

**Application reference: 13/0906/FUL**  
**HAMPTON WICK WARD**

Date application received	Date made valid	Target report date	8 Week date
18.03.2013	02.04.2013	28.05.2013	28.05.2013

**Site:**

210 Kingston Road, Teddington, TW11 9JF,

**Proposal:**

Demolition of existing property and construction of new 3 storey building comprising retail unit at ground floor and 7no flats above.

Status: Pending Consideration (If status = HOLD please check that all is OK before you proceed any further with this application)

**APPLICANT NAME**

Mr Tom Galvin  
282 King Street  
London  
W6 0SJ

**AGENT NAME**

Mr Jonathan Dixon  
Chells Manor  
Chells Lane  
Stevenage  
Hertfordshire  
SG2 7AA

**DC Site Notice:** printed on 04.04.2013 and posted on 12.04.2013 and due to expire on 03.05.2013

**Consultations:**

**Internal/External:**

**Consultee**

LBRUT Transport  
14D POL  
Environment Agency

**Expiry Date**

18.04.2013  
18.04.2013  
25.04.2013

**Neighbours:**

Flat A,204A Kingston Road,Teddington,TW11 9JD - 04.04.2013  
4 - 5 The Pavement,Bushy Park Road,Teddington,TW11 9JE, - 04.04.2013  
3A The Pavement,Bushy Park Road,Teddington,TW11 9JE, - 04.04.2013  
2A The Pavement,Bushy Park Road,Teddington,TW11 9JE, - 04.04.2013  
212A Kingston Road,Teddington,TW11 9JF - 04.04.2013  
214 - 216 Kingston Road,Teddington,TW11 9JF, - 04.04.2013  
Ground Floor Rear,1 The Pavement,Bushy Park Road,Teddington,TW11 9JE, - 04.04.2013  
Second Floor Flat,216A Kingston Road,Teddington,TW11 9JF - 04.04.2013  
First Floor Flat,216A Kingston Road,Teddington,TW11 9JF - 04.04.2013  
Flat 2,214 Kingston Road,Teddington,TW11 9JF, - 04.04.2013  
Flat B,204A Kingston Road,Teddington,TW11 9JD - 04.04.2013  
219D Kingston Road,Teddington,TW11 9JN, - 04.04.2013  
1 The Pavement,Bushy Park Road,Teddington,TW11 9JE, - 04.04.2013  
5 The Pavement,Bushy Park Road,Teddington,TW11 9JE, - 04.04.2013  
2 - 3 The Pavement,Bushy Park Road,Teddington,TW11 9JE, - 04.04.2013  
1A The Pavement,Bushy Park Road,Teddington,TW11 9JE, - 04.04.2013  
Flat 1,214 Kingston Road,Teddington,TW11 9JF, - 04.04.2013  
208 Kingston Road,Teddington,TW11 9JD, - 04.04.2013  
16 Bushy Park Road,Teddington,TW11 9DG, - 04.04.2013  
14 Bushy Park Road,Teddington,TW11 9DG, - 04.04.2013  
12 Bushy Park Road,Teddington,TW11 9DG, - 04.04.2013  
9 Bushy Park Road,Teddington,TW11 9DQ, - 04.04.2013  
5 Bushy Park Road,Teddington,TW11 9DQ, - 04.04.2013  
212 Kingston Road,Teddington,TW11 9JF, - 04.04.2013

+ cllr T. Arbour.

Kingston Road Post Office, 204 - 206 Kingston Road, Teddington, TW11 9JD, - 04.04.2013  
 Flat Rear Of, 216 Kingston Road, Teddington, TW11 9JF, - 04.04.2013  
 227 Kingston Road, Teddington, TW11 9JJ, - 04.04.2013  
 221A Kingston Road, Teddington, TW11 9JN, - 04.04.2013  
 219B Kingston Road, Teddington, TW11 9JN, - 04.04.2013  
 2 Holmesdale Road, Teddington, TW11 9LF, - 04.04.2013  
 1 Holmesdale Road, Teddington, TW11 9LJ, - 04.04.2013  
 10 Bushy Park Road, Teddington, TW11 9DG, - 04.04.2013  
 7 Bushy Park Road, Teddington, TW11 9DQ, - 04.04.2013  
 3 Bushy Park Road, Teddington, TW11 9DQ, - 04.04.2013  
 1 Bushy Park Road, Teddington, TW11 9DQ, - 04.04.2013  
 15 Bushy Park Road, Teddington, TW11 9DQ, - 17.04.2013  
 17 Bushy Park Road, Teddington, TW11 9DQ, - 17.04.2013  
 18 Bushy Park Road, Teddington, TW11 9DQ - 17.04.2013  
 20 Bushy Park Road, Teddington, TW11 9DQ - 17.04.2013  
 22 Bushy Park Road, Teddington, TW11 9DQ - 17.04.2013  
 24 Bushy Park Road, Teddington, TW11 9DQ - 17.04.2013  
 38 Bushy Park Road, Teddington, TW11 9DQ - 17.04.2013  
 182 Broom Road, Teddington, TW11 9PQ, - 17.04.2013  
 1 Fairfax Road, Teddington, TW11 9DJ, - 17.04.2013  
 Cllr T Arbour -

**History: Development Management, Appeals, Building Control, Enforcements:**

Development Management      Application: 90/1669/FUL  
 Status: PCO  
 Date: 12/11/1990                      New Shopfront

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Development Management      Application: 90/1825/FUL  
 Status: GTD  
 Date: 10/12/1990                      Amendment To Planning Application Ref 90/1669 Construction Of New Shopfront

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Development Management      Application: 97/2190  
 Status: WNA  
 Date: 13/02/1998                      Internal Alterations And Bricking Up Of Windows In Side Elevation.

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Development Management      Application: 11/4169/FUL  
 Status: REF  
 Date: 13/04/2012                      Demolition of existing property and construction of new 3 storey building comprising retail unit at ground floor and 7no flats above.

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Development Management      Application: 13/0906/FUL  
 Status: PCO  
 Date:                                      Demolition of existing property and construction of new 3 storey building comprising retail unit at ground floor and 7no flats above.

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Appeal                                      Demolition of existing property and construction of new 3 storey building comprising retail unit at ground floor and 7no flats above.  
 Validation Date:  
 26.06.2012  
 Reference:  
 12/0118/AP/REF

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Building Control  
Deposit Date:  
30.09.1997  
Reference:  
97/1442/FP

Seperate flat from shop and drainage alterations to ground floor wc.

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Building Control  
Deposit Date:  
19.11.1997  
Reference:  
97/1442/1/FP

Seperate flat from shop and drainage alterations to ground floor wc.

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Building Control  
Deposit Date:  
16.06.2011  
Reference:  
11/FEN02599/GASAFE

Installed a Gas Boiler

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**Constraints:**

13/0906/FUL  
210 KINGSTON ROAD  
TEDDINGTON

HAMPTON WICK WARD  
Contact Officer:  
S Graham-Smith

<http://www2.richmond.gov.uk/PlanData2/ShowCaseFile.aspx?appNumber=13/0906/FUL>



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**Proposal:** Demolition of existing property and construction of a 3 storey building comprising a retail unit at ground floor and 7 flats above.

**Applicant:** JB Planning for Frontdoor Properties

**Application received:** 18<sup>th</sup> March 2013

**Main development plan policies:**

Local Development Framework

Core Strategy Policies: CP 1, 2, 7, 8, 14, 15, 16

Development Management Plan Policies: DM SD 1, 2, 6; TC 2, 3; HO 2, 3; 4, 6; TP 2, 8; DC 1, 4, 5, 7.

Sustainable Construction Checklist SPD

Affordable Housing SPD

Planning Obligations Strategy SPD

Design Quality SPD

**Present use:** Shop with flat above

#### **SUMMARY OF APPLICATION**

This application follows a recent refusal and appeal dismissal. The main concerns expressed by the Planning Inspector in the appeal decision related to the design, appearance and overdevelopment. The scheme has been redesigned and considered to address the specific criticisms of the Inspector. Following concerns related to the servicing of the site by delivery vehicles, which requires such vehicles to use land owned by another party in order to exit the forecourt in forward gear has been resolved whereby permission would be subject to a legal agreement to secure rights of access over this land to enable the delivery of a workable service management plan and in this respect the proposal is considered acceptable.

#### **RECOMMENDATION:**

Approve subject to a S106 legal agreement confirming access rights over land on the forecourt of 212 – 216 Kingston Road, contributions towards affordable housing, education and public realm, securing car club membership for flat residents.

#### **Site, proposal and history:**

- 1 The property is located on the corner of Kinston Road and Bushy Park Road and is a ground floor shop (a convenience store) with a flat above. The shopping area is a neighbourhood centre. It has the appearance of a two storey building from the front, but at the side and rear it is apparent that there is a second floor partly contained within the roofspace. There is a gap between this building and the next shop, No. 212. The site is partially within Flood Zone 2.
- 2 In 2011 an application (11/4169/FUL) was made to demolish the existing building and erect a three storey building (with the third storey within the roofspace). There was to be a far larger ground floor shop and seven flats on the upper floors. No parking was proposed. The application was refused permission (delegated decision) on the following grounds:
  - *The proposed building, by reason of its site coverage, mass, bulk, design and rearward projection, would constitute an overdevelopment of the site which would be out of character, lacking in amenity space and soft landscaping and would have an overbearing impact on the neighbouring property and the streetscene in general. The proposal would therefore be contrary to policies DM HO4, DC1 and DC 5 of the Richmond upon Thames Development Management Plan; Residential Design Standards.*
  - *The proposal would result in an intensification of the use of the site without the provision of sufficient off street parking to comply with the parking standards and in relation to the large retail unit it has not been demonstrated that there would be adequate servicing and no adverse impact on the area in terms of the impact on on-street parking. The proposal is therefore contrary to policy DM TP 8 of the Richmond upon Thames Development Management Plan.*
  - *The proposal fails to make any provision towards affordable housing in association with the development. It would therefore be contrary to policy CP15 of the London Borough of Richmond upon Thames Local Development Framework Core Strategy and policy DM HO 6 of the Richmond upon Thames Development Management Plan.*
  - *The absence of a legal agreement in accordance with the Council's adopted Public Obligations Strategy Supplementary Planning Document in conjunction with the proposed development would place an increased burden on transport, health, public realm and education infrastructure and services in the locality. This would be contrary to Policies DM TP 2 of the Richmond upon Thames Development Management Plan and Policies CP16, CP 17 and CP 18 of the Local Development Framework Core Strategy.*

- *Part of the site is within Flood Zone 2. In the absence of a Flood Risk Assessment the proposal has not demonstrated that the development can be accommodated without increasing the risk of flooding. The proposal is therefore contrary to policy DM SD 6 of the Richmond upon Thames Development Management Plan.*
- 3 The refusal was appealed against and the appeal dismissed. However the main concerns of the Inspector related to the bulk and design.
  - 4 This new application is similar to the first with alterations made with the intention of addressing the concerns raised by the Inspector

**Public and other representations:**

- 5 Thames Water have no objection.
- 6 The Environment Agency has advised of their advice on flood risk in these circumstances.
- 7 Dr Cable MP remains concerned at the size and scale of the proposed development.
- 8 The Teddington Society objects to the Bushy Park Road elevation and lack of parking.
- 9 The Hampton Wick Association object on the grounds of overdevelopment and lack of parking.
- 10 Teddington Business Community objects on the ground of overdevelopment, increase in traffic, lack of detail on servicing, lack of parking, impact on safety, pollution, refuse disposal, anti-social behaviour, detrimental impact on existing shops.
- 11 Letters have been received from 31 local properties. Reasons for objection are:
  - Overlooking and loss of privacy
  - Noise and disturbance
  - Loss of existing building, trees and garden area
  - Impact on infrastructure
  - Overdevelopment
  - Lack of parking provision
  - Design out of character
  - Impact on existing shops

**Amendment**

- 12 A revised site plan including the forecourt in front of 121 – 216 Kingston Road has been submitted and the application form adjusted accordingly.

**Professional comments:**

Appeal Decision

- 13 Where there has been a recent appeal dismissal it is necessary for the Council to consider whether the new application addresses the concerns raised as well as any subsequent change in circumstances or policy. There were five reasons for refusal.

Overdevelopment, overbearing, out of character

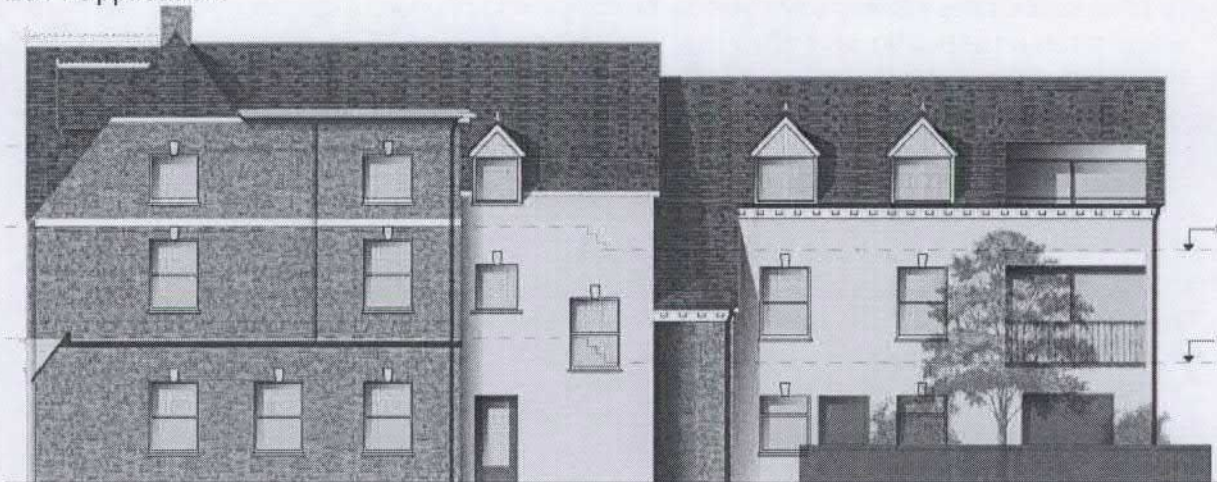
- The Inspector commented as follows: *The scale, design and detailing of the front elevation would positively complement neighbouring buildings to the south, bring more interest and activity to the Kingston Road frontage and accord with the aims of policy DC1.*
- *There is no reason in principle why the appeal site's frontage to Bushy Park Road should not generally reflect the general height, scale and positioning of the terrace of buildings on the opposite side, including the general extent of its separation from the nearest house in the road. However, while the existing buildings on the north side have a general unity and are set back*

behind a forecourt, the proposed side and rear elevations at the appeal site contain some jarring elements including a single-storey flat-roofed portion at the back edge of the footway and other flat-roofed sections at second-floor level which would be variously visible from points in Bushy Park Road. Within the context of the significantly increased presence of the proposed building as perceived from Bushy Park Road, these elements indicate a degree of over-development of the site out of keeping with the character and appearance of that road, thus failing to meet the requirements of policy DC1.

- 14 There is, unsurprisingly, no significant change to the proposed frontage. On the Bushy Park Road elevation, in the case of the first application a 12m long single storey part of the building would have directly abutted the pavement. All parts of the building will now be set back a minimum of 3m from the pavement with landscaping filling in the gap. This will enhance the appearance, particularly compared to the opposite side of Bushy Park Road where there are open forecourts between the shops and the pavement. The flat roofed elements mentioned by the Inspector as being visible from Bushy Park Road are completely removed and there will now be a side facing gable end, as is the case with the existing building. The proposal is now more similar to the development opposite, having two full storeys and accommodation in the roofspace. Bearing in mind that the specific elements criticised by the Inspector have been addressed it is not considered that this remains a reason for refusal.

Comparison of the refused and proposed Bushy Park Road elevations:

2011 application:



Current application:



#### Parking and servicing

- In the case of the appeal, the view of the Council, based on a submitted parking survey, was that as a result of the proposal the area would become 'heavily parked' (over 90% of available spaces within 200m taken up). The applicant disagreed. The Inspector commented as follows: *The appellant company (in its appeal statements) and the Council (from what it says in its committee report) are not in agreement about the survey's findings. However, in general terms it appears to me from the data that, as the appellant states, current on-street parking 'stress' varies between 78% and 85% according to the time of day/night. Adding in the total of 16 spaces referred to above (parking generated by the proposed development), stress levels would sometimes rise close to (but not exceed) the 90% measure adopted in the Council's supplementary planning document 'Front garden and other off-street parking standards' as indicative of critically 'heavy' on-street parking.*
- 15 This aspect was one of two which was raised by the applicant in an application for costs which were awarded against the Council by the Inspector. The applicant has agreed to secure car club membership for prospective residents. Taking into account the conclusion reached by the Inspector the new application is not opposed on parking grounds.
- 16 The reason for refusal also raised the matter of servicing. It is not believed that the Inspector fully understood the concerns raised. These are his comments: *"The reason for refusal also refers to concerns about adverse impacts on parking caused by the lack of servicing provision for the retail shop, the committee report suggesting (if somewhat obliquely) that this displacement factor is an additional element which should be added into the parking impact. However, the frequency and length of the servicing requirements for retail premises are unpredictable and are unlikely to monopolise street parking spaces for substantial parts of the day."*
- 17 A shop of this size may well become a convenience store, as has been suggested previously and with this new application by the applicant. The gross floor area would be 448 sq m (compared with 370 sq m proposed for a Sainsbury in Teddington High Street which was recently refused permission). Normally it is essential for servicing to be addressed as part of the application for such a large shop and where possible controlled on-street loading bays are necessary. In this case that is not possible as there is a pedestrian crossing in front of the shop and a loading bay in Bushy Park Road would be inappropriate as delivery traffic would use an otherwise quiet residential road. There is a forecourt which can be accessed via a dropped kerb in front of 212 – 216 (which had been installed to facilitate tankers using the former petrol filling station). It would be possible for a delivery vehicle to enter the forecourt in front of the shop via this crossover as long as the forecourt is not blocked by other vehicles. As the applicant controls the forecourt this is viable. However tracking drawings supplied by the applicant show that in order for a delivery vehicle to exit the forecourt without backing on to Kingston Road (which would be extremely dangerous) parts of the forecourt in front of 212-216 would be required to be clear to allow for turning space. This forecourt is owned by the developers of 218 – 220 Kingston Road (the former petrol station now being developed for residential purposes). Therefore, in order for servicing to work without causing unreasonable danger to pedestrians and traffic there will need to be an agreement between the owners of this site and those in control of the rest of the forecourt to ensure turning space is made available during deliveries. This needs to be the subject of an S106 planning agreement as the land in question, although part of the application site, is not controlled by the applicant.

#### Impact on neighbours

- 18 With the previous decision concern was raised by the Council at the possible impact of overlooking of the garden of 212 Kingston Road. The Inspector commented as follows: *The Council has also raised objection to the inclusion of a window to a small second bedroom on the southern elevation facing No 212. In view of the orientation of this window it is unlikely to result in direct overlooking of any windows at No 212 or result in any material further loss of privacy to those using the first floor deck and lower garden at No 212 than already arises from windows in*



*existing neighbouring buildings. In my view harm would not occur to the aims of DMP policy DC5. Unlike the first application, amenity spaces are indicated on a flat roofed ground floor element at the side. These would need to be screened to avoid undue loss of privacy to No 212 and the method of screening can be conditioned. The screening would also prevent overlooking from side facing first floor windows.*

- 19 It is acknowledged that the first and second floor elements will be closer to the side boundary with 212 Kingston Road than with the first application, however they will be separated from the garden of 212 by the 3m wide terraces and it is not considered that the overbearing impact will be greatly increased in comparison to the original scheme. The upper floors will only project 1m beyond the rear of the main building of 1 Bushy Park Road and, being separated by the footpath between them, will not have a significantly greater effect than the previous scheme.
- 20 No other aspect of the revised application would worsen the impact on neighbours. Opening hours should not exceed those allowed for the shop at the nearby former petrol station.

#### Larger shop

- 21 The principle of a larger shop was considered at the time of the previous application and was not objected to. The shop which was part of the nearby petrol filling station has now gone and this was approximately 170 sq m. Policy DM TC 2 refers to Neighbourhood Centres. This states the following:

*The Council will protect and improve the provision of day-to-day goods and services in the local and neighbourhood centres of the borough. These centres are often designated as Areas of Mixed Use and are thus seen as appropriate for a mix of uses that meet primarily local needs. Proposals for development will be acceptable in the smaller centres if they:*

- *Provide appropriate mixes of uses, or mixed-use schemes. Appropriate uses could be: new retail, business or employment developments, which should maintain suitable provision for small businesses and other uses which serve the community or attract visitors. Residential development could also be appropriate. See Core Policy 8 of the Core Strategy for appropriate levels of provision.*
  - *Are of a scale that enhances the vibrancy and vitality of the centre and do not erode the core function of the centre, or another neighbouring centre or compromise an existing use. This will apply to all proposed uses, including supermarkets.*
  - *Respect and enhance the heritage, character and local distinctiveness of the centre, whilst making the most efficient use of land.*
  - *Include overall improvements and enhancements of the small centres; or modernise outmoded premises. Development should improve and maintain commercial provision in the smaller centres, without significantly expanding it.*
  - *Locate retail in designated shopping frontages, or in a location well-related to them, and/or within an area of mixed use.*
  - *Do not add disproportionately to pressure on parking. By supporting proposals that meet these criteria, the Council will ensure that the smaller town centres are self-supporting and reinforce themselves and the local community*
- 22 The proposal generally satisfies the aims of the policy. Criterion (b) talks of not eroding the core functions of the centre. A supermarket use would not affect the majority of other shops which are a mixture of specialist uses (cycle shop, garden implements) or cafes/restaurants/takeaways. One convenience store would be affected and to a lesser extent a chemist and a newsagent. In these circumstances a small supermarket would arguably enhance the centre rather than erode it.

#### Residential Development Standards

- 23 The flats are of sufficient size to meet the internal space requirements and the layouts are generally acceptable, although a pair of bedrooms on the second floor would have no normal windows, only rooflights. Two flats are to have balconies and there is a small shared space.

The view of the Inspector was: (I do not consider) *that the absence of on-site amenity space (except for two balconies) would significantly disadvantage residents of the flats in an area where major public open spaces and riverside walks are available not far away.*

#### Affordable Housing

- 24 The provision of additional units would require a contribution towards providing affordable housing elsewhere in accordance with policy DM HO6. A sum of £79,302 has been agreed with the applicant.

#### Planning Obligations Strategy

- 25 The following contributions to infrastructure are requested and have been agreed by the applicant:

- Education - £3,195
- Public Realm - £5,542
- Monitoring Fee (5%) - £436.85
- Total - £9,173.85

#### Flooding

- 26 Part of the site is within Flood Zone 2. No Flood Risk Assessment was initially submitted with the first application, hence the reason for refusal. An assessment was later submitted and was not objected to by the Environment Agency. This was the other reason for the application for costs, but the Inspector chose not to make an award in relation to it.

#### Sustainability

- 27 The proposed development meets the relevant standards as outlined by Policy DM SD 1 of the Development Management Plan, Code Level 3 for the flats and BREEAM 'Excellent' for the shop. The proposal includes PV panels at the rear which will achieve more than the required 20% carbon offset by renewables and the 40% overall target is met.

#### **Conclusion:**

- 28 This application follows a recent refusal and appeal dismissal. The main concerns expressed by the Planning Inspector in the appeal decision related to the design, appearance and overdevelopment. The scheme has been redesigned and considered to address the specific criticisms of the Inspector. Following concerns related to the servicing of the site by delivery vehicles, which requires such vehicles to use land owned by another party in order to exit the forecourt in forward gear has been resolved whereby permission would be subject to a legal agreement to secure rights of access over this land to enable the delivery of a workable service management plan and in this respect the proposal is considered acceptable.

I therefore recommend PERMISSION subject to a S106 legal agreement confirming access rights over land on the forecourt of 212 – 216 Kingston Road, contributions towards affordable housing, education and public realm, securing car club membership for flat residents and the following conditions and informatives:

#### **Standard conditions:**

- AT01 - Development begun within 3 years
- BD12 - Details - Materials to be approved
- DV02A - Boundary Treatment
- DV18A - Refuse Arrangements – both residential and retail
- DV30 - Refuse storage
- DV44A - Code for Sustainable Homes – Level 3
- DV46A - BREEAM Non Housing – 'Excellent'
- DV47 - Lifetime Homes

- DV48 - Approved Drawings – P13-744-10D, 11H, 20D, 21D and 22 received on 18<sup>th</sup> March 2013 and 01A received on 5<sup>th</sup> June 2013.
- DV49 - Construction Method Statement
- LT09 - Hard and soft landscaping required
- NO12 - Noise and vibration of plant

**Non-standard conditions:**

- NS01 - The dwellings hereby approved shall not be occupied until details of a balcony privacy screen required to protect the privacy of the occupants of 212 Kingston Road have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. REASON: To protect the privacy of the adjoining occupants.
- NS02 - Details of the access to the plant room which do not require passing through the residential bicycle store shall be submitted and approved in writing by the local planning authority prior to occupation. REASON: To ensure that the proposed development does not compromise the security of prospective residents.
- NS03 - Prior to occupation of the development hereby approved a service management plan relating to the servicing of the shop unit shall be submitted to and approved in writing by the local planning authority. The management plan shall be implemented as approved from the date of the commencement of the use. REASON: To ensure that the proposed development would not prejudice highway and pedestrian safety.
- NS04 - Customers shall not be present on the premises, nor shall sales take place during the following times: Before 0700 and after 2300. A notice to this effect shall be displayed at all times on the premises so as to be visible from outside. REASON: To ensure that the proposed development does not prejudice the amenities of nearby occupiers, or the area generally.

**Standard informatives:**

- IE05A - Noise control
- IH06B - Damage to highway
- IL10A - Building Regulations
- IL16HA - Policies:
  - Local Development Framework
  - Core Strategy Policies: CP 1, 2, 7, 8, 14, 15, 16
  - Development Management Plan Policies: DM SD 1, 2, 6; TC 2, 3; HO 2, 3; 4, 6; TP 2, 8; DC 1, 4, 5, 7
  - Sustainable Construction Checklist SPD
  - Affordable Housing SPD
  - Planning Obligations Strategy SPD
- IL13 - Section 106 agreement
- IL24 - CIL Liable
- IL25 - NPPF APPROVAL - Para. 186 and 187

**Non Standard Informatives;**

- NI01 - The permission hereby granted shall not be construed as authority to carry out works on the publicly maintained highway. The applicant is advised that any such works must be carried out by the Council's own appointed contractor following approval from Highways Management Group, London Borough of Richmond upon Thames, 44 York Street, Twickenham TW1 3BZ or [highwaysandtransport@richmond.gov.uk](mailto:highwaysandtransport@richmond.gov.uk). The applicant will be required to pay for the creation of the new crossover and the reinstatement of the existing.

**Background papers:**

- Application forms and drawings
- Previous application 11/4169/FUL and appeal decision: APP/L5810/A/12/2178552/NWF

Letters of representation

**Recommendation:**

The determination of this application falls within the scope of Officer delegated powers - ~~YES~~ / NO

**I therefore recommend the following:**

- 1. REFUSAL
- 2. PERMISSION
- 3. FORWARD TO COMMITTEE

Case Officer (Initials): SGS

Dated: 30/9/13

**I agree the recommendation:**

Team Leader/Development Control Manager

Dated: .....

This application has been subject to representations that are contrary to the officer recommendation. The Development Control Manager has considered those representations and concluded that the application can be determined without reference to the Planning Committee in conjunction with existing delegated authority.

Development Control Manager: .....

Dated: .....

<b>REASONS:</b>
<b>CONDITIONS:</b>
<b>INFORMATIVES:</b>
<b>UDP POLICIES:</b>
<b>OTHER POLICIES:</b>

The following table will populate as a quick check by running the template once items have been entered into Uniform

**SUMMARY OF CONDITIONS AND INFORMATIVES**

<b>CONDITIONS:</b>	
<b>INFORMATIVES:</b>	

**ADDITIONAL NOTES CONTINUED FROM ABOVE:**

Professional Comments: