

HAM&PETERSHAM  
Neighbourhood  
Forum



# Ham and Petersham Neighbourhood Plan

Pre-submission version

Approved by Neighbourhood Forum Committee  
13th December 2016



## Ham and Petersham Neighbourhood Plan



This Neighbourhood Plan is dedicated to Andrew Beedham

## Foreword

Whether you have recently moved here or are a longer-term resident of Ham and Petersham, welcome to our draft Neighbourhood Plan. Every resident of Ham and Petersham is automatically a member of the Neighbourhood Forum and we are seeking your approval of the Plan in a forthcoming referendum. This Plan would not have been produced without the valuable comments from many local residents – thank you to everyone.

It has been a pleasure to be involved in developing it and I hope you will like what you read here. We have an opportunity to agree a shared vision for Ham and Petersham and shape the development and growth of our area. The Plan allows us to influence the future of Ham and Petersham in a very real way: the policies in this plan will be used to determine whether or not planning permission should be granted for development in our area. It will sit along-side the London Borough of Richmond Upon Thames (LBRuT)'s own Local Plan policies (taking precedence over non-statutory policies where there is conflict) and the Mayor of London's London Plan. It has real power and so carries responsibility.

The whole point of the Plan is to find ways to influence development so it meets the needs of residents and others in the community. This is the key: if we don't get the Plan approved, then it will be harder to have influence and there is more chance that change will be imposed on us as our own policies will not be there to support the community's vision and ambition.

We live in a wonderful area, a physically compact neighbourhood with clear boundaries. It is a beautiful place to live, but it also has a spirit and a character that I hope we have captured. Someone once described it as the "best-kept secret in London". To come home to it is like stepping into a slightly different world and it's a world many of us like and wish to preserve. It has good local shops, beautiful open spaces and places of historical note. We have a lovely common with a pond which hosts families of ducks and swans. Cricket is played on that common as it has been for the last 200 years. We have successful local schools, welcoming cafes and pubs and thriving clubs and community groups that work to benefit the local community.

A number of people have been a member of the committee of the Forum over the years and these are listed in Appendix 1. There would have been no Neighbourhood Forum and Plan without Andrew Beedham, a long-time resident of Petersham and an experienced town planner. He died at far too early an age in December 2015. Andrew was far-sighted, creative and saw the possibilities of neighbourhood planning very early on. He also had an extraordinary network of contacts in Ham and Petersham which he had built up through his involvement and interest in a number of community projects. Andrew pulled together a core team of local resident and business members from different parts of our local community who became the launch committee and a separate group of local planners and architects to form the plan drafting team.

The Committee meets monthly and is responsible for gathering the views of the people of Ham and Petersham and approving the final versions of the draft Plan. In addition to two public meetings in 2013, we held a two-day drop in event in Ham Library in 2014 and visited schools to get student views,

## Foreword

organised stalls on Ham Parade and at Ham Fayre. We have an active website where people leave their comments. In early 2016, we held six drop-in workshops at Ham Library to consult on various parts of the draft plan.

The Drafting Team is responsible for actually writing the plan based on consultation. This was initially chaired by Andrew Beedham but when he had to stand down, we were very lucky that Lisa Fairmaner took over. As well as being a local resident, at that time she headed up the team responsible for planning and environmental policy at Westminster City Council, including Neighbourhood Planning, so she brought a wealth of expertise. From September 2016, Chris Ruse took over from Lisa as her work commitments prevented her from continuing. Chris has brought a huge amount of his experience to the project. The full list of contributors is set out at Appendix 2. We are also grateful for the financial support and advice we have received from LBRuT.

Every member of the Committee and Drafting Team has played their part, big and small, in bringing the Plan together and I am deeply grateful to everyone. The Plan would not have been produced without the brilliant contribution of our administrator, Siriol Davies. Behind the scenes she has done the not very glamorous work of writing minutes, booking rooms and making sure things were done. She has brought a quick mind and a great eye for detail to our work. In the later stages, I am very grateful to Sarah Gatehouse for her valuable advice and hard work editing the draft Plan.

Through sensitive development that respects the special character of Ham and Petersham, we can move forward as a thriving community. Our Neighbourhood Plan has tried to capture what we have and look for sensible ways for the community to evolve and prosper. There are different views in Ham and Petersham about our future direction and we are blessed with strong characters who know what they are talking about. Out of this range of ideas, we have tried to produce a plan that is distinctive, practical and builds on the strengths of this community. Nobody will be 100% happy with everything in it, but I hope it captures the breadth of views across the community and sets a vision for the future that we can all support. Even if there are areas which do not exactly reflect what you want, I hope you feel it strikes the right balance and can vote for it. Remember, without approval, there is no plan and that means no influence.



*Brian Willman*

Brian Willman  
Chair of the Ham & Petersham Neighbourhood Forum  
January 2017

## Contents

	List of figures and images	10
<b>1</b>	<b>Introduction</b>	<b>12</b>
1.1	Vision & Objectives	12
1.2	Purpose and scope of the Neighbourhood Plan	12
1.3	The Neighbourhood Forum	12
1.4	How to use the Neighbourhood Plan	12
1.5	Introduction to the Ham and Petersham Neighbourhood	15
1.6	Character and Heritage	15
1.7	Connections	18
1.8	Residents	20
1.9	Community Services	20
1.10	Businesses	20
<b>2</b>	<b>Character and Heritage</b>	<b>23</b>
2.1	Objective	26
2.2	Context	27
2.3	Policy C1 - Protecting Green Character	27
2.4	Policy C2 - Character and Context Appraisals	28
2.5	Policy C3 - Protecting the Character of Built Areas	28
2.6	Policy C4 - Routes	28
<b>3</b>	<b>Housing</b>	<b>31</b>
3.1	Objective	32
3.2	Context	33
3.3	Policy H1 - Residential Development	33
3.4	Policy H2 - Housing mix	33
3.5	Policy H3 - Affordable housing	34
3.6	Policy H4 - Housing standards	34
3.7	Policy H5 - Design principles for housing development	34
<b>4</b>	<b>Travel and Streets</b>	<b>37</b>
4.1	Objective	39
4.2	Context	39
4.3	Policy T1 - Travel Plans	40
4.4	Policy T2 - Improvements to transport infrastructure	40
4.5	Policy T3 - Cycle storage	41

## Contents

<b>5</b>	<b>Community Facilities</b>	<b>43</b>
5.1	Objective	45
5.2	Context	45
5.3	Policy CF1- impact of development	46
5.4	Policy CF2 - Community Facilities	46
<b>6</b>	<b>Retail and Local Services</b>	<b>49</b>
6.1	Objective	51
6.2	Context	51
6.3	Policy R1 - Enhancing Retail Uses	51
6.4	Ham Parade	52
6.5	St Richard's Square	52
6.6	Ashburnham Road / Ham Street	53
6.7	Back Lane	53
6.8	Other Businesses and Local Services	53
<b>7</b>	<b>Green Spaces</b>	<b>55</b>
7.1	Objective	57
7.2	Context	57
7.3	Policy G1 - Open Spaces	57
7.4	Policy G2 Light Pollution	58
7.5	Policy G3 - Allotment Extension and Community Orchard	58
<b>8</b>	<b>Environmental Sustainability</b>	<b>61</b>
8.1	Objective	64
8.2	Context	64
8.3	Policy E1 Sustainable development	64
8.4	Policy E2 - Retrofitting existing housing and residential extensions	64
8.5	Policy E3 - Electric Charging Points	65
8.6	Policy E4 Water Efficiency	65
8.7	Managing flood risk	65
8.8	Policy E5 Sustainable Drainage (SuDS)	66
8.9	Policy E6 permeable forecourts	67

## Contents

<b>9</b>	<b>Opportunities for Change</b>	<b>69</b>
9.1	Objective:	71
9.2	Ham Parade	71
9.3	Policy 01	71
9.4	St Richard's Square	73
9.5	Policy 02	73
9.6	Central Petersham	75
9.7	Policy 03	75
9.8	Central Ham	77
9.9	Policy 04a	77
9.10	Ham Street/ Ashburnham Road	78
9.11	Ham Village Green	78
9.12	Ashburnham Road / Ham Street/Wiggins Lane / Woodville Road	79
9.13	Cassel Hospital	81
9.14	Policy 05	81
9.15	St. Michael's Convent	83
9.16	Policy 06	83
9.17	Previously developed brownfield land and other small sites	85
9.18	Policy - previously developed brownfield land and other small sites	85
	<b>Appendices</b>	<b>87</b>
1	Members of the Forum Committee	88
2	Members of the Plan Drafting Team	89
3	Implementation Programme	90
4	Neighbourhood Character Studies	98
5	LBRuT priorities for Community Infrastructure Levy (CIL) funding in Ham and Petersham	130
6	Glossary	132

## Contents

## List of figures and images

<b>1</b>	<b>Introduction</b>
Map 1	Ham and Petersham Neighbourhood Plan area
Map 2	Historical development
Image 1	John Rocque's Map of London, 1746 (Ham and Petersham)
Image 2	G.W. Bacon's map, 1949
Image 3	Population by age, Ham, Petersham and Richmond Riverside ward
<b>2</b>	<b>Character and Heritage</b>
Map 3	Conservation areas, listed buildings and character areas
Image 4	CA6 Petersham
Image 5	CA7 Ham Common
Image 6	CA23 Ham House
Image 7	CA67 Parkleys Estate, Ham
Image 8	ChA1 Cedar Heights/ Bute Avenue
Image 9	ChA 2 Buckingham Road
Image 10	ChA 3 Sandy Lane/ Martingales Close/ Sudbrook Gardens
Image 11	ChA 4 Ashburnham Road/ Back Lane
Image 12	ChA 5 Stretton Road
Image 13	ChA 6 Ham Close
Image 14	ChA 7 Wates Estate
Image 15	ChA 8 Locksmeade
Image 16	ChA 9 Beaufort Court
Image 17	ChA 10 Dukes Avenue
Image 18	ChA 11 Church Road
Image 19	ChA 12 Latchmere Lane
Map 4	Edge of built up areas and green spaces
<b>3</b>	<b>Housing</b>
Image 20	Langham House Close
Image 21	Huf House, Petersham
<b>4</b>	<b>Travel and Streets</b>
Map 5	Transport / routes
Image 22	Bus route through Petersham
Image 23	Hammerton's Ferry
<b>5</b>	<b>Community Facilities</b>
Map 6	Community facilities location plan
Image 24	library and community room

## List of Figures

Image 25	Woodville Centre
Image 26	Children's Centre
Image 27	Petersham Village Hall

### **6 Retail and Local Services**

Map 7	Retail areas location plan
Image 28	Ham Parade
Image 29	St Richard's Square
Image 30	Back Lane
Image 31	Ashburnham Road/ Ham Street

### **7 Green Spaces**

Map 8	Green spaces location plan
Image 32	Ham Common
Image 33	Ham Lands
Image 34	Petersham Meadows

### **8 Environmental Sustainability**

Map 9	Figure 9. Fluvial flooding risk for planning - zone 2 & 3 (with areas benefiting from defences)
Map 10	Figure 10. Surface water flooding 0.1%, 1% and 3.3% risk
Image 35	Image 35: example of solar panels fitted flush into roof finish

### **9 Opportunities for Change**

Map 11	Figure 11. Ham Parade – site plan
Image 36	Image 36: Ham Parade
Map 12	Figure 12. St Richard's Square site plan
Image 37	Image 37: St Richard's Square
Map 13	Figure 13. Ham Close site plan
Image 38	Image 38: Ham Close
Map 14	Figure 14. Central Petersham site plan
Image 39	Image 39: Central Petersham
Map 15	Figure 15. St Michael's Convent site plan
Image 40	Image 40: St Michael's Convent
Map 16	Figure 16. Cassel Hospital site plan
Image 41	Image 41: Cassel Hospital
Map 17	Figure 17. Garage development infill sites

**Please note: Images 3 to 41 to be included in final edition of the plan**

## 1.1 Vision and Objectives

**1.1.1** The overarching purpose of the Neighbourhood Plan is to enable the community in Ham and Petersham to have a say in deciding the future development of the area. The views of the local community have been sought through extensive consultation.

**1.1.2 Vision** - to retain the identity of Ham and Petersham as a distinct and sustainable mixed residential community set within a semi-rural historic landscape.

**1.1.3 Objectives** - the objectives set out how the Neighbourhood Plan seeks to achieve this vision and how key issues should be addressed. The following chapters set out detailed policies which flow from the Vision and Objectives.

### 1.1.4 Character and Heritage

To ensure all development enhances the character and appearance of the area and is designed to integrate with the existing architecture and green spaces. To ensure that development is only permitted in appropriate locations.

### 1.1.5 Housing

To ensure the mix of any new housing has an appropriate balance in terms of tenure, size and type. Opportunities will be optimised for affordable housing. Older persons' housing, providing for a range of independence and support, will be encouraged.

### 1.1.6 Green Spaces

To protect and enhance existing green spaces, sites of historical and environmental significance and the semi-rural character of the area, for the benefit and enjoyment of the local and wider community and in the interest of nature conservation.

### 1.1.7 Travel and Streets

To create better transport links within the neighbourhood and with adjoining centres, in such a way as to encourage safe walking, cycling and the use of public transport, whilst seeking ways to minimise traffic congestion.

### 1.1.8 Community facilities

To provide an appropriate range of community facilities which will promote the health, education and physical, mental and spiritual development of all residents, particularly the young and the elderly.

### 1.1.9 Retail and Local Services

To enhance the character, quality and distinctiveness of key local shopping facilities and to ensure viable and vibrant shopping centres for residents and visitors to enjoy.

### 1.1.10 Environmental Sustainability

To ensure that buildings in the area achieve the highest of standards for energy and water efficiency and that flood risk is minimised.

## 1.2 Purpose and scope of the Neighbourhood Plan

### The Neighbourhood Plan

**1.2.1** The purpose of the Neighbourhood Plan is to supplement and build on existing strategic and local policies in the London Plan and the London Borough of Richmond Upon Thames' (LBRuT) Local Plan which are relevant to key issues in the area of Ham & Petersham. The Neighbourhood Plan enables planning issues which are of particular importance to Ham & Petersham to be assessed in detail and relevant policies to be set out. It is intended to cover a period of 15 years from the date of adoption.

**1.2.2** The Neighbourhood Plan does not cover all planning issues in Ham and Petersham as many of these are adequately covered in the existing strategic and local plans. The Neighbourhood Plan seeks to limit itself to local planning issues in Ham and Petersham which require specific additional guidance. The Neighbourhood Plan is supported by detailed neighbourhood area character studies covering the different parts of Ham and Petersham.

**1.2.3** The Neighbourhood Plan process has been the subject of extensive public consultation, the details of which are set out in the accompanying Consultation Statement. This process has enabled a coherent vision of how residents and businesses want the area to be protected and improved. This is captured in the Vision and Objectives of the Neighbourhood Plan. The detailed policies in the Neighbourhood Plan stem from the Vision and Objectives.

### 1.3 The Neighbourhood Forum

**1.3.1** The Ham & Petersham Neighbourhood Forum was designated by LBRuT on 16th January 2014 under the Localism Act 2011. It is the formally recognised 'qualifying body' for the area, comprising a large group of active residents, business representatives and representatives of local community services and voluntary groups. The Neighbourhood Forum was established with a view to bringing forward a Neighbourhood Plan for the area.

### 1.4 How to use the Neighbourhood Plan

**1.4.1** The Neighbourhood Plan sets out policies for development in the Ham and Petersham area. These policies must be addressed by any development proposals coming forward in the area.

**1.4.2** Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

**1.4.3** For the Ham and Petersham Neighbourhood Area the development plan is made up of the Mayor of London's London Plan, the Local Plan for the London Borough of Richmond upon Thames, and when it is adopted, the Neighbourhood Plan. Richmond Council are currently reviewing the Local Plan and consulting on the 'Publication Version' between 4th January and 15th February 2017. The Council have adopted the Publication Local Plan for determining planning applications and development management purposes and this version has been used as the relevant Local Plan in the preparation of the draft Neighbourhood Plan.

**1.4.4** Where policies within this plan differ from policies in other development plan documents, the most up-to-date and specific policy takes precedence. However, where this Neighbourhood Plan does not include a relevant policy, policies in the other development plan documents should be used to determine planning applications. The Neighbourhood Plan only includes policies where a local approach is needed: there are many policies in the other documents which the community endorse and therefore do not repeat.

**1.4.5** In addition to policies for development, the Neighbourhood Plan includes proposals to achieve the objectives of the plan. The Implementation Programme in Appendix 3 indicates how these might be delivered over the lifetime of the plan. This does not form part of the statutory Neighbourhood Plan and will be regularly updated as projects develop and new opportunities arise.

# The Neighbourhood Plan Area



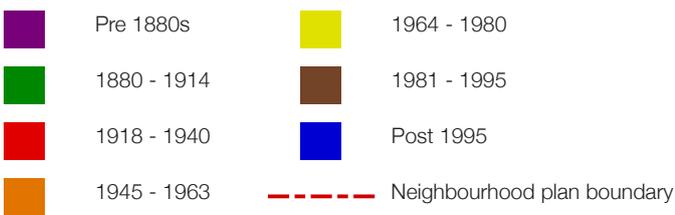
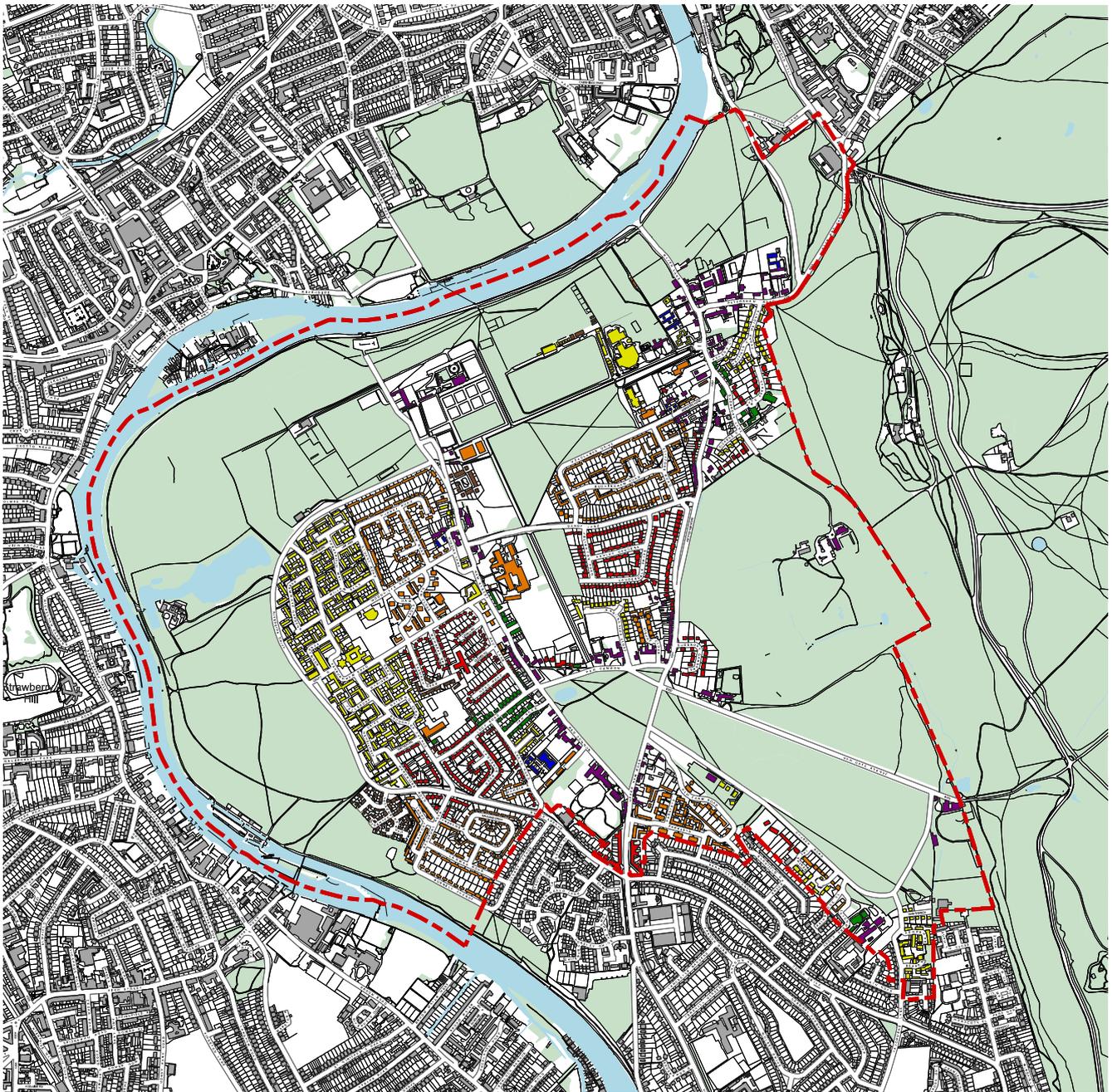
----- Neighbourhood plan area

0km 5km

Map 1:  
Ham and Petersham Neighbourhood plan area



# Historical Development



Map 2:  
Historical development

to James I and now owned by the National Trust, is the only property in the area with a direct relationship to the river. The house was enlarged and refurbished by the Duke and Duchess of Lauderdale in the late 17th Century, including the construction of axially arranged parkland avenues, which remain prominent in the landscape today. These can be clearly seen on John Roque's map of 1746.

**1.6.4** In Petersham a number of large walled Georgian houses survive along with small workers' cottages. Many of the large houses face onto Petersham Road which has remained narrow and with a number of very tight bends. In the 1970s Douglas House, a Stuart mansion built in 1680, was converted into the German School including an associated new school building. Some small and infill developments have since been constructed in contemporary styles. Parts of Petersham have remained largely unchanged since the 19th century making it distinctive for its historic buildings, brick boundary walls and sharp bend.

**1.6.5** Until the 20th century Ham largely comprised farmland with a mix of large Georgian buildings and small cottages located along Ham Street and around Ham Common. Whilst London's Victorian and Edwardian expansion by-passed Ham and Petersham, continued population growth and post-war housing policies led to a sustained period of residential development in the area from the 1930s to the 1960s. Ham is now characterised by areas of housing of different styles, reflecting the stages of development which took place through this period.

**1.6.6** In the 1930s generous sized residential properties were developed along and to the south of Sandy Lane. These were followed by the construction of a significant amount of post war private and public housing in the 1940s and 1950s, estates of predominantly two storey semi-detached properties. Around the perimeter of the residential estates built at this time is Riverside Drive. This has low-rise housing on one side only, with an unusual aspect over playing fields, horse paddocks and Ham Lands. In the 1960s taller rendered orthogonal apartment blocks infilled the area between Ashburnham Road and Woodville Road, a development now known as Ham Close.

**1.6.7** In the late 50s and 60s two pioneering housing schemes were developed in Ham. Parkleys, a 168 unit estate in a Scandinavian inspired idiom, was the first major development by the influential Span development company of Eric Lyons and Geoffrey Townsend. It comprises low rise blocks of flats linked by courtyards. Social interaction and involvement was encouraged through the arrangement of communal courtyards and the creation of a residents' management structure. Parkleys is listed Grade II and along with the associated part of Ham parade was designated a Conservation Area in 2003.

**1.6.8** The modernist Langham House Close was designed by Stirling and Gowan, a small development of concrete framed flats in two and three storeys along a linear site behind Langham House on Ham Common. The development is an early example of New Brutalism and its importance is reflected in its Grade II\* listing.

**1.6.9** Wates, the builder at Parkleys, went on to develop a 60 acre site in Ham in the mid 1960s. The development predominantly comprises terraced houses, flats and maisonettes and includes shops, St Richard's Church and St Richard's School. The appearance of the estate owes much to Parkleys; the houses generally comprise two and three storey buildings with private gardens, communal spaces and landscaped verges. A clever layout, with a perpendicular arrangement of terraces minimises overlooking.

**1.6.10** In the last quarter of the 20th century, there have been further smaller developments, including in the grounds of large houses. This is particularly true of the homes and estates along Church Road where plots of land have been sold off piecemeal, either as individual properties along the length of the road or to create estates. In the 2010s Latchmere House, a rehabilitation prison, was closed and sold to a developer who is currently building Richmond Chase, a mix of executive homes and flats, with some affordable housing. A pocket of Ham Lands was developed as the Locksmeade estate in the 1980s. The area benefits from areas of mature designed landscapes, including in the 50s and 60s estates. These spaces positively contribute to the attractive, leafy character of the area.

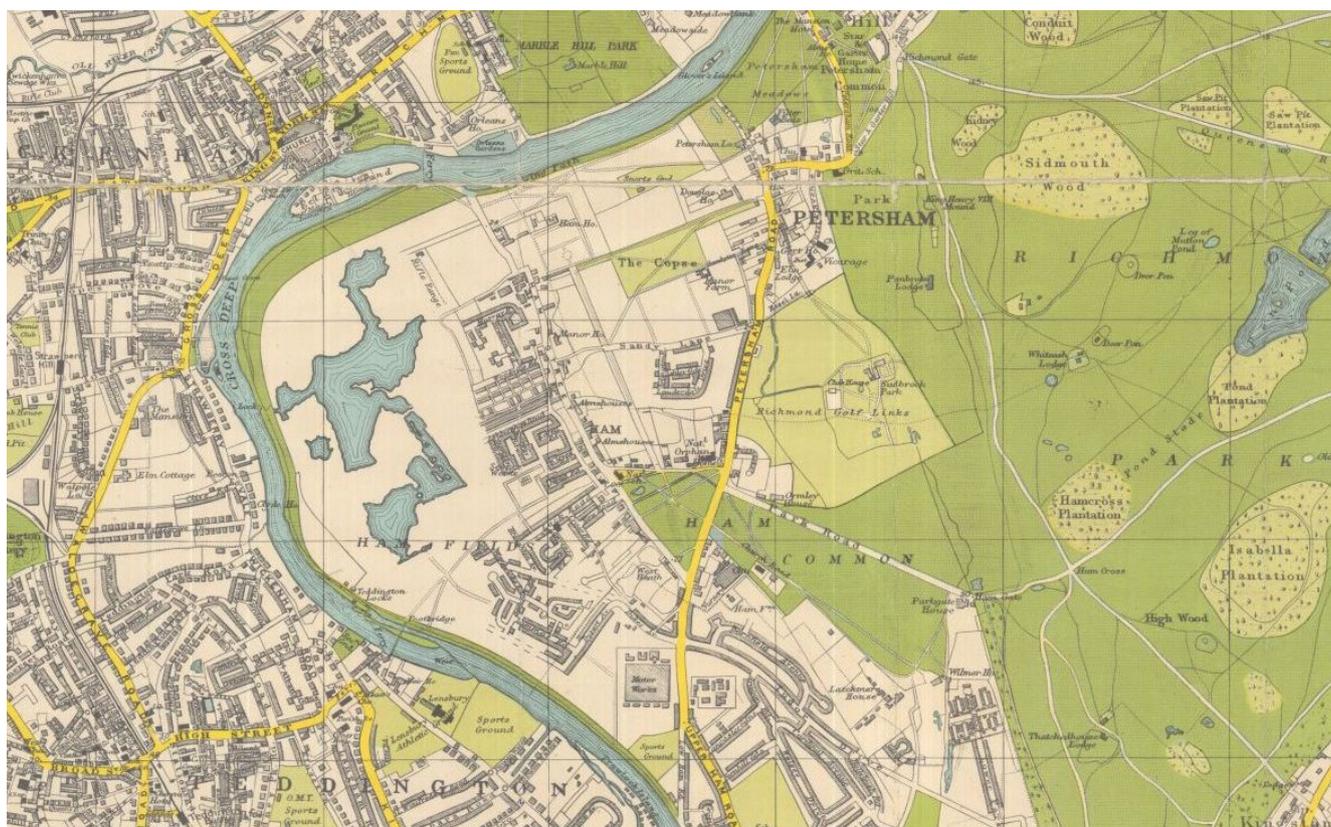


Image 2:

Plan by G.W. Bacon 1949, showing gravel workings on Ham Lands and housing built in the inter-war period

**1.6.11** The Neighbourhood Plan aims to ensure that development in Ham and Petersham respects and reflects the particular architectural and visual character of the area. It also aims to protect and enhance existing green spaces. The character of twelve distinct neighbourhood areas has been identified and reviewed. The studies can be found at Appendix 4 of this Plan. Any new development will be expected to have regard to the character of the area in which it's located.

## 1.7 Connections

**1.7.1** Despite being part of London, Ham and Petersham is quite isolated. The area is physically bounded by the Thames to the west and Richmond Park/ Richmond Golf Club to the east. Petersham Road is the only main road which runs through the area, linking Richmond to Kingston.

**1.7.2** Two bus routes serve the area, with an additional local bus to Kingston, and on to Morden. There is no rail

station, with the closest stations at Richmond, Kingston and Norbiton, or Teddington and Twickenham on the other side of the river.

**1.7.3** There are relatively few vehicular access points to the area. To the north, all traffic coming from Richmond must go through a narrow, winding section of the Petersham Road. To the south, all traffic must pass through Ham Cross to get to Kingston and beyond. There are two entry points into Richmond Park from the area, at Ham Gate and the Star and Garter, but these routes are only open in the daytime and are unsuitable for commercial vehicles. There is no vehicular access across the River Thames.

**1.7.4** Petersham Road is also used as a through route for traffic. Although it is subject to a 20mph speed limit in places, traffic tends to travel faster on this road than elsewhere in the area. Petersham Road is heavily used, including by HGVs, as there is a lack

## Populations by Age

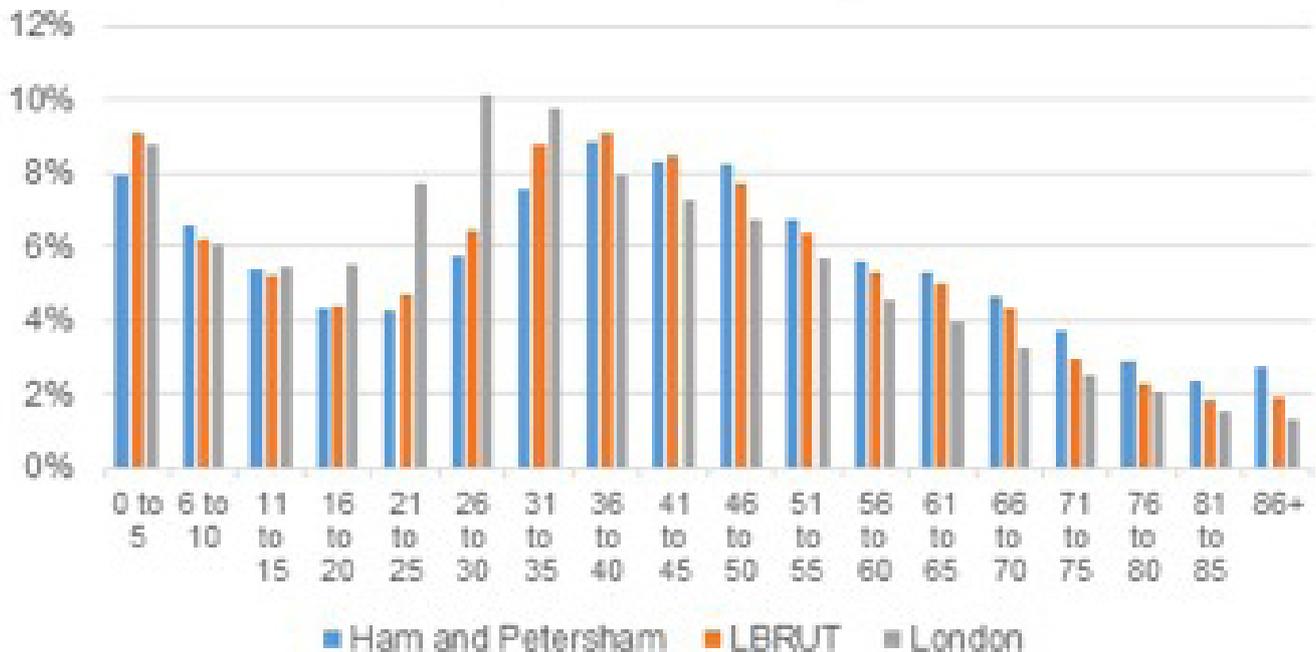


Image 3:

Ham, Petersham and Richmond Riverside Ward population by age (the Ward boundary includes properties along the Petersham Road, from the Rose of York public house to Hill Rise, which are not included in the Neighbourhood Plan area)

of alternative routes. It is narrow and winding and can become congested, especially at peak times or if there is an incident or obstruction. Other roads in Ham and Petersham are primarily narrow residential roads, used for local access only. Traffic speeds are generally slow. Dukes Avenue and Riverside Drive are wider roads which run round the perimeter of the residential estates in Ham.

**1.7.5** There are more options to access Ham and Petersham on foot or by cycle, including the Thames towpath, the footbridge to Teddington and foot ferry to Twickenham.

**1.7.6** Numerous footpaths and alleyways link areas within the Neighbourhood, making the area highly permeable. These are well used. It is possible to walk to Richmond and Kingston via these paths, but some are narrow, circuitous, and they do not form a continuous direct route between Richmond and Kingston.

**1.7.7** The Thames towpath is also well used, but it is affected by tidal flooding and impassable at high tide. The bend in the river between Ham House and Teddington Lock makes this a long route between Kingston and Richmond. As such it tends to be used for recreational purposes only. The footpaths, avenues and Thames towpath are generally unlit.

**1.7.8** There is a footbridge at Teddington Lock which gives pedestrian access across the river at this point. Ramps have been introduced to allow buggies and regular bicycles to be pushed over the bridge. The pay-to-use Hammerton Ferry to Twickenham also takes bicycles and buggies, if they can be carried onto the boat.

**1.7.9** The Neighbourhood Plan seeks to ensure that public transport links are improved and to encourage travel by foot and bicycle. The Neighbourhood Plan also seeks to minimise traffic congestion in the area.

### 1.8 Residents

**1.8.1** Ham and Petersham has a strong community spirit with many community organisations, support networks and ties. The Ham, Petersham and Richmond Riverside ward boundary extends further than the neighbourhood area, including Richmond Hill almost to the Richmond Bridge roundabout. However, the 2011 ward census figures provide a useful indication of the make-up of our residents.

**1.8.2** There are 4,450 households in the ward (2011 Census) and about 10,280 residents (mid-2013 estimates). The population of the ward is low compared to the ward average for both LBRuT and London, but with a higher proportion of older residents (60 and above). Many older residents have lived in the area for a significant proportion of their lives.

**1.8.3** About 30% of residents own their homes outright, another 30% own their homes with a mortgage. About 20% rent privately, 18% rent from the council or a registered provider (such as the Richmond Housing Partnership) and 2% live rent free. There are also 38 shared ownership homes in the area (part mortgage, part rent, through a registered provider).

**1.8.4** The mean household income in the area is £49,000 and the median is £38,000. This is less than the London Borough of Richmond upon Thames as a whole, which is £58,000 and £45,000 respectively. However, it is similar to London as a whole, which is £47,000 and £36,000 respectively (Office for National Statistics, Neighbourhood Statistics, 2011).

**1.8.5** The disparity between social groups living in the area arises from the range of housing. These include large multi-million pound Georgian houses in extensive grounds around Ham Common and in Petersham, detached houses with generous gardens appealing to affluent professionals, relatively affordable family houses built for owner occupation and social housing in flats and houses. A core of 'old Ham families' are complemented by many families who have raised their children through local schools and lived in their homes for 30 – 40 years. In relation to surrounding areas, Ham and parts of Petersham provide relatively

affordable housing attractive to young families which, together with dramatic changes to the social mix arising from the Right to Buy scheme, is leading to a European-dominated multi-cultural population, with a particularly high proportion of Germans attracted by the German School in Petersham. Many people feel there is a strong sense of community arising from connections made through the neighbourhood primary and secondary schools, and the many clubs, churches and civic groups.

**1.8.6** The Neighbourhood Plan seeks to ensure that new housing meets the needs of residents in the area, especially older residents who may wish to stay in the area but move from larger family houses. New housing will be expected to meet high design and environmental standards.

### 1.9 Community Services

**1.9.1** Ham & Petersham benefit from a range of community facilities. However, many of these are under growing pressure and need to be upgraded.

**1.9.10** The area includes a number of primary and secondary schools, healthcare facilities, youth and elderly persons' services and churches, all of which provide essential services to local residents. Grey Court School and the Russell School have both recently been expanded to meet local demand. However, other services that rely on public funding have been cut.

**1.9.11** The Neighbourhood Plan seeks to protect community facilities in the local area and to encourage improvements to facilities and services to meet local demand and need.

### 1.10 Businesses

**1.10.1** Neither Ham nor Petersham have ever had a village centre in the traditional sense. Today Ham Parade on the periphery of the Neighbourhood Plan area is a well-used parade of shops and local services along the main road between Kingston and Richmond. Within Ham there are clusters of shops, schools and local services at St Richard's Square and the Ham Street / Ashburnham Road junction. These are shown

on Map 7. There is also a smaller parade of shops in Back Lane and public houses, plant nurseries and stables are scattered through the area. These all provide local employment. The Neighbourhood Plan seeks to protect and enhance the local retail centres and other retail services.

**1.10.2** The majority of the wards' 5,200 employees work outside the area, commuting to other parts of London and the south east. However, local employment is also provided in the local schools , in childcare provision, local health services including the Cassel Hospital, leisure facilities such as the polo and golf clubs and at Ham House. The Neighbourhood Plan seeks to enhance facilities for residents and visitors to enjoy.

**1.10.3** Although there are few office based employers in Ham and Petersham there are many small enterprises throughout the area, including people who work from home. The Neighbourhood Plan welcomes these uses provided they do not impact on the amenity of adjoining occupiers.



# 2

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## Character and Heritage

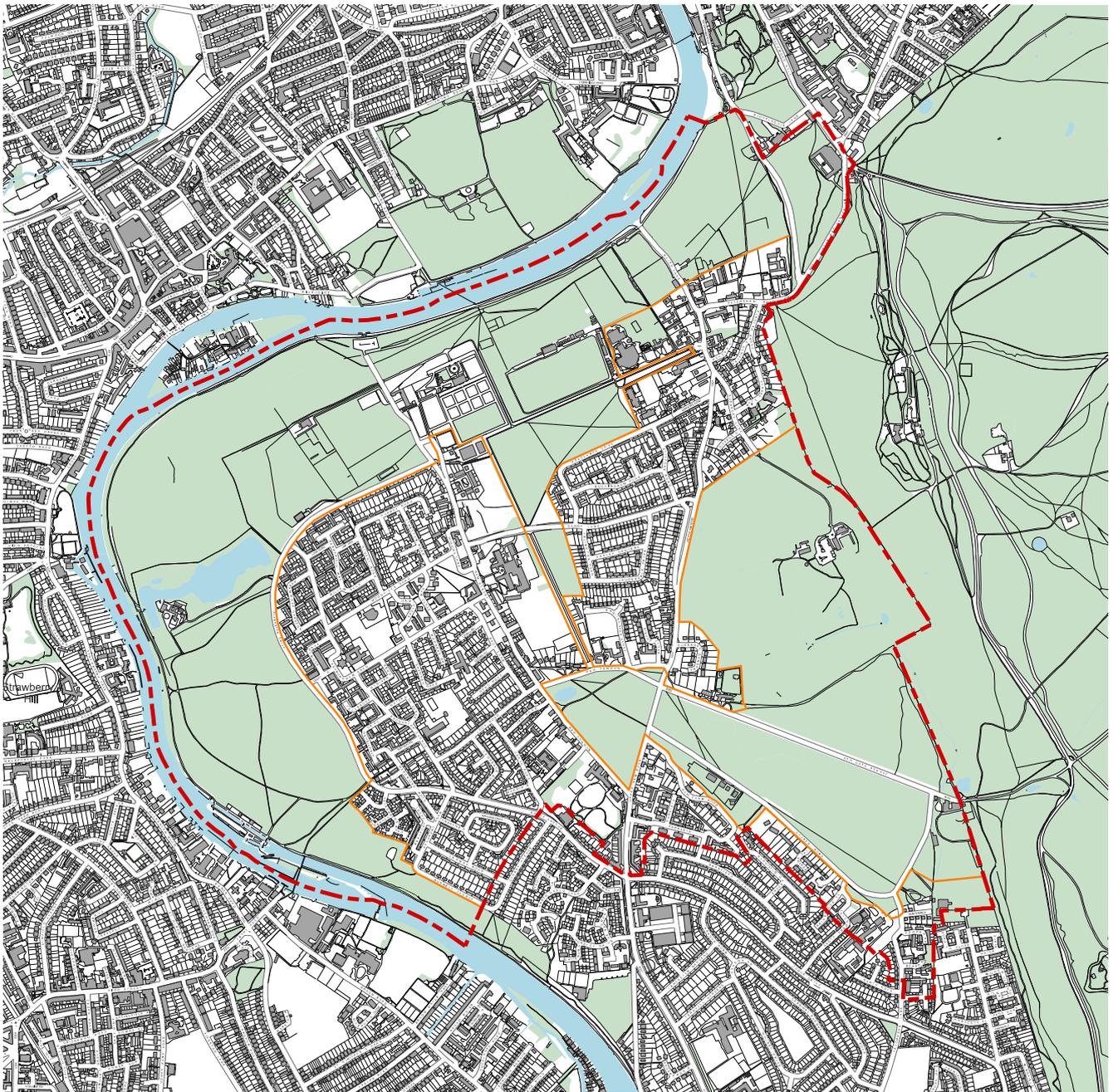
## 2.0 Character and Heritage



- Locally listed buildings
- Listed buildings
- Neighbourhood plan boundary
- Conservation areas
- Character areas

0km 5km

Map 3:  
Conservation areas, listed buildings and character areas



- Edge of built up areas
- - - Neighbourhood plan boundary

0km 5km

Map 4:  
Defining the edge between built up areas and green spaces

**2.1 Objective: To ensure all development enhances the character and appearance of the area and is designed to integrate with the existing architecture and green spaces. To ensure that development is only permitted in appropriate locations.**

### 2.2 Context

**2.2.2** A prominent theme emerging from consultation on the Neighbourhood Plan is the desire to protect and foster the character and heritage of Ham and Petersham. In planning terms character and heritage derives primarily from the physical form of the area. It has a wider meaning for local residents, reflecting their connection to the area and their perception of it, which are important to the sense of identity and community within Ham and Petersham.

**2.2.3** The original Ham House Estate continues to influence the appearance and layout of the area with its two prominent avenues. Ham House and Gardens are an important element within the Arcadian Thames landscape and part of the broad sweep of open space flanking the Thames stretching from Petersham Meadows, with the iconic grazing cattle set against the backdrop of Richmond Hill, to Teddington Lock and beyond. These avenues and open spaces, together with Petersham and Ham Commons are important and much loved constituents of the semi-rural character of the neighbourhood. They are designated as Metropolitan Open Land in the LBRuT Local Plan Publication Version December 2016, affording a high level of protection and retention as undeveloped land in open use. The Neighbourhood Plan fully supports this designation and their contribution to bio-diversity.

**2.2.4** Other significant open areas including school playing fields, the gardens of the Cassel Hospital and St Michael's Convent and Ham Green are designated as Other Open Land of Townscape Importance in recognition of their importance to the village-like character which is highly valued by residents. This designation and associated policies in the Local Plan provide control over development and protection

against the intensification of the built-up area.

**2.2.5** The built heritage is the second major element of the character of the neighbourhood. There are 4 designated Conservation Areas located within the neighbourhood area - Petersham, Ham House, Ham Common, Parkleys. In addition parts of the Richmond Hill and Teddington Lock Conservation Areas are also located in the neighbourhood area. These are shown on Figure 3.

**2.2.6** There are a significant number of listed buildings in the neighbourhood area, prominent amongst which are the Grade 1 Ham House and the Grade 2\* Manor House, Langham House Close and Sudbrook Lodge in Ham, and St Peter's Church, Douglas House, Petersham House, Rutland Lodge, Montrose House, and Harrington Lodge in Petersham. A large number of Buildings of Townscape Merit and other non-designated heritage assets have also been identified in the Local Plan where special consideration will be given to their conservation to maintain the character of the area.

**2.2.7** A comprehensive description and assessment of the 4 Conservation Areas located entirely within the neighbourhood (Petersham, Ham House, Ham Common and Parkleys) is provided in the Character Appraisal and Management Plan published by the LBRuT in 2007. It is important that these are regularly reviewed and updated to reflect changes and new opportunities and then kept under regular review.

**2.2.8** The LBRuT Teddington Lock and Teddington High Street Conservation Area Study was produced by LBRuT in 1995. The Teddington Lock part of the study concentrates on the Teddington bank and makes only passing references to the Lock and Ham bank. The Study is very dated and now needs to be refreshed either in its entirety or through a supplementary study of that part within the Neighbourhood Plan area.

**2.2.9** Only a small part of the Richmond Hill Conservation Area falls within the neighbourhood area (Petersham Common Woods and the Star and Garter). The Richmond Hill Conservation Area Study

was produced by LBRuT in 2000 and now needs to be refreshed.

**2.2.10** The Neighbourhood Plan strongly encourages LBRuT to review and update the 2007 Character Appraisal and Management Plan as well as the relevant parts of the Conservation Area Studies covering the parts of Teddington Lock and Richmond Hill Conservation Areas. Any review should include provisions for the implementation of proposals in the Management Plan affecting the neighbourhood area.

**2.2.11** As part of the preparation for the Neighbourhood Plan, neighbourhood character studies were undertaken for the different and distinctive areas within Ham and Petersham which fall outside the designated conservation areas. Twelve different areas have been identified and the character studies for these areas are included at Appendix 4 to the Neighbourhood Plan. The neighbourhood character areas are shown on Map 3.

**2.2.12** Design and conservation policies in the LBRuT Local Plan Publication version December 2016 provide a useful base for assessing planning applications in Ham and Petersham, setting out general design criteria.

**2.2.13** Outside the designated Conservation Areas it is important that development has regard to the character of neighbourhood areas. Gated development

is not characteristic of the neighbourhood area and will be discouraged.

### **2.3 Policy C1 - Protecting Green Character**

**2.3.1** The clear distinction between the built-up areas and green spaces of Ham and Petersham as identified in Map 4 should be retained and, where appropriate, enhanced in order to ensure that the boundary is well defined, physically and visually.

**2.3.2** The creation of or expansion of leisure facilities on green spaces, in particular sport, must have regard to the character of each space.

**2.3.3** The materials and the design of structures in and adjacent to green spaces, including signs, fencing and lighting, should be appropriate to the open 'semi-rural' character.

#### **Policy application**

**2.3.4** All applications on or adjacent to green spaces identified in Map 4 will be expected to address this policy. The creation and expansion of sports facilities will only be considered appropriate on open spaces already used for this purpose.

#### **Reasoned Justification**

**2.3.5** The open semi-rural character of Ham and Petersham is one of its key characteristics. It is considered important that this character is not eroded through poorly designed or badly located developments or use of green space for inappropriate and intensive leisure uses such as sports.

**2.3.6** It is also important that street furniture and other essential structures within the green spaces are designed to reflect the character of the location. Street furniture and essential structures should be designed to comply with guidance in the LBRuT Public Space Design Guide. This approach builds on policy LP 13

and LP 14 of the LBRuT Local Plan Publication version December 2016.

## **2.4 Policy C2 - Character and Context Appraisals**

**2.4.1** All applications for new buildings must be accompanied by a Character and Context appraisal which addresses the key elements of the character of the designated Conservation Area or neighbourhood character areas.

### **Reasoned Justification**

**2.4.2** It is considered appropriate to expect all applications for new buildings in Ham and Petersham to be accompanied by a Character and Context Appraisal in line with the London Mayor's SPG 'Shaping Neighbourhoods: Character and Context'. This appraisal will need to address the special character of the area in which the development is proposed, whether designated Conservation Area or neighbourhood character area. This will ensure that development proposals will be informed by the key characteristics of the area and help ensure a high quality of development design and form. This builds on policy LP 1 of the LBRuT Local Plan Publication Version December 2016.

## **2.5 Policy C3 - Protecting the Character of Built Areas**

**2.5.1** All new development will be expected to have regard to its context in terms of scale, height, density, form and appearance.

### **Policy Application**

**2.5.2** In assessing the above, regard will be had to the key characteristics of the designated Conservation Area or relevant neighbourhood character area.

### **Reasoned Justification**

**2.5.3** In order to protect the special character of the area it is appropriate that all development has regard to its context, whether within a designated Conservation Area or a neighbourhood character area. This builds on

policies LP 1, LP 2, LP 3 and LP 4 of the LBRuT Local Plan Publication version December 2016.

## **2.6 Policy C4 - Routes**

**2.6.1** New developments should retain and add to the neighbourhood's network of paths and through routes and maintain the open and permeable structure of the area. Gated developments will not be accepted.

### **Policy Application**

**2.6.2** Developments should retain existing paths and routes and, where appropriate, add to this network. The latter requirement is only likely to apply to larger scale development.

### **Reasoned Justification**

**2.6.3** A characteristic of the developed areas of Ham and Petersham is a dense network of footpaths and through routes. These are well used by pedestrians and cyclists, avoiding the need to travel along busier roads. These routes are valued and development should protect them and, where appropriate add to them.

**2.6.4** Gated developments are not characteristic of the area. It is considered that public access to streets serving all housing developments should be provided. Policy LP 1 of the LBRuT Local Plan Publication Version December 2016 seeks to ensure that development respects the local character of the area and provides inclusive design and connectivity. This is supported.

## Character and Heritage



Housing

3

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Housing

## 3 Housing

**3.1 Objective:** To ensure high quality new housing with an appropriate balance in terms of mix, tenure, size and type. Opportunities will be optimised for affordable housing. Older persons' housing, providing for a range of independence and support, will be encouraged.

### 3.2 Context

**3.2.1** Ham and Petersham are primarily residential areas, with distinctive housing types and a range of housing tenures. These are characteristic of the neighbourhood area, and make a significant contribution to what is valued. New homes should be accommodated within the neighbourhood area, to help contribute to meeting housing needs. However, housing development in Ham and Petersham needs to have regard to its context, namely the scale and form of existing development, the poor transport connectivity of the area and the important role of open and green spaces within the area.

**3.2.2** The character of the various neighbourhoods that comprise the area have been assessed in the neighbourhood character studies appended to the Plan.

**3.2.3** The key characteristics of housing in Ham and Petersham has been identified and included within the policies, to ensure new housing is appropriate to its context and helps to create attractive places and spaces where people want to live. In particular, Ham and Petersham is fortunate to have such fine architectural examples from different eras, from the 17th century through to post-war and modern. The policies seek to ensure that future development delivers exemplars of contemporary architecture. Alongside this, the housing should perform well, and create a high quality living environment, supporting healthy lifestyles and more sustainable modes of transport.

**3.2.4** There are few key opportunity sites for housing development in the area. These have been identified in the Opportunities for Change chapter. Significant

development beyond these sites would be likely to involve Metropolitan Open Land (MOL). There is a clear policy presumption against development of MOL land, which is afforded similar protection to the Green Belt. Because of this development should be directed to the sites identified. In addition there is a range of potential housing sites on previously developed brownfield sites in the area. These offer windfall opportunities for housing development and appropriate proposals should be encouraged. Any housing targets for LBRuT, or for the neighbourhood area, should reflect the very strong protection afforded to MOL land, the identified opportunity sites and the potential brownfield windfall sites.

**3.2.5** Ham and Petersham's affordable housing comprises a mix of tenure and households, an important characteristic of this mixed and sustainable community. Established areas of affordable housing have been diluted over time through right to buy and other mechanisms. New affordable housing in the area is being provided as part of new development, or wholly by a housing partnership. The Neighbourhood Forum supports the LBRuT's approach to affordable housing as set out in policy LP 3 of the LBRuT Local Plan Publication Version December 2016, as it relates to individual site negotiations. However, in the area a strategic balance of at least 18% affordable housing should be retained, in order to deliver a range of housing options and ensure the community remains mixed. It is also noted that there has already been a huge loss of affordable homes from the area over the past 30 years.

**3.2.6** Affordable housing as a proportion of the total housing stock in the Neighbourhood area should fall no lower than the existing level of 18%.

**3.2.7** Ham and Petersham is an appropriate location for larger homes suitable for accommodating families. It is also suitable for a proportion of smaller homes as part of the overall mix, to provide a range of housing options. For these reasons residential development will be expected to provide a mix of sizes of units, taking into account neighbourhood and local housing need.

**3.2.8** There are a high proportion of elderly residents in the area and it is important to ensure that the type of housing provided is suitable for their requirements, offering a range of accommodation suitable for independent living through to supported living.

**3.2.9** Any housing development needs to have regard to the poor public transport accessibility and local highway capacity which restricts the intensity of housing development that might be appropriate. The majority of the neighbourhood area only has a public transport accessibility level (PTAL) of 1 (out of 6), whilst some homes have a public transport of Level 0, the worst level in London. Only sites along the Petersham Road have a PTAL of 2. Local streets are constrained, particularly in Petersham, and streets cannot accommodate a significant increase in vehicular activity. Major housing development will be expected to deliver or fund improvements to public transport facilities.

### **3.3 Policy H1 - Residential Development**

**3.3.1** All new housing should be delivered on those sites identified in this plan and on previously developed brownfield sites.

**3.3.2** Major residential or higher density residential development will only be considered appropriate with the provision of or funding towards new transport links to increase the Public Transport Accessibility Level (PTAL).

#### **Policy Application**

**3.3.4** Major residential development comprises any schemes delivering 50 or more new residential units. Higher density residential development means any residential scheme comprising 200 habitable rooms per hectare (hrh) or more.

#### **Reasoned Justification**

**3.3.5** Significant opportunity sites have been identified in the Plan. Further housing development

opportunities may arise on previously developed brownfield sites which are either now vacant or under-utilised. Other undeveloped land is predominantly MOL, which is afforded similar protection to Green Belt land. Major housing developments will be expected to either provide new transport links or deliver funding towards improving public transport facilities in the area. Discussions should take place with TFL, LBRuT and the Neighbourhood Forum to identify appropriate projects. This policy reflects and builds on policies in the LBRuT Local Plan Publication Version December 2016, specifically LP 34, LP 39, LP 44 and site specific policies SA14, 15 & 16.

### **3.4 Policy H2 - Housing mix**

**3.4.1** Housing developments of more than 10 units will include a range of units including a mix of 1, 2 and 3 bed homes. Housing development of more than 20 units will include some 4 bed properties, preferably as affordable housing.

#### **Reasoned Justification**

**3.4.2** The proposed mix of units is considered to strike an appropriate balance taking into account housing need, the characteristics of housing in the area as well as transport constraints.

**3.4.3** This policy builds on policy LP 35 of the LBRuT Local Plan Publication version December 2016.

### **3.5 Policy H3 - Affordable housing**

**3.5.1** The provision of affordable housing, secured by legal agreement, is required in line with LBRuT Local Plan Publication Version December 2016 policy, particularly 4 bed units for which there is an identified need. The balance of social and market housing in the neighbourhood area should be maintained.

#### **Reasoned Justification**

**3.5.2** There has been a significant loss of affordable homes from the area over the past 30 years. At present

approximately 18% of homes in the area are affordable. There should be no further erosion of the proportion of affordable housing overall across the neighbourhood area. In practice larger sites will be required to deliver a higher proportion of affordable housing to mitigate both further losses and the market housing delivered by smaller sites. This policy builds on LBRuT policy LP 36 of the LBRuT Local Plan Publication Version December 2016.

### **3.6 Policy H4 - Housing standards**

**3.6.1** All new housing will be encouraged to comply with the optional national Technical Standards in Ham and Petersham, as set out in policy LP 35 of the LBRuT Local Plan Publication Version December 2016, including meeting Building Regulation M Category 2 (accessible and adaptable homes suitable for universal use including elderly) and ground floor homes meeting Building Regulation M Category 3 (wheelchair user homes).

#### **Reasoned Justification**

**3.6.2** There is a high proportion of elderly residents in the area and it is considered appropriate to ensure that new housing development provides accommodation which is suitable for them, allowing for continued independent living. In addition it is important that new housing is wheelchair accessible to provide for people with limited mobility. Currently there is a lack of wheelchair accessible market housing. This builds on policy LP 35 of the LBRuT Local Plan Publication Version December 2016 but, because of the specific local need, applies the requirement to all new housing.

### **3.7 Policy H5 - Design principles for housing development**

**3.7.1** The density, height, scale, massing and site layout of new housing development will be based on the immediate context and surrounding housing. Densities in Ham and Petersham should not exceed 200 habitable rooms per hectare (hrh), with the exception of any future potential sites on the Petersham Road, which should not exceed 250 hrhs.

**3.7.2** The design principles for all new housing development in the neighbourhood area are:

1. exemplary quality modern architecture which relates well to its context,
2. heights generally between 1 and 3 storeys, and 4 storeys in appropriate locations. Developments of more than 4 storeys will not be normally be considered acceptable and will need to demonstrate exemplary design, architectural quality and environmental performance as well as positive benefits in terms of the townscape and local aesthetic quality and relate well to the local context,
3. reduced private open space may be permitted if the overall development delivers adjacent good quality, easily accessible shared communal space,
4. a clear delineation between public and private spaces,
5. overlooking distances may be reduced if the layout of the development is well designed to respect the privacy of occupiers,
6. developments should include an integrated landscaping and planting strategy, including dedicated private planting areas for each unit as well as communal planting areas across the scheme which relate well to the wider area.
7. all units should be dual aspect.

#### **Policy Application**

**3.7.3** The reference to 'storeys' includes ground level and is based on modern storey heights, which are lower than historic buildings. In some instances this also includes rooms within the loft of a building.

#### **Reasoned Justification**

**3.7.4** Ham and Petersham comprise a number of different housing areas. The character of each of these has been assessed in the neighbourhood character studies. The character studies explain the high quality modern and traditional precedents found

in the area, such as Victorian, inter war and post war cottage streets, planned estates such as Langham House Close, Parkleys and the Wates Estate, individual houses, traditional Georgian and modern, such as the Huf Houses etc. The guidance for the form, scale and design of housing developments builds on guidance in draft policy LP 39 and LP 1 and 2 of the LBRuT Local Plan Publication Version December 2016.

**3.7.5** The proposed density standards reflect the character of existing housing in the area and the poor PTAL standards. Higher density developments may be appropriate for any sites which come forward on Petersham Road, subject to heritage constraints, as it has a better PTAL than other parts of the area. However, at present no sites have been identified in this location.

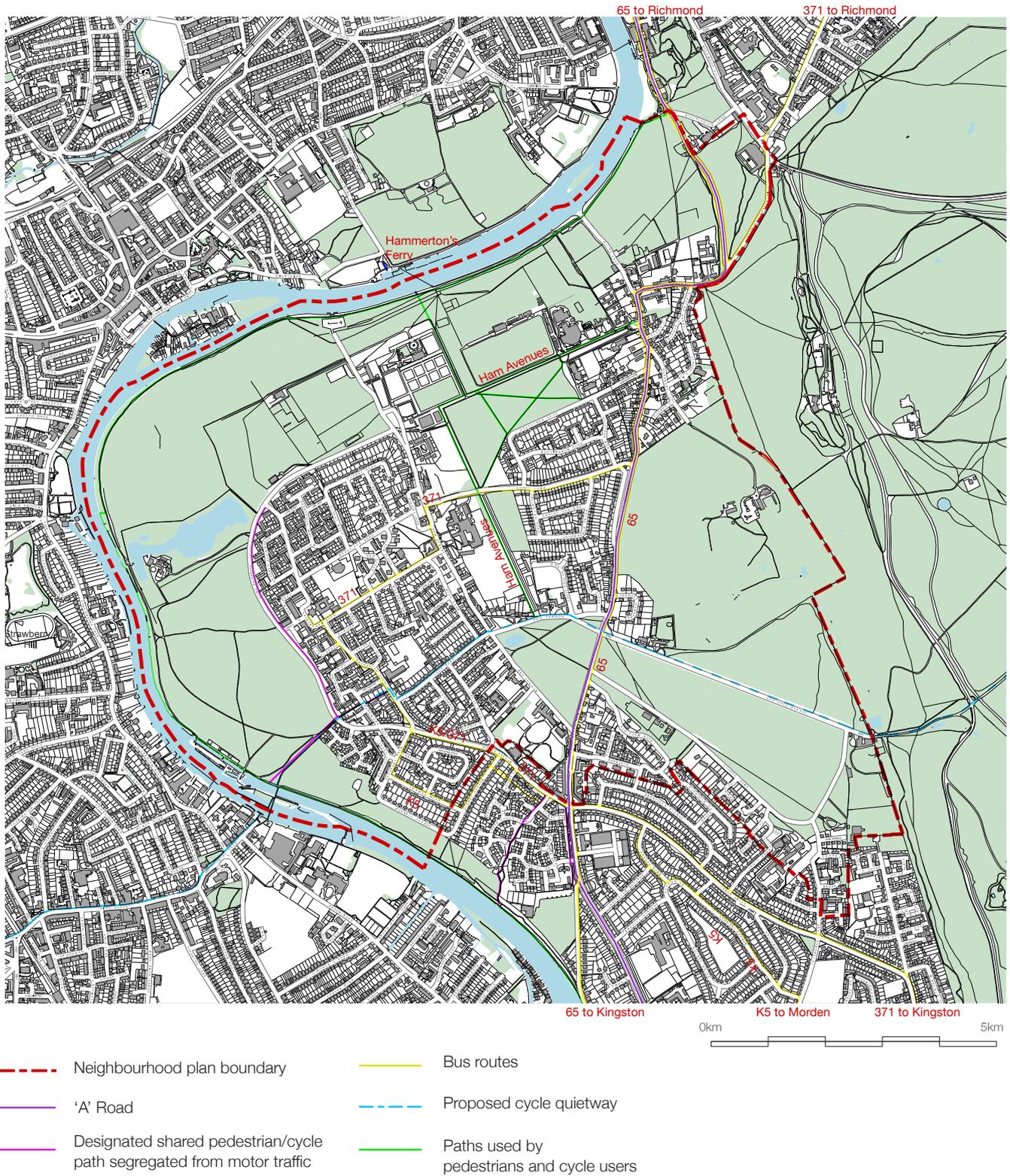


# 4

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## Travel and Streets

## 4 Travel and Streets



Map 5:  
Transport and Routes

**4.1 Objective:** To create better transport links within the neighbourhood and with adjoining centres in such a way as to encourage safe walking, cycling and the use of public transport, whilst seeking ways to minimise traffic congestion.

### 4.2 Context

**4.2.1** The area of Ham and Petersham is contained by the physical boundaries of the Thames and Richmond Park which limit access by road. The area does not have rail or tube connections. Two bus routes serve the area, with an additional local bus to Kingston.

**4.2.2** The A307 (Petersham Road) is the only road running in and out of the area and the consequent reliance by both private and public transport on this route leads to congestion and unreliable travel times.

**4.2.3** Other roads in Ham and Petersham are primarily narrow residential roads, used for local access only, apart from the wider Dukes Avenue and Riverside Drive, which run round the perimeter of the residential estates in Ham.

**4.2.4** There are more options to access Ham and Petersham on foot or by cycle, including the Thames towpath, the footbridge to Teddington and foot ferry to Twickenham.

**4.2.5** Numerous footpaths and alleyways provide links within the neighbourhood area. These are well used and it is possible to walk to Richmond and Kingston via these paths, although some are narrow and circuitous.

**4.2.6** The Thames towpath is also well used, but it is affected by tidal flooding and impassable at high tide. The bend in the river between Ham House and Teddington Lock makes this a long route between Kingston and Richmond. As such it tends to be used for recreational purposes rather than utility journeys. The footpaths, avenues and Thames towpath are generally unlit.

**4.2.7** There is a footbridge at Teddington Lock which gives pedestrian access across the river at this point. Ramps have been introduced to allow buggies and

regular bicycles to be pushed over the bridge. The pay to use Hammerton Ferry to Twickenham also takes bicycles and buggies, if they can be carried onto the boat. Public transport accessibility levels (PTAL) are measured on a scale of 0 – 6 with 0 being the lowest levels of accessibility and 6 the highest. The majority of Ham and Petersham is level 1b. Petersham Road achieves the highest PTAL level in the area of 2.

**4.2.8** During the consultation it was identified that the limited public transport options force many residents and visitors to rely on private motor transport, resulting in high levels of traffic and pressure on parking in Ham and Petersham.

**4.2.9** At consultation there was no desire to expand the road network. However, there is support for increasing the accessibility of the area to pedestrians and cycle users, including backing for a foot and cycle bridge between Ham and Twickenham and a fully connected cycle network linking to the town centres and rail connections at Richmond and Kingston. There was also support for a 20mph speed limit within the neighbourhood to improve safety for walking and cycling.

**4.2.10** The Neighbourhood Plan seeks to minimise traffic congestion in the area by ensuring that new development mitigates its impact by supporting the use of public transport and improving the environment and infrastructure for walking and cycling. The health and wellbeing of the community and community cohesion will all be improved by encouraging active and social forms of transport. The Neighbourhood Plan also identifies a number of priority environmental schemes which will improve the environment and accessibility of local shopping centres, making local journeys more attractive and benefitting local businesses. The consequence of these improvements will be to improve local air quality and contribute to a global reduction in vehicle emissions by supporting sustainable modes of travel.

### 4.3 POLICY T1 - Travel Plans

**4.3.1** Housing developments of more than 10 units will be required to:

- 1 include an implementable and sustainable travel plan setting out how the transport impacts of the development will be mitigated.
  - 2 provide off street spaces for car club vehicles.
- Policy Application

**4.3.2** Travel plans should deliver positive contributions to an integrated cycling network in the area. Cycling infrastructure should be coherent, direct, attractive, safe, comfortable, adaptable and appealing to a variety of users and designed to TfL London Cycle Design Standards (LCDS). Travel Plans should also, where appropriate, support improvements to the quality, accessibility and capacity of bus services and infrastructure in line with TfL's Accessible Bus Stop Design Guidance. Any alterations to the street network should be designed in line with the TfL 'Healthy Streets' approach and TfL Streetscape Guidance. Designs should aim to reduce traffic speeds, improve the comfort and safety of vulnerable road users and prioritise walking above all other modes of transport.

#### Reasoned Justification

**4.3.3** Major developments will be expected to be accompanied by a travel plan identifying and setting out how the transport requirements generated by the development will be addressed in a sustainable way.

**4.3.4** Major development should not contribute to further congestion on the limited road network and should support a modal shift to sustainable transport. This policy builds on policy LP 44 of the LBRuT Local Plan Publication Version December 2016.

**4.3.5** Because of limited transport options residents and visitors to Ham and Petersham rely heavily on car journeys. This results in congestion in the area, particularly on the Petersham Road, parking pressure and traffic safety issues. Any major residential development in the area needs to be designed so that these pressures are not added to. Sustainable travel

options should be explored and implemented. The options should aim to reduce vehicular congestion on the limited road network accessing Ham and Petersham by supporting the use of public transport and improving the environment and infrastructure for walking and cycling. This in turn is beneficial for the health and wellbeing of residents and reduces pollution.

**4.3.6** Car club spaces should be provided in larger developments in order to provide alternatives for residents to car ownership.

### 4.4 POLICY T2 - Improvements to transport infrastructure

The following transport schemes will be prioritised:

- 1 improvements to the network of walking and cycle routes linking the town centres and transport nodes outside Ham and Petersham;
- 2 improvements to the network of walking and cycle routes linking shops, schools and local facilities within Ham and Petersham;
- 3 improvement to the physical environment of local shopping centres to create squares and places for people to gather; to make it easier to cross busy roads, to reduce traffic speeds locally and to provide more space pedestrians and bicycle users (see Opportunities for Change Chapter for details);
- 4 improvement to the accessibility of existing ferry services;
- 5 construction of a foot and cycle bridge linking Ham and Twickenham.

#### Policy Application

**4.4.1** Funding for these priority transport schemes could come from a number of sources including CIL, S106 Agreements or a range of other funding sources. Any decisions regarding the funding of these schemes would be agreed in discussion with the Neighbourhood Forum, LBRuT and other relevant stakeholders.

#### Reasoned Justification

**4.4.2** The above schemes are key transport priorities

for the neighbourhood area. If funding can be secured they would enable significant improvements to the accessibility of the area for residents and visitors without increasing car journeys. They would provide a safe environment for children to travel to school on foot and by cycling and relieve the pressure on the road network at peak times, whilst encouraging active travel at an early age. They would also encourage the use and improve the local environment of key local shopping centres, discouraging unnecessary shopping journeys out of the area. Any new developments should not prevent or adversely affect the potential for these proposals to be carried out in the future. Neither should new developments negatively impact on pedestrian and cycle networks or users. This policy builds on policy LP 44 of the LBRuT Local Plan Publication Version December 2016.

### **4.5 POLICY T3 - Cycle storage**

**4.5.1** All new residential units will include cycle storage for one bicycle per bedspace provided. Cycle stores should be secure, easy to use and conveniently located.

#### **Reasoned Justification**

**4.5.2** It is considered essential that all residents should have access to safe, secure and convenient storage arrangements for cycle parking. Such facilities will ensure that cycles neither have to be lifted nor stored inside living space and will encourage residents to use cycles for everyday journeys. This policy builds on Policy LP 44 of the LBRuT Local Plan Publication Version December 2016 and the London Plan cycle parking standards.

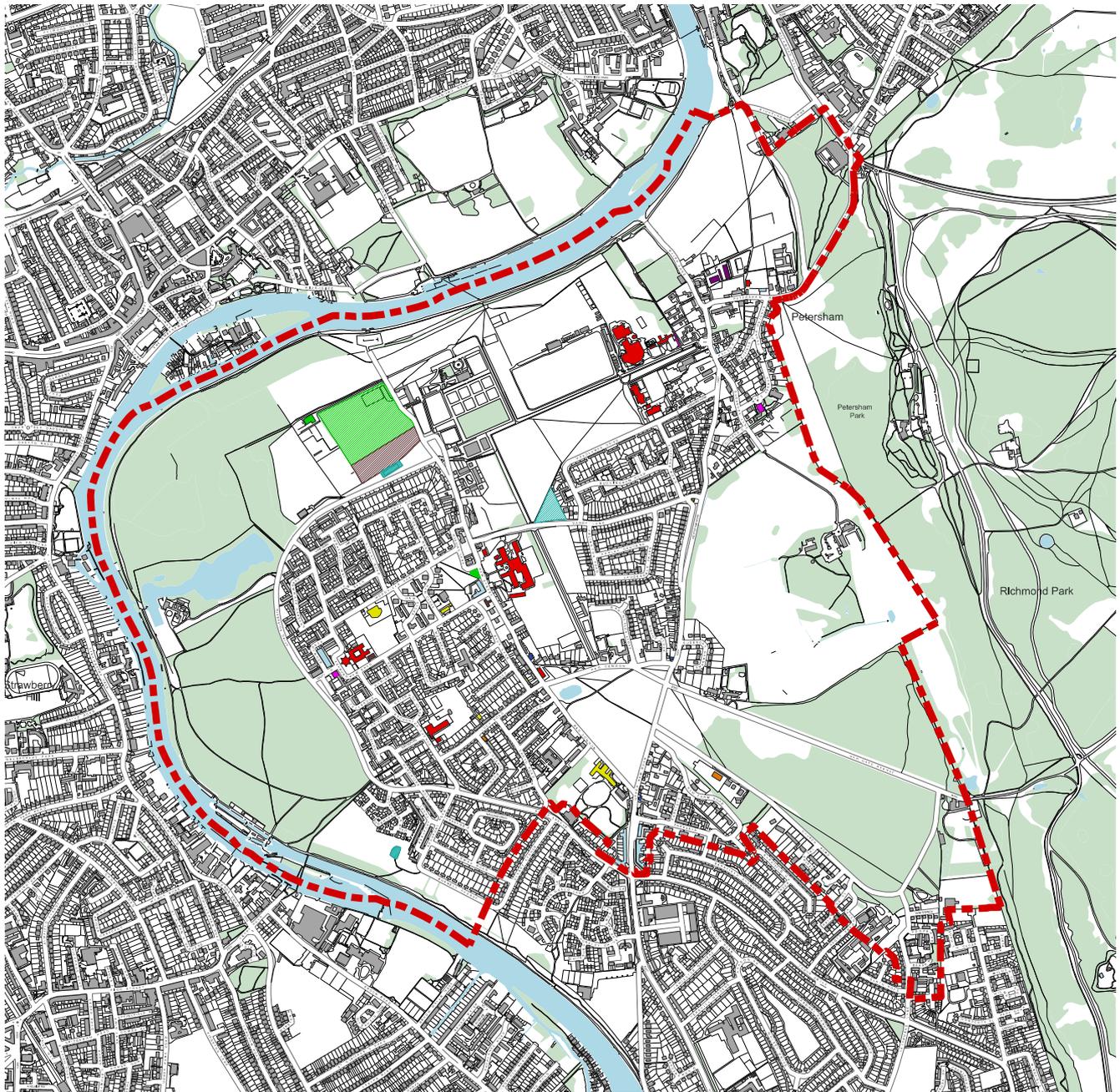


# 5

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## Community Facilities

## 5 Community Facilities



Map 6:  
Community Facilities

**5.1 Objective:** To provide an appropriate range of community facilities which will promote the health, education, physical, mental and spiritual development of all residents, particularly the young and elderly.

### 5.2 Context

**5.2.1** Community facilities in Ham and Petersham are under growing pressure as the population increases, and the need for additional provision as well as the need to upgrade existing facilities, becomes more pressing – a major concern identified in consultation responses. Major redevelopment proposals also affect a number of key facilities.

**5.2.2** Healthcare provision needs to match the growing population. Although a general problem in many parts of England, the difficulty in getting GP appointments at the Lock Road surgery is a particular concern locally with consultation responses calling for an additional surgery. The Neighbourhood Plan is supportive of any NHS proposals to decentralise more services (such as minor surgery and maternity care) to a local health hub in Ham, including enhanced GP services. The dementia and neighbourhood care provided by the Woodville Centre and Ham and Petersham SOS is an important service for the community. Given the high proportion of elderly people living in the area these services are particularly supported by the Neighbourhood Plan.

**5.2.3** Grey Court and the Russell Schools have recently expanded. The extensive facilities at Grey Court School provide wider community benefits through dual-use arrangements, with similar opportunities at our primary schools. There is a general view that there should be more community use of school facilities, with concerns expressed about affordability and availability. For example, Thames Young Mariners, operated by Surrey County Council, should be encouraged to widen access to the local community. The Neighbourhood Plan would support proposals to improve facilities for use by young people, supplemented by more informal outdoor facilities such as basketball hoops and table tennis tables.

**5.2.4** Some services and activities that rely on public sector funding, subsidy and support have been cut back. As a result, whilst the physical facilities remain, such as Ham Youth Centre/Ham Hall and Ham Children's Centre, the scope, availability and effective community contribution of their services are constrained and under pressure. The Neighbourhood Plan would support proposals to improve facilities for use by young people such as outdoor basketball hoops and table tennis tables.

**5.2.5** Our church buildings, St Andrew's, St Peter's, St Richard's, St Thomas Aquinas and the Ham Christian Centre, are an integral part of the fabric of our community; some serve more than one denomination.

**5.2.6** Ham library's computer room is an invaluable resource for the community where many residents do not have access to such facilities at home. The library hosts many active groups for all ages, as well as frequent talks. Its computer facilities are also extremely well-used. The community space, which came into being as a result of pressure from local people, is much in demand from local groups for the elderly, those with special needs, environmental groups, craft classes and fairs and many more. Consultation indicates strong support to keep and improve these spaces, to cater for the expected growing population in the area.

**5.2.7** Consultations also indicated support for improved pub and café provision. This would probably need to be commercially led although there are examples of successful community-run and focussed facilities.

**5.2.8** Many local organisations have premises which need revamping, extending or rebuilding, and such proposals will be supported in principle. Re-location to suitable premises will also be supported, provided the services to the local area are enhanced. Where community facilities are in danger of being lost, the Neighbourhood Forum will consider applying to have them registered as assets of community value to protect

their future use (for example, the cricket clubhouse next to the Hand & Flower P.H.).

**5.2.9** Many areas of Ham and Petersham suffer from low broadband speeds and poor mobile phone reception, although the BT connection from the Kew telephone exchange has had some upgrading recently. However, this remains a significant issue for many local homes and businesses and the situation will continue to be monitored and improvement sought accordingly.

### **5.3 Policy CF1- Impact of development**

**5.3.1** Proposals for residential development of 10 units or more will be required to identify their likely impact on local infrastructure, services and facilities and to demonstrate how any such impacts will be addressed. Account should also be taken of the cumulative impacts arising from the new and potential development in the area.

#### **Reasoned Justification**

**5.3.2** Larger scale residential development can put significant pressure on already stretched local community facilities and services. It is considered appropriate to require such development to assess its likely impact and put in place measures to address that impact. This builds on draft policies LP 28, 29 and 30 of the LBRuT Local Plan Publication Version December 2016.

### **5.4 Policy CF2 - Community Facilities**

**5.4.1** The extension or relocation of local community facilities will be supported, subject to the services provided being maintained or improved.

#### **Reasoned Justification**

**5.4.2** The provision of modern facilities which provide services which the local community requires is a priority of the Neighbourhood Plan. New developments will generate further demands on services and facilities and these demands will need to be met in the local

area. For this reason proposals to extend or relocate services will be supported, subject to other relevant planning considerations. This builds on policies LP 28, 29 and 30 of the LBRuT Local Plan Publication Version December 2016.

**5.4.3** The Neighbourhood Forum would, where considered necessary and appropriate, seek to prioritise CIL funding towards improved community infrastructure. Any decision regarding CIL funding would be made in consultation with LBRuT, the Neighbourhood Forum and other relevant stakeholders. Funding would only be offered if other funding sources were not available or insufficient to improve facilities considered necessary for the area. The priority on projects for the young and the elderly reflects the population mix and needs in the local area.

## Community Facilities



# 6

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## Retail and Local Services

## 6 Retail and Local Services



Retail and Services

0km 5km



--- Neighbourhood plan boundary

Map 7:  
Retail and Local Services

**6.1 Objective: To enhance the character, quality and distinctiveness of key local shopping centres, to provide viable and vibrant retail and supporting services for residents and visitors to enjoy.**

### **6.2 Context**

**6.2.1** Ham and Petersham benefit from ready access to Kingston and Richmond town centres for comparison shopping, entertainment and leisure. Teddington is also readily accessible across the footbridge at Teddington Lock. Within the neighbourhood area Ham Parade provides local shopping for Ham, Petersham and parts of north Kingston and includes a petrol filling station / car wash. Elsewhere there are groups of shops at St Richard's Square, the Ham Street / Ashburnham Road junction and in Back Lane. There are no shops in Petersham apart from Petersham Nursery. There are low retail vacancy levels in Ham and Petersham.

**6.2.2** Whilst there is no single retail centre for Ham and Petersham this arrangement has the advantage that most people live close to some local shops. This is particularly important for people with restricted mobility. It also helps to reduce car journeys around the neighbourhood. Walking and cycling to local shops, as well as into Richmond and Kingston, will be further encouraged by the Neighbourhood Plan's Transport policies and proposals.

**6.2.3** These clusters of shops and local services are also important socially in providing places where residents meet and interact. The Neighbourhood Plan's Opportunities for Change policies set out priority environmental improvement schemes for key retail centres which would improve their attractiveness and help secure their long term viability.

**6.2.4** The retail frontages at Ham Parade, Ashburnham Road by St Richard's Church (St Richard's Square) and Ashburnham Road / Ham Street are all designated Key Shopping Frontages in the LBRuT Local Plan Proposals Map adopted July 2015. Back Lane and a few peripheral premises at Ham Common are designated as Secondary Shopping Frontages.

**6.2.5** LBRuT Local Plan Publication version December 2016 sets out policies for designated town centres and shopping frontages across the borough. Policies LP 26 & 27 set out how retail and service uses within the frontages are to be protected. These policies offer a high level of protection and do not need to be repeated or enhanced in the Neighbourhood Plan. However, it is considered appropriate for the Plan to confirm the overarching objective within Ham & Petersham to protect and enhance local retail facilities and associated services, and also to set out priorities for improvements to the environment of the local shopping centres and frontages.

### **6.3 Policy R1 - Enhancing Retail Uses**

**6.3.1** Proposals which diversify and enhance the range of local shops, pubs, restaurants cafés and related commercial services for the local community will be encouraged. The loss of shops, pubs and commercial premises for the local community will be resisted unless it can be demonstrated that reasonable efforts have been made to secure their continued use in providing local services.

#### **Reasoned Justification**

**6.3.2** The existing range of retail services is valued by the local community and their loss will be resisted unless it can be demonstrated there is no longer a viable demand for them. Improvements to the range and number of services would be welcomed.

**6.3.3** The key issues regarding the retail health and quality of the key centres and frontages are set out below along with priorities for environmental enhancements.

### 6.4 Ham Parade

**6.4.1** This is a Local Centre but is not currently as thriving as it has been in the past. It is considered to be at a tipping point. Although it is still quite busy and vacant units appear to be re-let reasonably quickly, it has suffered from the loss of key uses. In recent years all the Bank branches have closed, together with the Post Office, and several independent shops, such as a butcher and a greengrocer have also been lost. As a result the Centre has become less attractive to local residents. If the number of non-retail businesses increases further, then Ham Parade could lose the mix of shops and local services which currently attracts local people.

**6.4.2** The main road provides passing trade and has well used bus stops, but it divides the shopping area and is dangerous and disruptive. There is also a perception that Ham Parade is on the edge of two boroughs and that its health and vitality have been overlooked in favour of the town centres.

**6.4.3** The Neighbourhood Forum would like to ensure that Ham Parade thrives, providing a proportionate mix of local services (such as café / coffee shops, banks, building societies, betting shops, estate agents, hairdressers and beauty salons), retail shops run by entrepreneurial, independent shopkeepers, such as a cycle shop, and branches of larger chains which together serve the residents of Ham, Petersham and north Kingston. In addition, support facilities for the local self-employed would be welcomed.

**6.4.4** The priorities for Ham Parade are to bring forward an environmental improvement scheme to improve the appearance of the Centre and calm traffic, improve pedestrian and cycling access routes from surrounding residential areas and support the creation of a 'Ham Parade Management Group' facilitated by a part time town centre manager or retained consultant providing a voice for Ham Parade and co-ordinated marketing / promotion. Possible sources of funding for this would be secured in discussion with LBRuT.

### 6.5 St Richard's Square

**6.5.1** This is a neighbourhood shopping centre with a local supermarket (open 7am – 11pm), a range of local shops including a Post Office, and crucially, free parking. It is served by the 371 bus route. It draws people from beyond Ham.

**6.5.2** This group of shops are a natural meeting point within the area, but there is limited opportunity to linger or sit and watch the world go by, and the shops are in shade for most of the day. The priority for St Richard's Square is to bring forward an environmental improvement scheme to create a coherent and unified public space whilst retaining the crucial car park. This could transform the appearance of this part of the area and should support the continued vitality of this local centre.

### **6.6 Ashburnham Road / Ham Street**

**6.6.1** This is a freestanding 1960s block of shops with residential flats over, located at the junction of Ashburnham Road and Ham Street. Of the 12 shop units in the block, only five provide local shopping or services throughout the day. Several units are vacant or appear vacant and three are fast food outlets / take-aways which are only open for limited periods. The layout facing onto two road frontages and the nondescript appearance of the building make the centre appear unattractive. Nevertheless, proximity to Grey Court School, Ham Library, Ham Clinic, Ham Village Green, busy bus stops and areas of Petersham which do not have other shopping means it is an important local centre.

**6.6.2** The site forms part of the Central Ham Opportunity Area identified in the 'Opportunities for Change' section of the Neighbourhood Plan and the priority is to improve the appearance of the block and to enhance the public realm around it.

### **6.7 Back Lane**

**6.7.1** This small group of five units provides local services and a pharmacy in a secondary location. A traffic calming scheme in the recent past has improved the environment and these units should be retained as low cost space for services meeting local needs.

### **6.8 Other Businesses and Local Services**

**6.8.1** There is a significant and increasing number of self-employed people working from home within Ham and Petersham including tradesmen, people providing professional business services and small scale craft based enterprises. These low key uses provide important local employment and are encouraged, subject to the associated activities not harming the amenity of adjoining occupiers.

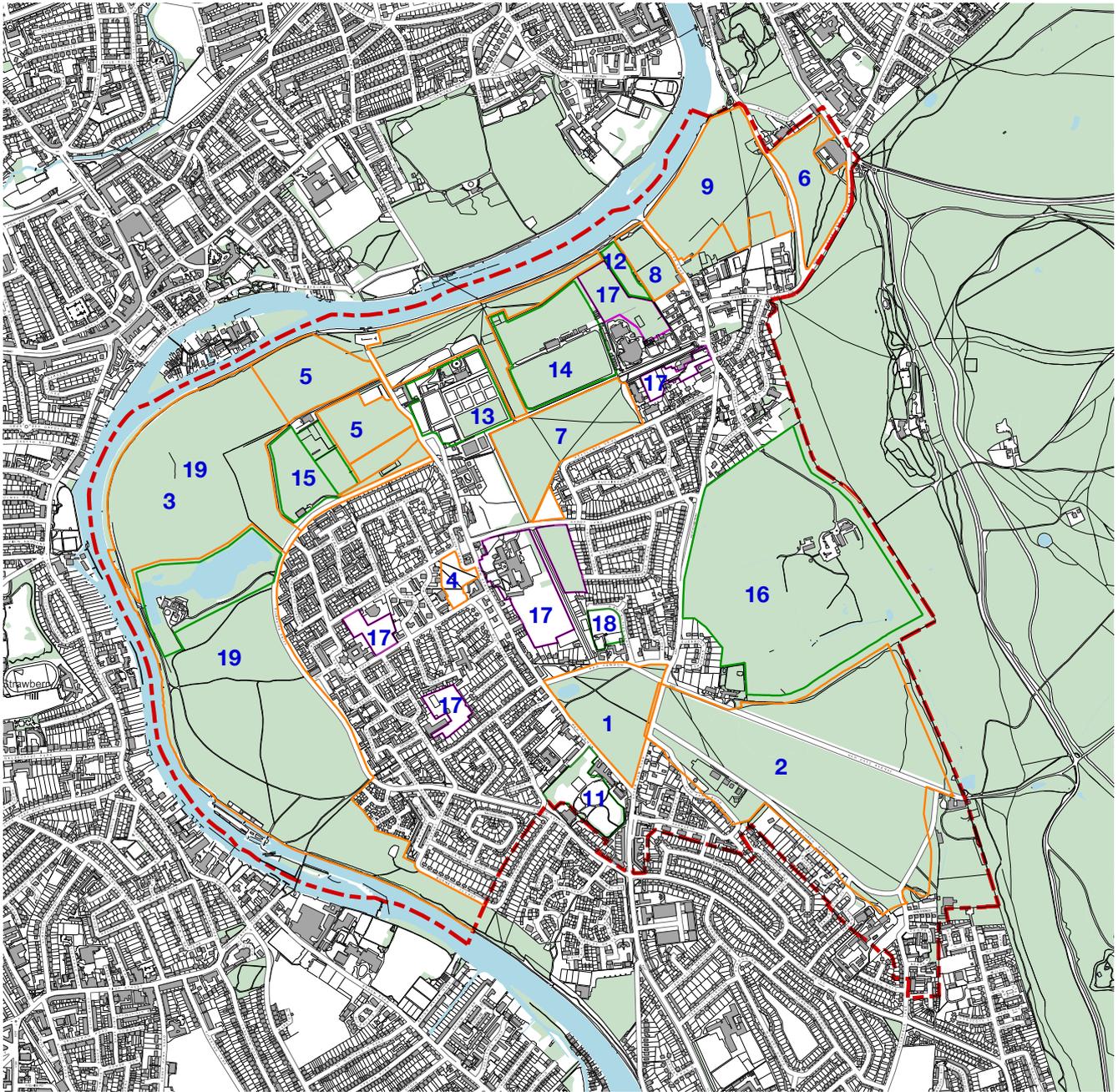


# 7

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## Green Spaces

# 7 Green Spaces



0km 2.5km

**Public Green Spaces**

- 1 Ham Common
- 2 Ham Common Woods
- 3 Ham Lands
- 4 Ham Village Green
- 5 King George's Playing Fields
- 6 Petersham Common
- 7 Petersham Copse
- 8 Petersham Lodge Woods
- 9 Petersham Meadows
- 10 The Avenues

**Public Green Spaces**

- 11 Cassell Hospital Grounds
- 12 Douglas Meadow (Sea Scouts)
- 13 Ham House Gardens
- 14 Ham Polo Club
- 15 Kew & Ham Sports Association
- 16 Richmond Golf Club
- 17 School Playing Fields/Grounds
- 18 St Michael's Convent Garden
- 19 Thames Young Mariners

- Private green space
- Public green space
- School playing fields/grounds
- Neighbourhood plan boundary

Map 8:  
Green Spaces

**7.1 Objective:** To protect and enhance existing green spaces, sites of historical and environmental significance and the semi-rural character of the area. To ensure they remain to the benefit of the community.

## 7.2 Context

**7.2.1** The extensive areas and variety of open space in Ham and Petersham are probably its most defining characteristic. The large areas are all protected from development by their designation as Metropolitan Open Land, equivalent to Green Belt status. The character of the broad riverside corridor is protected by London Plan and LBRuT policies. Petersham Common and Meadows are famously protected by a 1902 Act of Parliament. Ham Lands and Ham Common Woods are designated local nature reserves which aim to promote positive management, public use and education. Smaller but significant areas, such as Ham Village Green, the playing fields at Meadlands and St Richard's schools and the Cassel Hospital grounds are recognised and protected in the LBRuT Local Plan Publication version December 2016 as being of townscape importance.

**7.2.2** There is a great diversity in the form and function of Ham and Petersham's key open spaces, which include:

- 1 tree-lined Ham Common with its delightful pond, central avenue and cricket pitch;
- 2 the Avenues as historic man-made walks and formal setting for Ham House and its gardens;
- 3 the pastoral tranquillity of Petersham Meadows with its dairy herd;
- 4 the riverine character of the towpath and adjacent areas;
- 5 the open expanses for sport and leisure, such as Richmond Golf Club, Ham Polo Club, King George Playing Fields, Kew and Ham Sports Association, Thames Young Mariners (TYM) and school playing fields;
- 6 the informal 'wilderness' of Ham Lands and Ham Common Woods;
- 7 the varied water environments from Ham Pond through the TYM lagoon to the Thames itself;

- 8 the smaller open spaces, such as Ham Village Green and the Sandy Lane Playground;
- 9 the incidental green spaces and wide verges, mostly within housing areas;
- 10 private open space, such as gardens.

**7.2.3** Particular issues which have been identified as being of importance in Ham & Petersham are the ongoing planned management of the many open spaces in the area, the need to protect these spaces from unnecessary light pollution and the desirability of securing space for additional allotments and a community orchard.

## 7.3 Policy G1 - Open Spaces

**7.3.2** The review and implementation of management plans for open spaces will be encouraged.

### Policy Application

**7.3.3** This policy applies to open spaces at Ham Common, Ham Common Woods, Ham Lands, Ham Village Green, the Avenues, Petersham Common, Petersham Copse, Petersham Lodge Woods, Petersham Meadows and the River Thames corridor. These large, publicly owned open/green spaces are considered fundamental to the character and setting of Ham and Petersham.

### Reasoned Justification

**7.3.4** It is important to regularly review the different roles of our open spaces. Open space needs active management to maintain its appearance, enrich biodiversity, improve accessibility where appropriate and enhance value to the local community and wider interests. Improved access needs to take account of biodiversity impacts. The Thames Landscape Strategy continues to provide the overall vision for the riverside corridor and various management plans for individual areas have achieved significant improvements, but the need for reviewing, updating and implementing these plans is ongoing.

**7.3.5** Funding streams to assist in the review and management of these spaces and local community involvement, for which the various 'Friends' groups are a useful model, are essential for successful stewardship of our precious open spaces. Funding sources will be investigated in consultation with the Neighbourhood Forum, LBRuT and other stakeholders. This approach builds on Policy LP 31 of LBRuT Local Plan Publication Version December 2016.

### **7.4 Policy G2 Light Pollution**

**7.4.1** Any proposals on or adjacent to green spaces which include external artificial lighting, or which are likely to result in significant increases in artificial light levels affecting wildlife corridors, will be required to address the following:

- 1 Light should only be installed where it is needed;
- 2 Timers should be installed to limit periods of use ;
- 3 Light levels should be limited to the minimum required to enhance visibility;
- 4 Lights should not be directed upwards;
- 5 Lights should always be shielded;
- 6 Light spread should be kept to or below the horizontal;
- 7 Narrow spectrum bulbs should be used;
- 8 Light sources emitting ultra-violet light must be avoided;
- 9 Lighting columns should be as short as practicable.

#### **Reasoned Justification**

**7.4.2** The green spaces of Ham & Petersham form a particularly important area for bats hosting a wide range of species. Its extensive open areas, mature woodlands, water bodies and the river corridor provide excellent roosting and foraging habitat for bats and other wildlife. However, these habitats are at risk of degradation and fragmentation from general development pressure, with increased lighting being a particular problem for bat populations. This is a major issue along the river Thames, which is used for foraging and 'commuting'. The river corridor through Ham and Petersham has potential for designation as a 'dark sky' area to benefit

both biodiversity and stargazing.

**7.4.3** The LBRuT in partnership with the Richmond Biodiversity Partnership has produced a leaflet entitled 'Rivers and Light Pollution' which provides guidance on mitigating light pollution. Smarter lighting, rather than less lighting, is key to mitigating the effects of light pollution. Lighting should only be erected where it is needed, illuminated during the time period it will be used, and at levels that enhance visibility. This approach builds on policies LP 9 and LP 15 of LBRuT Local Plan Publication Version December 2016.

### **7.5 Policy G3 - Allotment Extension and Community Orchard**

**7.5.1** The extension of Walnut Tree Allotments and the establishment of a community orchard will be supported.

#### **Policy Application**

**7.5.2** If considered necessary and appropriate, and in discussion with LBRuT, the Neighbourhood Forum and other relevant stakeholders, CIL funding may be allocated to bringing forward this proposal.

#### **Reasoned justification**

**7.5.3** Walnut Tree Allotments in Ham Street are an important beneficial facility for the community and have a lengthy waiting list for plots. Opportunities to extend the allotments in response to demand should be explored and identified if feasible in this Plan.

**7.5.4** Ham and Petersham historically had extensive orchards. Any scope for incorporating a community orchard to provide both fruit and an attractive boundary and structure to the allotments, or on an adjacent site, should be promoted. This local priority is not identified in the LBRuT draft Local Plan but the approach builds on draft policy LP33 of the Publication Local Plan.

## Green Spaces

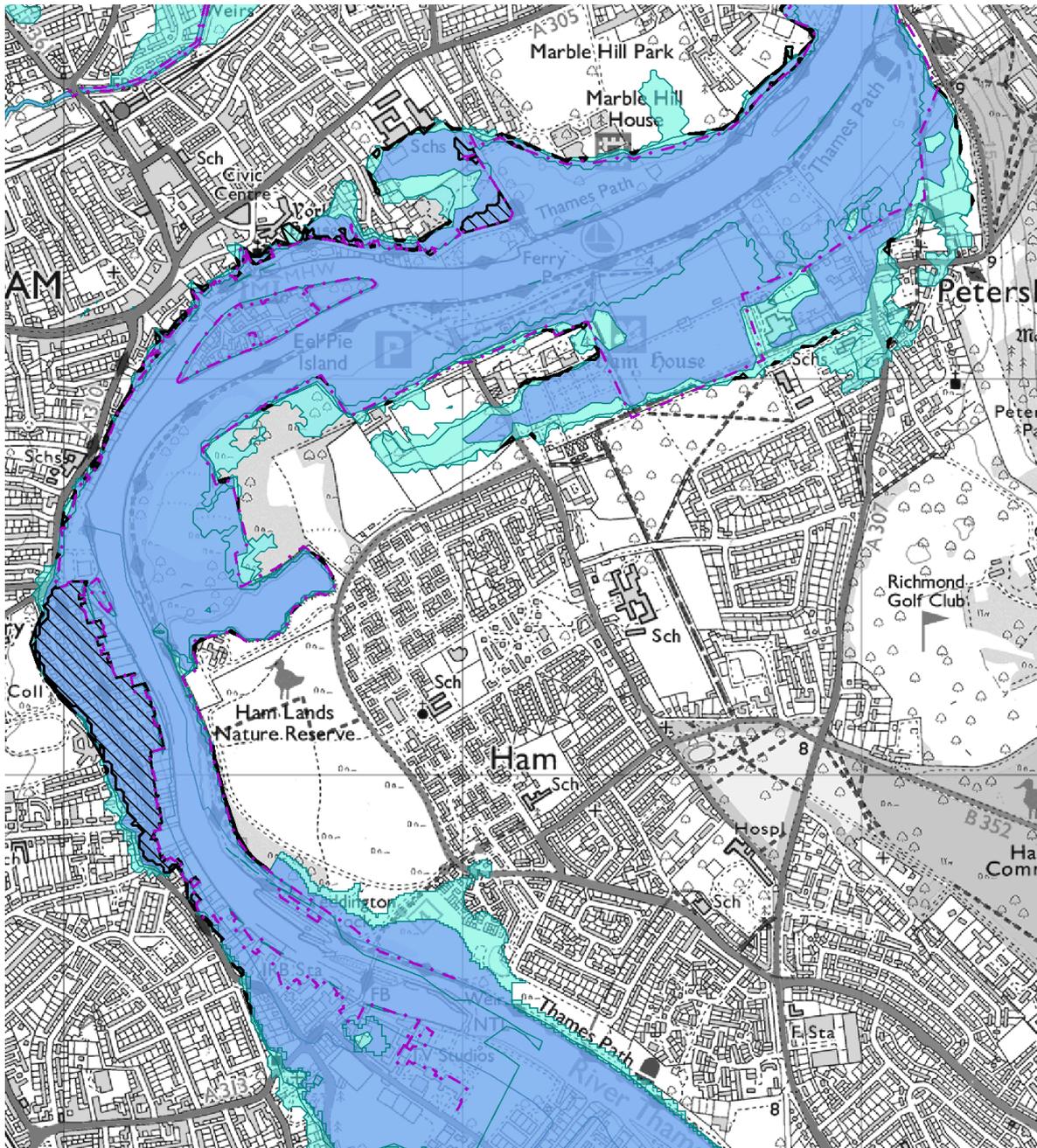


# 8

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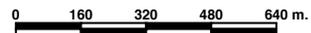
## Environmental Sustainability

## 8 Environmental Sustainability



**Legend**

- Flood Map - Defences
- Areas Benefiting from Flood Defences
- Flood Map - Flood Storage Areas
- Flood Map - Flood Zone 3
- Flood Map - Flood Zone 2

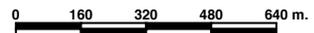


Map 9:  
Fluvial flooding risk for planning - zone 2 & 3 (with areas benefiting from defences)



**Legend**

- uFMFSW (2013) – 1 in 30 chance rain
- uFMFSW (2013) – 1 in 100 chance rain
- uFMFSW (2013) – 1 in 1000 chance rain



Map 10:  
Surface water flooding 0.1%, 1% and 3.3% risk

**8.1 Objective: To ensure that buildings in the area achieve the highest of standards for energy and water efficiency and that flood risk is minimised.**

## **8.2 Context**

**8.2.1** From 2010 to 2012, Ham & Petersham was one of the Mayor of London's ten designated "Low Carbon Zones"(LCZ). The LCZ initiative was a pilot scheme to improve each chosen locality's energy performance: specifically, the scheme targeted a 20.12% reduction in energy consumption in each Zone. The Ham & Petersham LCZ is widely regarded as having been a very good example of successful collaboration between the local authority, schools, community groups and residents. It has been cited in several academic studies into community engagement on climate change and community energy projects. The key innovation was the use of peer-to-peer engagement to promote the Zone's aims: a group of residents was recruited to act as "Street Champions" – they went door-to-door or promoted the scheme on stalls and at organised events (e.g. draughtproofing and solar energy workshops). The result was impressive: the project reached about 30% of residents, reduced carbon dioxide emissions by almost 19% and reduced fuel bills across all active participants by a combined £120,000 per year.

**8.2.3** This outcome, together with the extensive community engagement mentioned above, demonstrates the appetite in Ham & Petersham for improving the sustainability of existing buildings in the area. It is considered that new development should also be expected to achieve the highest possible sustainability standards.

**8.2.4** Consultation has identified further sustainability objectives as priorities for the area, namely the encouragement for retrofitting buildings, providing electric charging points for cars, providing water butts to reduce water consumption and to minimise flood risk by providing sustainable drainage measures including permeable forecourt parking areas.

## **8.3 Policy E1 Sustainable development**

**8.3.1** All new buildings will be expected to achieve the highest standards of energy sustainability in line with policy LP 22 of the LBRuT Local Plan Publication Version December 2016. In addition all new buildings are actively encouraged to achieve accreditation with the Home Quality Mark or Passivhaus standard.

### **Reasoned justification**

**8.3.2** There is currently a gap between the design energy standards of new houses and the standards achieved on construction. Research indicates that new dwellings can be between 20-40% less efficient than designed.

**8.3.3** In Ham & Petersham new development is expected to be carbon neutral or low carbon and to build on the success of the Low Carbon Zone project.

**8.3.4** Carbon targets for new buildings must comply with those in policy LP22 of LBRuT Local Plan publication version December 2016. In addition all new residential development is encouraged to achieve the high sustainability standards of the Home Quality Mark or Passivhaus.

## **8.4 Policy E2 - Retrofitting existing housing and residential extensions**

**8.4.1** Planning applications for the installation of measures to improve energy efficiency (such as solar panels and ground heat pumps) will be supported except where the works would adversely affect the appearance of the building or area.

### **Reasoned Justification**

**8.4.2** Certain renewable technologies are more suited to the area than others: wind is not applicable to the area (wind speeds too low) and geothermal impossible, while hydro power is being proposed at Teddington Weir. Solar thermal and solar photovoltaic systems are most appropriate to the area due to the low density of housing and low levels of shading in Ham and

Petersham. The Neighbourhood Forum has a strategic target to significantly increase the proportion of buildings with solar thermal and solar photovoltaic panels within the next ten years both in existing properties and in new build properties. This strategic target will be reviewed if more favourable financial incentives are proposed by the Government.

**8.4.3** Air-source and ground-source heat pumps are also relevant technologies for the area: in fact, the Ham Children's Centre is already heated by a ground-source heat system, although there are at present few other examples of these technologies in the area.

**8.4.4** This approach builds on policy LP 22 of the LBRuT Local Plan Publication Version December 2016. The Neighbourhood Plan will support local renewable energy schemes such as the Ham & Teddington Hydro Power Scheme.

### **8.5 Policy E3 - Electric Charging Points**

**8.5.1** All new houses should provide an electric charging point for cars. In developments of blocks of flats with off street parking electric charging points should be provided to a ratio of 1 charging point per 5 units.

#### **Reasoned justification**

**8.5.2** There is considerable enthusiasm for the use of less polluting forms of transport in the area. The provision of electric charging points will enable residents to choose electric or hybrid cars. The installation of the charging points results in a very small additional cost to the developer. This approach builds on policy LP 45 of the LBRuT Local Plan Publication Version December 2016.

**8.5.3** The Neighbourhood Plan supports proposals by LBRuT to install on street charging points.

### **8.6 Policy E4 Water Efficiency**

**8.6.1** All new houses should provide water butts. In developments of blocks of flats facilities for communal

water storage and reuse shall be provided.

**8.6.2** The provision of water butts is also encouraged and supported in commercial developments and extensions to residential properties.

#### **Reasoned Justification**

**8.6.3** The Building Regulations include an optional water efficiency standard of 110 litres/person/day. The average daily consumption of an unmetered customer in South East England is 160 litres of water per person per day. As London is in a Water Stress Area, there is a clear local need to conserve water by managing demand. We support the application of this optional standard by the London Borough of Richmond upon Thames in the Ham and Petersham Neighbourhood Area. This approach endorses the LBRuT Local Plan Publication version December 2016 strategic objective for a sustainable future and their new policy, LP 22 Sustainable Design and Construction.

**8.6.4** Smart meters for water usage enable consumers to manage their demand for water as those with meters tend to use 12% less. All new developments are required to install water meters. Retrofitting all of the existing 3.3 million properties in the Thames Water area is a large programme of works and is unlikely to be completed before 2030.

**8.6.5** Water butts will help manage demand for water use and provide rain water storage for summer storms. The surface water sewers in Ham have a relatively flat gradient so during a high intensity summer storm the sewers fill up quickly and do not have the capacity to carry the rainwater away quickly. This can lead to water backing up the system and discharging out of gullies at low spots or ponding as there is no 'space' in the sewer to take the water away. Water butts can provide some of that 'space'. Each household storing water in this way could provide a local solution to surface water flooding. Installing a water butt to store potential floodwater and using it instead of tap water for plant watering will significantly reduce our carbon footprint.

**8.6.6** When the local community were consulted, there was concern about high levels of water consumption and support for the use of sustainable drainage techniques.

This approach builds on draft policy LP 23 of the LBRuT Local Plan Publication Version December 2016.

### **8.7 Managing flood risk**

#### **Thames river and tidal flooding**

**8.7.1** The western boundary of Ham and Petersham's Designated Area is the River Thames. The low lying towpath frequently floods when high tide moves upstream. When there is a storm surge or significant river flooding the floodplain is extensive (see Map 10 below). The risk of river and tidal flooding can be expected to increase as a result of climate change with most of the Thames floodplain lies within Ham Lands. LBRuT's Development Management Plan policy SD 6 is a good general policy covering flood risk. Residential development will not be permitted in the 1% flood extent (flood zone 3). No sites have been identified by LBRuT or this Plan that lie within this flood zone.

#### **Surface water flooding**

**8.7.2** Surface water flooding happens when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead.

### **8.8 Policy E5 Sustainable Drainage (SuDS)**

**8.8.1** All new buildings will be expected to include a sustainable drainage system to dispose of surface water. All sustainable drainage systems must be integrated into the landscape and have a maintenance programme.

#### **Reasoned Justification**

**8.8.2** Increasing urbanisation has caused problems with increased flash flooding after sudden rain. As

areas of vegetation are replaced by concrete, asphalt, or roofed structures, the area loses its ability to absorb rainwater. This rain is instead directed into surface water drainage systems, often overloading them and causing floods.

**8.8.3** The idea behind SuDS is to replicate natural systems that use cost-effective solutions with low environmental impact to drain away surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into the environment, through infiltration or discharge to the Thames.

**8.8.4** There is significant scope in the area to use sustainable urban drainage as part of an integrated landscape strategy to:

- 1 Manage runoff and flow from hard surfaces to reduce the damage from flooding,
- 2 Protect or enhance water quality (reducing pollution from runoff),
- 3 Be sympathetic to the environment and the needs of the local community,
- 4 Provide opportunities for evapotranspiration from vegetation and surface water,
- 5 Encourage natural groundwater/aquifer recharge
- 6 Create better places to live, work and play by protecting and enhancing amenity and biodiversity

**8.8.5** Using conventional drainage techniques with pipes and gullies to quickly drain a site can cause a flooding problem downstream. In addition, using the wrong drainage method can exacerbate an existing flooding problem.

**8.8.6** The surface water sewers in Ham have a relatively flat gradient so during a high intensity summer storm the sewers fill up quickly and do not have the capacity to carry the rainwater away quickly.

**8.8.7** The inclusion of sustainable drainage systems for all new buildings will help Ham and Petersham manage surface water without increasing the risk of

flooding. Each incremental increase in hard surface increases the possibility of surface water flooding. This approach builds on policy LP 21 of the LBRuT Local Plan Publication Version December 2016.

## **8.9 Policy E6 permeable forecourts**

**8.9.1** All new hardstandings and forecourt parking areas will be constructed using permeable materials.

### **Reasoned Justification**

**8.9.2** Where planning permission is required, all new and replacement hardstandings, forecourts, driveways and parking areas will be required to be constructed with permeable (or porous) surfacing which allows water to drain through, such as gravel, permeable concrete block paving or porous asphalt. Rainwater should be directed to a lawn or border to drain naturally.

**8.9.3** This policy will help reduce surface water flooding in Ham & Petersham.

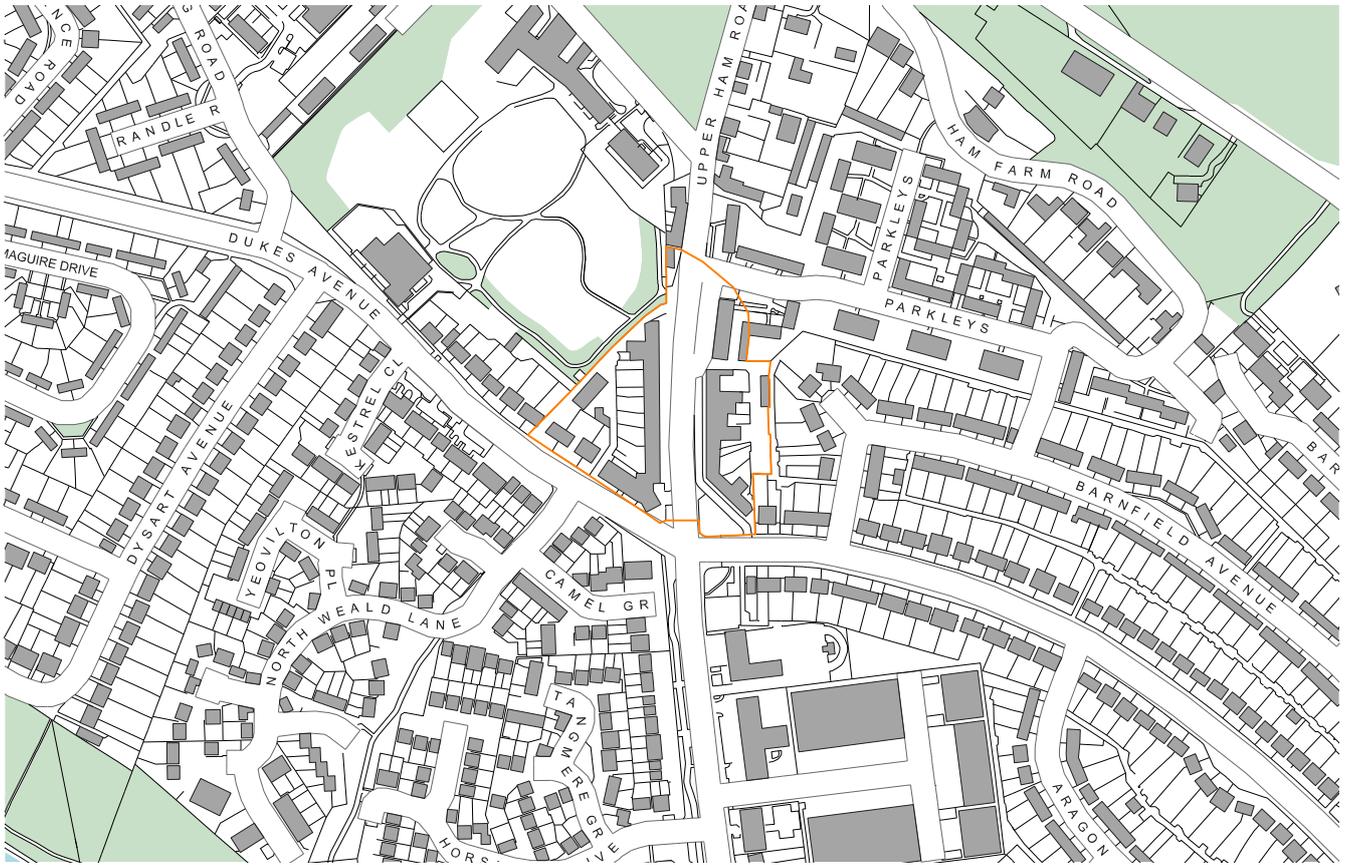


# 9

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## Opportunities for Change

## 9 Opportunities for change



Map 11:  
Ham Parade - Site Plan

0m 5m

**9.1 Objective: This chapter sets out criteria for a small number of opportunity sites and areas where significant improvement could be achieved over the next 15 years.**

**9.1.1** These are either:

- 1 Sites and areas in need of improvement and for which funding will need to be identified. Funding to secure these priority improvements could be from CIL, planning obligations secured by S106 Agreements or from other funding sources. Funding options are assessed in Appendix 3; or
- 2 Significant sites and areas where development is proposed or likely to be proposed in the near future. These developments will be brought forward by the landowners or developers of the sites and may deliver improvements either on site or in the vicinity.

**9.1.2** In addition, in the neighbourhood area there are a number of brownfield sites which are currently vacant or under-utilised. These sites offer the potential to deliver housing growth and environmental improvements.

## **9.2 Ham Parade**

**9.2.1** Ham Parade is the principal local shopping centre in the area and proposals to secure its long term viability are set out in the Retail and Local Services chapter. These include environmental improvements to enhance the experience of those using the spaces and the facilities at Ham Parade. Ham Cross, the junction of Richmond Road, Tudor Drive and Dukes Avenue, is just outside the Neighbourhood Plan area and the Neighbourhood Forum will work constructively with Kingston Council and local groups to include it in a comprehensive environmental scheme.

### **9.3 Policy 01 - To improve Ham Parade by:**

- 1 reducing the dominance of traffic by providing more space, improved visibility and accessibility for pedestrians and cyclists;

- 2 improving connectivity to the rest of the neighbourhood area for pedestrians and cyclists;
- 3 improving the appearance and attractiveness of the parade by:
  - a) encouraging occupiers to install appropriate shopfronts and signage,
  - b) introducing better directional signage, lighting, seating, public art and soft landscaping
- 4) encouraging owners and occupiers of property to improve backland and service areas to the Parade through proper maintenance.

### **Policy Application**

**9.3.2** In order to secure the above improvements it will be necessary to produce a long term plan for the Parade, which will identify land ownerships, identify constraints and opportunities, as well as possible sources of funding. Funding sources may include CIL, S106 planning obligations or funding from other sources. Decisions regarding funding will be discussed and agreed by the Neighbourhood Forum, LBRuT and all existing owners and affected businesses and other occupiers.

### **Reasoned Justification**

**9.3.3** Ham Parade is identified as a Local Centre in the LBRuT Local Plan Publication Version December 2016 serving Ham and Petersham and large parts of North Kingston. Proposals to address the uncertain future facing the Parade are described in Retail and Other Services. Environmental enhancements are a key element of those proposals.

# Ham and Petersham Neighbourhood Plan



Map 12:  
St Richard's Square - Site Plan

0m 5m

## 9.4 St Richard's Square

**9.4.1** The Square is an important neighbourhood retail centre. It includes a cluster of activities and uses for local residents and visitors, including popular local shops with free parking, a convenient local supermarket, a nursery, St Richard's School and St Richard's Church. The layout of the area means the shops are in shade for much of the day and there is nowhere to sit or linger. A priority for the Square is to secure a public space, including seating, to make the Square more attractive to shoppers and to encourage them to spend more time in the area.

### 9.5 Policy 02- To improve St. Richard's Square by:

- i) improving the appearance and attractiveness of the parade by:
  - a) creating a new public space in front of the shops with attractive paving, landscaping and seating,
  - b) encouraging occupiers to install appropriate shopfronts and signage,
  - c) introducing better directional signage, lighting, seating, public art and soft landscaping throughout the area.
  - d) reducing the dominance of traffic in Ashburnham Road and Croftway in favour of pedestrians and cyclists through traffic calming measures
- ii) encouraging owners and occupiers of property to improve backland and service areas to the Parade through proper maintenance.

#### Policy Application

**9.5.1** In order to secure the above improvements it will be necessary to produce a long term plan for the Square, which will identify land ownerships, identify constraints and opportunities, as well as possible sources of funding. Funding sources may include CIL, S106 planning obligations or funding from other sources. Decisions regarding funding will be discussed and agreed by the Neighbourhood Forum, LBRuT and

all existing owners and affected businesses and other occupiers.

#### Reasoned Justification

**9.5.2** St Richard's Square is a popular shopping centre for local people as it has a small supermarket, off street free parking and is served by public transport. However, the Square would be far more attractive to shoppers and visitors generally if it included a landscaped public space with seating. This, along with other suggested enhancements to the Square would significantly enhance its environment and facilities and ensure its continued viability as a local shopping centre.

# Ham and Petersham Neighbourhood Plan



Map 13:  
Central Petersham - Site Plan



## 9.6 Central Petersham

**9.6.1** The Petersham Conservation Area Management Plan identifies the opportunity to create a quality public space at this important meeting point (LBRuT, 2007, p. 33). In line with guidance in the Management Plan, it is considered that a comprehensive conservation enhancement scheme for this area would have the greatest impact if it included the historic Arched Lodge at the Petersham Road end of Petersham Avenue and associated spaces, such as Petersham Lock-up, the Fox and Duck PH and the frontage of The Russell School.

**9.6.2** The Neighbourhood Plan seeks to enhance the experience for pedestrians in central Petersham, by improving the local environment and pedestrian safety and by creating a new public space with seating in this important location. In addition the Neighbourhood Forum will encourage the owner and manager of the Fox and Duck PH to further improve the area by resurfacing the forecourt and car park to the pub and installing new planting and seating.

### **9.7 Policy 03- To enhance and improve the quality and safety of Central Petersham by:**

- i) restoring the vista of Petersham Avenue through the arched gateway;
- ii) upgrading the area in front of the arched entrance to the Avenue by redesigning the carriageway and footpath, rationalising signage and street furniture and installing new seating;
- iii) Rationalising street clutter and improving the quality of the bus shelter, boundary wall and fence and planting at the entrance to the Russell School.

### **Policy Application**

**9.7.1** In order to secure the above improvements it will be necessary to produce a long term plan for Central Petersham, which will identify land ownerships, constraints and opportunities, as well as possible sources of funding. Funding sources may include

CIL, S106 planning obligations or funding from other sources. This may include Lottery Funding. Decisions regarding funding will be discussed and agreed by the Neighbourhood Forum, LBRuT and all existing owners and affected businesses and other occupiers.

### **Reasoned justification**

**9.7.2** This is a prominent area within the Petersham Conservation Area which has been identified in the LBRuT Character Appraisal as requiring attention both to restore it to its former importance and manage vehicular and pedestrian circulation and safety issues. In addition there is an opportunity to provide seating.



## 9.8 Central Ham

**9.8.1** This area in the heart of the built-up area of Ham comprises a disparate group of buildings developed in the 1960s, including the Ham Close Estate, the Ham Youth Centre and Ham Clinic, and a block of shops and flats on the corner of Ham Street and Ashburnham Street. It also includes an area of public open space known as Ham Village Green.

**9.8.2** Richmond Housing Partnership consider that the Ham Close estate does not meet current housing standards and have put forward proposals for its redevelopment to provide additional housing to current standards.

**9.8.3** Ham Youth Centre is a rather bleak and forbidding building with a large car park. The intentions of the Hounslow and Richmond Community Healthcare NHS Trust for the Ham Clinic are unclear but it is understood to be underused. Both of these buildings have been included in recent redevelopment proposals by Richmond Housing Partnership.

**9.8.4** The shops and flats at the junction of Ham Street and Ashburnham Road are a local shopping centre which has suffered from a poor environment and limited maintenance overall.

**9.8.5** Ham Village Green is a valued public open space which has been substantially enhanced in recent years.

**9.8.6** This area has been identified as an Opportunity Area because of the proposals of Richmond Housing Partnership to redevelop Ham Close, but also because changes to it have the potential to transform the centre of Ham. Redevelopment would provide modern housing and community facilities in keeping with the character of the area. This could include purpose-built accommodation for a Youth Centre and a GP practice, the latter providing the full range of local health and wellbeing services. The approach set out below builds on policy SA15 of the LBRuT Local Plan Publication version December 2016.

## 9.9 Policy 04a

- i) Any scheme for the redevelopment of all or part of Ham Close must have regard to the character of the surrounding area set out in the Ham Close Neighbourhood Character Study.
- ii) Any scheme which includes the redevelopment of existing community facilities forming part of a Ham Close must make provision for their equivalent replacement.
- iii) Any scheme for Ham Close which results in an increase of 10 or more residential units will be required to provide additional community facilities in line with policy CF1 of the Neighbourhood Plan.

### Policy Implementation

**9.9.1** The development of Ham Close and adjacent sites will be led by Richmond Housing Partnership, as the freehold owner of the housing estate, and Richmond Council as freeholder of the Youth Centre and in their diverse statutory roles. If it is not possible to raise sufficient finance for an acceptable redevelopment scheme, further options should be explored to address the estate's shortcomings as identified by Richmond Housing Partnership.

### Reasoned Justification

**9.9.2** The LBRuT Publication version December 2016 policies LP 1 and LP 2 (Character and Design of New Housing and sustainable development and construction) provide the planning design context for the redevelopment of this site. Any redevelopment proposal will be expected to also be consistent with the Neighbourhood Plan's housing policies.

**9.9.3** A key objective of the Neighbourhood Plan is to ensure all development enhances the character and appearance of the area and is designed to integrate

with the existing architecture and green spaces. A contemporary approach to the design of new housing would be both acceptable and desirable within the overarching need to respect the scale and character of the surrounding areas.

**9.9.4** This area of Ham in particular is relatively isolated with restricted links to transport interchanges and to the wider road network. Local roads and junctions serving the site are narrow and have limited capacity. The Public Transport Accessibility Level (PTAL) will be a determining factor in the density of housing that will be acceptable on this site.

**9.9.5** If the redevelopment scheme includes the existing community facilities then provision must be made for their replacement without reducing the capacity. These should be grouped together to form a cluster of uses rather than being dispersed across the site and should be located on the Ashburnham Road side of the site, to complement the Ashburnham Road / Ham Street shopping centre and the public library. The Neighbourhood Plan seeks to maintain and enhance the vitality and viability of the local shopping centres which can be achieved through the synergy arising by grouping activities around them.

**9.9.6** If the redevelopment scheme results in an increase of 10 or more residential units it will be expected to provide additional Community facilities in line with policy CF1 of the Neighbourhood Plan (which requires the likely impact of the development on local infrastructure, services and facilities to be identified and addressed).

### **9.10 Ham Street/ Ashburnham Road**

**9.10.1 Policy 04b** - To improve the Ham Street / Ashburnham Road shops and flats by encouraging replacement of shop fronts and fascia signs and redecoration of the upper storeys.

#### **Policy Implementation**

**9.10.2** Design proposals for a comprehensive facelift will be prepared in partnership with owners

and occupiers, demonstrating the benefits from a co-ordinated improvement. Funding sources will be reviewed in co-ordination with the Neighbourhood Forum, LBRuT, owners, occupiers and other stakeholders. However, it is envisaged that funding will primarily be private investment although opportunities for pump-priming assistance will be explored.

#### **Reasoned Justification**

**9.10.3** The Neighbourhood Plan identifies this block as a small but important local shopping centre. Improving the appearance of the centre will assist in securing its ongoing viability and will encourage further investment to secure its longer term vitality.

### **9.11 Ham Village Green**

**9.11.1 Policy 04c** - To encourage ongoing enhancement of Ham Village Green through the provision of soft landscaping, planting, seating and appropriate play and exercise equipment.

#### **Policy Implementation**

**9.11.2** Ham Village Green is the responsibility of LBRuT. If redevelopment of Ham Close is forthcoming, the opportunity should be taken to secure a wide package of environmental improvements. Priority would be given to a scheme for improvements to Ham Village Green.

**9.11.3** If redevelopment of Ham Close does not proceed, opportunities will be sought to secure funding for ongoing enhancements to Ham Village Green, in discussion with the Neighbourhood Forum, LBRuT and local stakeholders.

#### **Reasoned Justification**

**9.11.4** The land is allocated for Public Open Space in the LBRuT Local Plan Publication Version December 2016, and provides a valued amenity for local people. The significance of this open space is likely to be enhanced if Ham Close is redeveloped.

## **9.12 Ashburnham Road / Ham Street/Wiggins Lane / Woodville Road**

**9.12.1 Policy 04d** - To enhance the public realm in Ashburnham Road / Ham Street / Wiggins Lane / Woodville Road by the renewal of the carriageways, footpaths, street furniture and landscape planting.

### **Policy Implementation**

**9.12.2** The public highway is the responsibility of LBRuT. If redevelopment of Ham Close is forthcoming, the opportunity should be taken to secure a wider package of environmental improvements. Priority would be given to a scheme for improvements to Ashburnham Road/ Ham Street/ Wiggins Lane/ Woodville Road.

### **Reasoned Justification**

**9.12.3** These roads form the boundary of the Central Ham Opportunity Area and frame the development sites. Construction traffic and utility works can be expected to have a degrading impact during development.

**9.12.4** Renewal of this central area of Ham would be incomplete without upgrading the public realm of these streets. This is particularly true for Ashburnham Road where a high quality scheme would complement redevelopment of Ham Close and link two of the local centres within Ham.

# Ham and Petersham Neighbourhood Plan



Map 15:  
Cassel Hospital - Site Plan



## 9.13 Cassel Hospital

**9.13.1** Cassel Hospital is a series of buildings, some listed, set in extensive grounds of almost four hectares located between Ham Common, Ham Parade, Dukes Avenue and Langham House Close (also listed) in the Ham Common Conservation Area. It is owned by the West London Mental Health Trust (WLMHT) and provides specialist assessment and treatment services for young people and adults with complex personality disorders. The redundant parts of the buildings and the grounds are on the Register of Surplus Public Sector Land. Most of the grounds are designated as Other Open Land of Townscape Importance and Other Sites of Nature Importance. This offers a high degree of protection to the grounds.

**9.13.2** The Neighbourhood Plan seeks to retain and enhance the listed buildings and grounds for the enjoyment of the community, while realising the potential of the site for suitable uses and possible new development, which could fund improvements to the grounds. The proximity to Ham Parade and bus routes to Richmond and Kingston makes the site particularly suitable for new housing for older people if no replacement community use can be identified. The site would also be a suitable location for a new changing room or club house serving the historic cricket ground on Ham Common.

### 9.14 Policy 05

**9.14.1** Development proposals for the Cassel Hospital site should:

- i) open up views into the site from Ham Common and Dukes Avenue;
- ii) maintain and enhance the historic layout, planting and biodiversity of the grounds and make provision for managed public access including a pedestrian and cycle route between Dukes Avenue and Ham Common;
- iii) rationalise access to the site, with a possible new pedestrian entry point off Dukes Avenue / Craig Road at the western corner of the site;
- iv) enhance the setting of the listed buildings,

- particularly in the way they relate to Ham Common;
- v) limited development in the least sensitive parts of the grounds may be considered acceptable, provided it is for sheltered or affordable housing or for community use.

### Policy Implementation

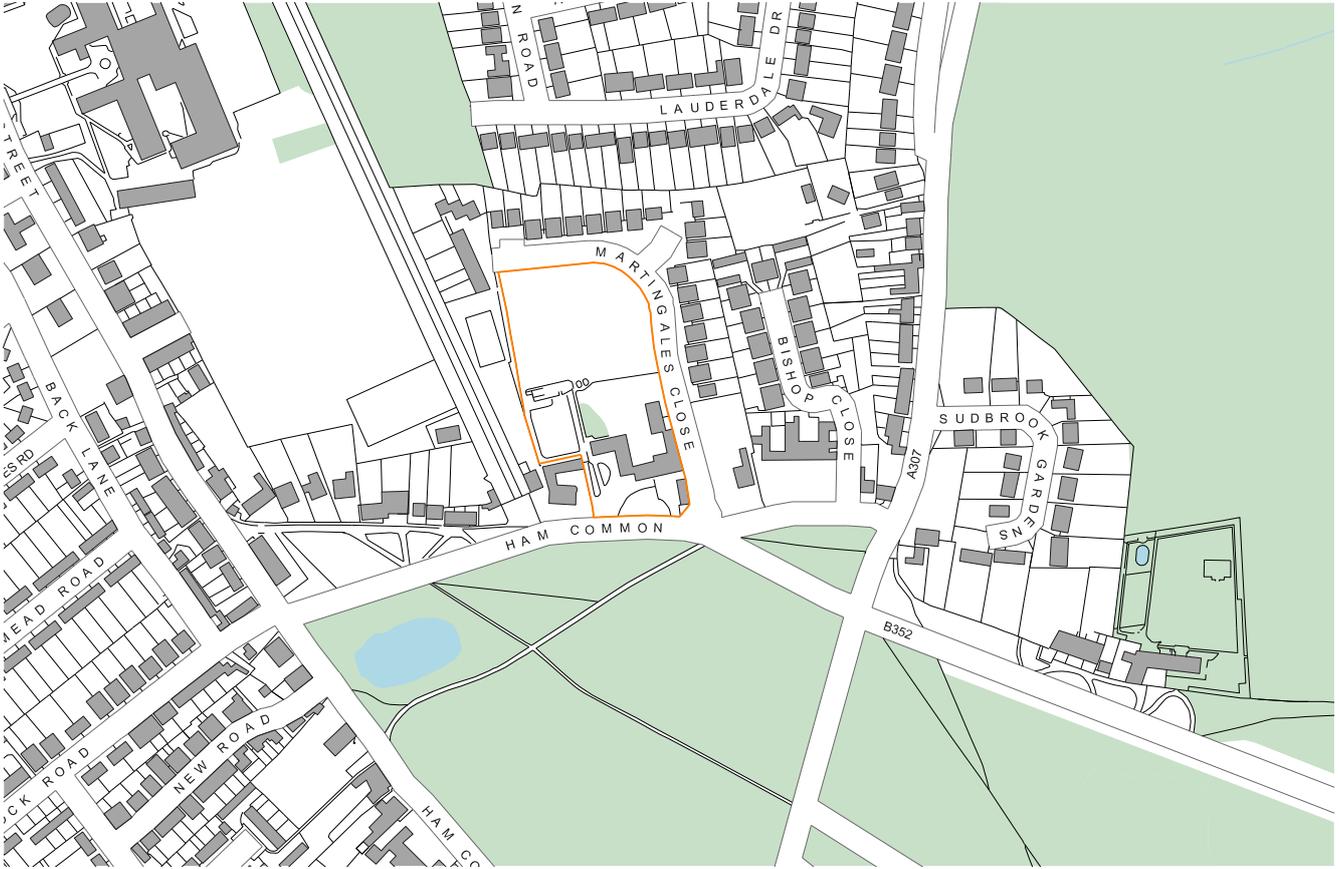
**9.14.2** The future use of this site is currently being considered by the WLMHT and the Homes and Communities Agency. A development brief to identify development potential and guide the way the site is to be enhanced would assist this process.

The least sensitive parts of the grounds front onto Warners Lane on the south western boundary of the site.

### Reasoned Justification

**9.14.3** This large and prominent site within the Ham Common Conservation Area is currently underused and in danger of falling into disrepair. Development of the site either for the existing or alternative community use or for older persons' housing would secure the future of the listed building and the future management of the important grounds. This should include managed public access to the grounds. This builds on policy SA 15 of the LBRuT Local Plan Publication Version December 2016.

# Ham and Petersham Neighbourhood Plan



Map 16:  
St. Michael's Convent- Site Plan

## 9.15 St. Michael's Convent

**9.15.1** St. Michael's Convent was occupied for many years by the Community of the Sisters of the Church. The convent activities have relocated to Gerard's Cross and St Michael's Convent is now closed. A planning application has been submitted for residential use.

**9.15.2** The Convent is listed Grade II and the grounds are designated as Other Land of Townscape Importance. LBRuT are also considering a further designation of the grounds as an Other Site of Nature Importance. The listed buildings and grounds are considered to be very important to the character of Ham and Petersham and the Neighbourhood Plan seeks to retain and enhance them for the enjoyment of the community and for future generations.

Common Conservation Area. The restoration of the listed buildings and redevelopment of later additions will secure their future and enhance the Conservation Area whilst retaining the special character of the site arising from the mature garden and orchard. The provision of managed public access to the grounds is encouraged. This approach builds on policy SA 17 of the LBRuT Local Plan Publication Version December 2016.

## 9.16 Policy 06

**9.16.1** Any development proposal for the St Michael's Convent site should:

- i) enhance the integrity of the listed buildings and preserve their setting, particularly in the way they relate to Ham Common;
- ii) maintain the relationship between the house and the gardens which gives the site its special character;
- iii) restrict new buildings and parking to the areas of the site that are already developed and not include any new vehicle access points;
- iv) maintain and enhance the biodiversity and historic planting of the grounds and secure managed public access.

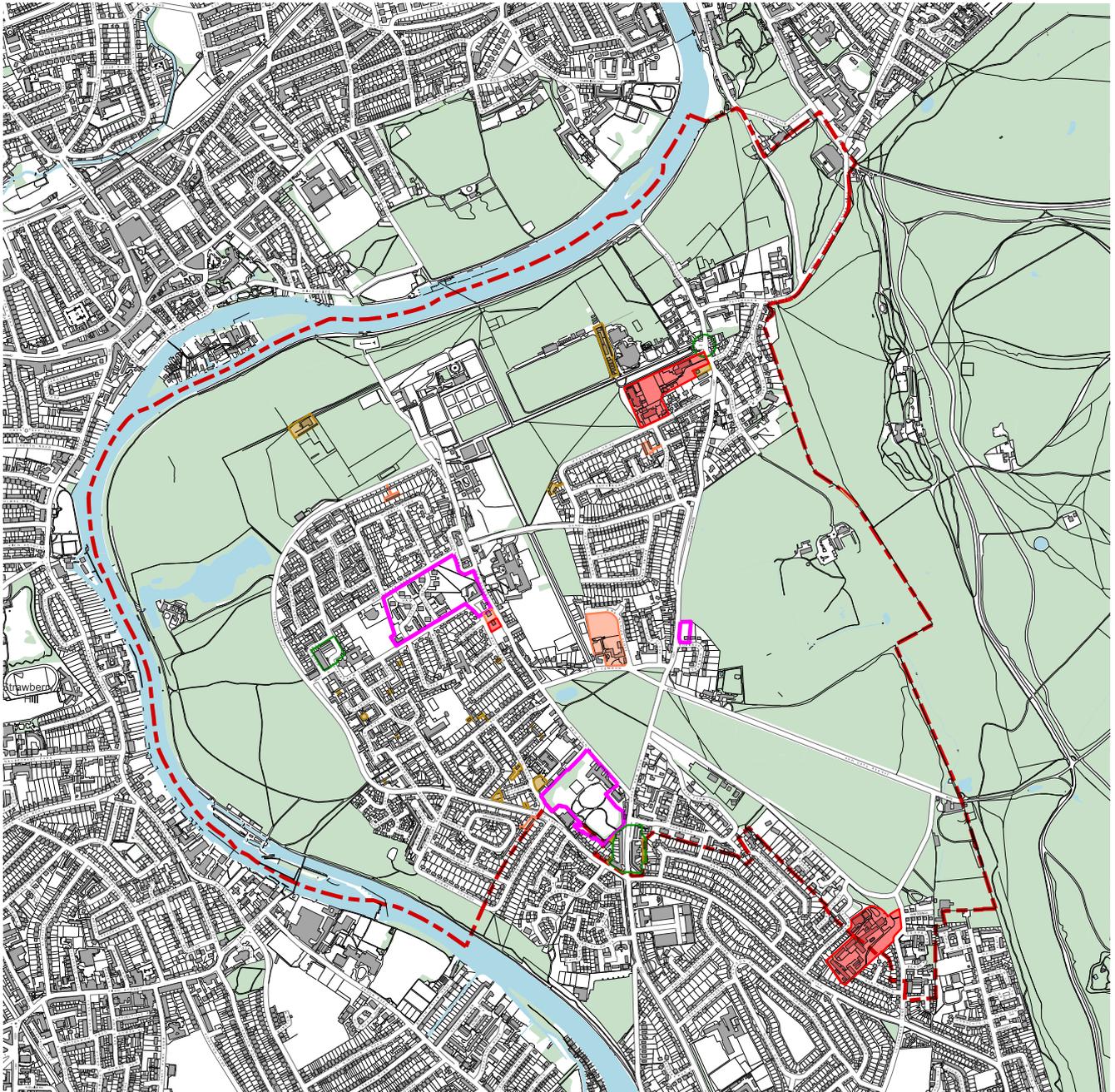
### Policy Implementation

**9.16.2** This site is in private ownership. Proposals for development of the site will be put forward by the new owners and will require both planning permission and listed building consent.

### Reasoned Justification

**9.16.3** This is a prominent site within the Ham

# Ham and Petersham Neighbourhood Plan



-  Brownfield sites
-  Future development
-  Under application
-  Improvement areas
-  Under development

0km 

 Neighbourhood plan boundary

Map 17:  
Garage Development infill sites

## 9.17 Previously developed brownfield land and other small sites

**9.17.1** The Neighbourhood Plan seeks to make the most of small sites that are currently under-used or redundant and have been previously developed, including land previously used for parking or for garage blocks. A number of these are the subject of recent planning applications for low key infill housing development. This is considered an appropriate use for such land and is encouraged. The three sites shown above are garage sites and have secured planning permission for residential development.

**9.17.2** It is likely that more under-utilised sites will come forward during the life of the Neighbourhood Plan. Such sites are considered to be appropriate for development for a limited number of new small scale homes, subject to design and amenity safeguards.

**9.17.3** The Neighbourhood Plan seeks to protect back land garden sites from development: large gardens and low density housing are characteristic of the neighbourhood area and this character will be protected.

### 9.18 Policy - previously developed brownfield land and other small sites

- 1) To encourage the development of previously-developed land pockets for residential purposes, and
- 2) To resist the development of open or backland spaces that contribute to the character of the locality, such as private gardens.

#### Policy Implementation

**9.18.1** A number of possible housing sites were identified during the community consultation process. The Housing and Planning Act 2016 has introduced a 'Permission in Principle' procedure that will grant planning approval as of right for land that is identified

by the local authority in its statutory Brownfield Land Register and by the Neighbourhood Plan, which is therefore relevant to this policy.

**9.18.2** The Neighbourhood Forum welcomes both the identification of under-utilised small previously developed sites as described in this policy, and the opportunity to discuss proposals for them with a view to taking them into account as the Plan is reviewed. Whilst there is no obligation on the landowner to implement any change, their inclusion in this plan could grant them Permission in Principle pursuant to secondary legislation that is part of the Housing and Planning Act.

#### Reasoned Justification

**9.18.3** There are a number of potential small housing sites across the neighbourhood area which are currently unused or under-utilised. The redevelopment of these sites to provide housing, contributing to the delivery of housing targets for the area, is welcomed. Development of these sites should comply with policies set out elsewhere in the Neighbourhood Plan and under the Planning in Principle procedure will be subject to the submission and approval of Technical Details prior to development.

**9.18.4** The development of backland garden sites is not considered appropriate and will be resisted, in line with policy LP 39 of the draft LBRuT Local Plan Publication Version December 2016.



## Appendices

## Appendix 1 - Members of the Committee of the Ham and Petersham Neighbourhood Forum

Maggie Bailey	Head of Grey Court School and Chair until September 2014
Andrew Beedham	Chair of Drafting Team 2013 - 2015
Geoff Bond	Local Resident
Petra Braun	Local Trader
Naomi Campbell	Representing Ham House and Local Heritage
Alexandra Colclough	Representing Local Schools as Deputy Head of Meadlands School
Danielle Coleman	Local Resident
Sgt. Paul Dowsett	Representing the Local Police
Lisa Fairmaner	Chair of Drafting Team 2015 - September 2016
Andrée Frieze	Local Resident
Cllr Penny Frost	Ward Councillor and Representing Faith Groups
Justine Glynn	Vice Chair
John Goddard	Treasurer
Kim Hacker	Representing Ham Library as Libraries Area Manager
Anne-Marie Lewis	Local Resident
Cllr Jean Loveland	Ward Councillor and Previous Treasurer
Helen McNally	Local Social Care Organisations as Ham Children's Centre manager
Mitesh Patel	Representing Local Health as a Ham Pharmacist
Anne Powell	Representing Ham and Petersham Association
Andy Rogers	Local Resident
Chris Ruse	Vice Chair of Drafting Team, Chair of Drafting Team after September 2016
Stan Shaw	Representing Local Traders
Ben Skelton	Representing Youth organisations as Youth Centre Manager
Cllr Sarah Tippet	Ward Councillor
David Williams	Representing Ham Amenities Group and Ham United Group
Brian Willman	Chair from January 2015 and representing Faith Groups

## **Appendix 2 - Members of the Neighbourhood Forum Plan drafting team**

Andrew Beedham (Chair 2013 - 2015)

Christian Bocci

Charles Doe

Eugene Dreyer

Lisa Fairmaner (Chair 2015 until September 2016)

Justine Glynn

John Hatto

David Lamb

Justine Langford (Vice Chair after September 2016)

Andy Rogers

Chris Ruse (Vice Chair, Chair after September 2016)

Miriam Volic

Brita von Schoenaich

Chas Warlow

Brian Waters

## Appendix 3 - Implementation Programme

In order for the Vision, Objectives and Policies of this plan to be delivered, a range of organisations and groups will need to work in close collaboration. The Implementation Programme sets out the mechanism for this to happen over the lifetime of the Neighbourhood Plan. The inclusion of an organisation as a delivery partner does not indicate that they have formally committed to the action, but the intention is that they will have a key role within its implementation.

While the Implementation Programme does not form part of the statutory Neighbourhood Plan, it will play an important and significant part in its realisation, particularly in setting the priorities for investing Community Infrastructure Levy proceeds. The Implementation Programme will be regularly updated in conjunction with delivery partners in order to progress the proposals and to take advantage of new opportunities as they arise.

### Funding of Locally Important Projects

The delivery of the projects included in the Implementation Programme will be dependent on securing funding. This could be achieved in a number of ways:

Section 106 Agreements - projects can be delivered through planning obligations secured through Section 106 agreements. A S106 Agreement is a legal undertaking entered into by a developer when planning permission is granted for a development.

Planning obligations must meet the following tests set out at paragraph 204 of the National Planning Policy Framework. They must be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development
- Fairly and reasonably related in scale and kind to the development.

S106 Agreements are normally only necessary for larger scale development proposals.

### The Community Infrastructure Levy (CIL)

CIL is a charge payable by developers to the local authority (LBRuT) and calculated on the floorspace uplift arising from the proposed development. The payments are pooled by the local authority and used to deliver essential infrastructure which is required as a result of developments. Once a Neighbourhood Plan has been adopted, the neighbourhood proportion of the CIL will be 25% of the total raised in the area.

The neighbourhood proportion of CIL must be spent on infrastructure that is required to support development, or anything else that is required to support development. Decisions regarding spending the neighbourhood proportion of CIL are made by LBRuT in discussion with the Neighbourhood Forum and other interested local groups. The work undertaken by the Forum in gathering evidence on the community's aspirations and the priorities set out in the Neighbourhood Plan will inform these decisions.

In terms of CIL funding LBRuT have already identified a number of priority projects for Ham and Petersham. These are set out at Appendix 5. However, the Neighbourhood Plan identifies different projects for the area of Ham & Petersham which the Neighbourhood Forum considers to be a priority for the use of the neighbourhood portion of CIL raised in the area.

The priority to be accorded to projects for CIL funding will be identified in this Delivery Plan and will be reviewed on a regular basis to ensure it remains up to date throughout the life of the Neighbourhood Plan. It is intended that CIL will always be part of a funding package to meet the total cost of a project. The amount allocated to an individual project or part of a project will be the result of discussions with other funders.

### Other funding streams

There are likely to be other sources of funding available for a range of projects in the neighbourhood area. Funding may be secured from national, regional or local budgets administered by the GLA, TfL, LBRuT, Government Agencies, other public organisations such as the National Lottery, charitable trusts or from the private sector. The sources of available funding will be regularly reviewed by the Neighbourhood Forum in discussion with LBRuT and other stakeholders.

### Timescales indicate when a project might be commenced and are defined as:

<b>Short</b>	within one year of the approval of the Plan
<b>Medium</b>	within one to five years of the Plan being approved
<b>Long</b>	between five years after the Plan has been approved and the end of the Plan period.
<b>Ongoing</b>	throughout the lifetime of the Plan.

### Priorities for CIL Expenditure will be defined as:

<b>High</b>	These projects will have first call on available funds
<b>Medium</b>	These projects will be considered for funding when high priority projects are funded or are not likely to proceed.
<b>Low</b>	These projects will be considered for funding when high and medium-priority projects are funded or are not likely to proceed.

Proposal	Principal Delivery Partners	Timescale
<b>Character and Heritage</b>		
<p>Reinforce the clear distinction between the built-up areas and green spaces of Ham and Petersham as identified in Figure 4 to ensure that the boundary is well defined, physically and visually.</p>	<p>LBRuT Landowners Thames Landscape Strategy</p>	Medium
<p>Review the Ham and Petersham Conservation Areas' Appraisal and Management Plan to provide up-to-date guidance on developments in the Conservation Areas and promote conservation proposals and improvements.</p>	<p>LBRuT Affected residents and associations Neighbourhood Amenity Groups Historic England</p>	Short
<b>Travel and Streets</b>		
<p>Improvements to the network of walking and cycle routes linking Ham and Petersham to adjoining town centres and transport nodes</p>	LBRuT	Short
<p>Improvements to the network of walking and cycle routes linking shops, schools and local facilities within Ham and Petersham</p>	LBRuT	Short
<p>Improvement to the physical environment of local shopping centres to create squares and places for people to gather; to make it easier to cross busy roads, to locally reduce traffic speeds and to provide more space for pedestrians and bicycle users (see also Opportunities for Change )</p>	LBRuT	Short
<p>Improvement to the accessibility of existing ferry</p>	LBRuT	Medium
<p>Improvement to the accessibility of existing ferry</p>	LBRuT	Medium
<p>Construction of a foot and cycle bridge linking Ham and Twickenham.</p>	<p>LBRuT TfL</p>	Short

## Appendices

### Community Facilities

Improve and increase the capacity of community facilities, with priority being given to improving facilities for the young and elderly.

LBRuT  
Building Owners

Medium

### Open Spaces

The review and implementation of management plans for open spaces.

LBRuT  
Neighbourhood Interest Groups

Short

The extension of Walnut Tree Allotments and the establishment of a community orchard

LBRuT  
Walnut Tree Allotment Association

Medium

### Environmental Sustainability

Encourage the provision of water butts in commercial developments and when extending residential properties.

LBRuT

Ongoing

All new hardstandings and forecourt parking areas will be constructed using permeable materials.

Building Owners

Ongoing

Proposal	Principal Delivery Partners	Timescale
<b>Opportunities for Change</b>		
<b>Ham Parade - Improve Ham Parade by:</b>		
i. reducing the dominance of traffic by providing more space, improved visibility and accessibility for pedestrians and cyclists;	LBRUT RBKUT Ham Parade Traders and Businesses Ham Parade Residents Neighbourhood Groups	Short
ii. improving connectivity to the rest of the neighbourhood area for pedestrians and cyclists;		
iii. improving the appearance and attractiveness of the parade by:		
a) encouraging occupiers to install appropriate shopfronts and signage,		
b) introducing better directional signage, lighting, seating, public art and soft landscaping;		
iv. encouraging owners and occupiers of property to improve backland and service areas to the Parade through proper maintenance.		
v. Supporting the formation of a Ham Parade Management Group		

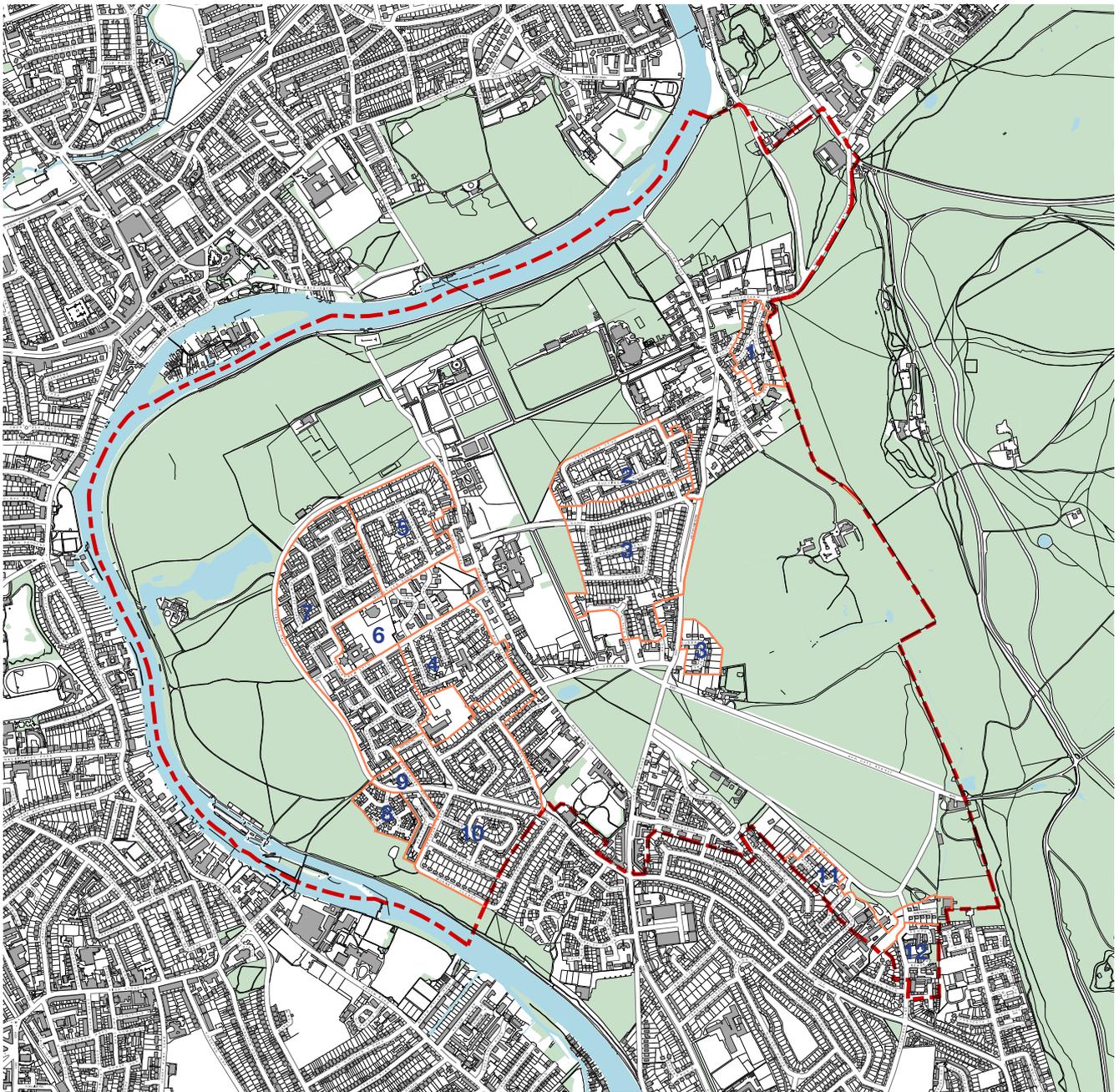
Proposal	Principal Delivery Partners	Timescale
<b>Opportunities for Change</b>		
<p>St Richard's Square - improve St. Richard's Square by:</p> <ul style="list-style-type: none"> <li>i. improving the appearance and attractiveness of the parade by:               <ul style="list-style-type: none"> <li>a) creating a new public space in front of the shops with attractive paving, landscaping and seating</li> <li>b) encouraging occupiers to install appropriate shopfronts and signage,</li> <li>c) introducing better directional signage, lighting, seating, public art and soft landscaping throughout the area.</li> <li>d) reducing the dominance of traffic in Ashburnham Road and Croftway in favour of pedestrians and cyclists through traffic calming measures</li> </ul> </li> <li>ii. encouraging owners and occupiers of property to improve backland and service areas to the Parade through proper maintenance.</li> </ul>	<p>LBRuT Traders and Businesses Neighbourhood Groups</p>	<p>Medium</p>

Proposal	Principal Delivery Partners	Timescale
<b>Opportunities for Change</b>		
<p>Central Petersham. Improve central Petersham by:</p> <ul style="list-style-type: none"> <li>i. restoring the vista of Petersham Avenue through the arched gateway</li> <li>ii. upgrading the area in front of the arched entrance to the Avenue by redesigning the carriageway and footpath, rationalising signage and street furniture and installing new seating</li> <li>iii. rationalising street clutter and improving the quality of the bus shelter, boundary wall and fence and planting at the entrance to the Russell School.</li> </ul>	<p>LBRuT                      Building owners and occupiers                      The Russell School                      The German School                      Neighbourhood Amenity Groups</p>	<p>Medium</p>
<p><b>Ham Street/ Ashburnham Road Neighbourhood Shopping Centre</b></p>	<p>LBRuT                      Building owners                      Traders and businesses                      Residents</p>	<p>Medium</p>
<p>Improve the Ham Street / Ashburnham Road shops and flats by encouraging replacement of shop fronts and fascia signs and redecoration of the upper storeys.</p>		

## Appendices

Proposal	Principal Delivery Partners	Timescale
<b>Opportunities for Change</b>		
<b>Ham Village Green</b>  Encourage ongoing enhancement of Ham Village Green through the provision of soft landscaping, planting, seating and appropriate play and exercise equipment.	LBRuT Neighbourhood Amenity Groups	Ongoing
<b>Ashburnham Road / Ham Street / Wiggins Lane / Woodville Road</b>  Enhance the public realm in Ashburnham Road / Ham Street / Wiggins Lane / Woodville Road by the renewal of the carriageways, footpaths, street furniture and landscape planting.	LBRuT	Long

# Character Area Studies



-  Character areas
-  Neighbourhood plan boundary

0km  5km

#### **4 Character Area Studies for areas not designated as Conservation Areas**

- 1 Cedar Heights / Bute Avenue
- 2 Buckingham Road
- 3 Sandy Lane / Martingales Close / Sudbrook Gardens
- 4 Ashburnham Road / Back Lane
- 5 Stretton Road
- 6 Ham Close
- 7 Wates Estate
- 8 Locksmeade
- 9 Beaufort Court
- 10 Dukes Avenue
- 11 Church Road
- 12 Latchmere Lane

## Ham and Petersham Neighbourhood Plan: Character Study

### Area 1 : Cedar Heights / Bute Avenue

#### **Physical characteristics – What does this area look like? What are its defining features?**

These roads are an enclave of suburban houses within the Petersham Conservation Area and abutting Richmond Park. Although contiguous, access to Cedar Heights is off Petersham Road and Bute Avenue is accessed from Sudbrook Lane.

Cedar Heights and Ashfield Close are a cul de sac of two-storey detached houses built in the 1960s. The layout is characteristic of small estates of 'executive homes' built at that time with generous open plan frontages with off street parking in front of a garage and a lawn with shrubs and trees. Some of these have been enclosed with low walls and gates and in other instances shrubs now define the front boundary with the result that the open aspect of the estate has been substantially modified. Houses are built in brick with large 'picture windows' and have traditional pitched tiled roofs. All the houses are well maintained.

Many of the trees and shrubs are now mature giving a mature feel to the area. There is a striking and prominent group of trees including a mature cedar at the junction of Cedar Heights and Ashfield Close.

Bute Avenue is a private cul de sac without kerbs and pavements which gives a more informal ambience. The detached 1930s houses are in a variety of styles, all two storeys with brick facades and traditional pitched roofs.

#### **Cultural character – What activities happen here? Who lives here or uses the area?**

This is an affluent multinational area of family homes, the majority of which are owner-occupied.

#### **Perception and Experience – How do people perceive and experience the area?**

The area is perceived as a settled, safe, attractive part of a wider area with plentiful open space, but still part of London with its good public services and leisure opportunities. Both roads are quiet and Bute Avenue in particular has an aura of exclusivity.

With only one road through Petersham, access to and from this area can be seriously affected by congestion in the winter rush hours when Richmond Park is closed, and the slightest disruption causes long queues. Traffic congestion also results in unreliable bus services.

### **How is the area changing?**

Commuter parking in the side roads by people catching the bus to Richmond or visiting Richmond Park is an increasing problem in Cedar Heights.

The open plan nature of streets is being eroded by defining the boundaries of front gardens either with brick walls or planting, reflecting changing tastes and a desire for greater privacy and individuality.

In both streets individual plots have been redeveloped with striking detached houses in a contemporary design.

### **Guidance on future changes and development**

The redevelopment of individual houses with larger modern houses can be expected to continue given the shortage of undeveloped plots for individual houses. Providing these are designed with due regard to context this can bring an acceptable diversity to the street scene. Redevelopment of several individual or adjoining plots with a short terrace or smaller detached houses could change the character of the area over time. In principle there would be no objection to this, providing design requirements in the Local Plan are met.

Front gardens contribute much to the character of these streets and paving a high proportion to provide parking would seriously degrade its appearance and should be avoided.

## Area 2: Buckingham Road area

### Physical characteristics – What does this area look like? What are its defining features?

This is an area of two-storey houses and maisonettes in short terraces built in red brick with tiled roofs. Each property has a short front garden with a brick front wall and a private rear garden. The houses are plain without ornamentation except for a concrete canopy over the front door which is somewhat typical of this style of public housing built in the 1950s. Houses have been enlarged, mainly with dormer roof extensions on the rear elevation and single storey rear extensions.

In Buckingham Road, in particular, the houses are grouped around 'greens'; in one case a car park has been inserted into the grassed area. All the roads have grass verges with street trees. The houses were built without garages and streets are dominated by parked cars and vans. Carriageways are narrow and parking on the verges is encouraged in places.

Although there is no through traffic, there are footpath links to the Petersham Road, the playground on Sandy Lane, the Avenue and onto the adjacent common land.

### Cultural character – What activities happen here? Who lives here or uses the area?

This is an area of family homes built by Richmond Council for rent but now mostly owner occupied. The houses are modest in size and to that extent are at the more 'affordable' end of housing in the borough and the neighbourhood, particularly if they have not been extended. There are probably a good proportion of former tenants who purchased their homes through the Right-to-Buy schemes, whilst newer occupiers may be a mixture of self-employed tradesmen and younger couples who will look to move on in due course.

The two schools (Russell, and the German School) all draw cars into the area to drop off children in Meadlands Drive/Clifford Road resulting in peaks of activity and congestion at either end of the school day.

Commuter parking also occurs in Clifford Road at the Sandy Lane end where people will park in order to catch a bus into Richmond.

### Perception and Experience – How do people perceive and experience the area?

Older people would probably still recognise this as an area of Council housing with the personal assumptions that might accompany this view point. It's probably thought of as a quiet and pleasant area without social problems, close to good schools, extensive areas of open space and with ready access to the 65 and 371 bus routes into Richmond and Kingston.

The narrow carriageways and on street parking are probably viewed as a problem by parents delivering children to school who in turn are probably viewed as an intrusive nuisance by residents.

### **How is the area changing?**

The shift to owner occupiers has brought a desire to improve, extend and personalise the houses. Overall this has been done in a way that is sensitive to the design of the houses. More profoundly it has changed the area from social housing, where houses are allocated according to need, to private housing where occupation is determined by market forces. Older people are likely to be longstanding residents who brought up their children in the area and as they die or move away they are replaced by younger families.

Street parking is an issue both for residents and for access to the schools. Parking on verges is unsightly and parking in front gardens interrupts the continuity of front garden walls and grass verges.

### **Guidance on future changes and development**

Physically this is a relatively stable area. Rear extensions and loft conversions to provide additional space should be guided by Council design guidance. To retain the coherent appearance of the area alterations to the front elevations should reflect the character and materials of the buildings and the original design of the front garden walls should be maintained

Any additional parking areas which intrude into the grass verges must be carefully designed to enhance the appearance of the area with appropriate materials and planting. This includes access to front gardens which would fragment the grassed verges.

### Area 3: Sandy Lane / Martingales / Sudbrook

#### Physical characteristics – What does this area look like? What are its defining features?

This is an area of substantial detached two-storey houses with front and rear gardens. The exception to this is Bishops Close which is a cul-de-sac of two-storey maisonettes with two garage courts which has been included as it is geographically part of this area. Sudbrook Gardens is a small cul-de-sac which although geographically separate has similar characteristics to the area as a whole.

Sandy Lane north side (evens) is mostly 1950s detached houses, individually built, some having been rebuilt or heavily extended. Others have been replaced with much larger new houses, but only in one case by two houses. Sandy Lane has retained something of the appearance of a rural lane with substantial hedges between the carriageway and the footpaths in front of the houses.

Lauderdale Drive, Arlington Road, Ashley Gardens and houses facing onto Petersham Road were built between 1932 and 1937 by Park Estates. The dental surgery at 239 Petersham Road was originally the estate office. A few plots were only built after WW2, but most of the 3 and 4 bedroom houses were half a dozen similar designs, often with 'mock Tudor' elements which have retained their original appearance. One largely rebuilt house now appears out of keeping with surrounding properties. In appearance this is a concrete house, although the original house, much extended is rendered brick. The 1930s houses were well built, but with no cavity walls resulting in poor insulation. All houses have generous sized front and rear gardens with front boundary walls and off street parking as part of the front garden. . Many houses have had roof extensions, some unattractive and large, and loft extensions with many velux windows and dormers. For some decades dormers have been refused on front elevations. All houses are still essentially two storeys, although one Lauderdale Drive house has a dug out basement. Opportunities for infilling are negligible.

Martingales Close is a cul-de-sac developed in the 1960s with an open-plan layout bounded on one side by the brick boundary wall of St Michael's Convent. The majority of the houses are detached brick-built properties with prominent pitched roofs and large 'picture windows'. At the end of the cul-de-sac, backing onto one of the Ham Avenues, is a row of two-storey terraced houses facing onto a shared access area.

The two-storey brick built maisonettes of Bishops Close also face onto open front gardens. This is a cramped narrow road reached by a dog-legged access road off Ham Common which is heavily parked throughout the day.

Sudbrook Gardens is a short cul-de-sac of individually designed detached houses with substantial gardens.

Petersham Road is part of the A307 main road between Richmond and Kingston, but with a green space between the main road and a service road in front of the houses. Sandy Lane is a through road to Ham from Petersham Road, but the hedges and trees between the pavements and the road mitigate the effects of traffic. Other roads have no through traffic.

### **Cultural character – What activities happen here? Who lives here or uses the area?**

This is an affluent multinational area of family houses, predominantly owner-occupied. As many as a third of the residents are non UK citizens, mostly German speaking, living here because of the Deutsche Schule London in Petersham. The German and Austrian families are noticeably younger than the average British families, and probably a majority of the school age children are German. The area is entirely residential, apart from the dental surgery. There is not a big cultural overlap between the British and non-British communities, despite the efforts of the German School and local groups.

### **Perception and Experience – How do people perceive and experience the area?**

The area is perceived as a settled, safe, attractive part of a wider area with plentiful open space, but still part of London with its good public services and leisure opportunities. The turnover of residents is greater among the non-UK families. Almost every family has a car, many more than one. This is only a problem where there is also commuter parking in the Petersham Road service road and the beginning of Lauderdale Drive. Elsewhere there are adequate parking spaces on and off the road. Two bus services also give an alternative to car travel. With only one road through Petersham, congestion is serious in the winter rush hours when Richmond Park is closed, and the slightest disruption causes long queues. Traffic congestion also results in unreliable bus services.

### **How is the area changing?**

Rocketing house prices mean greater affluence among residents, and a desire to extend the houses further. Traffic on the main roads is increasing when Petersham Road is not at capacity. Commuter parking for people catching the bus into Richmond has grown over the last few years.

### **Guidance on future changes and development**

The redevelopment of individual houses with larger modern houses can be expected given the shortage of undeveloped plots for individual houses. Providing these are designed with due regard to context this can bring an acceptable diversity to the street scene. Redevelopment of several individual or adjoining plots with a short terrace or smaller detached houses could change the character of the area over time. In principle there would be no objection to this providing design requirements in the Local Plan are met.

Front gardens and front garden walls contribute much to the character of these streets and paving a high proportion of the front garden to provide parking would seriously degrade its appearance and should be avoided.

Rear extensions and loft conversions to provide additional space should be guided by Council design guidance. To retain the character and appearance of individual streets, alterations to the front elevations should reflect the character and materials of the buildings and the original design of the front garden walls should be maintained. The green space between Petersham Road and the service road is an important feature and should be safeguarded and improved.

#### **Area 4: Ashburnham Road / Back Lane**

##### **Physical characteristics – What does this area look like? What are its defining features?**

This is an area of two-storey inter-war houses in short terraces predominantly built in red brick with tiled roofs, with a slightly different style of double-fronted homes fronting Ashburnham Road. There are also newer privately owned three-storey townhouses at the end of Sheridan Road and 1960s sheltered housing for older people (Redknapp House) at the end of Cleves Road. Properties have a short front garden (some converted for off-street parking) and a private rear garden, although on street corners most of the garden is to the front of the house. The houses are plain with limited ornamentation except for tile detailing at eaves level on the front of the gable-roofed houses, and a concrete canopy over the front door (some of which have been removed in favour of a fully enclosed porch). Some houses have been enlarged, mainly with dormer roof extensions on the rear elevation, single-storey rear extensions, and in some cases, one and two-storey side extensions, some of which are set back, and others flush with the front of the house.

Houses are arranged in short, private cul-de-sacs, linked by a network of alleyways owned and managed by the Richmond Housing Partnership (RHP). The houses were built without garages and streets have parked vehicles on either side of the relatively narrow carriageways.

The area links directly to the amenities and shops on Ashburnham Road/Back Lane including Ham Green and Ham Common to the east; it backs on to Meadland's school grounds and the Wates Estate to the south. Geographically it lies in the centre of Ham, almost equidistant from Ham House, Teddington Lock, Ham Cross and Ham Gate Avenue.

##### **Cultural character – What activities happen here? Who lives here or uses the area?**

This is an area of family homes predominantly built by the local authority in the mid-1930s for rent. They are now occupied by a mix of RHP tenants, owner-occupiers and private renters. The RHP tenants create a strong network of extended families and friends who have been in the area for some time, and who create a very close-knit community which newer arrivals link in to. There are some former tenants who purchased their homes through the Right-to-Buy schemes, whilst newer occupiers purchasing these homes (sometimes second or third sales after the original purchase from the council/RHP) often have families and there are a significant number of children in the area.

The layout of cul-de-sacs and natural surveillance create a secure environment, and children tend to play in the road rather than in rear gardens.

The houses are at the more 'affordable' end of housing in the borough and London as a whole, particularly if they have not been extended, although the relationship to actual incomes means this affordability is rapidly diminishing. The area also accommodates Ham and Petersham's only older-persons' housing, a sheltered facility set in generous grounds at Redknapp House. The doctor's surgery in Lock Road can be accessed via the alleyway from Mead Road.

Traffic associated with Grey Court School draws cars into the area and there are peaks of activity and congestion at either end of the school day.

### **Perception and Experience – How do people perceive and experience the area?**

People view the area as ideal for families, including children and grand-children. It is also very tenure-mixed at a fine grain (with the exception of the newer housing in Sheridan Road) and the cul-de-sacs, adjacent front doors and relative quiet all lend themselves to significant opportunities for informal interaction across generations and tenures. Newer owner-occupiers and private rental tenants can erode this by remaining socially isolated within the area, but this is rare, and most people have contact with neighbours.

The area is generally quiet and pleasant, close to good schools and extensive areas of open space and has easy access to the 371 bus route, and to a lesser extent the 65, into Richmond and Kingston. The network of alleyways is beneficial, providing excellent pedestrian permeability and convenient access to rear gardens. However, they are poorly maintained with clean-ups only twice a year, and are a magnet for anti-social behaviour including dog fouling, fly-tipping, graffiti, and, in summer, drinking, fence-jumping and damage to property. This low-level anti-social behaviour erodes the sense of security in the area.

Competition for on-street parking, reduced parking due to the creation of front-garden parking spaces, and pressures on available highway from school/commuter parking can be issues of annoyance for residents.

### **How is the area changing?**

The shift to owner-occupiers has brought a desire to improve, extend and personalise the houses. There have also been significant numbers of loft extensions to the RHP's estate to accommodate larger families which the stock is particularly well suited to. Overall this has been done in a way that is sensitive to the design of the houses. The sensitive addition of infill housing has not measurably changed the area as it accounts for just a small number of homes. Older people are likely to be longstanding residents who brought up their children in the area and tend to be replaced by younger families in the RHP rental and owner-occupier sectors. Private rentals are a mix of families and some adult house-sharing.

### **What potential changes can be foreseen?**

Physically this is a relatively stable area, which will continue to incrementally change through small householder alterations and extensions. The only significant sites which could change would be the garages on Back Lane, and far less likely, around the doctor's surgery/rear of Meadlands/Thames Water site.

The area will be significantly affected by any redevelopment of Ham Close, both during the construction phases (particularly with large vehicles accessing Ashburnham Road) and during occupation, with larger numbers of people in the area.

Escalating house prices and rents across London mean that increasingly substantial incomes, or capital from a previous home, will be needed to live in the area. This will mean fewer first-time buyers/young families, and an increasing divide

between the incomes of RHP tenants and the incomes of those moving into the area. There are currently very few privately-rented homes in the area, although this may change in the future if only those who are already home-owners/landlords can access the housing market.

Welfare reform may also drive changes in the local population. Whilst most RHP tenants work or are retired, rents may become unaffordable in the future, particularly for those falling into the category defined by the government as 'under-occupying'. This will bring more and larger families into the area, as there is a shortage of affordable family housing with gardens. New RHP tenants are unlikely to be able to exercise their rights to buy due to the shortage of affordable housing and therefore the level of "priority need" necessary to access these homes. However, any move to fixed-term tenancies rather than lifetime tenancies will, over time, significantly change the fabric of this small community, making it much more transient and less close-knit.

### **Guidance for future changes and development**

Physically this is a relatively stable area. Rear extensions and loft conversions to provide additional space should be guided by Council design guidance. To retain the coherent appearance of the area alterations to the front elevations should reflect the character and materials of the buildings and the original design of the front fences should be maintained.

Front gardens and fence lines contribute much to the character of these streets and paving a high proportion of the front garden to provide parking can seriously degrade its appearance particularly when several adjoining houses pave over their front gardens. Where front gardens are used for parking, the guidance in Richmond Council's Supplementary Planning Guidance 'Front Gardens and Other Off Street Parking Standards' should be followed.

## Area 5: Stretton Road

### **Physical characteristics – What does this area look like? What are its defining features?**

This is an area of two-storey post-war houses in short terraces predominantly built in red brick with tiled roofs. Properties have a short front garden (many converted for off-street parking) and a private rear garden many of which are quite generous. On street corners most of the garden is to the front of the house. The houses are plain with limited ornamentation. Some houses have been enlarged, mainly with dormer roof extensions on the rear elevation, single-storey rear extensions, and in some cases, one and two-storey side extensions, some of which are set back, and others flush with the front of the house.

Short cul-de-sacs run off Stretton Road and Murray Road and are linked by a network of alleyways owned and managed by the Richmond Housing Partnership (RHP). The houses were built without garages and streets have parked vehicles on either side of the relatively narrow carriageways.

The area links directly to Ham Village Green whilst the houses on Riverside Drive face onto open space and a children's playground. In comparison with many areas of Ham there is a noticeable lack of trees.

### **Cultural character – What activities happen here? Who lives here or uses the area?**

Although initially these houses were built for Richmond Council, a large number of properties are now privately owned. The balance are now managed by Richmond Housing Partnership. The area is exclusively residential. Although a number of elderly residents still live in this area, increasingly young families with children are moving in, due to close proximity to schools and nurseries.

As in Lovell Area, there are some former tenants who purchased their homes through the Right-to-Buy schemes, whilst newer occupiers purchasing these homes (sometimes second or third sales after the original purchase from the council/RHP) often have families and there are a significant number of children in the area.

The layout of cul-de-sacs and natural surveillance create a secure environment, and children tend to play in the road rather than in rear gardens.

Although houses are still 'affordable' in comparison with other areas in the borough and London as a whole, a steady influx of new homeowners have brought change in the sense that houses have been altered with side and rear extensions, which in turn contributes to rising property values.

### **Perception and Experience – How do people perceive and experience the area?**

The area is in the vicinity of good schools and the availability of large open spaces makes it attractive for families with children. It has good access to 371 bus route (towards Richmond/Kingston). There is some concern related to low level anti-social behaviour (drinking, fence damage, etc.) which diminishes the otherwise good sense of security in the area. The availability of on-street parking and reduced parking due to the creation of front garden parking spaces, and pressures on available highway is an ongoing issue for residents.

### **How is the area changing?**

As mentioned above, properties are being sold to new owners who undertake extensive refurbishment and modernisation often with extensions. Although the area is not protected by statutory designation, planning control still manages to keep the alterations within the context of the area, and more or less sensitive to the existing design of the houses.

### **Guidance for future change and development.**

Physically this is a relatively stable area. Rear extensions and loft conversions to provide additional space should be guided by Council design guidance. To retain the coherent appearance of the area, alterations to the front elevations should reflect the character and materials of the buildings and the original design of the front fences should be maintained.

Front gardens and fence lines contribute much to the character of these streets and paving a high proportion of the front garden to provide parking can seriously degrade its appearance, particularly when several adjoining houses pave over their front gardens. Where front gardens are used for parking, the guidance in Richmond Council's Supplementary Planning Guidance 'Front Gardens and Other Off Street Parking Standards' should be followed.

The area would benefit from additional tree planting to soften a slightly austere appearance.

## Area 6: Ham Close

### Physical characteristics – What does this area look like? What are its defining features?

This is a rectangular area situated in the centre of the built-up area of Ham bordered by Ashburnham Road / Ham Street / Wiggins Lane / Woodville Road. It has a variety of building types and styles and unlike almost all other parts of Ham where two and three storey buildings front directly onto the street, this area has a more open and informal layout. This gives it a more spacious feel which contrasts with the more enclosed feel and smaller scale of many streets in the wider area. This contrast is most pronounced at the interface of Ashburnham Road and Woodville Road where two-storey houses with front gardens face onto the unenclosed open areas within the Ham Close estate. This open nature arises from the combination of the open grassed area of Ham Village Green and the playing fields of St Richard's School, the irregular and dispersed layout of the blocks of Ham Close set amongst surface parking and grassed amenity areas and the setting of the individual buildings of the Health Centre, Youth Club and Woodville Centre surrounded by car parks and grassed lawn.

Ham does not have a single centre, but Ashburnham Road forms a spine linking the cluster of activities around the junction of Ham Street and Ashburnham Road (shops, Library, bus stops and Grey Court School) with the cluster around St Richard's Square (Children's Centre, St Richard's School and Church, nursery and shops). This road is also a bus route and one of the most used roads in Ham.

The open layout provides many routes through the area from the Wates Estate and Murray Road areas and there are several tarmacked footpaths across Ham Village Green.

The dominant buildings are the three, four and five storey blocks of flats of the Ham Close estate. These are a combination of squat blocks arranged around a staircase and longer blocks with open walkways giving access to the individual flats. The buildings are brick with areas of pebbledash and have flat roofs. Insulation is said to be poor, with condensation problems in some flats. None of the blocks have lifts, making them inaccessible to people with disabilities or restricted mobility. There is limited landscaping and no private space around the blocks, each of which has a surface car park or block of garages.

Ham Close consists of 192 flats:

- Three-storey blocks consist of 12 flats with 4 x 2-bedroom self-contained flats at each storey. Each block has access via a secure front or back door with use of a key fob. The individual flats are off an internal communal stairwell.
- Four-storey blocks have 20 flats. Each storey houses 5 x 1-bedroom flats. Access is via a central stairwell leading to an external communal balcony.
- Five-storey blocks house 12 flats. These blocks have 4 self-contained studio flats at ground level. The 1st/2nd level houses 4 x 2-bedroom maisonettes. On the 4th/5th level there are 3 x 2-bedroom maisonettes and 1 x 3 bedroom maisonette.

The estate is served by two roads which wind their way between Ashburnham and Woodville Roads. The Youth Centre and Health Centre form part of this development. The Youth Club is a stark and forbidding dark brick building which has been relieved by colourful and imaginative murals. The building offers a large hall, art room, social area, computer suite, music recording studios and rehearsal rooms. It is fronted by a large car park. The Health Centre is

an undistinguished, two-storey brick building with a pitched roof surrounded by a low brick wall topped by railings. The Woodville Centre, originally a primary school, was built in the 1960s at the same time as the Wates Estate. It is an individual and distinctive building reminiscent of public architecture of the period. It is set in a generous garden and asphalt car park and enclosed by a chain link fence.

Two open spaces 'bookend' the Ham Close development. Ham Village Green is public open space which has been greatly improved in recent years and is in the process of being transformed with tree planting, a 'green gym', a play area and areas of wild flowers. The grounds of St Richard's School have also been improved in recent years with tree planting and 'green' play equipment.

The remaining element of the area is the three-storey block of shops and flats at the junction of Ashburnham Road and Ham Street. The shops face onto both roads so that the two rows of shops are visually unrelated. Access to the flats, each of which has its own front door, is from a deck above the shops which is reached by two open flights of stairs. A service yard for the shops and garages lies within the two arms of the building enclosed by brick walls. Access to this is from a short road off Ashburnham Road, which also serves a recycling centre. The buildings, dating from the 1960s, are plain and the shopfronts and fascia signs lack any coherence and in some cases are forbidding rather than welcoming.

### **Cultural character – What activities happen here? Who lives here or uses the area?**

Ham Close is a very special place to live and has a very strong sense of community. The residents are of all ages and from many different backgrounds and nationalities. While most of the flats house families, there are also single people and couples.

Some of the residents are the original tenants and indeed one or two were employed during the construction of Ham Close. Hatch, Secrett and Clarke Houses are named after original Dairyman (see below). Over time the estate has become central to the families of Ham by providing first homes to their children.

Ham Village Green is Housing Amenity ground and was originally created for Ham Close residents so that they had open space. It is now used by the wider community and in recent years an active Friends group, mainly from the surrounding area, have promoted the importance of the space and initiated planting and other improvements which are transforming its appearance and have resulted in it being a well-used space for local residents of all ages.

Ham Youth Centre is open every night of the week, offering activities such as skateboarding, music, the Duke of Edinburgh's Award, information on drugs and sexual health, parkour and football or the opportunity to chill, playing pool, Xbox or table tennis. Trips and residential stays are organised during school holidays and recently a group went to Finland for a week-long youth exchange with the Helsinki youth service. The centre is available to hire and is used by a Hindu group on Sundays.

Ham Clinic houses a variety of health services provided by the local NHS Trust, and a dental practice operates from a separate adjacent building.

The Woodville Centre is a day centre for people over 60 with moderate to severe dementia or high level care needs. It caters for people from across the borough and offers a range of activities aimed at providing a stimulating and friendly environment. The site also provides accommodation for a private day nursery, a Guide group and the offices of Ham and Petersham SOS.

The shops are identified as a parade of local importance in the Richmond Local Plan. The German bakery and delicatessen is a popular and attractive shop, particularly serving the local German community. Most of the shop units are now occupied by services such as hot-food takeaways and cafes, dry cleaners, hair dressers and the neighbourhood police office. Although vacancy levels are low, this is the least prosperous of the three main local centres in Ham. The proximity of Grey Court School means it is well used at certain times of the day.

### **Perception and Experience – How do people perceive and experience the area?**

Whilst there are now few links to the past, the land has a history that illustrates the changes in Ham over the past 150 years. In 1861, it originally formed part of the old Manor Farm, or Hatch's Farm, covering 306 acres. In 1918 the Channel Island dairy cows were herded down Ham Street to be milked. By 1929 the farm was reduced to 70 acres. After WW2, 100 prefabs were erected to cater for the housing needs of returning servicemen. Originally blocks of flats were planned, including one nine-storey, but fortunately the Ham and Petersham Association and others objected that such a large-scale development would destroy the character of the village. The project was delayed and a compromise reached. In 1957 Lou Secrett relinquished the farm and the rest of the land was included in the development site; Wimpey 'No-Fines' homes were built in the 1960s.

In 1958 The Manor farmhouse was demolished and in the process a much earlier farmhouse and barn were discovered and very sadly destroyed - under the brick and stucco there had been a 15th century three-bay hall with Gothic windows, leaded lights and 1ft square oak beams. The farmhouse was replaced by the Borough Council with the 13 shop units with flats above which now stand at the junction of Ham Street and Ashburnham Road.

In 2000 the then Council sold off the properties to a newly created Registered Social Landlord (RSL), Richmond Housing Partnership (RHP). Since then a major updating of internal bathrooms, kitchens and heating has been carried out to bring tenanted properties up to 'Decent Homes' standard. The external buildings were painted in 2003. Internal communal area cyclical repairs have been carried out.

Although at first glance Ham Close seems at odds with the area, and some would consider the design and layout as typical of rather insensitively designed 'Council housing', locally it is accepted as an integral part of Ham, contributing to the social mix and variety of accommodation. In a neighbourhood that is predominantly residential, this one of the most mixed areas within Ham and Petersham in terms of the activities and services taking place. As such it is more important to the life of the local community than might first be apparent.

### **How is the area changing?**

The 'Right to Buy' scheme has resulted in changes to the social composition of residents although the uncertainty arising from the redevelopment proposals has probably halted this trend.

Since 2010 RHP has ventured into developing homes both across the borough and surrounding boroughs for rent, as there is a shortage of social homes. In 2013 and 2014 RHP, The Council and The Prince's Foundation carried out a consultation with residents, the local community and stakeholders. A report was produced which highlighted the principles on which any future vision for the area should be based.

### **What potential changes can be foreseen?**

Presently RHP and the Council are carrying out viability appraisals into the possible regeneration of Ham Close. Like the original plans for the development back in the late 1950s, the proposals presented in the summer of 2015 to demolish the 192 flats and replace them with 400 homes met with strong opposition. Further proposals were presented in September 2016 following a series of wide ranging workshops open to residents of Ham Close and surrounding areas.

### **Guidance on future changes and development**

Guidance on the future of this area can be found in the body of the Neighbourhood Plan under 'Central Ham Opportunity Area' in the chapter 'Opportunities for Change.'

## Area 7 : Wates Estate

### **Physical characteristics – What does this area look like? What are its defining features?**

This part of Ham was developed by Wates over a period of 3-4 years in the mid 1960s. Its appearance and layout is typical of speculative housing developments of that time. It falls into three parts, two distinct areas of housing separated by the local centre of 'St Richard's Square' with a row of 8 shops, a car park, church, primary school and nursery.

The now unnecessarily wide Riverside Drive curves around the western side. Houses only back onto this distributor road and are separated from it by landscaping. Elsewhere the estate links well into adjoining roads.

The layout of both areas of housing is formed from interlinked 'squares' made up of short terraces of two-storey houses, three-storey town houses, and three-storey blocks with maisonettes on the ground floor and two-storey maisonettes above. These are positioned to avoid direct overlooking. All houses and ground floor maisonettes have a private rear garden or patio. Generous open areas and mature landscaping together with the way the roads wind between the terraces gives an informal feel to many parts of the estates. The estates are very permeable with footpaths linking internal roads and giving access to Riverside Drive and Ham Lands. Areas in front of the buildings are 'open plan' with no boundary walls or fences. In the northern part of the estate garage courts are hidden away in the centre of the 'squares'. To the south the centres of the 'squares' are more likely to be communal gardens with small private patio gardens.

The short terraces have a uniform and regular design with large 'picture windows' across the whole of each house giving a horizontal emphasis together with a consistent use of red tile hanging (reminiscent of Parkleys), red brick walls and tiled roofs.

St Richard's Square is an elongated rectangular space enclosed on three sides by three-storey flats and a row of shops with a 'street' of two storey houses above. The 4th side is dominated by the star-shaped St Richard's Church with its strikingly sculptured copper roof and spire. The layout within the 'square' is visually disjointed with Ashburnham Road winding around a car park and the grass area surrounding the church, and a high brick planter with mature trees separating the shops from the road. There is a close physical relationship between Church and Church School.

### **Cultural character – What activities happen here? Who lives here or uses the area?**

The majority of the area is private housing, often family housing. Whilst there is still a wide age range, an increasing number of younger families have moved into both the houses and maisonettes in recent years. There is a significant proportion of 60+ households who have been resident for 30+ years. It's an area of white-collar workers, probably in professional and lower managerial occupations. Whilst the majority are from a white British background, there is a significant proportion from European countries.

St Richard's Square is a local shopping centre with a Tesco Local (open 7am – 11pm), Post Office, Pharmacy, Newsagent, take-away, German bakery and delicatessen, an off-licence and, crucially, free parking, which draws people from beyond Ham. The 371 bus route passes close by and St Richard's School, Ham Children's Centre and Meadowview Nursery are all nearby. This cluster of activities is one of several 'centres' in Ham and as such plays an important role in the identity of this part of Ham.

### **Perception and Experience – How do people perceive and experience the area?**

'Tesco's' and 'the German Bakery' are both landmarks which are used to identify the area. The shops are a natural meeting point but there is not the opportunity to linger or sit and watch the world go by apart from a couple of tables outside the German Deli.

It is a quiet and pleasant residential area, although Broughton Avenue is busier being a bus route and a route to Dukes Avenue and the main road. 1960s houses are still not as popular as older houses, although in the current market the properties provide a reasonable and flexible space for their price. The area is dependent on the 371 for public transport making it relatively isolated, although Teddington and bus routes to Kingston and Twickenham are accessible across the Lock bridge.

The area has ready access to Ham Lands with footpaths leading onto Riverside Drive and this gives it a special quality for many people. The layout of the area enables children to walk or cycle to the local schools – both primary and secondary and open areas close to home are seen as safe places for children to play.

### Area 7 : Wates Estate

#### How is the area changing?

The two parts of the estate have been subject to different management regimes and there are now noticeable differences between them. In the southern area there have been few controls over changes to the front elevations (removal of garage doors, variety of window designs, enclosing porch areas) and in places less attention to the maintenance of landscaping. The northern area has been subject to strict controls by a resident-owned management company, with minimal changes to the front elevations and consistent maintenance and investment in landscaping and common parts.

Houses are being extended with ground floor extensions, loft conversions in two-storey houses, and garage conversions in Town Houses. These changes are resulting in the two residential areas diverging in character as the consequences of the two management regimes become more pronounced.

When it was built every home had a garage and there were parking bays for visitors. The carriageways were consequently relatively narrow. Very few garages are now used for cars because they are too small for modern cars and very useful for storage, including bikes and motorcycles. Consequently, roads are used for parking and space is at a premium in places, especially around the maisonettes. This can make deliveries (which are increasing with the growth of online shopping) difficult and unsuitably large vehicles can block roads and cause congestion. This also applies to emergency vehicles.

During the lifetime of the estate the demographic profile has gone through a number of phases. In the past 5 – 10 years it appears that families with younger children, rather than down-sizing older couples, have moved into both the houses and maisonettes, attracted by their relative affordability and good local schools.

There may be an increasing number of properties to rent.

Tesco is now an established part of the shopping parade and has supported its viability by attracting custom to the area. Deliveries to the unloading bay continue to be intrusive and cause congestion.

#### Guidance on future changes and development

The upkeep and maintenance of the landscaping will play a major role in maintaining this area as an attractive residential area. Respecting the design coherence of the buildings in changes to front elevations and side extensions will also maintain the consistent unity in the overall appearance and prevent it becoming a hotch-potch of differing designs. This is likely to be achieved by enforcing the covenants on the buildings rather than through statutory development management.

Proposals for St Richard's Square are included in the Opportunities for Change chapter.

## Area 8: Locksmeade

### **Physical characteristics – What does this area look like? What are its defining features?**

A well-planned early 1980s two-storey estate of mostly stepped semi-detached and detached houses of varying sizes in five cul-de-sacs off the curving 'spine' of Locksmeade Road. The houses have a variety of brick colour combinations, dark concrete tiled roofs, porches with distinctive porthole windows and some with integrated garages. The relatively high density limits scope for extensions, although there are some on the outer edge of the estate.

The low-key timber rails or dwarf hedges and bushes between houses and pavements on one side only with shared surfaces towards the end of the cul-de-sacs generate a communal cohesive feel to the estate. Gardens are generally small and houses are orientated to provide some individual privacy. Parking bays and garages are tucked away unobtrusively and succeed in keeping on-street parking to readily negotiable levels.

Anglers Close has a grass frontage on to Dukes Avenue. Headway Close faces the rear of the three-storey Beaufort Court flats, which are on higher ground, separated by railings and a hedge. The southern and western edges of the estate border Ham Lands and the Teddington Lock footpath providing very pleasant outlooks.

### **Cultural character – What activities happen here? Who lives here or uses the area?**

The houses are mostly owner-occupied, although some are now privately rented with the expansion of the buy-to-let market. Many residents have been in their houses since they were built. The larger houses provide family homes and the smaller houses tend to be occupied by couples or single dwellers.

There is an active management committee of residents to maintain the ambience of the estate and foster the sense of community readily engendered by the relatively self-contained layout.

### **Perception and Experience – How do people perceive and experience the area?**

The estate has a settled, stable well-manicured feel for the most part, particularly since the landscaping has matured.

### **How is the area changing?**

It has mellowed over the past thirty years with the southern edges blending well into Ham Lands.

### **Guidance on future changes and development**

This is a stable residential area where the layout and design of the estate provides few opportunities for extensions. The exterior of the houses have remained largely unaltered and this will be an important consideration in maintaining the unity and attractiveness of the area.

## Area 9: Beaufort Court / Weeks House

### Physical characteristics – What does this area look like? What are its defining features?

Beaufort Court was built in 1948/49 and consists of 15 three-storey sets of six flats each either side of a central staircase. The blocks are in red brick with balconies rendered off-white. The flats are generously proportioned with three bedrooms (two bedrooms in ground floor flats), large kitchen, bathroom and double -aspect living room. The front doors have entry control systems and there is rear access. The flats are arranged in two sets of twin parallel 18-flat blocks with one pair facing inward on to a loop service road and the other on to an angled offset cul-de-sac. There are three 6-flat blocks, with one across the end of the cul-de-sac, another across the top end of the loop road and the third at a right angle to that end block. The internal roads are narrow with parking on one side, but have fairly wide grass verges with trees, and there are also grass areas with some dwarf bushes fronting the outward-facing sides. There is a garden area at the 'top' end and two small parking areas. The flats have been comprehensively upgraded with new doors and windows, roofs and central heating.

Weeks House was added in 1950: a four-storey pebble-dashed combination of flats and maisonettes, with the entrance and staircase facing Dukes Avenue, deck access for the top floor flats and front doors on to Hardwicke Road for the ground floor studio flats. The 1967/68 Cave Road flats and maisonettes are built in similar style in two blocks, one of four storeys and the other with three storeys.

200 Riverside Drive is a recent addition, a three-storey block of 6 flats, in banded brickwork, a porched entrance into a stepped frontage, and with a pair of Juliet balconies on the middle level.

A three-storey block of flats in a contemporary design has recently been constructed on the site of the Cave Road garages.

### Cultural character – What activities happen here? Who lives here or uses the area?

Beaufort Court, Weeks House and Cave Road are former council properties transferred to RHP, although probably around half or more are now privately owned. 200 Riverside Drive is a Richmond Parish Lands property. There are some families, many of mixed ethnic background, but occupancy has shifted towards the elderly and younger couples/adult flat sharers. The top end of Beaufort Court has longer established residents and less turnover.

### **Perception and Experience – How do people perceive and experience the area?**

The tall flats and darkish brickwork of Beaufort Court can give a rather brooding feel to the inner area, especially in winter when the trees are not in leaf and flower, although their height provides a bright outlook and splendid views from the upper flats. The flats have large rooms by current standards and the communal areas are well maintained by RHP working with the effective residents' association, although the garden area is not now up to its award-winning years. Parking is a problem.

Weeks House and the Cave Road flats may not have aged quite as well, and 200 Riverside Drive appears not so well maintained. The height of Weeks House does form a jarring outlook for the two-storey houses opposite in Hardwicke Road and a visual block to the view down Lock Road from the Common.

### **How is the area changing?**

As elsewhere with social housing, the Right to Buy, subsequent buy-to-let and other measures generate a greater turnover in occupancy than the previous era of stable long-term tenancies and established families. The surnames on the electoral register indicate a widening ethnic mix. There are increased parking pressures in summer generated by anglers.

### **Guidance on future change and development**

Upkeep and maintenance are likely to be the key issues to maintain the appearance and residential environment of this area over the coming years and will depend on an effective partnership being developed between RHP, leaseholders and occupiers, and residents' associations.

## Area 10: Dukes Avenue

### Physical characteristics – What does this area look like? What are its defining features?

This is a mixed area of largely inter-war and early post-war council and private semi-detached and terraced housing split by Dukes Avenue with its wide grass verges and trees. The junctions with Craig Road and Broughton Avenue have open splays with grass areas, although increased on-street parking has impinged significantly upon the streetscape, visibility and ease of passage for drivers, cyclists and pedestrians.

**A** The west side of Craig Road is half 1922 ochre brick semi-detacheds with a 4-house terrace and half late-1940s red-brick semi-detacheds and terraces, with the latter pattern also in Randle Road (1951). The 1922 houses along with 42-48 Lock Road were built by Ham Urban District Council with simple classic design giving a Georgian-style appearance (sadly most of the original fittings have been replaced). The east side of Craig Road has a pair of Victorian semi-detached (Field View) Cottages, a 1960s two-storey block of eight apartments (Abbots Mead) side on to the road, and a recent open-gated development (Butler Farm Close) with a concrete panelled terrace at the front and two-storey apartment brick-built blocks at the rear. Mornington Walk is a 1968 development of long split terraces either side and across the end of the road with largely unfenced front gardens. The houses are small but have had porches added.

The 'bottom' half of Lock Road is mostly 1920s pebble-dashed terraces and semi-detacheds with terracotta tiled roofs, many now with dormer extensions, and front and back gardens with rear access lanes with garages or alleyways. 42-48 Lock Rd terrace is distinctively different (see above), set back from the road with large self-contained front gardens and a lateral path running past the front doors. Also different is the neo-Georgian terrace opposite with short front gardens behind low picket fencing. A GP Surgery is tucked behind this terrace along a recently tarmacked lane which also services two large 1990s detached houses and a newly-built flat block for supported living for young people. The Ham Christian Centre is a 1927 hall set back behind a lawn area behind a recently replaced brick waist-height wall on the corner with Lawrence Road.

The south side of Simpson Road has two 4-house two-storey terraces split by a semi-detached pair of houses, facing the three-storey town houses of the Wates estate. They were built by the council in red brick in the early 1950s with front and back gardens. Meadlands School opposite the end of Simpson Road opened in 1952 in similar style, had a nursery annexe added and recently installed a fine array of solar roof panels.

**B** 1930s mock Tudor terraces and semi-detacheds with short front gardens and longer back gardens. Many now have rear dormers and conservatory extensions. Dukes Avenue and Broughton Avenue have grass verges with trees leading into the Wates estate in a complementary manner. The middle section of Dukes Avenue was finished in 1970 linking the 1930s parts and looks rather out of place flanked by back garden fences without any house frontages. Lawrence Road has a small area of grass where the road curves round and is narrow enough to have warranted an "unsuitable for large vehicles" sign. Langham Gardens is a short cul-de-sac with housing arranged around the end turning circle. One rear dormer in Lawrence Road has a white rendered finish which jars with the other tiled dormers. There is rear access via back lanes with many houses having garages.

**C** Maguire Drive is a distinctive area of late 1940s concrete-panel housing rebuilt in or re-clad with brick in the late 1980s. The road is circular with road links to Lammas (via Vancouver) and Beaufort (via Fanshawe) Roads. Lammas Road consists mainly of pebble-dashed council terraces. Burnell Avenue consists of mostly former council

semi-detached houses, extensively remodelled in private ownership with extensions, many incorporating garages, and some first floor balconies looking out over the open space to the river. Front gardens are generally open with few fences, walls or hedges.

### **Cultural character – What activities happen here? Who lives here or uses the area?**

These are all well-established housing areas, mostly owner-occupied with families but many with elderly residents. Many of the former council houses are now privately owned, some now privately rented to both families and adult house-sharers.

**A** Different from the gentrified ‘top’ of Lock Road and New Road which are associated with their proximity to Ham Common. Familiar area for many Ham residents visiting GP surgery and nurseries/other activities at the Christian Centre, and passing longer-distance cyclists and walkers as Lock Road forms part of National Cycle Route 4 (London-Bristol-Fishguard), busy with commuting and weekend leisure cyclists.

**B** Another familiar area for 371 bus route users and Meadlands school families.

**C** Maguire Drive has a separate character generated in part by its inward-looking layout which gives it an ‘enclave’ feeling, home to several long-established extended Ham families. It had a reputation for anti-social behaviour, but that has dissipated. It now has a mixture of generally well-kept and improved properties, but with the odd property unkempt or unsympathetically altered.

Burnell Avenue, now all in private ownership, has soared upmarket with buyers attracted by the open outlook and many of the houses have had significant ‘makeovers’. Riverboat dwellers raise tensions with alleged anti-social activities and vehicle parking on the riverside of the road, detracting somewhat from the open outlook residents and others used to enjoy, although some have now departed with new bye-law enforcement. The open space fronting the river is well-used for informal recreation and dog-walking.

### **Perception and Experience – How do people perceive and experience the area?**

A stable residential area with through routes giving good access to local services, the 371 bus, Ham Common and the foot/cycle path across Teddington Lock/Ham Lands. The changing demographic intake of Meadlands School is indicative of the area’s rising socio-economic profile and Grey Court remains highly attractive for older children.

### **How is the area changing?**

As older residents have passed away, local employment has contracted (notably BAe closure) and house prices have soared, the residential mix has become more varied and the community less cohesive with increasing house turnover. More cars and increased use of the Christian Centre, GP surgery and Meadlands School generate lots of comings and goings and short-stay parking pressures. Both Craig and Lock Roads as through routes are busier, especially if there are morning rush hour tailbacks along Petersham Road sending school traffic rat-running. Buses often struggle to get along Broughton Ave, especially around school drop-off and pick-up times. Maguire Drive has improved significantly with the upgrading of the housing stock, and Burnell Avenue continues to shift 'upmarket'.

### **Guidance on further changes and development**

There seems limited potential for physical change beyond further individual house extensions and improvements and front garden paving. Rear extensions and loft conversions to provide additional space should be guided by Council design guidance

Front gardens and boundary walls and fences contribute much to the character of these streets and paving a high proportion of the front garden to provide parking can seriously degrade its appearance particularly when several adjoining houses pave over their front gardens. Where front gardens are used for parking, the guidance in Richmond Council's Supplementary Planning Guidance 'Front Gardens and Other Off Street Parking Standards' should be followed.

There is scope for additional tree planting both on the wide grass verges and in front gardens in places.

## Area 11: Church Road

### **Physical characteristics – What does this area look like? What are its defining features?**

This area covers those parts of Church Road which are not within the Ham Common Conservation Area. The defining feature of this area is Ham Common Woods, which makes up one side of the Church Road area and give it a very rural, forested feel. The area comprises a number of cul de sacs off Church Road each of which have their own individual character.

The Shires and Garthside are 1970s developments of detached brick family houses with an open aspect in front of the houses and private rear gardens.

Bainbridge Close is a private, gated development built at the turn of the millennium of individual family houses with details reminiscent of Edwardian villas which is just outside the Neighbourhood Plan area.

Latchmere Close comprises two terraces of smaller brick built houses at right angles facing onto a grassed square. Garage courts are located in the right angle between the terraces and at the end of a terrace. The houses have short front gardens with brick boundary walls and a number have been 'personalised' now that they are owner occupied. Latchmere Close has a pedestrian gate into Anne Boleyn's Walk and provides a link from the Tudor estate to Ham Common. It will also provide access to 'Richmond Chase' a development of some 80 homes under construction and within the refurbished Latchmere House, a 'locally listed' building within the Ham Common Conservation Area.

### **Cultural character – What activities happen here? Who lives here or uses the area?**

Most of these homes are owner occupied, except possibly for one or two in Latchmere Close. Their location makes them very desirable and they are occupied by affluent families from a variety of, mainly European, backgrounds.

### **Perception and Experience – How do people perceive and experience the area?**

This is quite an 'exclusive' area, with few social problems and a lot of older residents. It is close to good schools, extensive areas of open space and with ready access to the 65 and 371 bus routes into Richmond and Kingston.

### **How is the area changing?**

Physically this is a relatively stable area, although in the short term redevelopment of Latchmere House will cause disturbance and once completed will increase movements along Church Road.

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### **Guidance on future change and development**

The development of the former prison at Latchmere House is now underway and can be expected to have a longer term impact on the section of Latchmere Close within the Neighbourhood Plan area.

Rear extensions and loft conversions to provide additional space should be guided by Council design guidance. To retain the character and appearance of individual streets, alterations to the front elevations should reflect the character and materials of the buildings and the original design of the front gardens should be respected.

### Area 12: Latchmere Lane

#### **Physical characteristics – What does this area look like? What are its defining features?**

This is an area of mixed family houses and one or two person flats which is somewhat separated from the main area of Ham and Petersham and has much in common with the adjoining areas of north Kingston. Latchmere Lane predates the development of the area and links Ham Common / Ham Gate into Richmond Park with the Tudor Estate. Its use as a 'rat run' has been curtailed by traffic calming humps and width restrictions. It is invariably parked on both sides of the road reducing it to a single carriageway. A footpath behind houses in Ham Ridings and Beard Road links housing in Sopwith Close / Park Road with Ham Common.

'Tudorbethan' semis on the western side of Latchmere Lane are part of the extensive Tudor Estate in north Kingston and have front gardens and low boundary front walls. Many have been extended but still retain their original character.

The eastern side of Latchmere Lane is more mixed. Isabella Place is a cul-de-sac developed in the early years of the 21st Century composed of three-storey red brick houses and flats grouped around parking spaces. Brick pavements in the carriageways give an informal domestic feel.

A terrace of two-storey houses fronting Latchmere Lane with parking spaces in front of the house have been much altered and are now rather disjointed in appearance.

Beard and Cowper Roads are a small estate of local authority houses and flats in a sombre dark brick relieved by white weatherboarding. The site layout and design of the buildings is representative of the late '60s / early '70s with houses close to the street, small private gardens and an emphasis on communal open spaces.

Ham Ridings, a cul-de-sac of detached 1960s brick houses with tile hanging or weatherboarding, completes the area.

#### **Cultural character – What activities happen here? Who lives here or uses the area?**

This is quite a mixed area of housing as it offers the full range of detached, semis, terraces and flats. The majority of them are owner-occupied, but there is a fairly high incidence of social renting from RHP mostly in the blocks of flats. The mock-Tudor homes on Latchmere Lane and the detached properties on Ham Ridings command higher purchase prices, while the terraces are at the more 'affordable' end of housing in the borough and the neighbourhood, particularly if they have not been extended.

Residents are a mix of families with children of all ages and older, retired couples and single occupiers, many of whom have lived in their homes for decades.

### **How is the area changing?**

Physically this is a relatively stable area, although in the short term redevelopment of Latchmere House will cause disturbance and once completed will increase movements along Church Road.

### **Perception and Experience – How do people perceive and experience the area?**

Latchmere Lane itself is used by many Kingston residents to access Richmond Park via Church Road, and is also a 'rat run' when the park is closed to traffic. The narrow road is regarded as a problem by residents, and the number of parked cars has definitely increased in the last 10 years or so. Larger vehicles often struggle to get down between the parked cars without incident or delay.

Nevertheless the neighbourhood is very quiet and almost rural in aspect because of Ham Woods at the end of the road. The mix of properties also adds to the open feel and makes it feel less built-up and homogeneous in comparison to the rest of the Tudor Estate.

It has few social problems, it is close to good schools, extensive areas of open space and accessible via the 371 bus route into Richmond and Kingston.

### **How is the area changing?**

The longevity of owners staying in Latchmere Lane and the mock-Tudor homes, in particular, has brought about a lot of extensions to the properties. Overall this has been done in a way that is sensitive to the design of the houses. The only other homes to see such improvement/personalisation is the row of 1970s terraces, some of which are unrecognisable from their simpler beginnings.

More profoundly the area continues to see increased intensification, from the development on Isabella Place in the 2000s, the 'infill' homes on Beard and Cowper Roads, and the redevelopment of Latchmere House site with a further 80 homes.

In the future the socio-economic profile of residents is likely to drift upwards as housing becomes increasingly expensive and long term residents move on. It is likely to attract couples in professional and managerial jobs, many of whom will be drawn by the proximity of Latchmere and Grey Court Schools, the convenient location between Kingston and Richmond and all the surrounding, accessible open space.

An increase in privately rented accommodation could lead to a faster turnover of occupiers and lower commitment to the maintenance of individual properties.

### **Guidance for future change and development**

Physically this is a relatively stable area, and there seems limited potential for additional development beyond further individual house extensions and improvements and front garden paving. Rear extensions and loft conversions to provide additional space should be guided by Council design guidance.

Front gardens and boundary walls and fences contribute much to the character of the western side of Latchmere Lane and paving a high proportion of the front garden to provide parking could seriously degrade its appearance particularly when several adjoining houses pave over their front gardens. Where front gardens are used for parking the guidance in Richmond Council's Supplementary Planning Guidance 'Front Gardens and Other Off Street Parking Standards' should be followed. This guidance is also relevant where houses have been designed with parking in front of the house to avoid large expanses of sterile paving. It will be important to maintain and if possible enhance landscape planting in both the communal areas and front gardens if the attractiveness of the area is to be maintained.

## **5 LBRuT CIL funding priorities**

Foot / cycle bridge between Ham and Twickenham

Completing the London and Borough Cycle Network with associated infrastructure / signage

Converting the Thames towpath to shared use

Redevelopment of community facilities in Ham

Improvements to the River Thames towpath

New provision of play and adventure facilities within existing parks

Grey Court School community sports centre.

## Appendices

## Glossary

<b>Adoption</b>	The final confirmation of a development plan by a local planning authority.
<b>Affordable Housing</b>	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. The NPPF sets out further the definition of affordable housing.
<b>Appeal</b>	The process by which a planning applicant can challenge a planning decision that has been refused or had conditions imposed.
<b>Biodiversity</b>	This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.
<b>Building of Townscape Merit (BTM)</b>	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. Buildings of Townscape Merits are non-designated heritage assets.
<b>Brownfield Site</b>	see Previously Developed Land
<b>Call in</b>	A discretionary power of the Secretary of State for Communities and Local Government to 'call in' certain planning applications and subject them to a public inquiry if the granting of planning permission may substantially conflict with the National Planning Policy Framework or with adopted local planning policy.
<b>Car club</b>	These are schemes such as city car clubs and car pools, which facilitate vehicle sharing.
<b>Catchment area</b>	The area from which most of the people using/visiting a city/town centre or other attraction would travel.
<b>Centre Hierarchy</b>	The hierarchy of centres in the borough categorises centres and parades into 4 types – main centres, local centres, neighbourhood centres and parades of local importance. They range significantly in size and function. Paragraph 23 of the NPPF requires local planning authorities to define such a hierarchy.
<b>Certificate of Lawfulness</b>	A certificate that can be obtained from the local planning authority to confirm that existing development is lawful.
<b>Change of Use</b>	A material change in the use of land or buildings that is of significance for planning purposes e.g. from retail to residential.
<b>Character Appraisal</b>	An appraisal, usually of the historic character of conservation areas or other historic areas, such as terraced housing.
<b>Combined Heat and Power</b>	The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating. (also see Decentralised Energy)

## Glossary

<b>Community Engagement and Involvement</b>	Involving the local community in the decisions that are made regarding their area.
<b>Community Infrastructure Levy (CIL)</b>	The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008, as a tool for local authorities to help deliver infrastructure to support the development of their area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. It allows local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
<b>Community Plan</b>	The Community Plan 2016 - 2020 is the Richmond Partnership's overall vision for the borough and describes how the Council and its partners will work together with the local community to inform everything they do and put people first. Further information can be found on the Council's website at <a href="http://www.richmond.gov.uk/community_plan">www.richmond.gov.uk/community_plan</a>
<b>Community Profiling</b>	Gathering statistical data on the community, e.g. population size, income which helps build up a 'social profile' of the community.
<b>Community Right To Bid</b>	Aims to give community groups the time to develop bids and raise money to buy public assets that come onto the open market.
<b>Community Right To Challenge</b>	Gives voluntary and community groups the right to express an interest in taking over the running of a local service.
<b>Comparison Retail Shopping</b>	These refer to shopping for items such as clothes, electrical, furniture and leisure goods, which are not bought on a regular basis.
<b>Compulsory Purchase</b>	A legal process initiated by a local authority to acquire privately owned land in order to implement public policy without the agreement of the owner.
<b>Conditions</b>	Planning conditions are provisions attached to the granting of planning permission.
<b>Conformity</b>	There is a requirement for neighbourhood plans to have appropriate regard to national policy and to be in conformity with local policy.
<b>Conservation (Heritage)</b>	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
<b>Conservation Area</b>	Consent needed for the demolition of unlisted buildings in a conservation area.
<b>Consultation</b>	A communication process with the local community that informs planning decision-making
<b>Decentralised Energy</b>	Decentralised energy generation can be described as the generation of energy in the form of heat and electrical power at or near the point of use, delivered to users via distribution pipes. This is in contrast to the traditional (and more inefficient) centralised concept, where energy is transported, in some cases, many hundreds of miles from a centralised power station to the point of energy use. Schemes can vary in size from a few dwellings to wider networks. (also see Combined Heat and Power)

<b>Design and Access Statement (DAS)</b>	A short report accompanying a planning permission application. Describes design principles of a development such as layout, townscape characteristics, scale, landscape design and appearance.
<b>Designated Heritage Asset</b>	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
<b>Designated Shopping Frontage</b>	Key shopping frontages are designated where retail uses already predominate and where retail use is to be retained. They are generally located in the core part of a centre and can be designated in parades of local importance. Secondary shopping frontages are usually adjacent to key shopping frontages in less core positions, but are still important to supporting the retail function of the centre or parade. There is scope to increase other valued and complementary non-retail uses such as cafés, financial and professional services and community uses.
<b>Developer Contributions</b>	(see Planning Obligations or Community Infrastructure Levy)
<b>Development</b>	This refers to development in its widest sense, including buildings, and in streets, spaces and places. It also refers to both redevelopment, including refurbishment, as well as new development and changes of use. The full definition is set out in Section 55 of the Town and Country Planning Act 1990.
<b>Development Brief</b>	A brief that sets out the vision and parameters for a development site. Apart from its aspirational qualities, a brief includes site constraints and opportunities, infrastructure requirements such as energy and transport, access and planning policies. It also sets out the proposed uses and key design principles and requirements.
<b>Development Control</b>	The process of administering and making decisions on different kinds of planning applications. (also Development Management)
<b>Development Plan</b>	A document setting out the local planning authority's policies and proposals for the development and use of land in the area.
<b>Duty to Co-operate</b>	A requirement introduced by the Localism Act 2011 for local authorities to work together in dealing with cross-boundary issues such as public transport, housing allocations or large retail parks.
<b>Economic Development</b>	Improvement of an area's economy through investment, development, job creation, and other measures.
<b>Enforcement</b>	Enforcement of planning control ensures that terms and conditions of planning decisions are carried out.
<b>Employment Land</b>	See 'Offices' and 'Industrial Land and Business Parks'
<b>Energy Efficiency</b>	This is about making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience. This does not necessitate the use of less energy, in which respect it differs from the concept of energy conservation.

## Glossary

<b>Energy Hierarchy</b>	The Mayor of London's approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is use renewable energy (be green).
<b>Environmental Impact Assessment (EIA)</b>	Evaluates the likely environmental impacts of the development, together with an assessment of how these impacts could be reduced. The process of Environmental Impact Assessment is governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended).
<b>Evaporation</b>	The physical process by which a liquid such as water is transformed to the gaseous state/vapour.
<b>Evapotranspiration</b>	The sum of evaporation and transpiration, which means the discharge of water from the earth's surface to the atmosphere by evaporation from surface water and soil surfaces and by transpiration from plants (plants emitting water vapour from their leaves).
<b>Evidence Base</b>	The evidence upon which a development plan is based, principally the background facts and statistics about an area, and the views of stakeholders.
<b>Examination</b>	Undertaken on the 'soundness' of the Submission Local Plan, namely that it is positively prepared, justified, effective and consistent with national policy. The examination is held by an independent inspector appointed by the Secretary of State.
<b>Extra Care</b>	Extra Care is housing with care primarily for older people where occupants have specific tenure rights to occupy self-contained dwellings and where they have agreements that cover the provision of care, support, domestic, social, community or other services. This helps people to live independently, avoiding the need to move into a residential care setting. Schemes vary in scale and nature so an assessment will be made on a scheme by scheme basis if a proposal is considered as 'extra care', depending on the nature of the housing and its design features, the support services available including how care is bought and provided, and any eligibility criteria for tenants or owners.
<b>Family housing</b>	Family housing is generally defined as having three or more bedrooms, however if of a suitable size (meeting the Nationally Described Space Standard and the external amenity standards) a two bedroom property can be designed for 3 or 4 persons and would be considered as family housing.
<b>Floodplain</b>	An area prone to flooding.
<b>Fluvial water</b>	Water in the River Thames and other rivers.
<b>General (Permitted Development) Order</b>	The Town and Country Planning General (Permitted Development) Order is a statutory document that allows specified minor kinds of development (such as small house extensions) to be undertaken without formal planning permission.
<b>General Power of Competence</b>	A power conveyed by the Localism Act 2011 to give local authorities the ability to undertake any action in the best interest of their communities unless it is against the law.

<b>Green Belt</b>	The multi-functional, interdependent network of open and green spaces and green features, including the Blue Ribbon Network, which is capable of delivering a wide range of environmental and quality of life benefits for local communities (people and wildlife), including flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.
<b>Greenfield Site</b>	Land where there has been no previous development
<b>Green Infrastructure</b>	The multi-functional, interdependent network of open and green spaces and green features, including the Blue Ribbon Network, which is capable of delivering a wide range of environmental and quality of life benefits for local communities (people and wildlife), including flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.
<b>Green Space</b>	Those parts of an area which are occupied by natural, designed or agricultural landscape as opposed to built development; open space, parkland, woodland, sports fields, gardens, allotments, and the like.
<b>Green roofs/walls</b>	Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits.
<b>Green Travel Plan</b>	A package of actions produced by a workplace or an organisation setting out how employees, users or visitors will travel to the place in question using options that are healthy, safe and sustainable, and reduce the use of the private car.
<b>Habitable Rooms</b>	Includes all separate living rooms and bedrooms, plus kitchens with a floor area of 13sqm or more.
<b>Health Impact Assessment (HIA)</b>	HIAs are a method of estimating the potential health effects of the implementation of a plan or programme where there are likely to be significant impacts.
<b>Highway Authority</b>	The body with legal responsibility for the management and maintenance of public roads. In the UK the highway authority is usually the county council or the unitary authority for a particular area, which can delegate some functions to the district council.
<b>Historic Environment</b>	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora
<b>Housing Associations</b>	Not-for-profit organisations providing homes mainly to those in housing need.
<b>HPNF</b>	Ham and Petersham Neighbourhood Forum.
<b>HPNP</b>	Ham and Petersham Neighbourhood Plan.
<b>Independent Examination</b>	An examination of a proposed neighbourhood plan, carried out by an independent person, set up to consider whether a neighbourhood plan meets the basic conditions required.

## Glossary

<b>Industrial land and business parks</b>	Industrial land and business parks refer to land used for general industry, light industry, warehouses, open storage, self storage, distribution and logistics and other similar types of employment, as well as any other uses which fall within the B1(c), B2, B8 Use Classes or are Sui Generis (such as vehicle repair garages, scrap yards, petrol filling stations).
<b>Infrastructure</b>	Basic services necessary for development to take place e.g. roads, electricity, water, education and health facilities.
<b>Infrastructure Delivery Plan (IDP)</b>	The IDP sets out the borough's infrastructure requirements over the lifetime of the Local Plan. It covers a range of social and community infrastructure, emergency services, green infrastructure, utilities and physical infrastructure, transport infrastructure as well as heritage assets.
<b>Infrastructure Delivery Schedule (IDS)</b>	The IDS sets out the where, what, why, who and when key infrastructure that is required in the borough will be delivered.
<b>Inquiry</b>	A hearing by a planning inspector into a planning matter such as a Local Plan or appeal.
<b>International, national and locally designated sites of importance for biodiversity</b>	All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.
<b>Judicial Review</b>	Legal challenge of a planning decision, to consider whether it has been made in a proper and lawful manner.
<b>LBRuT</b>	London Borough of Richmond upon Thames.
<b>Legislation</b>	The Acts of Parliament, regulations, and statutory instruments which provide the legal framework within which public law is administered.
<b>Listed Building</b>	A building of special architectural or historic interest included on a statutory list. Permission is required for their demolition or alteration. Listed Buildings are 'Designated Heritage Assets'.
<b>Listed Building Consent</b>	The formal approval which gives consent to carry out work affecting the special architectural or historic interest of a listed building.
<b>Local Centre</b>	Centres categorised in the second tier of the borough's centre hierarchy: Barnes (High Street & Church Road), East Twickenham, Hampton Hill, Hampton Village, <b>Ham Common (Parade)</b> , Kew Gardens and St Margarets. These centres have a range of shops and services and provide cultural and community facilities and places to meet, work and live. Most are defined on the Proposals Map by an Area of Mixed Use boundary (AMU).
<b>Local Development Framework</b>	See Local Plan and Local Development Document
<b>Local Implementation Plan (LIP) for Transport</b>	Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.
<b>Local Authority</b>	The administrative body that governs local services such as education, planning and social services.

<b>Local Development Order</b>	Local Development Orders allow planning authorities to implement policies in their development plan by granting planning permission for a particular development or for a particular class of development.
<b>Local List</b>	A list produced by a local authority to identify buildings and structures of special local interest which are not included in the statutory list of listed buildings.
<b>Local Plan</b>	The name for the collection of documents prepared by your local planning authority for the use and development of land and for changes to the transport system. Can contain documents such as development plans and statements of community involvement.
<b>Local Planning Authority</b>	Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, a county council, a unitary authority or national park authority.
<b>Local Referendum</b>	A direct vote in which communities will be asked to either accept or reject a particular proposal.
<b>Local Transport Plan</b>	Plans that set out a local authority's policies on transport on a five yearly basis.
<b>London Development Database</b>	This provides current and historic information about development progress across all London boroughs. It is operated by the Greater London Authority.
<b>London Plan</b>	The London Plan is the spatial development strategy for the Greater London area and the Mayor of London is responsible for producing this planning strategy. The London Plan deals with matters of strategic importance to the area and forms part of the Development Plan for the borough. The plan was first published by the Greater London Authority in 2004 and has been amended in 2008, 2011, 2013, 2015 and most recently the 2015-16 Minor Alterations.
<b>Main centre</b>	There are five main centres in the borough: the principal centre of Richmond, and Twickenham, East Sheen, Teddington and Whitton. These centres are the largest in the borough and they have an important role to play, providing shops, services, employment opportunities, housing and being a focus for community and cultural life. They are defined on the LBRuT Proposals Map by a Main Centre Boundary (MCB).
<b>Material Considerations</b>	Factors which are relevant in the making of planning decisions, such as sustainability, impact on residential amenity, design and traffic impacts.
<b>Metropolitan Open Land (MOL)</b>	Strategic open land within the urban area that contributes to the structure of London. MOL is predominantly open land or water which is of significance to London as a whole, or to a part of London.
<b>Micro-Generation</b>	The small-scale generation of renewable energy usually consumed on the site where it is produced.
<b>Mixed Use Development</b>	Development for a variety of activities on single sites or across wider areas such as within centres.

## Glossary

<b>National Planning Policy Framework (NPPF)</b>	The NPPF, published in March 2012, sets out the Government's planning policies for England and how these are expected to be applied, alongside other national planning policies. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
<b>Nature Conservation</b>	Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.
<b>Neighbourhood Area</b>	The local area in which a neighbourhood plan or Neighbourhood Development Order can be introduced.
<b>Neighbourhood Centre</b>	Centres categorised in the third tier of the borough's centre hierarchy: Castelnau, Friars Stile Road, Hampton Wick, Heathside (Powder Mill Lane), Sheen Road, Kingston Road (Teddington), Stanley Road (Teddington), White Hart Lane (Barnes/Mortlake). Not as large as 'local centres', neighbourhood centres also provide a focus for local communities and opportunities to meet, shop, work and spend leisure time. Most are defined on the Proposals Map by an Area of Mixed Use boundary (AMU).
<b>Neighbourhood Development Order</b>	An order introduced by a parish or town council, or a neighbourhood forum, as part of the neighbourhood planning process, which grants planning permission for a specific development or type of development that will fulfill the vision and policies of the neighbourhood plan for the neighbourhood area.
<b>Neighbourhood (Development) Plan</b>	Neighbourhood Plans can establish a vision for an area, include general planning policies for the development and use of land in a designated neighbourhood area and they can allocate sites for development. These are plans on a much smaller scale than the Local Plan and should therefore be about local rather than strategic issues. Neighbourhood planning is optional and a Neighbourhood Plan can only be written by a designated Neighbourhood Forum for a designated Neighbourhood Area. Neighbourhood Plans, once made, form part of the borough's Development Plan. In the London Borough of Richmond upon Thames, the Ham and Petersham Neighbourhood Forum is preparing a Neighbourhood Plan for its area. LBRuT is preparing Village Plans for other areas. (also see Village Planning)
<b>Neighbourhood Forum</b>	Designated by the local authority in non-parished areas, an organisation established for the purpose of neighbourhood planning to further the social, economic and environmental wellbeing of the neighbourhood area. There can only be one forum in an area.
<b>Neighbourhood Planning</b>	A community-initiated process in which people get together through a local forum or parish or town council and produce a plan for their neighbourhood setting out policies and proposals for the development they wish to see in their area.
<b>Non-Determination</b>	When a planning application is submitted and the local authority fails to give a decision on it within the defined statutory period.

## Ham and Petersham Neighbourhood Plan

<b>Office</b>	A building or premises falling within the B1(a) Use Class Order.
<b>Other Open Land of Townscape Importance</b>	Open areas, which are not extensive enough to be defined as Metropolitan Open Land, but act as pockets of greenery of local significance, contribute to the local character, and are valued by residents as open spaces in the built up area. These areas can include public and private sports grounds, some school playing fields, cemeteries, allotments, private gardens, areas of vegetation such as street verges and mature trees.
<b>Open Space</b>	All land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types of open spaces, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
<b>Parking Standards</b>	The requirements of a local authority in respect of the level of car parking provided for different kinds of development.
<b>Parking Standards</b>	Centres categorised in the fourth tier of the borough's centre hierarchy: <b>Ashburnham Road</b> , Fulwell, <b>Ham Street/Back Lane</b> , Hampton Nursery Lands, Hospital Bridge Road, Kew Green, Kew Road, Lower Mortlake Road, Nelson Road, St Margarets Road (north of the A316), Sandycombe Road (Kew), Strawberry Hill, Twickenham Green, Waldegrave Road, Whitton Road. These centres are important for meeting mainly local but valued needs for communities. Many are defined on the LBRuT Proposals Map by an Area of Mixed Use boundary (AMU).
<b>Planning Condition</b>	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990).
<b>Planning Gain</b>	The increase in value of land resulting from the granting of planning permission. This value mainly accrues to the owner of the land, but sometimes the local council negotiates with the developer to secure benefit to the public, either through Section 106 Planning Obligations or the setting of a Community Infrastructure Levy.
<b>Planning Inspectorate</b>	The government body established to provide an independent judgment on planning decisions which are taken to appeal.
<b>Planning (Listed Buildings and Conservation Areas) Act 1990</b>	The primary piece of legislation covering listed buildings and conservation areas.
<b>Planning Obligation</b>	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. A Planning Obligation places a charge on the land to which it relates.
<b>Planning Permission</b>	Formal approval granted by a council allowing a proposed development to proceed.
<b>Planning Practice Guidance (PPG)</b>	The national Planning Practice Guidance was published by Government as a web-based resource in March 2014 (and as amended), adds further context to the NPPF. Local planning authorities should have regard to advice contained in the PPG when developing their plans. The PPG is also a 'material consideration' when taking decisions on planning applications.

## Glossary

<b>Playing Field</b>	The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.
<b>Policy</b>	A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.
<b>Presumption In Favour Of Sustainable Development</b>	The concept introduced in 2012 by the UK government with the National Planning Policy Framework to be the 'golden thread running through both plan making and decision taking'. The NPPF gives five guiding principles of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.
<b>Previously Developed Land</b>	Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes land in built-up areas such as private residential gardens, parks, recreation grounds and allotments and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
<b>Proposals Map</b>	A supporting document illustrating the spatial policies of the adopted plans.
<b>Public Inquiry</b>	See Inquiry.
<b>Public Open Space</b>	Parks and similar land for public use, whether provided by the Council, or privately, where access for the public is secured by virtue of legal arrangements.
<b>Public Realm</b>	This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
<b>Public Transport Accessibility Levels (PTAL)</b>	A measure of the relative accessibility of a point to the public transport network, taking into account walk access time and service availability (the higher the PTAL score, the better the accessibility).
<b>Qualifying Body</b>	Either a parish/town council or neighbourhood forum, which can initiate the process of neighbourhood planning.
<b>Referendum</b>	A vote by the eligible population of an electoral area may decide on a matter of public policy. Neighbourhood plans and Neighbourhood Development Orders are made by a referendum of the eligible voters within a neighbourhood area.
<b>Regeneration</b>	Upgrading an area through social, physical and economic improvements.
<b>Registered Providers</b>	These are normally approved housing associations, who provide social housing for the Council, previously known as Registered Social Landlords. The Registered Providers share the Richmond Housing Register and must be approved by the Homes and Communities Agency.
<b>Renewable Energy</b>	Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

<b>Residential Care</b>	Residential care homes are residential developments where a number of older people live, usually in single rooms, and have access to on-site care services. A home registered simply as a care home will provide personal care only – help with washing, dressing and giving medication. Care homes with nursing provide the same personal care, but also have a qualified nurse on duty twenty-four hours a day to carry out nursing tasks. These homes are for people who are physically or mentally frail or people who need regular attention for a nurse. Homes registered for nursing care may accept people who just have personal care needs but who may need nursing care in the future. Residential care homes are regulated by the Care Quality Commission.
<b>Retail</b>	The process of selling single or small numbers of items directly and in person to customers. The use category defined as Class A1 in the Town and Country Planning (Use Classes) Order 1987.
<b>Retrofitting</b>	The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.
<b>Richmond Biodiversity Action Plan</b>	A plan that sets objectives and actions for the conservation of biodiversity# in the borough. The action plan also identifies priority species and habitats for conservation.
<b>Scoping Report</b>	This includes baseline information and identifies key environmental and sustainability issues for the borough. It sets out the framework for conducting a Sustainability Appraisal of the policies and sites as set out in the LBRuT Local Plan.
<b>Sequential Test</b>	A principle for making a planning decision based on developing certain sites or types of land before others, for example, developing brownfield land before greenfield sites, or developing sites within town centres before sites outside town centres.
<b>Setting</b>	The immediate context in which a building is situated, for example, the setting of a listed building could include neighbouring land or development with which it is historically associated, or the surrounding townscape of which it forms a part.
<b>Significance</b>	The qualities and characteristics which define the special interest of a historic building or area.
<b>Site Allocation Plan</b>	A plan accompanying a planning policy document or statement which identifies sites within the plan area on which certain kinds of development are proposed, e.g. residential or retail development.
<b>Site of Special Scientific Interest (SSSI)</b>	Protected area of land considered worthy of protection and of special interest by reasons of its flora, fauna or geological features. SSSIs are designated by Natural England under the Wildlife and Countryside Act 1981.
<b>Significance (Heritage)</b>	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.
<b>Social Enterprise</b>	A business that trades primarily to achieve social aims, whilst making a profit.

## Glossary

<b>Soundness</b>	The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified, whether it is effective, and whether it is consistent with national and local planning policy. Plans found to be unsound cannot be adopted by the local planning authority. It should be noted, neighbourhood plans are NOT required to meet these tests of soundness.
<b>Space Standards</b>	Quantified dimensions set down by a local planning authority to determine whether a particular development proposal provides enough space around it so as not to affect the amenity of existing neighbouring developments. Space standards can also apply to garden areas.
<b>Spatial Planning</b>	A wider view of planning, which involves co-ordination and integration across different sectors such as transport and industry. Brings together all policies and programmes which have an impact on the environment in which you work, live or play.
<b>Stakeholders</b>	People who have an interest in an organisation or process including residents, business owners and government.
<b>Statement of Community Involvement</b>	A formal statement of the process of community consultation undertaken in the preparation of a statutory plan.
<b>Statutory Development Plan</b>	The statutory development plan is the plan for the future development of an area. It consists of: Local Plans: development plan documents adopted by local planning authorities, including any 'saved' policies from the Unitary Development Plan The London Plan: the spatial development strategy prepared by the Mayor of London Neighbourhood plans: where these have been supported by the local community at referendum and subsequently made by the local planning authority.
<b>Statutory Undertaker</b>	An agency or company with legal rights to carry out certain developments and highway works. Such bodies include utility companies, telecom companies, and nationalised companies. Statutory undertakers are exempt from planning permission for many minor developments and highway works they carry out.
<b>Strategic Environmental Assessment (SEA)</b>	Required by European and UK law, SEA is a way of systematically identifying and evaluating the impacts that a plan is likely to have on the environment. The aim is to provide information in the form of an Environmental Report that can be used to enable decision makers to take account of the environment and minimise the risk of the plan causing significant environmental damage. Government guidance advises that where a plan requires both strategic environmental assessment and sustainability appraisal, that the former process should be integrated into the latter one.

<b>Strategic Flood Risk Assessment (SFRA)</b>	A Strategic Flood Risk Assessment is a study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.
<b>Strategic Policy</b>	A policy that is essential for the delivery of a strategy, for example, the overall scale and distribution of housing and employment in an area.
<b>Supplementary Planning Document</b>	Provides detailed thematic or site-specific guidance explaining or supporting the policies in the Local Plan
<b>Sustainability Appraisal</b>	An assessment of the environmental, social and economic impacts of a Local Plan from the outset of the preparation process to check that the plan accords with the principles of sustainable development.
<b>Sui Generis</b>	Uses which do not fall within any Use Class. Such uses include betting offices / shops, theatres, larger houses in multiple occupation, scrap yards, launderettes, night clubs and pay day loan shops.
<b>Supplementary Planning Documents (SPD)</b>	Documents which add further detail to the policies in the Local Plan. SPDs can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPDs are material considerations in planning decisions but are not part of the statutory development plan.
<b>Supplementary Planning Guidance (SPG)</b>	SPGs provide greater detail on policies. Since 2004, LBRuT has no longer produced SPGs as they have been replaced by SPDs. However, LBRuT's SPGs remain material considerations in planning decisions unless withdrawn. The Mayor of London produces SPGs to provide further guidance on policies in the London Plan that cannot be addressed in sufficient detail in the plan itself.
<b>Surface Water</b>	Water that collects on the surface of the ground
<b>Sustainability Appraisal (SA)</b>	The Planning and Compulsory Purchase Act 2004 requires Local Development Documents to be prepared with a view to contributing to the achievement of sustainable development. Sustainability Appraisal is a systematic appraisal process. The purpose of Sustainability Appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process. This will ensure that decisions are made that accord with sustainable development.
<b>Sustainable Drainage Systems (SuDS)</b>	A sequence of management practices and control structures designed to drain surface water in a sustainable way. SuDS aims to control surface water runoff as close to its origin as possible, which involves moving away from traditional piped drainage systems to schemes that mimic natural drainage regimes.
<b>Tall Building</b>	A building defines as 18 metres in height or higher (approximately six storeys or above).
<b>Taller Building</b>	A building defined as being significantly taller than the neighbouring buildings, but less than 18 metres in height (below six storeys).

## Glossary

<b>The Richmond upon Thames Partnership</b>	The Richmond upon Thames Partnership brings together the public, private and voluntary and community sectors. It has representatives from the public sector, business, community, voluntary and faith sectors who harness joint resources to improve the quality of life for everyone who lives in, works in or visits the borough. The Richmond Partnership has an Executive Group which draws together senior members of the Council, Richmond Adult Community College, Richmond Voluntary Services, Police, Fire Brigade, Richmond upon Thames College, Achieving for Children and the Clinical Commissioning Group. For further information, see the Council's website at <a href="http://www.richmond.gov.uk/richmond_upon_thames_partnership">www.richmond.gov.uk/richmond_upon_thames_partnership</a>
<b>Transport Assessment (TA)</b>	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
<b>Transport Statement (TS)</b>	A simplified version of a Transport Assessment where it is agreed the transport issues arising out of development proposals are limited and a full Transport Assessment is not required.
<b>Travel Plan</b>	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
<b>Tidal water</b>	The part of the River Thames that is subject to tides.
<b>Town and Country Planning Act 1990</b>	Currently the main planning legislation for England and Wales is consolidated in the Town and Country Planning Act 1990; this is regarded as the 'principal act'.
<b>Townscape</b>	The pattern and form of urban development; the configuration of built forms, streets and spaces.
<b>Tenure</b>	The terms and conditions under which land or property is held or occupied, e.g. five year leasehold, freehold owner occupation, etc.
<b>Tree Preservation Order (TPO)</b>	An order made by a local planning authority to protect a specific tree, a group of trees or woodland. TPOs prevent the felling, lopping, topping, uprooting or other deliberate damage of trees without the permission of the local planning authority.
<b>Use Classes Order</b>	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.
<b>Village</b>	A term applied to define the distinct and local areas in this borough as determined by local communities.
<b>Village Plans / Village Planning</b>	Village Plans have been developed for each of the borough's 14 villages. Each Village Plan describes a vision for the village area and identifies what the Council will do and what people can do to achieve the vision together. It sets out the key issues and priorities and provides background information on the village areas. The Village Plans are maintained on the Council's website and are updated on a regular basis. They cover a wide range of topics, including matters not within the remit of the Village Planning Guidance SPDs. See the Council's website at <a href="http://www.richmond.gov.uk/village_plans">www.richmond.gov.uk/village_plans</a> for further information.

**Village Planning  
Guidance SPDs**

SPDs that are being developed by LBRuT to support the Village Plans. These identify the key features and characteristics of the area, including the most important aspects and features that contribute to local character and that are valued by local communities and form part of the Village Plan for area. Ham and Petersham Neighbourhood Forum is developing its own Neighbourhood Plan for the area.

**Zero Carbon (subject  
to the Government's  
final definition for zero  
carbon)**

A zero carbon development is one whose net carbon dioxide emissions, taking account of emissions associated with all energy use, is equal to zero or negative across the year. The definition of "energy use" will cover both energy uses currently regulated by the Building Regulations and other energy used in the home.

## Glossary

