consulting with the appropriate specialist bodies, Historic England and the Greater London Archaeological Advisory Service (GLAAS). GLAAS is the borough's archaeological advisers and should be consulted with regard to archaeological matters.

4.7.3 Archaeological Priority Areas (APAs) can be identified by local planning authorities under the Town and Country Planning Act 1990 and the borough's APAs are shown on the Archaeological Constraints Map. The borough's APAs are due to be reviewed in 2017 by GLAAS as part of a rolling programme of reviews across London. The Council will therefore provide a link to the latest available APAs constraints map.

4.8 Amenity and Living Conditions

Policy LP 8

Amenity and Living Conditions

All development will be required to protect the amenity and living conditions for occupants of new, existing, adjoining and neighbouring properties. The Council will:

1. ensure the design and layout of buildings enables good standards of daylight and sunlight to be achieved in new development and in existing properties affected by new development; where existing daylight and sunlight conditions are already substandard, they should be improved where possible;
2. ensure balconies do not raise unacceptable overlooking or noise or disturbance to nearby occupiers; height, massing or siting, including through creating a sense of enclosure;

3. ensure that proposals are not visually intrusive or have an overbearing impact as a result of their height, massing or siting, including through creating a sense of enclosure;
4. ensure there is no harm to the reasonable enjoyment of the use of buildings, gardens and other spaces due to increases in traffic, servicing, parking, noise, light, disturbance, air pollution, odours or vibration or local micro-climatic effects.

Applicants are expected to have regard to the guidance set out within the Council's SPDs relating to design, including Village Planning Guidance, SPDs on extensions, infill and backland developments, housing mix and standards as well as residential development standards.

4.8.1 This policy covers all development, including extensions, alterations and changes of use. The aim is to protect the living conditions and amenity of occupants of new, existing, adjoining and neighbouring buildings as far as possible from the unreasonable impacts of new development.

4.8.2 The Council will support proposals for development that protect the amenity of both its future occupiers and the occupiers of adjoining properties. The term 'property' encompasses both the building as well as its curtilage.

4.8.3 New buildings and extensions need to take careful account of the amenity and living conditions of neighbours, with particular regard to natural light, light pollution, privacy, noise and disturbance. Adverse impacts on neighbouring properties and their occupiers, including on the most well used part of residential gardens, can include actual and perceived loss of light (including to solar panels), overlooking, loss of privacy, alterations to micro-climates, pollution from noise or light as well as by creating a sense of enclosure, or through overpowering, overbearing or obtrusive development. This could be from the new development itself or from associated development and uses such as ancillary buildings, parking areas, access ways, gardens, communal open space and hard and soft landscaping.

4.8.4 Particular attention needs to be paid to these matters in order to address public concerns in relation to amenity and living conditions impacts. However, setting fixed standards could undermine the Council's duty ability to maintain, and where appropriate, enhance the character, appearance and distinctiveness of the borough, particularly of Conservation Areas. It is the overall design, taking all factors into account including the area's character, that will be the determinant of whether a proposal provides reasonable amenity and living conditions.

Daylight, sunlight and solar glare

4.8.5 In assessing whether sunlight and daylight conditions are good, both inside buildings and in gardens and open spaces, the Council will have regard to the most recent Building Research Establishment guidance, both for new development, and for properties affected by new development. In some circumstances, mathematical calculations to assess daylighting and sunlighting may be an inappropriate measure, and an on-site judgement will often be necessary.

4.8.6 Solar glare principally occurs when the sun is low in the sky and dazzles the eye either directly or indirectly via a reflected surface. Glare or dazzle can occur when sunlight is reflected from a glazed façade or area of metal cladding. This can affect road users, such as pedestrians, cyclists and drivers, and the occupants of adjoining buildings. The potential impact of glare or dazzle will need to be carefully considered and assessed where relevant to ensure there are no adverse impacts.

Visual intrusion, privacy and outlook

4.8.7 An overbearing, overpowering or over-dominant development can significantly reduce the quality of living conditions both inside and outside, in new as well as existing developments. The degree of overlooking depends on the distance and the horizontal and vertical angles of view. The impact on the sense of enclosure will often be dependent on on-site judgement.

4.8.8 Whilst there will be some impact from any new development, the test is one of harm in relation to the impact on habitable rooms, which includes all separate living rooms and bedrooms, plus kitchens with a floor area of 13sqm or more. The minimum distance guideline of 20 metres between habitable rooms within residential development is for privacy reasons; a greater distance may be required for other reasons, or a lesser distance may be acceptable in some circumstances. These numerical guidelines should be assessed on a case by case basis, since privacy is only one of many factors in site layout design; where the established pattern of development in the area (layout and height) may favour lesser distances. The distance of 20 metres is generally accepted as the distance that will not result in unreasonable overlooking. Where principal windows face a wall that contains no windows or those that are occluded (e.g. bathrooms), separation distances can be reduced to 13.5 metres. Where the impact of a building is on another within the same development site, measures can also be applied to minimise overlooking, such as splays, angles of buildings, obscure glazing etc. A Supporting Planning Statement should set out justification for a reduction in these distances.

4.8.9 Privacy of gardens and courtyards is also important. However, public spaces and communal amenity areas will benefit from a degree of overlooking due to the increased level of surveillance it can provide.

4.8.10 Balconies or terraces on roofs of main buildings can be visually intrusive and result in serious intrusion into the privacy and quiet enjoyment of neighbouring residential properties.

4.8.11 Outlook is the visual amenity enjoyed by occupants when looking out of their windows or from their garden; how pleasant an outlook is depends on what is being viewed. Loss of daylight/sunlight (based on Building Research Establishment guidance), overshadowing, loss of outlook to the detriment of residential amenity are material planning considerations; however, the loss of a private view from a property is not protected.

4.8.12 The Council's SPDs, including on Householder Extensions and External Alterations, Residential Development Standards as well as on Small and Medium Housing Sites, provide further guidance and illustrations on how to assess sunlight/daylight, overshadowing, visual intrusion, privacy and space between buildings.

Policy LP 9

Floodlighting

Floodlighting, including alterations and extensions, of sports pitches, courts and historic and other architectural features will be permitted unless there is demonstrable harm to character, biodiversity or amenity and living conditions.

The following criteria will be taken into account when assessing floodlighting:

1. the impacts on local character or historic integrity;
2. the impacts on amenity and living conditions;
3. the impacts on biodiversity and wildlife;
4. the benefits and impacts of the provision of floodlighting on the wider community;
5. the benefits and effects on the use and viability of the facility;
6. that it meets an identified need as set out within the council's playing pitch strategy;

Favourable consideration will be given to the replacement or improvement of existing lighting where it provides improvements to existing adverse impacts.

4.9.1 Floodlighting can enable the full use of outdoor sport and leisure facilities, but consideration must be given to any demonstrable harm to biodiversity, amenity and local character.

4.10 Local Environmental Impacts, Pollution and Land Contamination

Policy LP 10

Local Environmental Impacts, Pollution and Land Contamination

A. The Council will seek to ensure that local environmental impacts of all development proposals do not lead to detrimental effects on the health, safety and the amenity of existing and new users or occupiers of the development site, or the surrounding land. These potential impacts can include, but are not limited to, air pollution, noise and vibration, light pollution, odours and fumes, solar glare and solar dazzle as well as land contamination.

Developers should follow any guidance provided by the Council on local environmental impacts and pollution as well as on noise generating and noise sensitive development. Where necessary, the Council will set planning conditions to reduce local environmental impacts on adjacent land uses to acceptable levels.

Air Quality

B. The Council promotes good air quality design and new technologies. Developers should secure at least 'Emissions Neutral' development. To consider the impact of introducing new developments in areas already subject to poor air quality, the following will be required:

1. an air quality impact assessment, including where necessary, modelled data;
2. mitigation measures to reduce the development's impact upon air quality, including the type of equipment installed, thermal insulation and ducting abatement technology;
3. measures to protect the occupiers of new developments from existing sources;
4. strict mitigation for developments to be used by sensitive receptors such as schools, hospitals and care homes in areas of existing poor air quality; this also applies to proposals close to developments used by sensitive receptors.

Noise and Vibration

C. The Council encourages good acoustic design to ensure occupiers of new and existing noise sensitive buildings are protected. The following will be required, where necessary:

1. a noise assessment of any new plant and equipment and its impact upon both receptors and the general background noise levels;
2. mitigation measures where noise needs to be controlled and managed;
3. time limits and restrictions for activities where noise cannot be sufficiently mitigated;
4. promotion of good acoustic design and use of new technologies;
5. measures to protect the occupiers of new developments from existing sources.

Light Pollution

D. The Council will seek to ensure that artificial lighting in new developments does not lead to unacceptable impacts by requiring the following, where necessary:

1. an assessment of any new lighting and its impact upon any receptors;
2. mitigation measures, including the type and positioning of light sources;
3. promotion of good lighting design and use of new technologies.

Odours and Fume Control

E. The Council will seek to ensure that any potential impacts relating to odour and fumes from commercial activities are adequately mitigated by requiring the following:

1. an impact assessment where necessary;
2. the type and nature of filtration to be used;
3. the height and position of any chimney or outlet;
4. promotion and use of new abatement technologies;

Land Contamination

F. The Council promotes, where necessary, the remediation of contaminated land where development comes forward. Potential contamination risks will need to be properly considered and adequately mitigated before development proceeds.

Construction and demolition

G. The Council will seek to manage and limit environmental disturbances during construction and demolition as well as during excavations and construction of basements and subterranean developments. To deliver this the Council requires the submission of Construction Management Statements (CMS) for the following types of developments:

1. all major developments;
2. any basement and subterranean developments;
3. developments of sites in confined locations or near sensitive receptors; or
4. if substantial demolition/excavation works are proposed.

Where applicable and considered necessary, the Council may seek a bespoke charge specific to the proposal to cover the cost of monitoring the CMS.

4.10.1 Developers should explore ways to minimise any harmful and adverse environmental impacts of development, including during construction and demolition. Where possible, development that is likely to generate pollution should be located away from sensitive uses such as hospitals, schools, care homes and wildlife sites. The design and layout of new development should minimise conflict between different land uses, taking account of users and occupiers of new and existing developments. Therefore, any noisy or polluting activities or features such as plant equipment, should be positioned away from sensitive areas where possible to ensure any detrimental impacts on health, living conditions or amenity are kept to acceptable levels.

4.10.2 In addition, where there are already significant adverse effects on the environment, amenity or living conditions due to pollution, sensitive uses should ideally be steered away from those areas. However, given the limited availability of land for development in this borough, this will not always be possible. Therefore, new developments, including changes of use, should mitigate and reduce any adverse impacts resulting from air and light pollution, noise, vibration and dust to acceptable levels.

4.10.3 The Council will be preparing SPDs and/or Advice Notes to provide additional guidance on local environmental impacts, pollution, air quality, noise and construction management, which will contain further guidance and clear requirements, including methodologies, for the various assessments that may need to be submitted as part of certain types of planning applications.

Air Quality

4.10.4 Good air quality is vital to the health and wellbeing of the borough. There are a number of areas in the borough that do not comply with the air quality targets and action must be taken to control, minimise and reduce the contributing factors of poor air quality.

4.10.5 The whole of the borough has been declared as an Air Quality Management Area (AQMA) and as such any new development and its impact upon air quality must be considered very carefully. Strict mitigation will

be required for any developments proposed within or adjacent to 'Air Quality Focus Areas'. An 'Air Quality Focus Area' is a location that has been identified as having high levels of pollution (i.e. exceeding the EU annual mean limit value for nitrogen dioxide) and human exposure. Air Quality Focus Areas are designated by the Greater London Authority. The Council will consider the impact of introducing new developments to areas already subject to poor air quality, and the impact on the new occupiers of that development, especially in sensitive uses such as schools.

4.10.6 The Council will seek financial contributions through the use of Planning Obligations towards air quality measures where a proposed development is not air quality neutral or mitigation measures do not reduce the impact upon poor air quality.

Noise and Vibration

4.10.7 Noise and/or vibration arise from a variety of sources, such as major roads, railways and aircraft, as well as industrial and commercial sources. This can have a significant effect on health, quality of life, amenity, living conditions and the environment in general. Therefore this needs to be considered when new developments may create noise and vibration, and also when new developments would be sensitive to existing conditions.

4.10.8 Applicants need to consider acoustic design at an early stage of the planning process to ensure occupiers of new and existing noise sensitive buildings are protected.

4.10.9 The Council is in the process of developing a SPD for Noise Generating and Noise Sensitive Development. This sets out guidance intended to help protect the local occupiers of new or existing noise sensitive buildings from existing or introduced noise sources, and, where possible, improve amenity and living conditions. The SPD will assist applicants, decision makers, agents, occupiers and others to identify issues to be addressed in any planning application in which noise and/or vibration will be an important consideration.

4.10.10 The Council will protect existing businesses and industrial uses in line with the Employment policies set out in this Plan. Businesses should not have unreasonable restrictions put on them because future noise sensitive uses are subsequently permitted adjacent to the business or within the surrounding area; this also includes changes of use. Therefore, proposed new noise sensitive developments should follow good acoustic design principles and incorporate adequate mitigation measures to ensure appropriate acoustic conditions in new developments.

Light Pollution

4.10.11 Though an important part of the urban environment, artificial lighting when not controlled, is poorly designed or positioned incorrectly can have a detrimental effect upon occupiers and residents. As part of the development process steps must be taken to ensure that the impact of artificial lighting is considered carefully.

Odours and Fume Control

4.10.12 Some commercial activities can have an impact upon the local environment; these impacts can include such things as odours, fumes, dust and steam. As part of the development process steps must be taken to ensure that any impact is considered carefully and that mitigation is in place to manage these types of emissions.

4.10.13 Applicants will be required to apply the Department for Environment, Food & Rural Affairs' (DEFRA) Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems.

Land Contamination

4.10.14 A wide range of uses have occurred in the borough throughout its history and there are areas where small scale industrial uses, such as factories, garages, manufacturing works and wharves were once present, and which may have left a legacy of contamination. All new development in the borough is envisaged to take place on previously developed land (i.e. brownfield sites) and therefore remediation is encouraged. The duty to ensure that a safe development is secured on a site that is affected by contamination rests with the developer.

4.10.15 The Council promotes the remediation of land where development comes forward. Potential contamination risks will need to be properly considered and adequately mitigated before development proceeds.

4.10.16 To deliver this the Council will:

- require a desk top study and preliminary risk assessment, including an assessment of the site's history, potential contamination sources, pathways and receptors;
- where necessary, require a site investigation and detailed risk assessment in line with current best practice guidance, including where appropriate physical investigations, chemical testing and assessments of ground gas risks and risks to groundwater;
- where necessary, require a remediation strategy that sets out how any identified risks from the reports above are going to be addressed;
- where necessary, require a validation report once remediation has taken place, including evidence that demonstrates that risks from contamination have been controlled effectively; and
- require all above reports and investigations to be carried out by a competent person.

Construction and demolition

4.10.17 There is a need to ensure that occupiers are protected from environmental disturbances during the construction and demolition phase of major developments, and in particular during excavating and construction of subterranean developments such as basements.

4.10.18 The Council requires the submission of Construction Management Statements (CMS) for the types of developments as set out in the policy. In addition, the Council's Good Practice Guide on Basement Developments sets out guidance to ensure that problems relating to excavation and constructions of basements, such as highway/parking impacts, noise, dust, vibration and disturbance to neighbours, are avoided. Developers of basements are also expected to sign up to a Considerate Construction Scheme. To manage the environmental impacts and ensure that the Construction Management Statements are adhered to, the Council will seek a charge to the applicant/developer to cover the cost of monitoring the CMS. Where an applicant/developer uses the Council's Building Control services, a discount may be applied to this charge.

4.10.19 The Council may also consider requiring a Construction Logistics Plan (CLP) in areas that are subject to high traffic congestion to ensure that vehicles entering the site do not adversely impact on local traffic.

4.10.20 The Council may also require a management plan that sets out how developers monitor dust, noise and vibration, and where necessary take the appropriate action if issues arise.

4.10.21 It will also be necessary to control the hours of operation for noisy site works and the processes that would need to be followed in order to work outside these hours when and if required.

4.10.22 As part of the Council's commitment to better air quality, the Council will also request, through planning conditions, that the GLA Regulation relating to Non Road Mobile Machinery (NRMM) is imposed where necessary.

5.1 Green Infrastructure

5.1 Green Infrastructure

Policy LP 12

Green Infrastructure

Green infrastructure is a network of multi-functional green spaces and green features, which provides multiple benefits for people, nature and the economy.

A. To ensure all development proposals protect, and where opportunities arise enhance, green infrastructure, the following will be taken into account when assessing development proposals:

- a. the need to protect the integrity of the green spaces and features that are part of the wider green infrastructure network; improvements and enhancements to the green infrastructure network are supported;
- b. its contribution to the wider green infrastructure network by delivering landscape enhancement, restoration or re-creation;
- c. incorporating green infrastructure features, which make a positive contribution to the wider green infrastructure network.

B. The hierarchy of open spaces, as set out in the table below, will be protected and used in accordance with the functions shown.

Public Open Space Hierarchy:

Type and size	Main function
Regional Parks (400 ha+)	Large areas, corridors or networks of open space, the majority of which will be publicly accessible and provide a range of facilities and features offering recreational, ecological, landscape, cultural or green infrastructure benefits. Offer a combination of facilities and features that are unique within London, are readily accessible by public transport and are managed to meet best practice quality standards.
Metropolitan parks (60 – 400 ha)	Large areas of open space that provide a similar range of benefits to Regional Parks and offer a combination of facilities at a sub-regional level, are readily accessible by public transport and are managed to meet best practice quality standards.
District parks (20 – 60 ha)	Large areas of open space that provide a landscape setting with a variety of natural features providing a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits as well as visual amenity.
Local parks (2 – 20 ha)	Providing for court games, children's play, sitting out areas, visual amenity and nature conservation areas.
Small local parks and open spaces (less than 2 ha)	Gardens, sitting out areas, children's play spaces or other areas of a specialist nature, including nature conservation areas as well as visual amenity.
Pocket Parks (under 0.4 ha)	Small areas of open space that provide natural surfaces and shaded areas for informal play and passive recreation that sometimes have seating and play equipment as well as visual amenity.
Linear open spaces (variable)	Open spaces and towpaths alongside the Thames and other waterways; paths, disused railways; nature conservation areas; and other routes that provide opportunities for informal recreation. Often characterised by features or attractive areas which are not fully accessible to the public but contribute to the enjoyment of the space and visual amenity.

5.1.1 The borough is characterised by extensive areas of open land, designated as Green Belt, Metropolitan Open Land, as well as the borough's rivers and their corridors, which link across borough boundaries and have a strategic function in southwest London, Greater London and beyond. The borough also benefits from highly significant historic landscapes, including those on the Historic England's national Register of Parks and Gardens, all of which make a significant contribution to the borough's green infrastructure network. The need to protect the historic significance of the borough's exceptional landscapes is set out in Chapter 4: Local Character and Design. In addition, there are many smaller pieces of open land, including land designated as Other Open Land of Townscape Importance, as well as non-designated land, all of which are of value to the local area and enhancement of its environment and the wider green infrastructure network to ensure the borough remains an attractive area for people to live, work and visit to enjoy their heritage and leisure time.

5.1.2 The green spaces and green features that contribute to and make up the overall green infrastructure network range from borough-wide and strategic features such as parks, watercourses, woodlands to local features such as playgrounds, sports pitches, allotments, public open spaces, trees, woodlands, private gardens and other green spaces used for recreational purposes. There are also other features such as highway verges, railway embankments as well as site-specific elements such as green roofs and green walls that are considered to be part of the wider green infrastructure network.

5.1.3 Housing delivery, and infrastructure required to support it, is expected to be met without compromising the green infrastructure network and there is a presumption against the loss of, or building on, greenfield sites. It is acknowledged that there is current recreational pressure on existing green infrastructure, including nationally and internationally designated areas such as Richmond Park and Bushy and Home Park, and residential development is likely to exacerbate this pressure.

5.1.4 The provision of multi-functional green infrastructure, including urban greening, green corridors and green roofs have biodiversity as well as social, health, recreational, flood storage and cooling benefits, which can reduce urban heat islands, manage flooding and help species adapt to the likely effects of climate change as well as contributing to a pleasant environment. Green infrastructure can support healthier lifestyles by providing green routes for walking and cycling, and green spaces for recreation, exercise and play.

5.1.5 The presence of a network of green spaces may reduce the likelihood of flooding by allowing water to permeate through the ground. Green infrastructure can also be designed to act as flood storage areas, holding large volumes of water in temporary ponds to protect built up areas from flooding.

5.1.6 The Mayor of London's All London Green Grid SPG seeks to ensure that in and through Local Plan policies, green infrastructure needs are planned and managed to realise the current and potential value of open space to communities and to support delivery of the widest range of linked environmental and social benefits. The two All London Green Grid areas within this borough are the Arcadian Thames, and the River Colne and Crane Area. Each area has its own Framework and list of associated projects. The Council will work with partners to help realise the vision for the Green Grid and the objectives of the relevant area frameworks.

5.1.7 The creation and enhancement of green infrastructure helps to:

- create attractive and accessible places for people to enjoy direct and regular contact with the natural environment;
- strengthen links between urban areas and their surrounding open spaces, and bring the natural world into a neighbourhood, with benefits for both individual and community health and well-being.

5.1.8 Many of the components of green infrastructure, such as parks and play spaces, also relate directly to place-making and enhancing local character. At a wider scale, green infrastructure can contribute to local identity and landscape character.

5.1.9 The public open space hierarchy as set out in the policy follows the categorisation of the London Plan and provides for a range of open spaces for formal and informal recreation. Many of the borough's parks and open spaces are of 'regional' or 'metropolitan' importance in providing opportunities for recreation, and

many have historic significance, biodiversity value or can be regarded as areas of relative tranquillity. The open space network, including the Blue Ribbon network such as the River Thames and River Crane corridors, as well as the links in between provide the natural green infrastructure that performs a wide range of functions for residents, visitors, biodiversity and the economy. It is important to recognise that the borough's parks and open spaces provide not only recreational opportunities for those that live and work in this borough, but also for local communities and residents in neighbouring and other London boroughs, thus providing a green lung for southwest London.

5.1.10 A network that includes parks, playing fields, open spaces, woodlands, trees, allotments and private gardens contributes to ecological connectivity to overcome habitat fragmentation and increases the ability of the natural environment to adapt to climate change.

5.1.11 There may be opportunities to incorporate or retrofit elements of green infrastructure on all development sites. Where appropriate, these can be realised through for example :

- green roof systems and roof gardens,
- green walls to provide insulation or shading and cooling,
- swales integrated as part of streetscape and traffic calming schemes or neighbourhood play areas, and
- new tree planting or altering the management of land associated with transport corridors.

5.2 Green Belt, Metropolitan Open Land and Local Green Space

Policy LP 13

Green Belt, Metropolitan Open Land and Local Green Space

Green Belt and Metropolitan Open Land

A. The borough's Green Belt and Metropolitan Open Land will be protected and retained in predominately open use. Inappropriate development will be refused unless 'very special circumstances' can be demonstrated that clearly outweigh the harm to the Green Belt or Metropolitan Open Land.

Appropriate uses within Green Belt or Metropolitan Open Land include public and private open spaces and playing fields, open recreation and sport, biodiversity including rivers and bodies of water and open community uses including allotments and cemeteries. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt or Metropolitan Open Land.

B. It will be recognised that there may be exceptional cases where inappropriate development, such as small scale structures for essential utility infrastructure, may be acceptable.

C. Improvement and enhancement of the openness and character of the Green Belt or Metropolitan Open Land and measures to reduce visual impacts will be encouraged where appropriate.

When considering developments on sites outside Green Belt or Metropolitan Open Land, any possible visual impacts on the character and openness of the Green Belt or Metropolitan Open Land will be taken into account.

Local Green Space

D. Local Green Space, which has been demonstrated to be special to a local community and which holds a particular local significance, will be protected from inappropriate development that could cause harm to its qualities.

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When considering developments on sites outside Green Belt or Metropolitan Open Land, any possible visual impacts on the character and openness of the Green Belt or Metropolitan Open Land will be taken into account.

Local Green Space

D. Local Green Space, which has been demonstrated to be special to a local community and which holds a particular local significance, will be protected from inappropriate development that could cause harm to its qualities.

5.2.1 The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and permanence. Metropolitan Open Land (MOL) is unique to London and protects strategically important open spaces within the built environment. This policy applies equally to Green Belt or Metropolitan Open Land. In addition, paragraphs 79-92 of the NPPF on Green Belts applies equally to MOL. 5.2.2 MOL is open land or water, either publicly or privately owned, with or without public access. MOL, as shown on the Policies Map, plays an important strategic role as part of the borough's and London-wide multi-functional green infrastructure network and improvements in its overall quality and accessibility are encouraged. Green chains, including footpaths and open spaces that they link, are important to London's green infrastructure network, providing opportunities for recreation and biodiversity, and are therefore designated as MOL due to their London-wide strategic importance.

5.2.3 National and regional policies, including this policy, apply to the borough's areas designated as Green Belt¹, as shown on the Policies Map. National guidance sets out the functions of the Green Belt, its key characteristics and acceptable uses.

5.2.4 The purpose of this policy is to safeguard this open land and protect and retain it in predominately open use. There is a presumption against inappropriate development in the Green Belt or MOL, and inappropriate development by definition, is harmful to the Green Belt or MOL and should not be approved except in very special circumstances. However, the policy also recognises that there may be exceptional cases where inappropriate development could be acceptable, such as small scale structures for essential utility infrastructure. Water, waste water treatment and sewage treatment plants, including any associated facilities, are considered to be essential utility infrastructure and facilities. New uses will only be considered if they are by their nature open or depend upon open uses for their enjoyment and if they conserve and enhance the open nature, character and biodiversity interest of MOL.

5.2.5 Where a development proposal affects designated Green Belt or MOL, the applicant is required to submit an assessment that compares the footprint and floorspace of existing structures and buildings with the footprint and floorspace of the proposed development. This will enable the Council to make an informed judgement in relation to the overall impact on, and potential loss of, designated Green Belt or MOL. Any increase in either footprint or floorspace within designated Green Belt or MOL will need to be fully justified by the applicant.

5.2.6 Development that involves the loss of Green Belt or MOL in return for the creation of new open space elsewhere will not be supported. However, where a comprehensive approach to redevelopment can be taken, such as on major schemes or regeneration proposals that deliver significant wider public benefits, it may be acceptable to re-distribute the designated open land within the site, provided that the new open area is equivalent to or improved in terms of quantum, quality and openness. The applicant will need to demonstrate this as part of the justification that 'very special circumstances' may exist.

5.2.7 Enhancement to the Green Belt or MOL for example by landscaping, removal or replacement of inappropriate fencing and screening, and reduction of the visual impact of traffic or car parking as well as opening up views into and out of the Green Belt or MOL will be encouraged. Where possible, opportunities to increase the Green Belt's or MOL's potential for wildlife should be maximised.

5.2.8 Local Green Space, to be identified on the Policies Map, is green or open space which has been demonstrated to have special qualities and hold particular significance and value to the local community which it serves. There are no areas designated yet within the borough. New areas of Local Green Space can only be designated when a plan is being prepared or reviewed.

¹ The land at Twickenham and Fulwell golf courses is held under "The Green Belt (London and Home Counties) Act, 1938. An Act to make provision for the preservation from industrial or building development of areas of land in and around the administrative county of London." Under this Act owners are required to request permission from the Secretary of State to build on or dispose of this land. This requirement is separate from and in addition to any requirements for planning permission. Most of this land is protected in the Borough's Local Plan and London Plan by its designation as Metropolitan Open Land under Policy LP 13 and Policy 7.17 respectively. However, it is not covered by any planning policy Green Belt designation in the terms described by the NPPF, London Plan and Local Plan.

5.2.9 In line with the NPPF, managing development within a Local Green Space should be consistent with policy for Green Belt. Development, which would cause harm to the qualities of the Local Green Space, will be considered inappropriate and will only be acceptable in very special circumstances where benefits can be demonstrated to significantly outweigh the harm.

5.2.10 The following criteria are taken into account when defining Local Green Space:

- The site is submitted by the local community;
- There is no current planning permission which once implemented would undermine the merit of a Local Green Space designation;
- The site is not land allocated for development within the Local Plan;
- The site is local in character and is not an extensive tract of land.

5.3 Other Open Land of Townscape Importance

Policy LP 14

Other Open Land of Townscape Importance

Other open areas that are of townscape importance will be protected in open use, and enhanced where possible.

It will be recognised that there may be exceptional cases where appropriate development is acceptable. The following criteria will be taken into account when assessing whether development is appropriate:

- a. it must be linked to the functional use of the Other Open Land of Townscape Importance; or
- b. it can only be a replacement of, or minor extension to, existing built facilities; and
- c. it does not harm the character or openness of the open land.

Improvement and enhancement of the openness or character of other open land and measures to open up views into and out of designated other open land will be encouraged.

When considering developments on sites outside designated other open land, any possible visual impacts on the character and openness of the designated other open land will be taken into account.

5.3.1 The purpose of this policy is to safeguard open land of local importance and ensure that it is not lost to other uses without good cause. Areas designated as Other Open Land of Townscape Importance (OOLTI) form an important part of the multi-functional network of Green Infrastructure and they can include public and private sports grounds, school playing fields, cemeteries, allotments, private gardens, areas of vegetation such as street verges and mature trees. New areas for OOLTI designation can only be identified when a plan is being prepared or reviewed. The existing designated areas are shown on the Policies Map.

5.3.2 In some parts of the borough, open areas, including larger blocks of back gardens, act as pockets of greenery of local rather than strategic 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. Green oases are particularly important in areas of higher density development including in the borough's centres.

5.3.3 [deleted]

5.3.4 OOLTI should be predominantly open or natural in character. The following criteria are taken into account when defining OOLTI (note that the criteria are qualitative and not all need to be met):

- Contribution to the local character and/or street scene, by virtue of its size, position and quality.
- Value to local people for its presence and openness.
- Immediate or longer views into and out of the site, including from surrounding properties.

10 Employment and Local Economy

10.1 Employment and Local Economy

Policy LP 40

Employment and local economy

The Council will support a diverse and strong local economy in line with the following principles:

1. Land in employment use should be retained in employment use for business, industrial or storage purposes.
2. Major new employment development should be directed towards Richmond and Twickenham centres. Other employment floorspace of an appropriate scale may be located elsewhere.
3. The provision of small units, affordable units and flexible workspace such as co-working space is encouraged.
4. In exceptional circumstances, mixed use development proposals which come forward for specific employment sites should retain, and where possible enhance, the level of existing employment floorspace. The inclusion of residential use within mixed use schemes will not be appropriate where it would adversely impact on the continued operation of other established employment uses within that site or on neighbouring sites.

10.1.1 This policy is concerned with uses within the B Use Classes and other sites which are Sui Generis use with a significant employment generating floorspace. Specific policies for offices and industrial land and business parks are set out separately in this Plan.

10.1.2 The borough has a significant local economy, with a high proportion of small businesses serving local residents and other local businesses. It is therefore vital in terms of local economic and environmental sustainability objectives to protect and enhance this provision. However, the Council's updated Employment Land Study indicates that a lack of sufficient employment floorspace provision is a constraint on future employment and business growth in the borough. Therefore there is a presumption against the release of any employment land or stock (office, industrial and storage floorspace) in the borough to other uses. It is imperative that sufficient well-located employment land is retained or redeveloped to meet modern business needs and support a strong sustainable economy.

10.1.3 A sustainable borough is also one that has a large range of local employment opportunities for its residents and where all residents have access to those opportunities and other services without the need to travel far, or which are accessible by sustainable forms of transport. Therefore, it is important that employment land is retained close to residential areas to provide a choice of employment opportunities within the borough now and in the future to help to maintain Richmond upon Thames as a borough where both economic and social wellbeing is high.

10.1.4 The borough is home to nationally important scientific institutions such as The Royal Botanic Gardens, the National Physical Laboratory (NPL) and head office of the Laboratory of the Government Chemist (LGC), as well as academic institutions such as St Mary's University. Scientific, innovation and research, provision of incubator units and laboratories will be supported. Other uses important to the local economy such as education, sports and leisure, arts, culture, entertainment, creative, historic and river related uses that add to the overall economic diversity of the borough will also be supported. Various leisure, cultural and historic sites including Hampton Court Palace and Marble Hill House, the River Thames and its tributaries, and Richmond Park and Bushy Park offer opportunities for economic spin offs as well as contributing to supporting a high quality and unique environment.

10.4 Visitor Economy

Policy LP 43

Visitor Economy

A. The Council will support the sustainable growth of the visitor economy for the benefit of the local area by:

1. supporting proposals which promote and enhance the borough's existing tourist attractions, including the unique, historic and cultural assets that are connected via the River Thames, such as The Royal Botanic Gardens, Kew, Ham House and Hampton Court Palace;
2. proposals that lead to increased visitors and tourists need to be of an appropriate scale for the size of the centre and will be assessed against the transport policies of this Plan;
3. requiring accommodation and facilities to be accessible to all; at least 10% of hotel bedrooms should be wheelchair accessible;
4. enhancing the environment in areas leading to, within and around visitor destinations where appropriate.

B. In relation to visitor accommodation:

1. proposals which result in the loss of bedspaces will be resisted;
2. proposals which increase the number of bedspaces will be supported subject to other Local Plan policies;
3. proposals will be supported which contribute towards providing a range of visitor accommodation, including small independent hotels and bed and breakfast accommodation, subject to other Local Plan policies.

10.4.1 The Council recognises the value of the visitor economy both to the local and London economy. The borough is a popular destination for visitors to traditional attractions such as the historic houses and gardens, the River Thames as well as the rugby-related attractions and associated facilities such as restaurants and shops. Much of the borough is designated as a Strategic Cultural Area in the London Plan. The Council will expect the major attractions including Twickenham Stadium and the Stoop (Harlequins) to be developed in accordance with the Site Allocations set out in this plan.

10.4.2 The Council will encourage the provision of accommodation to enable visitors to stay longer and spend more. Major new hotel development will be expected to be located within main centre boundaries in the first instance as in policy LP 25 in 7.1 'Development in Centres', which also sets out guidance on the appropriate location and scale of hotel development. The London Plan includes a target of 40,000 net additional hotel bedrooms by 2036. The 2012 Hotel Study by Roger Tym PBA, which will be kept under review, estimates a potential requirement of approximately 900 new bedrooms in the borough by 2026. The London Tourism Action Plan 2009-2013 identifies a potential additional room requirement for the borough of 300 serviced rooms (hotels, B&Bs and hostels), and a further 100 rooms of non-serviced accommodation (which include serviced apartments because they do not provide the same level of service as a hotel) by 2036. Therefore, proposals which increase the number of bedspaces will be supported, subject to other Local Plan policies, where they contribute to meeting the London Plan target, which has been met in part.

10.4.3 In determining applications for hotel development the Council will be mindful of the impact of the development on amenity, living conditions, parking, servicing and transport. It will be taken into account whether any ancillary facilities within the hotel, such as a gym, are open for public use.

10.4.4 The Council will work with its partners to promote the borough as a tourist destination. It is also recognised that major events held within the borough attract very large numbers of people, and the Council

will continue to work with partners, including public transport operators and event organisers, to promote sustainable travel choices and minimise disruption to residents and local businesses where possible.

11 Transport

11.1 Sustainable Travel Choices

Policy LP 44

Sustainable Travel Choices

The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

A. Location of development

Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

B. Walking and cycling

Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

C. Public transport

Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided.

Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. The road network

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

E. River transport

Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

F. Safeguarding of routes and facilities

Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation.

Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

G. Taxis and private hire vehicles

Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations.

The Council's aim is to minimise the impacts of development, including in relation to congestion and air pollution. Transport has a significant impact on air quality in the borough, with many areas experiencing levels of pollution above national set target levels. Consequently the entire borough is designated an Air Quality Management Area. This policy, together with the policy on Parking Standards and Servicing, support the achievement of the Air Quality Management Objectives.

Location of development

11.1.1 The usual measure of accessibility is the Public Transport Accessibility Level (PTAL), which takes account of the accessibility of a location to public transport, in six broad bands, with level 6 being the most accessible. Whilst in general higher PTALs are achieved in areas with good rail/tube connections, in this borough it is recognised that bus links also contribute to levels of accessibility. Future improvements to accessibility will also be relevant. These include planned changes by Transport for London (TfL), the Council, rail or bus companies or improvements which could be either provided as part of a new development or funded by developer contributions. To be taken into account there will need to be certainty that future improvements will be implemented in time to serve the development and would be sustainable in the longer-term.

11.1.2 High trip generating development includes larger offices, shopping and leisure facilities as well as mixed use and higher density residential schemes, where a large number of trips are generated each day. As a starting point, areas with a PTAL score of 5 or higher are considered to be appropriate locations for high trip generating development.

11.1.3 The Council will use a site's current PTAL as a starting point, but also consider the highway capacity, the proximity of cycle and walking routes as well as future improvements when evaluating development proposals.

Walking, cycling and public transport

11.1.4 Developments should encourage the use of modes other than the car by making it as easy as possible through provision of good pedestrian facilities, clear layout and signage, provision of cycling facilities and improving access to public transport interchanges. Civic spaces and public realm should be accessible and inclusive. A good walking environment has been shown to be not only beneficial to an individual's health and social life, but also to bring economic benefits to the borough's centres.

11.1.5 Cycling and walking contributes significantly towards creating an attractive and pleasant environment. New development should include all the facilities needed to encourage a safe walking and cycling environment from first occupation. The minimum cycle parking standards are set out in policy LP 45 in [11.2 'Parking Standards and Servicing'](#).

11.1.6 Developments should be integrated into the surrounding community and existing local routes, and provide for improvements to accessibility for all. There are many footpaths, Public Rights of Way and cycle routes in the borough that new development should not compromise, and opportunities to improve them should be taken wherever possible. For this reason, in line with policy LP 1 in [4.1 'Local Character and Design Quality'](#), gated developments will not be permitted.

11.1.7 The Council promotes the creation of a safe network for pedestrians and cyclists. Management of other users including speed restrictions, sufficient widths, segregation where appropriate and well designed and positioned crossing facilities can reduce conflict between users. Well designed paths, natural surveillance, appropriate levels of lighting and other security measures and good levels of maintenance can improve actual and perceived security. The Council's Public Space Design Guide includes advice with respect to the amenity of the pedestrian environment. The London Cycle Design Standards sets out requirements and advice for cycle network planning and for the design of dedicated cycle infrastructure, cycle-friendly streets and cycle parking.

11.1.8 The Council will ensure that there is signage and way marking of the three strategic walking routes identified in the London Plan, which run through the borough – the Thames Path National Trail, the Capital

Ring and the London Loop, and other promoted route, such as the River Crane Walk and Beverley Brook Walk, which together form a network of leisure routes which most residents can reach.

11.1.9 Proposals that improve transport links within or between the borough and other areas will be encouraged. This could refer to physical proposals and improvements such as a new bridge or path; improving existing links such as creating a new gate into a park; or increasing the use of an existing link such as the promotion of a route as a travel option.

The road network

11.1.10 All planning applications for major developments must be accompanied by a Transport Assessment, or for minor developments a Transport Statement. This may include Travel Plans, Delivery and Servicing Plans and Construction and Logistic Plans. Matters to be included are set out in the London Plan, the latest Department for Transport as well as Transport for London guidance, the Council's Local Validation Checklist and will also be included in a forthcoming SPD on Sustainable Transport Choices, which is being developed by the Council.

11.1.11 Developments will be expected to continue travel planning after occupation to maximise travel by sustainable transport, including personalised travel planning. Existing schools and large employers will also be encouraged to produce travel plans for their sites to help encourage sustainable travel.

River transport

11.1.12 The Council encourages the use of the River Thames for passenger and freight transport through the protection of, and improvement to, the relevant infrastructure including wharves and slipways. By reducing demand for other forms of surface transport, particularly on roads, the benefits of water transport link through to other key aspects of this Plan, such as reducing traffic and congestion, improving the local environment and quality of life. Together with other policies in this Plan, including LP 12 in 5.1 'Green Infrastructure', LP 18 in 5.7 'River Corridors' as well as LP 19 in 5.8 'Moorings and Floating Structures', this policy supports the multi-functional use of the Blue Ribbon Network.

Safeguarding of routes and facilities

11.1.13 To discourage vehicles having to make longer trips in order to reach refuelling stations, the Council is seeking to protect existing facilities. Any new facilities should be located on strategic or distributor road networks to minimise disruption and to protect residential amenity. The provision of refuelling facilities for alternative types of fuel e.g. electric or hydrogen will also be encouraged.

11.1.14 The need for improved quality and connectivity of transport interchanges to improve movement in Outer London was identified in both the London Plan and by the Outer London Commission. In the local context 'transport interchanges' refers to anywhere where more than one type of transport mode meets, from train and bus stations to bus stops. The Council will be examining main transport interchanges in consultation with the operating companies and proposing improvements to be taken forward in the Council's Local Implementation Plan for Transport and where appropriate in the site allocations of the Local Plan, and/or in planning briefs.

11.1.15 Delivery of transport infrastructure, including the relevant proposed transport schemes as set out in the London Plan, is critical to the delivery of the strategic objectives of the Local Plan. Planning, through the use of developers' contributions such as through the use of planning obligations (including Section 106 and Community Infrastructure Levy) is a key way that the Council can gain the necessary resources to assist in the delivery of this vital infrastructure.

Taxis and private hire vehicles

11.1.16 Taxi ranks should be conveniently located close to the venue they serve and accessible for all with adequate space for customers to queue. Taxi ranks should be well-lit and with good CCTV facilities. Ranks must not adversely impact on pedestrian movement or road safety. The Council will consider applications for offices for private hire vehicles against relevant policies of the plan, and subject to them not having an adverse impact on other types of transport including walking and cycling, on-street parking and highway

safety or causing disturbance to residents. The Transport for London's Ranks Action Plan (2015) should be referred to when planning for taxi provision.

11.2 Parking Standards and Servicing

Policy LP 45

Parking Standards and Servicing

Parking standards

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

1. Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.
2. Resisting the provision of front garden car parking unless it can be demonstrated that:
 - a. there would be no material impact on road or pedestrian safety;
 - b. there would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and
 - c. the existing on-street demand is less than available capacity.
3. Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:
 - a. the provision of disabled parking;
 - b. appropriate servicing arrangements; and
 - c. demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality.

All proposals for car free housing will need to be supported by the submission of a Travel Plan.

4. Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

Freight and Servicing

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents.

11.2.1 The borough has high levels of car ownership and use within fairly densely developed residential areas with some narrow streets and many older houses without off-street parking. This has led to high levels of on-street parking, worsened in areas where there is a demand for commuter parking. The standards set are maximum parking levels and car parking provision should not be at a level less than these standards, unless an exceptional circumstance is demonstrated. The approach aims to ensure that sufficient on-site car parking is provided to meet the needs of the occupiers of the new development, but also to ensure that excessive on-street parking demand is not created which could have an adverse impact on local highway/traffic conditions, street scene and impacts on making the best use of land.

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11.2.2 This policy covers the parking standards for new developments of all types. Parking must be sensitively located and designed and suitably landscaped to minimise visual intrusion and disturbance. To maintain sufficient parking space within new developments, the parking provision will be expected to be legally tied to the development that it serves. In areas controlled by a Community Parking Zone, occupiers of new residential developments may not be eligible for resident or visitor on-street parking permits where existing levels of on-street parking are very high. This restriction would be secured by excluding the address from the schedule of streets in the relevant road traffic order that created or creates the Controlled Parking Zone in which the property is situated, by restricting under section 106 of the Town and Country Planning Act 1990 the disposal of an interest in relevant properties unless a person disposing advises the person acquiring of the non-availability of residents or business on-street parking permits and/or through Section 16 of the Greater London Council (General Powers) Act 1974 (or any statute revoking or re-enacting that Act).

11.2.3 Developers may only provide fewer parking spaces, including car free schemes, if they can demonstrate as part of a Transport Statement or Transport Assessment with supporting survey information and technical assessment that there would be no unacceptable adverse impact on on-street parking availability, amenity, street scene, road safety or emergency access in the surrounding area, as a result of the generation of unacceptable overspill of on-street parking in the vicinity. In general it is expected that in PTAL areas of 0-3 the standards should be met. In PTAL areas of 4-6, parking provision at a level lower than the standard may be appropriate where this can be demonstrated as acceptable, taking account of local characteristics, availability of sustainable modes of travel and public transport provision, and availability of on-street parking spaces.

11.2.4 Within the main centres, further expansion of car parking (particularly within Richmond and Twickenham) will be limited and other policies will be used to help maintain viability and vitality of the centres. In East Sheen and Whitton, where public parking is relatively limited, the loss of off street parking will be resisted, especially in relation to large supermarkets and pub or hotel developments.

11.2.5 Car share facilities and car clubs will be encouraged, but these may not obviate the need for adequate off street parking provision. Charging facilities for electric vehicles will have to be provided in line with the standards set out in the London Plan, which requires 20% active provision (i.e. fully installed from the outset) plus 20% passive provision (i.e. cabling provided for easier future installation of charging equipment) in residential developments, and 10% active provision plus 10% passive provision in all other developments.

11.2.6 The majority of the borough's businesses and other organisations require regular servicing and deliveries to their site(s). However, it must be recognised that whilst these vehicles provide a vital service, they can also be a cause of congestion, safety and environmental concerns if not properly managed through a variety of mechanisms. Such premises often neighbour residential properties and a balance needs to be achieved between enabling businesses to receive the goods and services they need and protecting residential amenity. A range of techniques and facilities can be used as tools in minimising any negative impacts from freight and servicing.

11.2.7 Delivery and Servicing Plans and Construction and Logistics Plans will be required for all major developments. Details regarding the requirements for these plans will be set out in a forthcoming Sustainable Transport Choices SPD.

11.2.8 The Council's SPD on Parking in Front Gardens discourages the parking of vehicles in existing front gardens. Further guidance is also contained policy LP 1 in [4.1 'Local Character and Design Quality'](#) and in the Village Planning Guidance SPDs.