

# BUCKLANDS ROAD TW11 - SITE A

Preliminary Design, Planning Policy and Access Statement

November 2015



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November 2015

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# 1.0 INTRODUCTION

## SUMMARY

RHP are a local housing company established in 2000 following a stock transfer from Richmond Council. RHP manage in the region of 8,500 homes in Richmond and Hounslow and their development programme is part of a commitment to meet local housing need.

RHP own and manage a number garage courts. Over the coming years RHP would like to invest in these areas providing a range of affordable homes for rent much needed within the Borough of Richmond upon Thames.

As a part of this initiative RHP together with Architects bptw have recently obtained planning approval for a number of these sites. The development potential of Bucklands Road site A has been identified under the second phase of this programme. Design principles set out in the Boroughs Small and Medium Housing Sites SPD and Residential Development Standards SPD have been considered in preparing these proposals.

This Design & Access statement will be a tool to assist and explain the design process and this final version is submitted as a supporting document to the planning application. The proposal is for the demolition of garages and construction of three 3 bed 5 person and two 4 bed 6 person houses.

## DESIGN TEAM

Client : RHP  
Architect : bptw partnership  
Employers Agent : Madlin + Maddison  
Peter Brett Associates :Transport

## LIST OF REPORTS

Sustainability & Energy statement  
Sustainable Construction Checklist  
Transport Assessment  
Flood Risk Assessment  
Aboricultural Statement

## LIST OF DESIGN GUIDES AND STANDARDS

London Housing Design Guide  
Lifetime Homes Standards  
Habinteg Wheelchair Housing Design Guide (second edition)  
SBD New Homes 2010  
Building for Life

## 2.0 ASSESSMENT

### LOCATION

The site faces onto Bucklands Road which is in a residential area between Broom Road and the river Thames. Broom Road Recreation Ground is 450m to the south. The Collis and Sacred Heart Primary schools are 850m to the west whilst the Teddington School a co-educational comprehensive is 350m to the south.

The 641 bus route between West Molesey and Hampton Wick and the 681 bus route between Hounslow and Hampton Wick pass along Broom Road. Both Hampton Wick and Teddington stations are approximately 1200m from the site. There is a small parade of local shops on the Kingston Road 450m to the west with a large selection of shops on Teddington High Street some 80m to the west.



Adjacent Site B

## SURROUNDING CONTEXT



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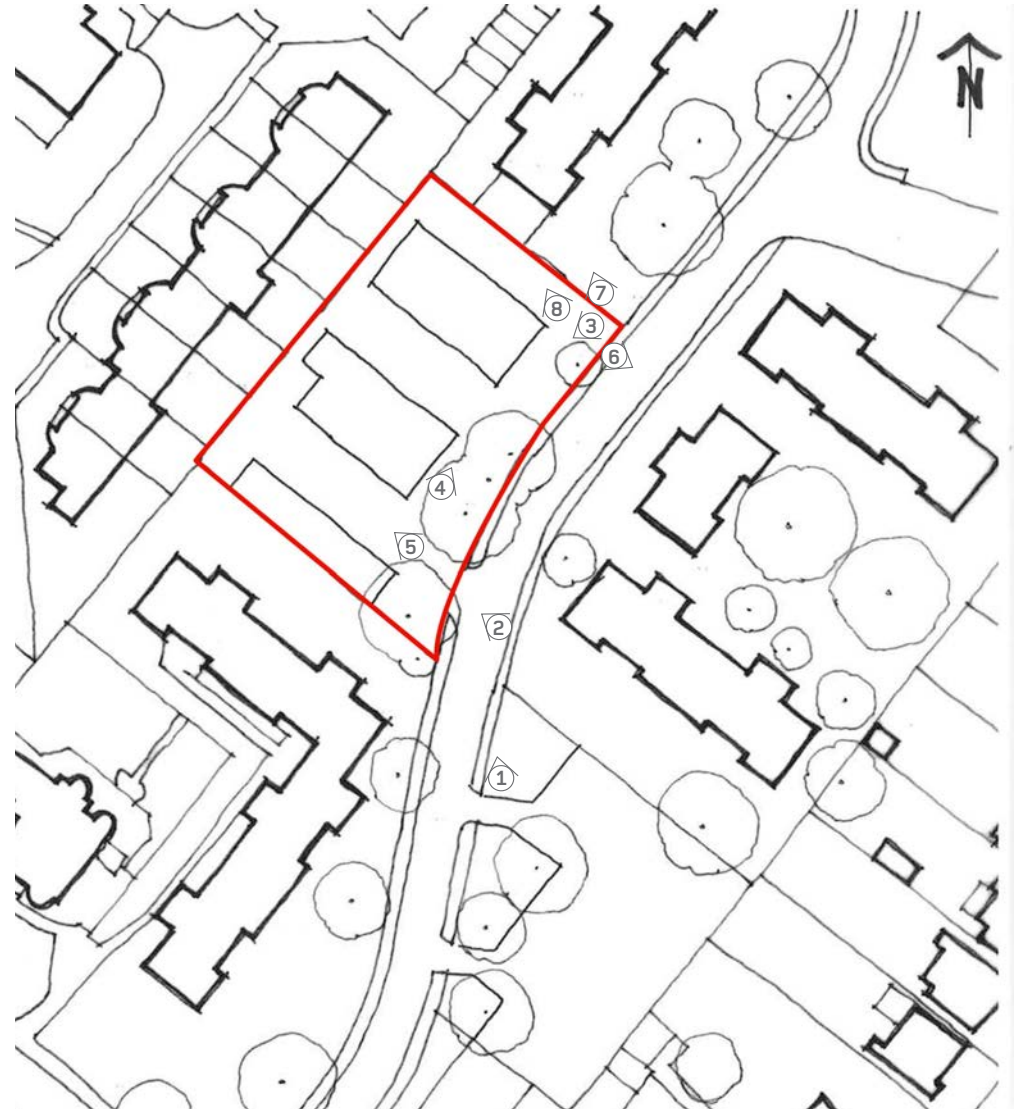
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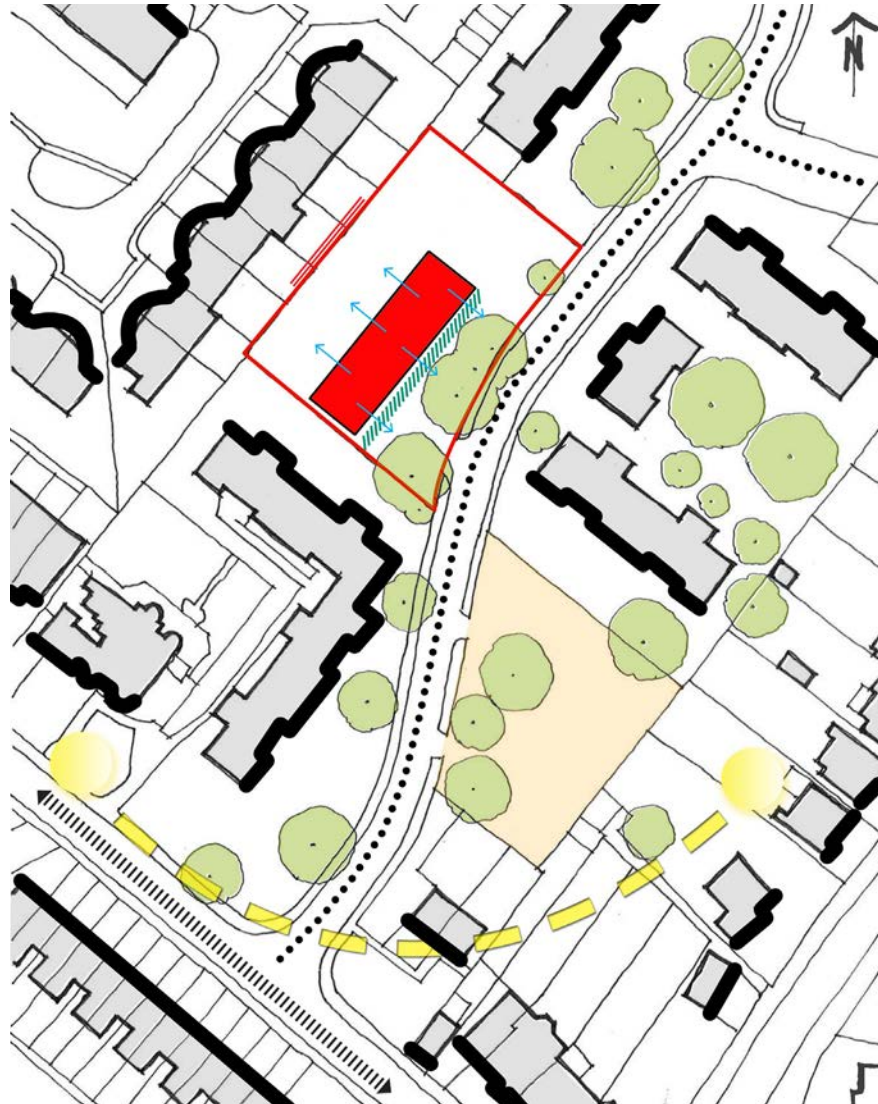
SITE ANALYSIS







AERIAL VIEW - SITE



OPPORTUNITIES PLAN

- SITE BOUNDARY
- SECURE BOUNDARY
- PROPOSED NEW BUILD
- SURVEILLANCE
- VIEWS OUT
- ADJACENT SITE B

## 3.0 INVOLVEMENT

### PLANNING DEPARTMENT

Consultation has taken place with the Borough's Housing and Planning Departments and the design has been refined through a pre-application process with the Planners including a pre-application meeting on the 27th May 2014. The scheme was subsequently amended to address comments received at this meeting and a design has been developed that delivers an attractive, sustainable scheme of appropriate size, scale and mass with flat roofs relating to the adjoining flat blocks to enhance the local character and assist the Borough in meeting its Housing needs.

### REFUSE DEPARTMENT

Refuse stores by the front doors of each house have been designed to accommodate the Council Refuse Department's standard waste and recycling bin capacities and storage requirements.

Due to the flood risk strategy front doors are accessed off a raised walkway. Residents will be required to move their bins to the refuse collection point at the end of this walkway which is slightly over 10m from the kerb side but on a path that also serves an existing refuse store further along.

Each Dwelling to have the following capacity:-

- 1 x 240 ltr – Waste
- 2 x 55 ltr – Recycling
- 1 x 23 ltr – food W

### SECURE BY DESIGN

A set of drawings were issued and a meeting held on the 28th January 2014 with the Crime Prevention Design Advisor Pat Simcox to identify any SBD issues. The design has been amended to address comments received at the meeting and it is intended to make a Secured by Design application following planning approval.

### PUBLIC CONSULTATION

Two public consultation events were held on the 12th and 17th March 2015 covering this site and a number of other sites across the borough. Over 40 people attended the events.

### TRANSPORT

There are currently 40 garages on the site. Information on usage is being obtained. The proposals incorporate a new 16 space parking court. Each house will be allocated one of these parking spaces. A Transport Assessment has been commissioned to determine local parking demand and a Transport Technical Note will be submitted with the planning application.



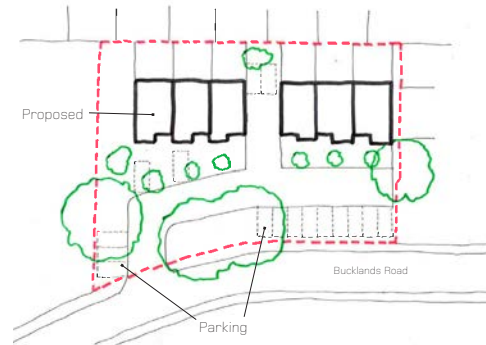
## 4.0 DESIGN

### DESIGN DEVELOPMENT

Initially a terrace of 6 houses was proposed to line with the building line of the adjoining flat block with a service road that either entered and exited the site or incorporated a turning head between the houses to allow refuse vehicle access. This approach brought the rear of the houses well within 20m of the rear of houses on Broom Lock. Amenity space to the houses would not comply with Borough policy and level differences may have made the creation of a new crossover problematic. By reducing the accommodation to 5 houses a new parking court can be created to increase the parking provision. The terrace can also be moved forward to allow a back to back distance in excess of 20m.

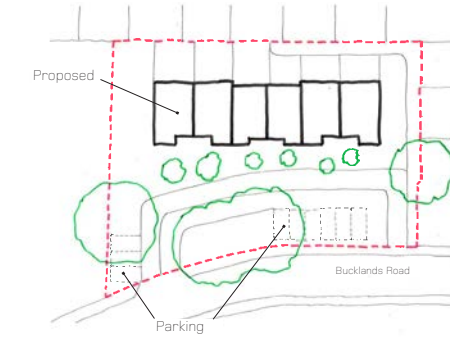
#### Block Massing Study [1]

- 6 terrace houses
- Amenity space to each dwelling
- Parking space towards the front & rear of the building



#### Block Massing Study [2]

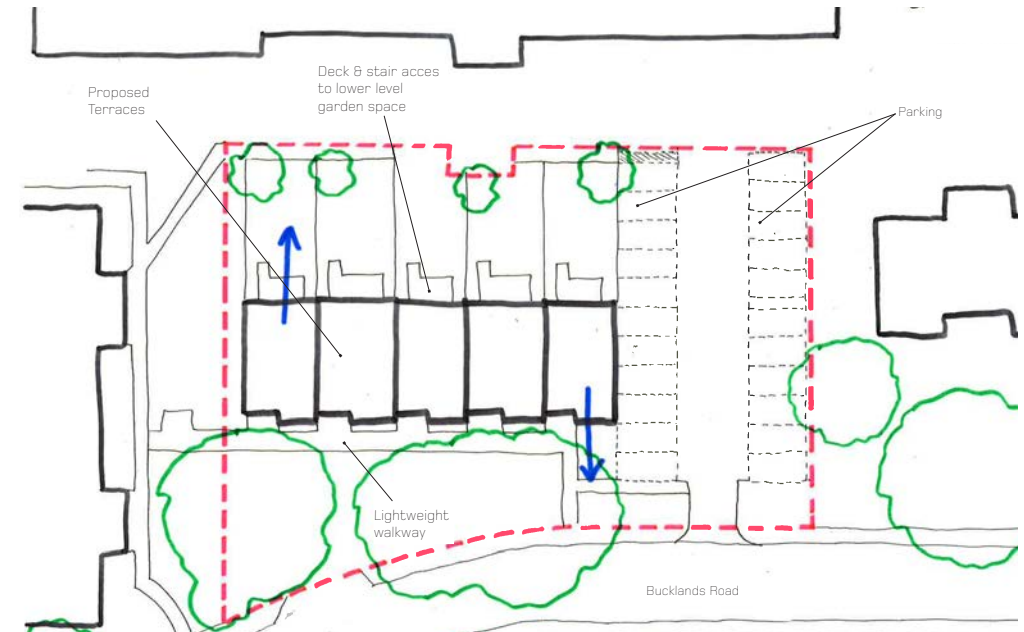
- 6 terrace houses in line with adjacent flat block
- Parking space towards the building front
- Amenity spaces do not comply with Borough policy



#### Preferred 5 Terrace Houses Option

- Five 3 & 4 bedroom terrace houses
- Pedestrian access maintained
- Parking court, including disable parking towards north-east of the site
- Amenity space to each dwelling
- Terraces have a distance in excess of 20m from the rear of Broom Lock houses
- Building raised up with safe route to dry land to address flood risk

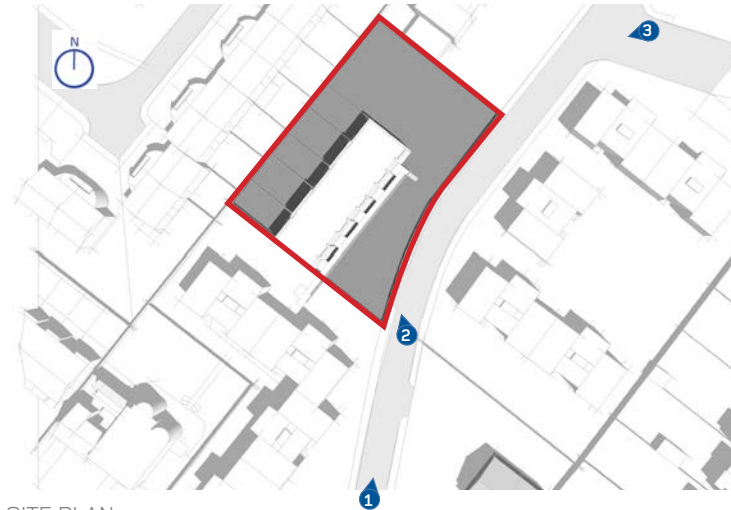
#### Early Sketch Study



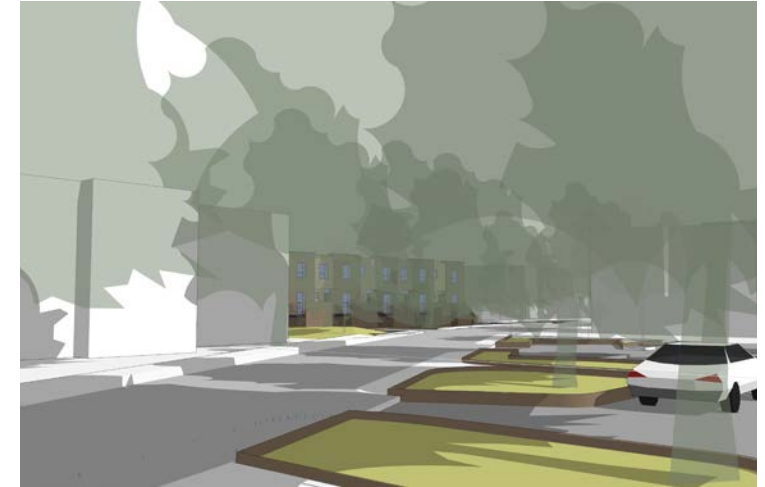
## LAYOUT

The terrace has a simple rhythm of alternating 3 and 4 bed houses providing a footprint that is in keeping with the character and grain of the area. The terrace is raised to have a finished floor level 0.3m above the 1 in 100 year event flood level. Access to the front doors will be via a raised walkway providing a safe route to a dry level at Broom Road.

The distance the terrace is setback from Bucklands Road is between the closer existing flat block to the south and the further set back block to the north providing a transition between these two building lines. Front doors are accessed from a footpath separated from the road by a wide grassed area including a number of mature trees maintaining the green and open character of the road. The new parking court will be overlooked by the front of the adjacent flat block.



SITE PLAN



1.

## SCALE

The new houses will be two storey with 2.5m high floor to ceiling heights in compliance with LHDG standards. The new raised terrace will have sufficient presence to sit comfortably between the two existing 3 storey flat blocks.



2.



3.



## APPEARANCE

The front façade is formed by contrasting brick bays with a castellated parapet at roof level. Interest and articulation to the façade will be further enhanced by areas of projecting brick courses and the walkway. Large well-proportioned windows punctuate the brickwork with recessed rainwater pipes providing further articulation to the front façade. Bricks will be chosen to be similar to and complement the existing bricks.

## LANDSCAPING

The public realm will be clearly laid out and well overlooked. By removing the garages and large areas of concrete hard standing and placing the terrace behind a retained wide strip of grass and existing trees the scheme will reinstate the local character of buildings set in a landscaped tree lined road. Rear gardens will be landscaped and the existing trees will be retained and protected in accordance with the arboricultural assessment.

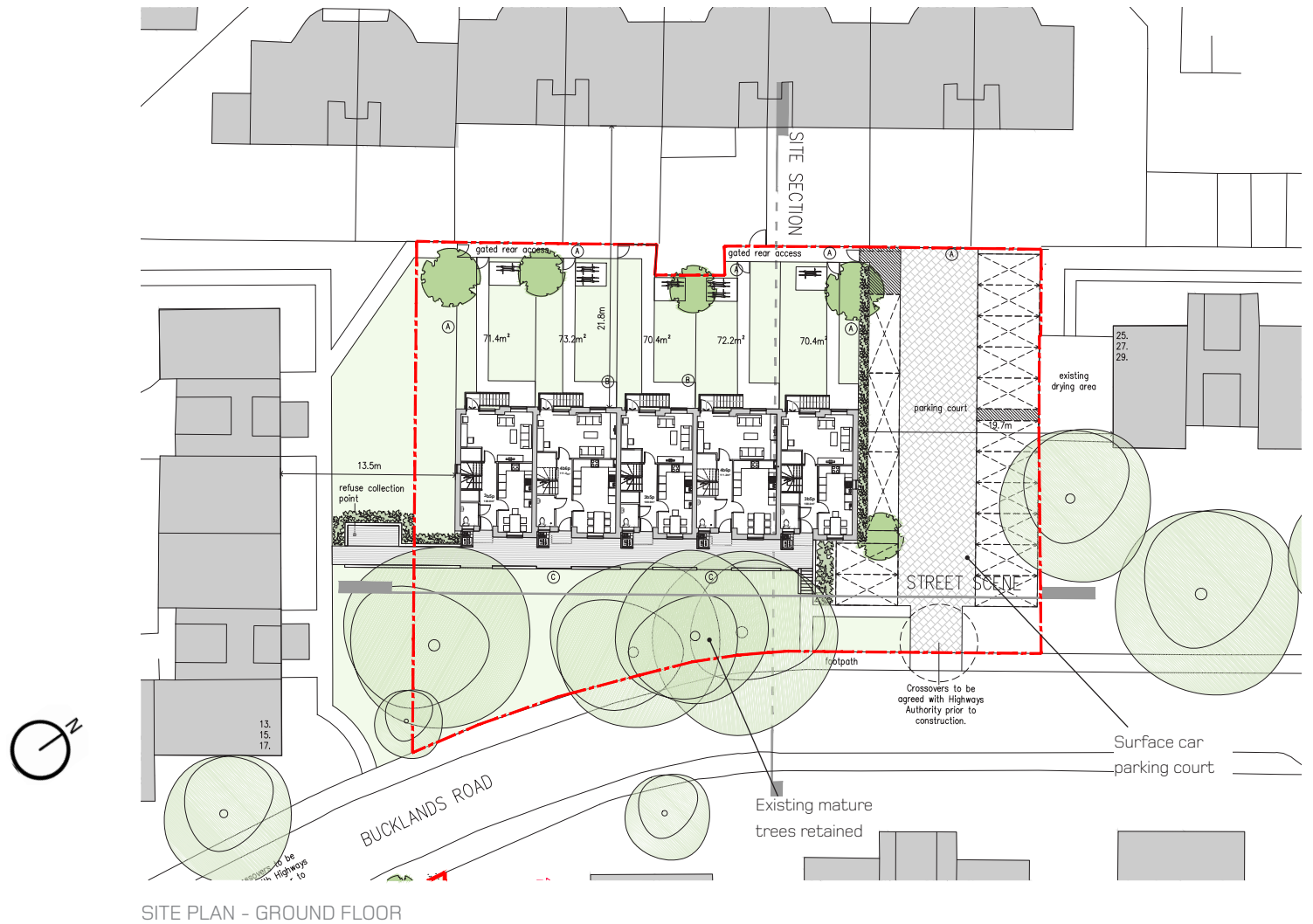


## INTENDED USE & AMOUNT

Residential – Three 3 bedroom 5 person and two 4 bedroom 6 person family houses for affordable rent.

## ACCOMMODATION SCHEDULE

Dwellings	Units nos.	m <sup>2</sup>	Hab. rms
3B/5P House	3	100	15
4B/6P House	2	111.2	12
Totals	5		27
Site area	0.16 ha		
Dwellings/ha	31		
Habitable Rms/ha	169		
Car parking spaces	16		



SITE PLAN - GROUND FLOOR

## 5.0 ACCESS

### SCOPE OF WORK

The purpose of this appraisal is to consider the accessibility of the development with regard to Mobility Impaired Persons (MIP), wheelchair users, ambulant disabled and people with reduced dexterity, limited comprehension or a sensory impairment. This appraisal is presented as a design guide to accompany the planning application and should be used as a reference document during design development. It will demonstrate compliance with BS8300 and the intent of the DDA. The analysis is carried out for the Bucklands Road site A development consisting of three 3 bed and two 4 bed houses.

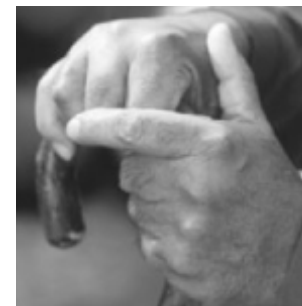
### VEHICULAR ACCESS

Vehicular access will be from Bucklands Road to a parking court with a level 900mm minimum wide pedestrian footpath leading via the pavement to a raised walkway and the front doors of the houses. Each house will have an allocated parking space in the parking court.

### CIRCULATION WITHIN DWELLINGS

The entrance door will have a level threshold and a minimum clear opening of not less than 800mm with an unobstructed 300 mm to the side of the leading edge of the door. All internal doors will have a level threshold and a minimum clear opening of not less than 775mm with an unobstructed 300 mm to the side of the leading edge of the door allowing wheelchair users to move in and out of rooms. All houses will have an entrance level WC suitable for use

by a wheelchair user in line with the Part M regulations. Switches within the dwellings will be positioned between 450-1200mm from floor level. The houses will comply with Lifetime Homes Standards as set out by Habinteg. Rear gardens will be accessed by an external flight of steps this is unavoidable due to the EA flood zone requirements.





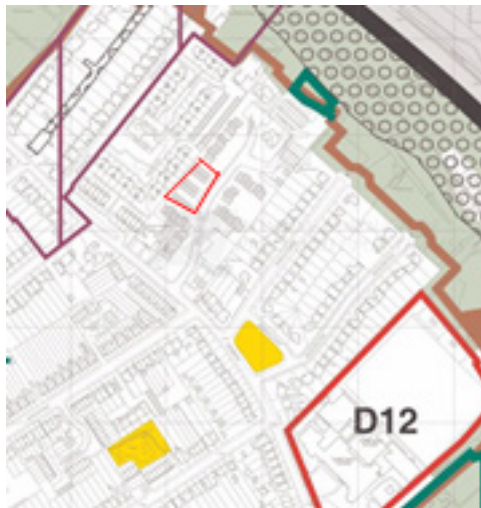
## 6.0 PLANNING POLICIES

This section of the Planning, Design and Access Statement identifies the planning policy context and the key planning merits relating to the proposal.

Planning applications within the London Borough of Richmond upon Thames will be determined under the NPPF (2012), London Plan (2015), Richmond Core Strategy (2009) Richmond Development Management Plan (2011), 'Saved' UDP policies (2005) and relevant supplementary planning documents (SPD's).

A summary of the key planning policies has been provided in Appendix 1.

The site is not subject to any site specific designations. An extract from the proposals map has been provided below. The site also has a PTAL level of 1b and is located within Flood Zone 3.



### PRINCIPLE OF DEVELOPMENT

The proposal would constitute a sustainable form of infill development upon an area which currently comprises a number of garages and associated hardstanding. The proposal would create a new flatted block comprising 5 family sized dwellings all for affordable rent to count towards the housing need within the area and which adheres to the criteria set out in Policy DM HO 2 (Infill development) of the Richmond Development Management Plan. As per the policy criteria, the buildings have been set within a generous plot space with separation distances between the proposed dwellings meeting the required standards to avoid any issues of overlooking or loss of privacy. The proposed dwellings would be 2 storeys in height and would therefore be subservient to surrounding properties which are generally of 3 storeys. As identified within this document, the appearance and architectural quality of the proposal has been designed to reflect the surrounding properties while neighbouring amenity has also been protected by having primary facades facing away from surrounding properties and by ensuring that any windows which face towards a frontage of an existing property are not from a habitable room.

The proposal includes the provision of on-site parking spaces and a transport assessment has been produced to demonstrate that the existing parking levels can be incorporated into the surrounding road infrastructure. In light of this, the proposal for new residential development on this previously developed site should be considered acceptable in principle.

### HOUSING AND DENSITY

The proposal would provide a 2 storey development consisting of 3 new 3b5p and 2 new 4b6p family houses comprising 27 habitable rooms across an area of 0.16ha. This equates to a density of 169hr/ha. As identified by the London Plan table 3.2, the site can be afforded a suburban location and with a PTAL of 1 the recommended density range is 150-200hr/ha. The residential density of the site is within the recommended guidelines and is therefore considered acceptable in this regard.

All of these dwellings would be for affordable rent and have also been designed to be fully adapted for wheelchair use. Each of the houses will be provided with large gardens of over 70sq.m which easily surpasses the minimum private amenity space standards identified in the Richmond Residential Development Standards SPG. Front access is provided to all of the properties and each is afforded a gated rear access. A suitable refuse collection point is also provided along the access path to the front of the properties. The proposed dwellings will accord with the residential design standards as set out in the London Residential Design Guide and Policy DM HO 4 (Housing Mix and Standards).

### DESIGN

The proposed development has been designed to reflect the properties within the surrounding area through the similar scale of heights and massing and utilises a flat roof design which reflects that used on the adjacent properties at

both 13-17 Bucklands Road and 25-29 Bucklands Road.

The houses have been positioned to avoid any issues of overlooking to neighbouring properties and also to provide an attractive street scene. As detailed within this report, the proposal is to be of a high architectural quality utilising materials which respond to the local character and context in line with Policy DM DC 1 (Design Quality).

### TRANSPORT AND CAR PARKING

The site will be accessed from one main access point to the east of the proposed new houses. A total of 19 parking spaces will be provided on the site

As set out within Policy DM TP 8 (Off-Street Car Parking) of the Richmond Development Plan, the maximum parking standard for new developments of 3 bedrooms is 1 allocated space per unit and sufficient unallocated space to bring the provision up to 1.5 spaces per dwelling. For 4 bedrooms dwellings, a maximum provision of 2 spaces per dwelling is permitted. There are currently 40 spaces existing on the site, 19 of which will be reprovided. Each of the houses will be allocated one of these spaces which is therefore under the maximum permitted guidelines. Further to this, a full transport assessment will be undertaken to identify the local parking demand and on-street capacity.

The proposal includes the provision of 14 secure cycle parking spaces which would be assigned 2 for each 3 bedroom dwelling and 4 per 4

bedroom dwelling. This provision is above both the minimum standards outlined in Appendix 4 of the Development Management Plan and the standards identified within the London Plan.

### **SUSTAINABILITY**

Each of the dwellings has been checked against the Council's Sustainable Construction Checklist. A Sustainability and Energy Statement and an Arboricultural Statement have also been produced to support a planning application.

### **FLOOD RISK**

The proposal site sits within flood zone 3 which is high risk and requires a design to account for a 1 in 100 year flooding event of 6.96m. In response to this the houses have been designed so that the first floor levels are at 7.26m and a safe route to dry land has been included. Notwithstanding this, a Flood Risk Assessment has been produced which has been submitted in conjunction with this application.

### **TREES**

The proposals ensure that existing trees on the site are retained and protected. Furthermore, the application has been supported by a full arboricultural statement.

### **CONCLUSION**

This proposal meets the requirements of Policy DM HO 2 on infill development and represents a sustainable form of development which will optimise the use of an area of previously developed land. The development has been designed to accord with planning policy at local, regional and national level.

## 7.0 APPENDIX

### PLANNING POLICY CONTEXT

#### NPPF

The NPPF sets out the Government's planning policies for England and how these are expected to be applied and taken into consideration in planning decisions. The NPPF is underpinned by the presumption in favour of sustainable development. The following provides a summary of the 'Core Planning Principles' of the framework.

- Proactively drive and support sustainable economic development. Every effort should be made objectively to identify and then meet housing, business and other development needs of an area and respond positively to wider opportunities for growth.
- Secure high quality of design and good standard of amenity for existing and future occupants.
- Support the transition to low carbon and encourage the re-use of existing resources including conversion of existing buildings
- Encourage effective use of land by reusing land that has been previously developed, provided that it is not of high environmental quality.
- Manage patterns of growth to make fullest use of public transport, walking and cycling.

#### LONDON PLAN 2011

##### POLICY 3.3 - INCREASING HOUSING SUPPLY

The policy sets a London-wide target to provide an annual average of 32,210 net homes across London. Table 3.1 of the Plan sets the London

Borough of Newham an annual monitoring target of 2,005 additional homes per year to contribute towards the net target.

##### POLICY 3.4 - OPTIMISING HOUSING POTENTIAL

The policy encourages the optimisation of development potential of residential sites. Table 3.2, the Density Matrix for residential developments, sets a density range of between:

- 150-200 habitable rooms per hectare (hrh) for a site with a PTAL of 1-2 situated within an "suburban" location.
- 150-250 habitable rooms per hectare (hrh) for a site with a PTAL of 3 in an 'suburban' location

##### POLICY 3.8- HOUSING CHOICE

Policy seeks new developments offer a range of housing choices, in terms of the mix of housing sizes and types, provision of affordable family housing, new housing built to Lifetime Homes standards, and 10% of new housing designed to be wheelchair accessible or adaptable.

##### POLICY 3.12 - NEGOTIATING AFFORDABLE HOUSING ON INDIVIDUAL PRIVATE RESIDENTIAL AND MIXED USED SCHEMES

Policy requires local planning authorities to seek the maximum reasonable amount of affordable housing

##### POLICY 5.1 - CLIMATE CHANGE MITIGATION

At a strategic level, an overall reduction in the CO2 emissions of 60% below 1990 levels by 2025 is sought.

##### POLICY 5.2 - MINIMISING CARBON DIOXIDE EMISSIONS

Policy seeks the fullest contribution to minimising carbon dioxide emissions in accordance with a three part energy hierarchy; be lean, be clean and be green. The policy seeks a 25% improvement on 2010 building regulations in terms of minimising CO2 emissions

##### POLICY 5.3 - SUSTAINABLE DESIGN AND CONSTRUCTION

Policy require sustainable principles underpin a proposals design and construction.

##### POLICY 5.7 - RENEWABLE ENERGY

Paragraph 5.45 requires development to provide reduction of 20% in expected emissions through the use of on-site renewable energy generation.

##### POLICY 5.13 - SUSTAINABLE DRAINAGE

Development should utilise sustainable urban drainage systems unless there are practical reasons for not doing so, should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

1. store rainwater for later use
2. use infiltration techniques, such as porous surfaces in non-clay areas
3. attenuate rainwater in ponds or open water features for gradual release
4. attenuate rainwater by storing in tanks or sealed water features for gradual release
5. discharge rainwater direct to a watercourse
6. discharge rainwater to a surface water sewer/drain

7. discharge rainwater to the combined sewer.

##### POLICY 6.3- ASSESSING EFFECTS OF DEVELOPMENT ON TRANSPORT CAPACITY

A. Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

B. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

C. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

##### POLICY 7.3 - DESIGNING OUT CRIME

Development should reduce the opportunities for criminal behaviour and contribute to a

sense of security without being overbearing or intimidating. In particular:-

- Routes and spaces should be legible and well maintained, providing for convenient movement without compromising security
- there should be an indication of whether a space is private, semi-public or public, with natural surveillance of publicly accessible spaces
- design should encourage a level of human activity that is appropriate to the location, incorporating a mix of uses where appropriate, to maximize activity throughout the day and night, creating reduced risk of crime and a sense of safety at all times
- places should be well designed to promote a sense of ownership and respect
- places, buildings and structures should incorporate appropriately designed security features
- schemes should be designed with on-going management and future maintenance costs of the particular safety and security measures proposed in mind.

#### POLICY 7.4 - LOCAL CHARACTER

Buildings, streets and open spaces should provide a high quality design response that:

- Has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass
- Contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area

- Is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings
- Allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area
- Is informed by the surrounding historic environment.

#### POLICY 7.6 - ARCHITECTURE

Buildings and structures should:

- be of the highest architectural quality
- be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- comprise details and materials that complement, not necessarily replicate, the local architectural character
- not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- incorporate best practice in resource management and climate change mitigation and adaptation
- provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- be adaptable to different activities and land uses, particularly at ground level
- meet the principles of inclusive design
- optimise the potential of sites.

#### POLICY 7.19 - BIODIVERSITY AND ACCESS TO NATURE

Development proposals should:

- wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity prioritise assisting in achieving targets in biodiversity action plans (BAPs) (set out in Table 7.3) and/or improve access to nature in areas deficient in accessible wildlife sites
- not adversely affect the integrity of European sites, and be resisted where they have significant adverse impact on European or nationally designated sites or on the population or conservation status of a protected species, or a priority species or habitat identified in a UK,
- London or appropriate regional BAP or borough BAP.

#### POLICY 7.21 - TREES AND WOODLANDS

Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'<sup>29</sup>. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.

#### POLICY 8.2 - PLANNING OBLIGATIONS

Development proposals should address strategic as well as local priorities in planning obligations. Affordable housing; supporting the funding of Crossrail where this is appropriate (see Policy 6.5); and other public transport improvements should be given the highest importance. Where it

is appropriate to seek a Crossrail contribution in accordance with Policy 6.5, this should generally be given higher priority than other public transport improvements

Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.

### CORE STRATEGY (ADOPTED 2009)

#### CP1 - SUSTAINABLE DEVELOPMENT

Development will be required to conform to the Sustainable Construction checklist, including the requirement to achieve the Code for Sustainable Homes level 3 (for new homes). The following principles will be promoted:-

- Appropriate location of land uses
- Making best use of land
- Reducing environmental impact
- Environment gain to compensate for any environmental cost of development will be sought.

#### CP2 - REDUCING CARBON EMISSIONS

2.A The Borough will reduce its carbon dioxide emissions by requiring measures that minimise energy consumption in new development and promoting these measures in existing development, particularly in its own buildings.

2.B The Council will require the evaluation, development and use of decentralised energy in appropriate development.

2.C The Council will increase the use of renewable energy by requiring all new development to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation unless it can be demonstrated that

such provision is not feasible, and by promoting its use in existing development.

### CP3 - CLIMATE CHANGE – ADAPTING TO THE EFFECTS

3.A Development will need to be designed to take account of the impacts of climate change over its lifetime, including:

- Water conservation and drainage
- The need for Summer cooling
- Risk of subsidence
- Flood risk from the River Thames and its tributaries

3.B Development in areas of high flood risk will be restricted, in accordance with PPS25, and using the Environment Agency's Catchment Flood Management Plan, Borough's Strategic Flood Risk Assessment and site level assessments to determine risk.

### CP4 - BIODIVERSITY

The Borough's biodiversity including the SSSIs and Other Sites of Nature Importance will be safeguarded and enhanced. Biodiversity enhancements will be encouraged particularly:-

- In areas of deficiency (parts of Whitton, Hampton, Teddington, Twickenham and South Kew)
- In areas of new development
- Along wildlife corridors
- Green chains such as the River Thames and River Crane corridors.

4.B Weighted priority in terms of their importance will be afforded to protected species and

priority species and habitats in the UK, Regional and Richmond upon Thames Biodiversity Action Plans

### CP7 Maintaining and Improving the Local Environment

7.A Existing buildings and areas in the Borough of recognised high quality and historic interest will be protected from inappropriate development and enhanced sensitively, and opportunities will be taken to improve areas of poorer environmental quality, including within the areas of relative disadvantage of Castlenau, Ham, Hampton Nurserylands, Heathfield and Mortlake. 7.B All new development should recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued. Proposals will have to illustrate that they:

- (i) Are based on an analysis and understanding of the Borough's development patterns, features and views, public transport accessibility and maintaining appropriate levels of amenity;
- (ii) Connect positively with their surroundings to create safe and inclusive places through the use of good design principles including layout, form, scale, materials, natural surveillance and orientation, and sustainable construction.

### CP14- HOUSING

14 A. The Council seeks to exceed the minimum strategic dwelling requirement, where this can be achieved in accordance with other Local Development Framework Policies.

14.D The density of residential proposals should take into account the need to achieve the

maximum intensity of use compatible with local context, while respecting the quality, character and amenity of established neighbourhoods and environmental and ecological policies. The London Plan consolidated with Alterations since 2004 Density Matrix and other policies will be taken into account to assess the density of proposals. 14.E All housing should be built to Lifetime Homes standards and 10% of all new housing should be to wheelchair standards. The private sector element of any development will include an appropriate number of small (1-bed) units, depending on location. This would be at least 25%, rising to the great majority (at least 75%) in more sustainable locations, such as town centres and other areas with high public transport accessibility and with good access to facilities.

### CP15 - AFFORDABLE HOUSING

15 A. Housing provision is expected to include a range of housing to meet the needs of all types of households.

Over the LDF period the Council expects:

- i. 50% of all new units will be affordable housing, with a tenure mix of 40% housing for social rent and 10% intermediate housing.
- ii. That the affordable housing mix should reflect the need for larger social rented family units and the Sub-Regional Investment Framework requirements.

The Council will seek to bring forward affordable housing through development of new units, purchase of property in or outside the borough and through rent deposit schemes.

15.B Some form of contribution towards affordable housing will be expected on all new housing sites. The contribution towards affordable housing on sites involving new-build housing will be as follows:

- i. on sites below the threshold of 'capable of ten or more units gross', a financial contribution to the Affordable Housing Fund commensurate with the scale of development. The amount involved will be set out in the Development DPD and will be reviewed annually.
- ii. on sites capable of ten or more units gross, at least 50% on-site provision. Where possible, a greater proportion than 50% affordable housing on individual sites should be achieved.

## DEVELOPMENT MANAGEMENT PLAN (ADOPTED 2011)

### DM SD 1- SUSTAINABLE CONSTRUCTION

All development in terms of materials, design, landscaping, standard of construction and operation should include measures capable of mitigating and adapting to climate change to meet future needs.

New buildings should be flexible to respond to future social, technological and economic needs by conforming to the Borough's Sustainable Construction Checklist SPD.

New homes will be required to meet or exceed requirements of the Code for Sustainable Homes Level 3.

They also must achieve a minimum 25 per cent reduction in carbon dioxide emissions over Building Regulations (2010) in line with best practice from 2010 to 2013, 40 per cent improvement from 2013 to 2016, and 'zero carbon' standards (2) from 2016. It is expected

that efficiency measures will be prioritised as a means towards meeting these targets.

#### DM SD 2 - RENEWABLE ENERGY & DECENTRALISED ENERGY NETWORKS

New development will be required to conform with the Sustainable Construction Checklist SPD and:

Maximise opportunities for the micro-generation of renewable energy. Some form of low carbon renewable and/or de-centralised energy will be expected in all new development, and

Developments of 1 dwelling unit or more, or 100sqm of non-residential floor space or more will be required to reduce their total carbon dioxide emissions by following a hierarchy that first requires an efficient design to minimise the amount of energy used, secondly, by using low carbon technologies and finally, where feasible and viable, including a contribution from renewable sources.

All new development will be required to connect to existing or planned decentralised energy networks where one exists.

#### DM SD 4 - ADAPTING TO HIGHER TEMPERATURES AND NEED FOR COOLING

All new development proposals should reduce reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy:

1. minimise internal heat generation through energy efficient design
2. reduce the amount of heat entering a building in summer through shading, reducing

solar reflectance, fenestration, insulation and green roofs and walls

3. manage the heat within the building through exposed internal thermal mass and high ceilings

4. passive ventilation

5. mechanical ventilation

6. active cooling systems (ensuring they are the lowest carbon options).

#### DM SD 5 - LIVING ROOFS

Living roofs should be incorporated into new developments where technically feasible and subject to considerations of visual impact. The onus is on the applicant/developer for proposals with roof plate areas of 100sqm or more to provide evidence and justification if a living roof cannot be incorporated. The aim should be to use at least 70% of any potential roof plate area as a living roof.

The use of living roofs in smaller developments, renovations, conversions and extensions is encouraged.

#### DM SD 6 - FLOOD RISK

Developments and Flood Risk Assessments must consider all sources of flooding and the likely impacts of climate change.

#### DM SD 7- SUSTAINABLE DRAINAGE

All development proposals are required to follow the London Plan drainage hierarchy when disposing of surface water and must utilise Sustainable Drainage Systems (SuDS) wherever practical. Any discharge should be reduced to greenfield run-off rates wherever feasible.

When discharging surface water to a public sewer, developers will be required to provide

evidence that capacity exists in the public sewerage network to serve their development.

#### DM SD 9 - PROTECTING WATER RESOURCES AND INFRASTRUCTURE

New developments must achieve a high standard of water efficiency by:

- Meeting the minimum mandatory target for water consumption as set out in the Code for Sustainable Homes
- utilising rainwater harvesting for all external water uses to reduce the consumption of potable water wherever possible
- designing of landscaping to minimise water demand.

#### DM OS 5 - BIODIVERSITY AND NEW DEVELOPMENT

All new development will be expected to preserve and where possible enhance existing habitats including river corridors and biodiversity features, including trees.

All developments will be required to enhance existing and incorporate new biodiversity features and habitats into the design of buildings themselves as well as in appropriate design and landscaping schemes of new developments with the aim to attract wildlife and promote biodiversity, where possible.

#### DM OS 7- CHILDREN'S AND YOUNG PEOPLE'S PLAY FACILITIES

All developments with an estimated child occupancy of ten children or more should seek to make appropriate play provision to meet the needs arising from the development.

Where this provision cannot be met on-site or for developments yielding less than 10 children, the Council will seek an equivalent financial contribution to fund off-site provision.

#### POLICY DM HO 1 EXISTING HOUSING (INCLUDING CONVERSIONS, REVERSIONS AND NON SELF-CONTAINED ACCOMMODATION)

Existing housing should be retained. Redevelopment of existing housing should normally only take place where:

1. it has first been demonstrated that the existing housing is incapable of improvement or conversion to a satisfactory standard to provide an equivalent scheme; and if this is the case:
2. the proposal improves the long-term sustainability of buildings on the site; and
3. the proposal does not have an adverse impact on local character; and
4. the proposal provides a reasonable standard of accommodation, including accessible design, as set out in Policy DM HO 4 'Housing Mix and Standards' and other policies.

#### POLICY DM HD 4 ARCHAEOLOGICAL SITES

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

### DM HO 2 - INFILL DEVELOPMENT

All infill development must reflect the character of the surrounding area and protect the amenity of neighbours. In considering applications for infill development the following factors will be taken into account:

- i. Plot width - plots must be sufficient width to allow a dwelling(s) to be sited with adequate separation between dwellings;
- ii. Spacing between dwelling - new dwellings must have similar spacing between buildings to any established spacing in the street;
- iii. Height - dwelling height should reflect the height of existing buildings;
- iv. Materials - where materials on existing dwellings are similar, new dwellings should reflect those materials;
- v. Architectural details - new dwellings should incorporate or reflect traditional architectural features;
- vi. Trees, shrubs and wildlife habitats - features important to character, appearance or wildlife must be retained or re-provided;
- vii. Impact on neighbours - including loss of privacy to homes or gardens.

### DM HO 3 - BACKLAND DEVELOPMENT

There will be a presumption against loss of back gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases where it is considered that a limited scale of backland development may be acceptable it should not have a significantly adverse impact upon the following:

- i. Garden land – rear garden land which contributes either individually or as part of

a larger swathe of green space to amenity of residents or provides wildlife habitats must be retained;

- ii. Impact on neighbours – privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- iii. Vehicular access or car parking – these must not have an adverse impact on neighbours in terms of visual impact, noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
- iv. Mass and scale of development – development on backland sites must be more intimate in scale and lower than frontage properties;
- v. Trees, shrubs and wildlife habitats – features important to character, appearance or wildlife must be retained or re-provided.

### DM HO 4 - HOUSING MIX AND STANDARDS

Development should generally provide family sized accommodation, except within town centres where a higher proportion of small units would be appropriate. The housing mix should be appropriate to the location.

All new housing development, including conversions, are required to comply with external and internal space standards.

The Council seeks new dwellings that provide adequate internal space and appropriate external private and/ or communal amenity space to meet the needs generated by the development. Development must take account of accessible design as required by Policy CP14. Amenity space for all new dwellings should be all of a high standard.

### DM HO 6 - DELIVERING AFFORDABLE HOUSING

The Council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to the strategic borough-wide target and the individual circumstances of the site, in accordance with Policy CP15.

On sites capable of less than 10 units gross, a financial contribution to the Affordable Housing Fund commensurate with the scale of development will be required:

### DM TP 8 - OFF STREET CAR PARKING

Developments and redevelopments will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.

A set of maximum car parking standards and minimum cycle parking standards are set out below:-

RESIDENTIAL (USE CLASS C3)	CPZ (MAX.)	REMAINDER OF BOROUGH	SPACE REQUIRED (MINIMUM)
1-2b	1 space	1 space	1 space
3b	For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	1 space
4b+	2 spaces	2 spaces (negotiable)	2 spaces

These standards will be expected to be met, unless it can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking.

### DM TP 9 - FORECOURT PARKING

Forecourt Parking

The parking of vehicles in existing front gardens will be discouraged, especially where:-

- this would result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation or,
- where such parking would detract from the streetscape or setting of the property or,

- where the use of the access would create a road or pedestrian safety problem or
- where the width of the proposed entrance will be greater than the width of a normal driveway.

For any proposal the area of impermeable paving should be minimised and soft landscaping maximised.

The Council will seek to restrict permitted development rights for forecourt parking through Article 4 directions, where important townscape or surface water flooding issues exist. The Council will have regard to the impact of forecourt parking in considering proposals to extend or convert existing residential property.

#### DM DC 1 - DESIGN QUALITY

New development must be of a high architectural and urban design quality based on sustainable design principles.

#### DM DC 4 - TREES AND LANDSCAPE

The boroughs trees and landscape will be protected and enhanced by:

- The use of Tree Preservation Orders (TPOs) where appropriate;
- Planting and encouraging others to plant trees, clumps and thickets particularly in areas of deficiency as shown on the Proposals Map and of a type and species as set out in the Borough's Tree Strategy.
- Continuing to maintain trees in streets and public open spaces and of selectively clearing and replanting trees;
- Requiring landscape proposals in submissions

for new development, which retain existing trees and other important landscape features where practicable and include new trees and other planting. Where trees are removed, appropriate replacement planting will normally be required.

#### DM DC 5 - NEIGHBOURLINESS, SUN LIGHTING AND DAY LIGHTING

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

To protect privacy, for residential development there should normally be a minimum distance of 20 m between main facing windows of habitable rooms.

#### DM DC 6 - BALCONIES AND UPPER FLOOR TERRACES

Purpose built, well designed and positioned balconies or terraces are encouraged where new residential units are on upper floors. They should be:

- sufficiently deep to allow adequate access and circulation around furniture.
- preferably located next to a dining or living space
- preferably receive direct sunlight
- designed to provide some shelter and privacy to neighbouring properties, either
- by using screens or by setting the balcony back within the façade
- balustrades designed to screen stored items from view
- designed for security and safety

#### DM DC 9 - PLANNING APPLICATION CHECKLIST

All applications for planning permission should include a planning application checklist, which shows how the submission complies with national and local requirements for validation.

**References to the following SPD's, SPG's and other Council guidance have been made.**

#### SPD

Design Quality  
Front Garden and other off-street parking standards  
Residential Development Standards

#### SPG

Affordable Housing (to be replaced by Draft Affordable Housing SPD)  
Design or maximum Access  
House Extensions and External Alterations (NB: First section of SPG on permitted development is out of date)  
Nature Conservation and Development  
Security by Design  
Trees: Landscape Design, Planting and Care

#### FURTHER PLANNING INFORMATION

Storing bins and recycling containers in front gardens