

Intelligent Data Collection Limited



Client: i-Transport LLP
Project Number: ID02266
Date of Survey: 24/03/2015 and 25/03/2015
Survey Type: Parking Beat
Road Name: Quadrant Road

Prepared by: Sanjay Munigeti
Checked by: Luke Martin

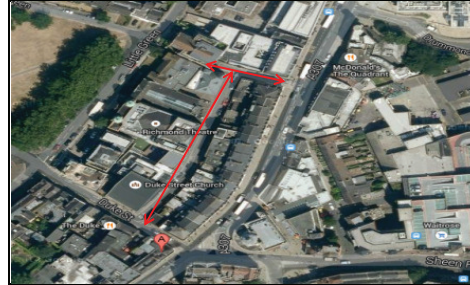
Parking Restrictions:

Shared User:	No restrictions
Pay and Display:	No restrictions
Permit Holders:	No restrictions
Resident Permits:	Mon - Sat 8:30 - 6:30PM
Loading Bays:	Mon - Sat 8:30 - 6:30PM Sundays & Bank Holidays 11AM - 5PM
Single Yellow:	No restrictions

Notes (reasons for any overstress and details of 'Other' parking types):

Narrow Road
 Nose to tail parking makes the capacity higher in Resident permit Bays

Aerial View:



Street View:



Parking Inventory

Parking Type	Legal Parking Areas													Illegal Parking Areas								
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop
Number of Spaces	0	0	0	2	0	2	0	0	0	0	3	0	6	0	0	5	0	6	0	0	2	0
	Total Legal Spaces													Total Illegal Spaces								
	13													13								

Parking Beat Data

Time	Legal Parking Areas														Illegal Parking Areas							Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress	
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear					Bus Stop
24th March	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	31%	4	31%
25th March	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	31%	4	31%

Intelligent Data Collection Limited



Client: i-Transport LLP
Project Number: ID02266
Date of Survey: 24/03/2015 and 25/03/2015
Survey Type: Parking Beat
Road Name: Sheen Road

Prepared by: Sanjay Munigeti
Checked by: Luke Martin

Parking Restrictions:

Shared User:	No restrictions
Pay and Display:	Mon-Sat 8:30AM - 6:30 PM Sunday & Bank Holidays 11AM-5PM
Permit Holders:	No restrictions
Resident Permits:	No restrictions
Loading Bays:	No restrictions
Single Yellow:	Mon - Fri 08:30 AM - 06:30 PM, Sunday 11AM - 5PM

Notes (reasons for any overstress and details of 'Other' parking types):

None

Aerial View:



Street View:



Parking Inventory

Parking Type	Legal Parking Areas													Illegal Parking Areas								
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop
Number of Spaces	0	0	0	26	0	0	0	0	0	0	0	0	3	0	0	0	0	26	0	0	9	4
	Total Legal Spaces													Total Illegal Spaces								
	29													39								

Parking Beat Data

Time	Legal Parking Areas													Illegal Parking Areas							Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress		
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red					Keep Clear	Bus Stop
24th March	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7%	2	7%
25th March	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	17%	5	17%

Intelligent Data Collection Limited



Client: i-Transport LLP
Project Number: ID02266
Date of Survey: 24/03/2015 and 25/03/2015
Survey Type: Parking Beat
Road Name: The Green

Prepared by: Sanjay Munigeti
Checked by: Luke Martin

Parking Restrictions:

Shared User:	Res & PD Mon-Sat 0830-1800, Sun & Bank Holidays 1100-1700
Pay and Display:	No restrictions
Permit Holders:	No restrictions
Resident Permits:	No restrictions
Loading Bays:	No restrictions
Single Yellow:	No restrictions

Notes (reasons for any overstress and details of 'Other' parking types):

None

Aerial View:



Street View:



Parking Inventory

Parking Type	Legal Parking Areas											Illegal Parking Areas										
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop
Number of Spaces	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0
	Total Legal Spaces														Total Illegal Spaces							
	21														16							

Parking Beat Data

Time	Legal Parking Areas											Illegal Parking Areas							Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress				
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow					Single Red	Double Red	Keep Clear	Bus Stop
24th March	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	57%	12	57%
25th March	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	57%	12	57%

Intelligent Data Collection Limited



Client: i-Transport LLP
Project Number: ID02266
Date of Survey: 24/03/2015 and 25/03/2015
Survey Type: Parking Beat
Road Name: The Quadrant

Prepared by: Sanjay Munigeti
Checked by: Luke Martin

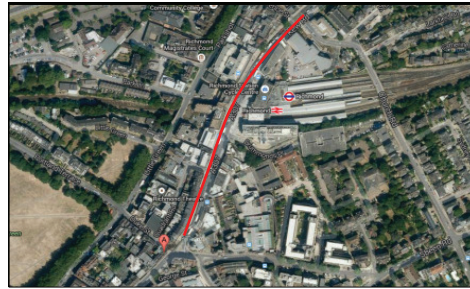
Parking Restrictions:

Shared User:	No restrictions
Pay and Display:	No restrictions
Permit Holders:	No restrictions
Resident Permits:	No restrictions
Loading Bays:	No restrictions
Single Yellow:	No restrictions

Notes (reasons for any overstress and details of 'Other' parking types):

None

Aerial View:



Street View:



Parking Inventory

Parking Type	Legal Parking Areas													Illegal Parking Areas								
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop
Number of Spaces	0	0	0	0	0	0	0	0	0	17	11	0	0	0	0	0	0	36	0	0	5	26
	Total Legal Spaces													Total Illegal Spaces								
	28													67								

Parking Beat Data

Time	Legal Parking Areas													Illegal Parking Areas							Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress		
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red					Keep Clear	Bus Stop
24th March	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	0	6	21%	7	25%
25th March	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9	32%	9	32%

Intelligent Data Collection Limited



Client: i-Transport LLP
Project Number: ID02266
Date of Survey: 24/03/2015 and 25/03/2015
Survey Type: Parking Beat
Road Name: Towers Place

Prepared by: Sanjay Munigeti
Checked by: Luke Martin

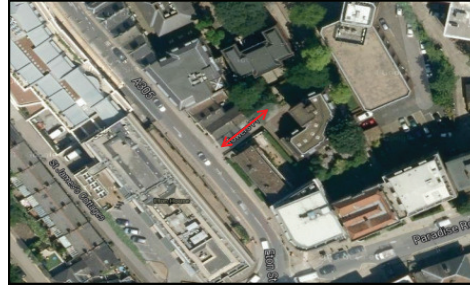
Parking Restrictions:

Shared User:	No restrictions
Pay and Display:	No restrictions
Permit Holders:	No restrictions
Resident Permits:	No restrictions
Loading Bays:	No restrictions
Single Yellow:	No restrictions

Notes (reasons for any overstress and details of 'Other' parking types):

Narrow

Aerial View:



Street View:



Parking Inventory

Parking Type	Legal Parking Areas													Illegal Parking Areas									
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop	
Number of Spaces	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Legal Spaces													Total Illegal Spaces									
	4													0									

Parking Beat Data

Time	Legal Parking Areas													Illegal Parking Areas							Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress			
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Taxi Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red					Keep Clear	Bus Stop	
24th March	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
25th March	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%

APPENDIX E

Appendix Four - Parking Standards

Adopted Development Management Plan

Appendix Four - Parking Standards

Adopted Development Management Plan

Appendix Four - Parking Standards

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
USE CLASS A1- SHOPS			
GENERAL RETAIL (RICHMOND & TWICKENHAM TOWN CENTRES)	Operational parking standard only of 1 space per 500 sqm	N/A	1 per 100sqm
GENERAL RETAIL	1 space per 100sqm	as CPZ	1 per 200sqm
(A) OTHER DISTRICT CENTRES - TEDDINGTON, EAST SHEEN & WHITTON	Up to 1 space per 20m ² will be acceptable where the parking can provide for the needs of the centre as a whole.		
(B) (ELSEWHERE)	1 space per 50sqm ,	as CPZ	
ALSO (A) & (B) (OPERATIONAL PARKING)	Operational parking standard only of 1 space per 500 sqm PLUS 1 lorry space per 500 sqm.	as CPZ	
SUPER STORES	For superstores (over 2500sqm) the number of car spaces will be judged on merit, but not exceeding 1 space per 20 sq m, having regard to the nature and location of the development, accessibility by public transport and its likely traffic generation. PLUS 1 lorry space per 500sqm.	as CPZ	1 per 200 sqm
NON FOOD RETAIL WAREHOUSES			
(a) DIY stores (b) Garden Centres	1 car space per 30 sqm is given as a guide, but each site will be considered on its merits. PLUS 1 lorry space per 500sqm	as CPZ	1 per 200sqm
USE CLASS A2			

Appendix Four - Parking Standards

Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
FINANCIAL AND PROFESSIONAL SERVICES	1 space per 600sqm	Within 400m of a rail station, 1 space per 450sqm Elsewhere 1 per 300sqm	1 per 125 sqm
USE CLASS A 3, A4 and A5			
FOOD AND DRINK			
(a) A3	1 space per 16sqm of net dining floor area	1 space per 8sqm of net dining floor area	1 per 20 staff + 1 per 20 customers
(b) A4	1 space per 16sqm of public area excluding WCs	1 space per 8 sqm of public area excluding WCs	1 per 100sqm
(c) A5	Off street provision for delivery vehicles/motor cycles/scooters	as CPZ	1 per 50sqm
USE CLASS B1			
BUSINESS			
Offices, Light Industrial High Tech Science Parks and Business Parks	1 space per 300sqm PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	Within 400m of a rail station, 1 space per 200sqm Elsewhere 1 per 100sqm PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	1 per 200 sqm
USE CLASS B2			
GENERAL INDUSTRIAL	1 space per 600sqm PLUS 1 lorry parking space per 2500sqm (minimum 1per unit)	Within 400m of a rail station, 1 space per 450sqm Elsewhere 1 per 200sqm PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	1 per 200sqm
USE CLASS B3 - B7			

Appendix Four - Parking Standards

Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
SPECIAL INDUSTRIAL	Parking requirement for use within these categories will be assessed on their merits	as CPZ	1 per 200sqm
USE CLASS B8			
STORAGE AND DISTRIBUTION	1 space per 600sqm PLUS 1 lorry parking space per 2500sqm (minimum 1per unit)	Within 400m of a rail station, 1 space per 450sqm Elsewhere 1 per 200sqm PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	1 per 200sqm
USE CLASS C1			
HOTELS AND HOSTELS			
(a) Hotels	1 space per 5 bedrooms , plus allowance for other facilities available to the public based upon the relevant standards.	1 space per bedroom , plus allowance for other facilities available to the public based upon the relevant standards.	1 per 2 units of staff accommodation
	1 coach parking/setting down space of 1 space per 100 bedrooms, also allowance must be made for setting down by taxis	1 coach parking/setting down space of 1space per 100 bedrooms, also allowance must be made for setting down by taxis	
(b) Residential Hostels	1 space per 4-6 occupants depending on type of hostel	as CPZ	1 per 2 occupants
LAND USE	VEHICLE PARKING SPACE REQUIRED		CYCLE PARKING
	CONTROLLED PARKING ZONES	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED
USE CLASS C2			
RESIDENTIAL INSTITUTIONS			

Appendix Four - Parking Standards

Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
(a) Residential Care Homes or Nursing Homes	1 space per 5 residents plus 0.5 spaces per unit of staff accommodation	as CPZ	0.5 spaces per unit of staff accommodation
(b) Hospitals	0.5-1.0 spaces per bed	as CPZ	1 per 200sqm
(c) Residential Colleges or Educational Centres	0.5 spaces per bedroom	as CPZ	0.5 spaces per bedroom
NOTE: Each case will be considered on its merits having regard to the nature of services being provided.			
USE CLASS C3			
STANDARD RESIDENTIAL	In CPZs occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high. (Blue Badge holders exempt) There are exceptions to this rule which are detailed in Policy DM TP 8. Garages will be treated as parking spaces.		
	1- 2 bedrooms 1 space	1-2 bedrooms 1 space	1 space
	3 bedrooms 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	3 bedrooms 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
	4+ bedrooms 2 spaces	4+ bedrooms 2 spaces (negotiable)	2 spaces
Conversion and/or extension of existing residential units	Parking will be assessed in accordance with the standard for each size of unit	As CPZ	To be assessed in accordance with the standards as specified above
RETIREMENT HOUSING			
Self contained units with some communal facilities, but without a resident warden	1 space per 2 dwellings (unassigned) . Subject to the future tenure and age of prospective occupants.	as CPZ	Optional figure of 1 space per 4 dwellings

Appendix Four - Parking Standards

Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
	Retired persons are considered to be over		
SHELTERED HOUSING			
Self contained units with some communal facilities, but without a resident warden	1 space per 4 dwellings plus 1 space for resident wardens unit. All spaces except the wardens unit shall be unassigned	as CPZ	1 space for resident warden
REGISTERED PROVIDER DEVELOPMENT	1 space per dwelling (unassigned)		1 space per dwelling
USE CLASS D1			
NON RESIDENTIAL INSTITUTIONS	The variety of categories of use within this use are such that it is inappropriate to define standards. Each application will therefore be judged on its merits	as CPZ	To be judged on its merits
Clinics, Health Centres, Dentists/Doctors Surgeries	1 space per consulting room	4 spaces per consulting room	1 per consulting room
Parent and toddler groups	1 per 4 staff plus adequate space for delivery and collection of children maximum	1 space per 4 staff	1 per 3 staff
Public Halls	1 space per 10 persons/seats PLUS 1 coach space per 50 persons/seats	1 space per 5 persons/seats	1 per 20 persons/seats
Places of Worship	1 per 10 seats	as CPZ	1 per 20 seats
Play groups and day nurseries	1 space per 4 staff. Adequate setting down areas for cars shall be provided at establishments which cater for more than 20 children	1 space per 2 staff (full time equivalent)	1 per 3 staff

Appendix Four - Parking Standards

Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
Schools	1 space per 2 staff. Arrangements must also be made for adequate setting down areas and visitor parking spaces Adequate facilities for the setting down of coaches shall also be considered	1 space per 2 staff	5 spaces per classroom depending on the nature of the school
USE CLASS D2			
ASSEMBLY AND LEISURE	NOTE: The variety of facilities which may be offered are such that alternatives may be justified. The following standards are reproduced for the guidance of developers:		
(a) Places of entertainment, Theatres, Cinemas, Bingo Clubs, Dance Halls	1 space per 10 persons	1 space per 5 persons	1 per 50 persons
(b) Conference Centres	1 space per 10 persons PLUS 1 coach space per 150 seats	1 space per 5 persons	1 per 50 seats
(c) Exhibition Halls	1 space per 50 sqm PLUS 1 coach space per 300sqm	1 space per 25 sq m	1 per 200sqm
(d) Sports and Leisure Complexes			
Leisure Centres & Swimming Pools	1 space per 50 sqm Adequate setting down and parking facilities for coaches	1 space per 25 sq m	1 per 10 staff + 1 per 20 peak period visitors
Tennis & Badminton Courts	1 space per court	3 spaces per court	2 per court
Squash Courts	1 space per court	2 spaces per court	1 per court
OTHER USES			
(a) Repair Garages			
Petrol Filling Stations	1 per 4 staff	as CPZ	1 per 2 staff
Repair Workshops	6 spaces per repair bay	as CPZ	1 per 2 staff
MOT Testing Centres	6 spaces	as CPZ	1 per 2 staff

Appendix Four - Parking Standards

Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
Car Wash	4 Off-street queueing spaces	as CPZ	1 per 2 staff
Tyre Exhaust Fitting Centres	3 spaces per bay	as CPZ	1 per 2 staff
NOTE: If any of the above are combined under one management then the parking provision may be reduced by one third.			
(b) Car Sales			
Showrooms	1 space per 75sqm of car display area to be set aside for the parking of visitors cars	as CPZ	1 per 2 staff

APPENDIX F

London Borough of Richmond upon Thames

Local Plan

**REFUSE AND RECYCLING
STORAGE REQUIREMENTS**

**SUPPLEMENTARY PLANNING
DOCUMENT**

Adopted April 2015

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1. Residential Developments

1.1. General principles

- 1.1.1. The London Borough of Richmond upon Thames operates a weekly collection of refuse and recycling (mixed paper, card and cartons) and mixed containers (glass, cans, foil, aerosols, plastic bottles, pots, tubs and trays) from domestic properties.
- 1.1.2. All scheduled collections usually take place between 6am and 4pm Monday to Friday (collection days subject to change during bank holiday weeks). This may be subject to change.
- 1.1.3. Waste must not be stored on the public highway.
- 1.1.4. All residential properties must provide their own refuse containers, whether using individual or communal facilities. The Council provides recycling containers free of charge, except for green waste recycling.
- 1.1.5. Household and commercial waste and recycling must be kept separate at all times.
- 1.1.6. Consideration should be given to the provision of space for storing recyclable and non-recyclable waste when designing kitchens and utility rooms.

1.2. Storage capacity

- 1.2.1. Residential dwellings must have adequate storage capacity to allow for weekly collections of refuse and recyclable material. The estimates below are a guide.

1.3. Refuse storage capacity

1.3.1. Houses / developments with individual refuse containers

- Storage capacity of 240 litres for refuse per household of three bedrooms or fewer
- Storage capacity of 360 litres for refuse per household more than three bedrooms

1.3.2. Developments using communal refuse storage containers

- Storage capacity of 70 litres per bedroom. This requirement relates to communal waste containers.

1.4. Dry recycling storage capacity

1.4.1. Houses and developments of up to two units

- Storage capacity for two 55 litre recycling boxes.
- Space must be provided so that the boxes can be presented within the property boundary and be visible from the kerbside on collection day.

1.4.2. Flats of three or more units

- Pairs of bins should be sited together so that residents can easily access both streams of recycling.
- Recycling bins should be located alongside refuse bins so it is as easy to access both sets of bins.
- Wheeled containers for recycling are provided by Richmond Council and are available in the following sizes: 240 litres, 360 litres and 1100 litres.

Number of households served by bin area	Mixed paper, card and carton recycling bins	Mixed container recycling bins	Total recycling bins
3 to 5	1x 240L	1x 240L	2x 240L
7 to 8	1x 360L	1x 360L	2x 360L
9 to 11	2x 240L	2x 240L	4x 240L
12 to 17	2x 360L	2x 360L	4x 360L
18 to 25	1x 1100L	1x 1100L	2x 1100L
26 to 45	2x 1100L	2x 1100L	4x 1100L
46 to 70	3x 1100L	3x 1100L	6x 1100L

1.5. Food waste recycling capacity

1.5.1. Houses and flats of up to five units

- Storage capacity for one 23 litre food waste container per unit
- Space must be provided so that the container(s) can be presented within the property boundary and visible from the kerbside on collection day.
- There is currently no communal food waste collection for properties of six units and above

1.6. Bulky items

- 1.6.1. For large residential developments, additional storage space should be considered for redundant bulky household goods, such as fridges/freezers, furniture, cookers, IT equipment etc. These items are only collected on request for a fee.

2. Commercial and mixed use developments

2.1. Calculation of refuse and recycling storage capacity for offices

- 2.1.1. When considering the amount of storage space needed for any particular development the following requirements will help to calculate the volume of waste generated. They should only be taken as a guide since individual developments may need specific storage requirements.

- 2.1.2. 2.6 cubic metres waste storage should be provided for every 1,000m² gross floor space.

Note: 50% of this capacity should be retained for the storage of separated waste for recycling.

2.2. Mixed use developments

- 2.2.1. For mixed use developments (i.e. commercial and residential), the commercial and residential waste must be stored and collected separately.
- 2.2.2. The commercial waste storage area should be clearly separate from the storage area for residential waste, with separate access to each.
- 2.2.3. Residual waste and recycling capacity for commercial and residential waste should be provided as per guidance elsewhere in this waste and recycling advice.

2.3. Commercial recycling

- 2.3.1. The provision of space for recyclable material in commercial developments is likely to result in lower commercial waste collection charges, as well as providing a practical demonstration of the occupant's concern for environmental issues.
- 2.3.2. Mixed containers (glass bottles and jars, cans, foil, aerosols, plastic bottle and rigid household plastic containers) can be collected for recycling by the Council, as well as private companies. – the standard bin sizes are 240lt, 360lt 660/770lt and 1100lt.
- 2.3.3. Mixed paper, cardboard and cartons can also be collected for recycling by the Council, as well as private companies, in a variety of different sized containers.
- 2.3.4. The Environment Agency maintains a database of licensed waste collection contractors for other recyclable material and difficult/hazardous wastes (e.g. cooking oil, fluorescent tubes, computer monitors, etc).

2.4. Off-street collections

- 2.4.1. In order to further reduce the environmental impact of waste being placed on the pavement for collection buildings will be expected to have an off-street collection area at ground floor level. In most cases waste should be contained in an enclosed store. Exceptions will be made to these requirements only if to make the provision would require structural and visual changes that are unacceptable to the Council.

2.5. The Environmental Protection Act 1990

- 2.5.1. This imposes a **Duty of Care** on persons concerned with controlled waste. The duty applies to any person who produces, imports, carries, keeps, treats or disposes of controlled waste. Breach of the Duty of Care is an offence, with a penalty of an unlimited fine if convicted on indictment.
- 2.5.2. The purpose of this code is to set out practical guidance for waste holders subject to the Duty of Care. It recommends a series of steps which would normally be enough to meet the duty. The code cannot cover every contingency; the legal obligation is to comply with the Duty of Care itself rather than with the code. Anyone subject to the Duty of Care who has some 'controlled waste' should establish what the waste is.
- 2.5.3. Waste left for collection outside premises, whether on the public highway or private land, should be in containers that are strong and secure enough to resist not only wind and rain but also animal disturbance, especially food waste. All containers left outside for collection will therefore need to be secured or sealed (for example, drums with lids, bags tied up, skips covered). To minimise the risks, waste should not be left outside for collection longer than necessary.
- 2.5.4. Anyone subject to the Duty of Care must ensure that, if waste is transferred, it is transferred only to a registered waste carrier.
- 2.5.5. Further information regarding the Duty of Care can be obtained from Her Majesty's Stationery Office (HMSO), quoting ISBN 0-11-752557-X.

3. Bin areas

3.1. Individual waste and recycling storage areas

- Household waste may be stored elsewhere but should be presented for collection at the front edge of and just inside the property boundary and visible from the street where possible.
- Kerbside recycling must be presented at the front edge of and within the property boundary and visible from the street on collection day.
- Crews will not collect waste or recycling from behind locked gates/doors at individual properties.
- Bin storage areas must be permanently ventilated.
- Binstore doors must not open outwards over a public highway or road.
- Recycling boxes will not be collected from shelving units. The boxes need to be present at ground level for collection.

3.2. Communal waste and recycling storage areas

- Residential and commercial waste must not be stored in the same binstore. If residential and commercial waste will be stored in close proximity, binstores will need to have separate locks.
- As a general rule every development should be provided with the minimum number of separate containers in which to store refuse and recycling.
- Bin storage areas must be permanently ventilated.
- Binstore doors must not open outwards over a public highway or road.
- It is advisable that waste storage areas accessible from the street are provided with a lockable door fitted either with FB1 or FB2 mortice lock (waste collection operatives carry these keys) or a key code lock.
- If access to bin areas is through doors or a gate, it is advisable to fit a trades button so crews can access during set hours.
- Doors must unlock from both the inside and out.
- Waste storage areas must be large enough to allow access to all containers.
- Containers should be located in a suitably designed chamber with the following features:
 - a) a suitable cover or roof (where appropriate)
 - b) walls should be constructed of impervious material.
 - c) a double door of minimum structural width 2m.
 - d) a water supply and a trapped gully to allow for regular cleansing.
 - e) adequate lighting.
 - f) means of natural ventilation (air bricks or louvers).
 - g) a minimum headroom of 2.2m.
 - h) sufficient space to allow access to all containers.
 - i) a floor surface incorporating an integral coving to facilitate cleaning.
 - j) a rubbing strip should be attached to the wall surfaces and doors to prevent scuffing.
 - k) the floor must be level with the adjacent path or highway.

4. Access to bin areas

4.1. Operative access

- In all instances consideration must be given to the sensitivity of location, the requirements for a vehicular crossover and the likely constraints of headroom and turning space.
- In the case of a Eurobin, or similar wheeled waste container, the path between the container housing or chamber and the nearest vehicular access should:
 - a. be free of steps or kerbs (a dropped kerb may be required)
 - b. have a solid foundation
 - c. be rendered with a smooth continuous finish (a cobbled surface is unsuitable for any type of wheeled container)
 - d. be level, unless the gradient falls away from the housing or chamber, in which case it should not exceed 1:14
 - e. have a minimum width of 2 metres
 - f. If it is proposed to locate bulk waste storage containers, such as Eurobins, in a basement area inaccessible to a standard waste collection vehicle, a suitable ground floor collection area must be indicated on drawings submitted for approval. In addition, a written statement must be attached describing the proposed method for transporting the containers to ground level, including parking arrangements for a tractor unit and trailer, if these are required.
 - g. If waste containers are to be transported to ground level by a goods lift, it must be large enough to accommodate at least one waste container as well as the porter. In large schemes more than one waste container will need to be accommodated. The lift doors and adjacent lobby or corridor must be sized so that waste containers can be easily manoeuvred.

4.2. Carry and push distances for the collection of refuse and recycling

- Waste collection operatives should not be required to carry waste sacks, dustbins or move wheeled bins more than 20 metres in total.
- Storage areas for residential dwellings should be sited so that the occupiers are not required to carry refuse or recycling more than 30 metres from an external door.
- In residential dwellings, consideration should be given to access for disabled persons, where appropriate.

4.3. Vehicle access

- Reversing incidents account for a disproportionate number of accidents involving waste collection vehicles. As such, the need for reversing by vehicles should be avoided wherever possible.
- In the event that it is not possible to create permeable through routes for collection vehicles, British Standard (BS 5906: 2005) recommends a maximum reversing distance for vehicles of 12m.
- Greater distances may be acceptable within functional limits where this would allow for substantial gains in other aspects of design. Whatever the distance agreed, any reversing routes should be straight and free from obstacles and visual obstructions.

5. Dimensions of refuse and recycling collection rear compaction vehicles (RCVs)

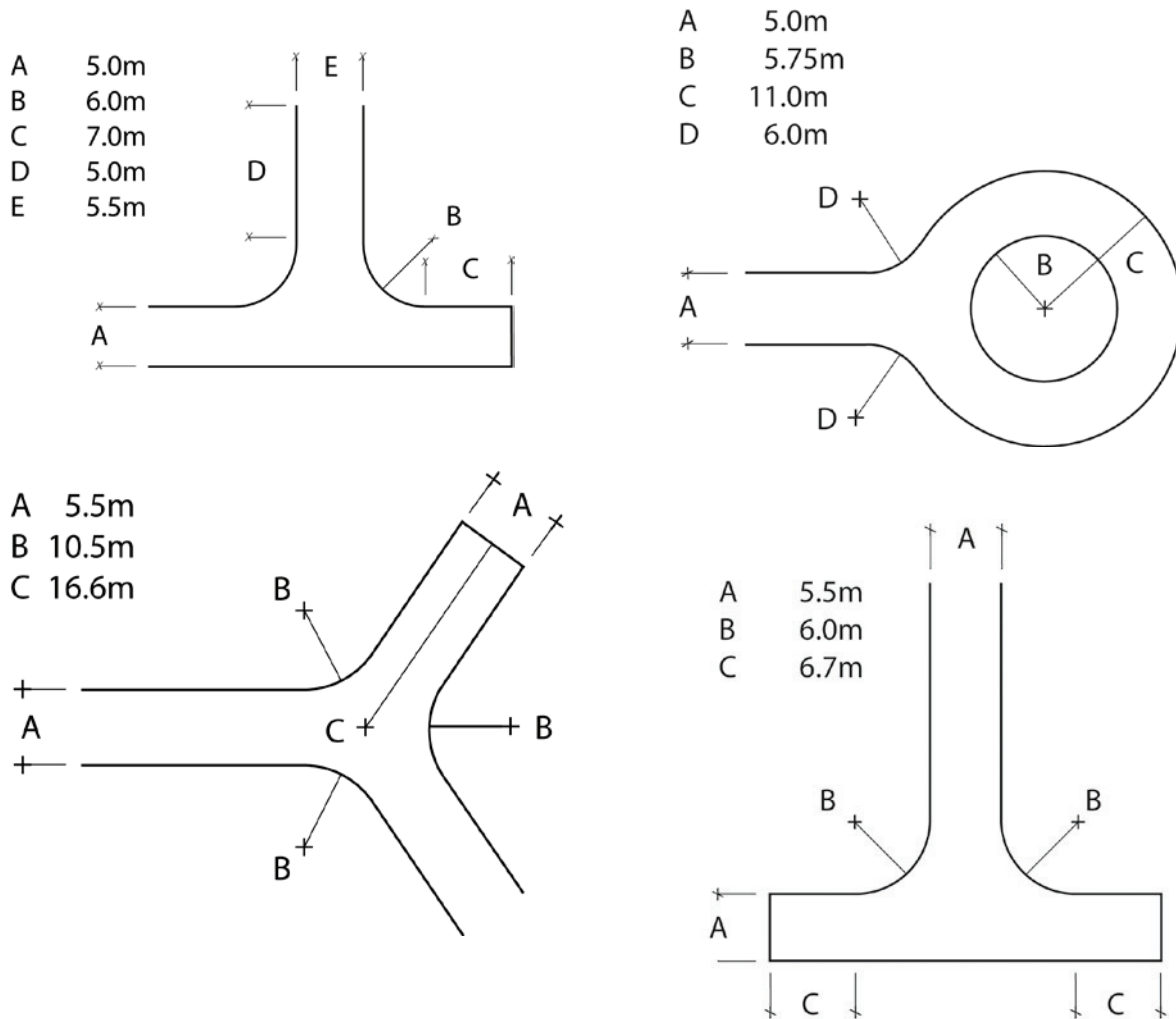
Please note that the following dimensions may be subject to change.

- | | |
|--|---|
| (i) Vehicle type: | Three Axle 21.2 - 26.00 tonnes GVW |
| (ii) Width: | 2.5m |
| (iii) Overall length: | 10.4m |
| (iv) Height (incl high level exhaust): | 3.8m (min height required 4.5m) |
| (v) Kerb Turning Circle: | 18.7m diameter |
| (vi) Swept Circle: | 20.0m diameter |
| (vii) Axle weights: | 1st 7.1 tonne; 2nd & 3rd 9.5 tonne each |

Note: any part of a building through which a waste collection vehicle passes must have a minimum clear height of 4.5m to allow for overhead fixtures and fittings.

5.1. Turning dimensions

Minimum dimensions for turning areas (RCVs):



6. Waste containers

6.1. Standard wheeled bins

6.1.1. These are plastic wheeled bins with two wheels and should conform to British Standard BS EN 840: 1997. These waste containers are easy to transport and may be used as an alternative to dustbins and sacks.

6.2. Eurobins (660, 770 & 1100 litre capacity):

6.2.1. These are wheeled bins with four wheels and should conform to British Standard BS EN 840: 1997. They have a fixed lid which can be supplied with a lock if required and are suitable for residential and mixed developments and also offices of up to 2,500m² in size.

6.3. Bulk waste storage container (Chamberlain)

6.3.1. This unlined waste storage container should conform to British Standard BS EN 840: 1997 and is available with nominal a capacity of 940 litres.

6.3.2. The use of paladin bins is no longer acceptable for new developments or redeveloped bin areas.

6.4. Typical plastic recycling box sizes

Container type	Volume (l)	Height (mm)	Width (mm)	Depth (mm)
Recycling box	55	350	585	390
Food waste caddy	23	405 (handle down) 630 (handle up)	320	400

6.5. Typical plastic bin sizes

Volume (l)	Height (mm)	Width (mm)	Depth (mm)
140	1070	480	550
240	1070	585	740
360	1090	630	880
660	1190	1220	770
770	1360	1220	770
1100	1300	1220	1070
1100 (domed lid)	1470	1380	1090

6.6. Typical metal bin sizes

Volume (l)	Height (mm)	Width (mm)	Depth (mm)
660	1310	1250	720
770	1350	1250	785
1100	1370	1250	980

6.7. Typical chamberlain bin sizes

Volume (l)	Height (mm)	Width (mm)	Depth (mm)
720	1430	1100	820
940	1430	1100	1100

6.8. Clearance required for refuse and recycling bins

6.8.1. Communal waste storage areas should allow:

- (i) Sufficient clearance to allow full opening of all bin lids
- (ii) 2.2m minimum working height where compound is covered
- (iii) 2m minimum width of access threshold to the compound to allow for removal and return of containers whilst servicing
- (iv) 150mm clearance space between containers to allow ease of movement
Layout should be such that any one container may be removed without the need to move any other container
- (v) 900mm clearance space in front of each container (between containers if facing each other) to allow access to use bins.

7. Commencing collections

7.1. Once building work has been completed, the developer or managing agent will need to contact the waste and recycling department to order recycling bins and to commence refuse and recycling collections.

Contact details

Phone: 08456 122 660

Email: wasteandrecycling@richmond.gov.uk

Online: www.richmond.gov.uk/rubbish_and_recycling

APPENDIX G

Mercieca, Joseph

From: Lindi Louw <L.louw@richmond.gov.uk>
Sent: 25 June 2015 13:32
To: Mercieca, Joseph
Cc: Roland Copley; Robert Naylor
Subject: RE: 1504-18 - Tesco Metro, Richmond - Discussion regarding Bin store

Joseph,

Having discussed this with our Refuse Contract Manager again we would like to make you aware of the following points and expect that these are addressed in the conditioned Refuse Management Strategy at the very least, if not before.

The carry distance is around 50m+ and our contract stipulates a max carry distance of 20m. Whilst some units in this area may be further, the capacity of the refuse store at this site will increase the number of bins to be collected significantly. This has an effect on both the time and effort taken to bring the bins from the store to the refuse vehicle and the time the refuse vehicle obstructs George Street which is the likely collection point when considering carry distance and gradient.

Previously we spoke about the possibility of Tesco employees relocating the bins. Would your client be willing to relocate the bins themselves from the store to a suitable position in Church Walk? This will need to be done every week and replacement staff must be arranged in the case of annual leave.

The conditions of this arrangement would be that the bins would need to be placed on Church Court between the BT kiosk and the bollards between 5.30am and 6.00am. Once collection is complete, they must be rehoused by 7.00am.

The agreed location must not obstruct the footway any further than other boxes and cabinets do at present and must be clear of access doors and refuse storage doors that open onto the footway.

A scaled drawing is required to show all the cabinets, kiosks, accesses, bollards and the bins.

There will be no recycling collection and the refuse capacity will need to take that into account and so our suggested refuse and recycling storage requirement will now be required for refuse only. The nearest recycling facilities are at the Waitrose on Sheen Road.

LBRuT will not collect any fly-tipping from the site due to the long carry distance and fly-tipping cannot be left outside of the storage area. This must be addressed as must the removal of packaging and boxes once units are occupied.

The bin size must be a max of 360 litres for ease of manoeuvrability and to fit between the bollards at George Street.

The refuse store doors must open inwards.

Many thanks.

Kind regards,

Lindi Louw
Senior Transport Planner
Highways and Transport
Environment Directorate
London Borough of Richmond upon Thames

Tel: 0208 891 7823
Fax: 0208 891 7713
Email: l.louw@richmond.gov.uk

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From: Mercieca, Joseph [<mailto:joseph.mercieca@tpa.uk.com>]
Sent: 24 June 2015 14:42
To: Lindi Louw
Cc: Morrison, Richard
Subject: RE: 1504-18 - Tesco Metro, Richmond - Discussion regarding Bin store

Dear Lindi,

Further to yesterday's phone conversation regarding the Bin and Cycle Store issues at the proposed change of use of parts of the upper floors of the Tesco Metro building on George Street, Richmond, we agreed that:

- both Church Court and Church Walk are popular areas of pedestrian activity, and taking out bins on the footpath there is not a valid alternative;
- the architect is not very confident that our proposal of cycle lockers as an alternative to the Cycle Store would be considered acceptable, both due to the architectural style mismatch of these lockers with the local Conservation Area status of Central Richmond, along with the Building of Townscape Merit (BTM) status of the same building, and also as this was further stressed following discussions with other staff at the Council.

We are therefore proceeding on this note within our reports to our clients on this proposal. Kindly advise if you wish to add anything to this.

Kind regards,

Joseph Mercieca (joseph.mercieca@tpa.uk.com)
Design Engineer, **Transport Planning Associates**

020 7681 6517

From: Lindi Louw [<mailto:L.louw@richmond.gov.uk>]
Sent: 10 June 2015 22:55
To: Mercieca, Joseph
Subject: RE: 1504-18 - Tesco Metro, Richmond - Discussion regarding Bin store

Joseph,

I will discuss your suggestion with the refuse contract manager and feedback to you.

Kind regards,

Lindi Louw
Senior Transport Planner
Highways and Transport
Environment Directorate
London Borough of Richmond upon Thames

Tel: 0208 891 7823
Fax: 0208 891 7713
Email: l.louw@richmond.gov.uk

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From: Mercieca, Joseph [<mailto:joseph.mercieca@tpa.uk.com>]
Sent: 10 June 2015 17:13
To: Lindi Louw
Cc: Morrison, Richard
Subject: 1504-18 - Tesco Metro, Richmond - Discussion regarding Bin store

Dear Lindi,

Further to yesterday's phone conversation, can you kindly advise of any feedback which the Refuse collection staff have responded with, regarding the placing of refuse bins at the back of Tesco Metro? The only place we can identify is at the corner of Church Walk and Church Court, where the main access point to the building / Bin store are being proposed.

As discussed yesterday, it wouldn't be ideal to move these for collection on either Church Walk or Church Court paths, due to these being quite narrow and unappealing to passers by. The other option was to handing the council access to the Bin Store itself, which would be a cleaner way of doing it, as we would avoid having bins on the pedestrian path altogether.

Kind regards,

Joseph Mercieca (joseph.mercieca@tpa.uk.com)
Design Engineer, **Transport Planning Associates**

020 7681 6517

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London
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APPENDIX H

2 Front Garden Parking

Taking account of the street-scene:

2.1. The London Borough of Richmond upon Thames is primarily residential in character and enjoys a high standard of environment, which the Council seeks to maintain and improve. The increase in population and car ownership in general has resulted in more and more vehicles needing to find a parking space. Parking presents difficulties in many residential areas of the Borough, particularly where houses are not able to have garages and can be especially inconvenient where there is insufficient on and off street parking leading to increased demand for front garden parking.

2.2 The space between the road and the buildings fronting it is an important part of the environment, which can be seriously affected by the introduction of front garden parking. This can be especially intrusive in front of modest terraced housing, Listed Buildings, Buildings of Townscape Merit and in Conservation Areas. As the traditional front garden is replaced by hard surfaces and parked vehicles, the harmony and continuity of the street frontage is interrupted, and enjoyment of the buildings themselves can suffer as well as resulting in a reduction of wildlife habitats and permeable surfaces.

2.3 It is therefore important that front garden parking, in the limited cases where it would be acceptable in principle, should be designed to cause minimum intrusion and harm. With a little thought the visual impact of such parking and the adverse effect on wildlife can be reduced, whilst still blending in more satisfactorily with the neighbourhood, often without involving extra work or cost, as in figure 1. Caravans, boats and other vehicles, which are larger than a private car, should not be parked in front gardens.



Figure 1.

Planning Permission:

2.4. In many cases alterations to front gardens fall within the terms of 'permitted development', in which case planning approval is not required and therefore the Council has little or no control over the creation of forecourt parking. However, planning permission from the Local Authority is required in the following cases:

1. If a vehicle crossover and hard-standing is proposed to be created from a Classified Road (a list of roads is available in Appendix 2) A separate application to the Highway Authority for the construction of the crossover will be required **after** planning permission has been granted. **(There are separate costs involved for each application, see Appendix 4).**
2. If the property is not a single family house ie flats, bed-sits or commercial uses, and car parking is proposed in the front garden.
3. If the property is a listed building, the boundary wall and other structures within the curtilage may also be listed. Listed building consent will be required for any works or alterations affecting the character of the building.

4. If the property is within a conservation area, consent will be required for the substantial demolition of any structure exceeding 115m³ and the demolition of the whole of the front boundary walls, fences and railings or any continuation of these, over 1.0m in height.

5. If the proposals affect any trees, especially those with a Tree Preservation Order, in a Conservation Area or trees on the public highway the advice of the Council's Arboricultural Section must be sought prior to the commencement of any works.

6. If a boundary wall, railings, fence or trellis over 1.0m in height is to be erected adjacent to a highway or 2.0m elsewhere.

2.5. In conservation areas the Council is able to restrict permitted development rights which normally benefit dwelling-houses by making Article 4(2) Directions. These directions are made where they are considered necessary to preserve the character of the conservation areas to which they relate and prohibit most development to the front elevations and front gardens of houses without an express grant of planning permission. A number of these directions have been made and their provisions normally include a restriction on the demolition of front boundary walls and fences with the consequence that parking cannot take place if access is otherwise unavailable. It should be noted that such a direction cannot remove parking facilities which pre-date it.

Whether or not planning permission is required the following design principles should be taken into account:

Design Principles:

2.6 The Richmond upon Thames Supplementary Planning Document on Design Quality states:

'the Borough is valued not only for the design of it's buildings but also the spaces in between, including the public realm and private gardens and spaces'

while the Borough's Public Space Design Guide states:

'putting quality first, in terms of design and materials, we are committed to preserving the special character of the different places that make up our borough'.

Fundamental to both documents is that the materials used enhance rather than detract from the street scene and together with appropriate planting and landscaping, add to the visual experience of residents and visitors as well improving the built and natural environment.

Overall Aims:

2.7. The general aim of any design for parking in front gardens should be to maintain as much sense of enclosure as is practical through the retention, where possible, of existing walls, fences, railings or hedging, the minimization of hard, impermeable surfacing and the provision of gates and generous planting. If this can be achieved, the appearance and character of the street will be maintained and the negative visual impact of additional hard surfaces will be diminished.

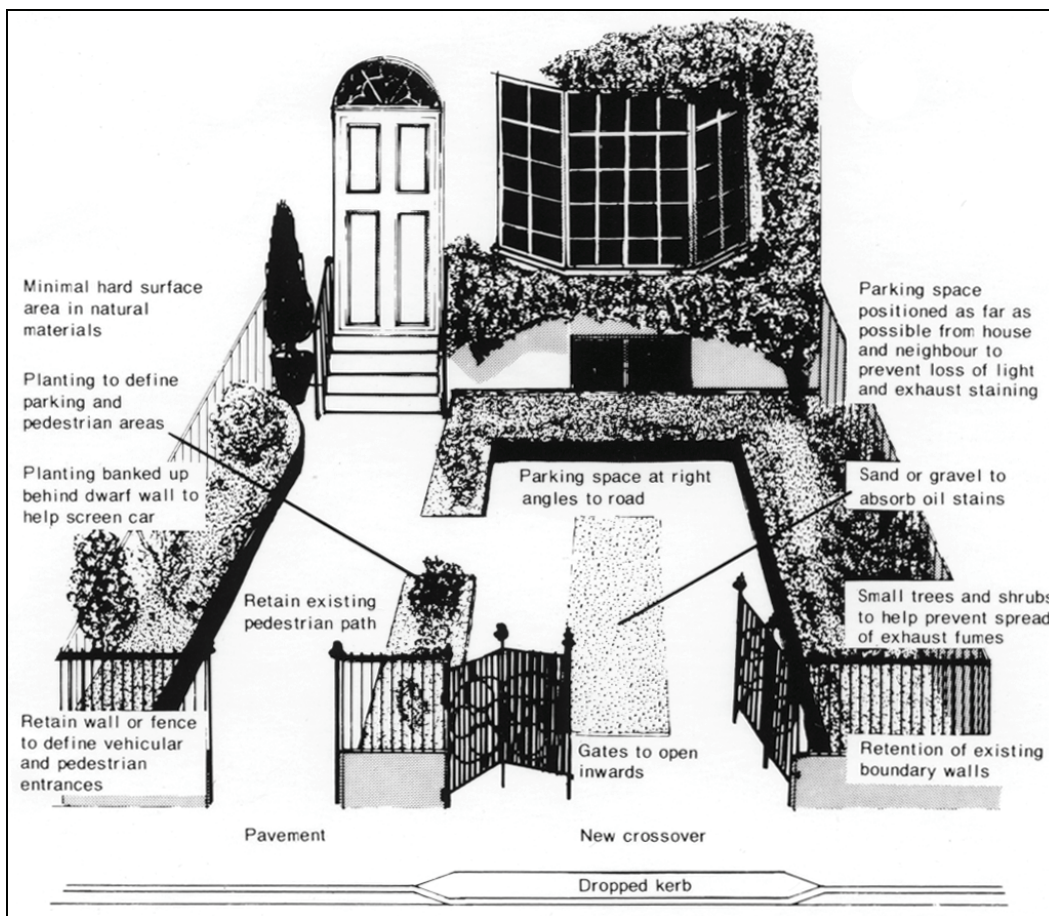


Figure 2.

Figure 2, shows a parking configuration, which maintains existing planting/walls/railings and provides additional planting and gates in keeping with the locality.

Materials and landscaping in the front garden:

The following guidelines will generally be applicable although each case will be looked at on its own merits and problems and solutions will vary from site to site:

2.8 Native planting should be used wherever possible to encourage wildlife habitats and existing habitats should, as far as practicable, not be disturbed. Paving over of the whole front garden should be avoided if possible. A list of suitable species of plants is provided in Appendix 1.

2.9 The sub-base and finished surface should be laid at a slight gradient and be of a permeable material, to allow the satisfactory drainage and absorption of rainwater. Water should not be allowed to drain from the property onto the footway therefore either a length of drain or soak-away may be required at the site boundary to prevent this or a connection to a surface water sewer with the agreement of the Water Authority.

2.10 A bed of loose gravel sited in the centre of the parking space could be provided to help with the disbursement of oil and a 'lip' should be provided around the gravel 'pit' or at the property boundary to prevent spillage onto the public highway.

2.11 A separate pedestrian footpath should be allowed for, as well as an area where refuse and re-cycling bins can be stored. Refuse and re-cycling store doors should not open out into the parking area. A parked car will prevent collection of the bins if doors cannot be opened sufficiently wide.

2.12 When choosing materials for use in the front garden, regard should be had to the colours and textures of the house and the character of its surroundings. Where forecourts adjoin, a joint approach or at least a choice of similar materials would be preferred. In general traditional materials such as brick or stone are preferred as they weather well and mellow to complement existing buildings. This is particularly important where historic buildings and conservation areas are concerned. Small paving units are preferred as large slabs are easily broken. Suitable materials include:

1. Paving bricks

2. York stone slabs or setts (imitation York stone should be avoided as it rarely looks good)
3. Granite or other stone setts or cobbles
4. Concrete paving blocks such as Tegula (strident colours should be avoided)
5. Gravel needs to be contained to prevent spillage onto the footway and planted areas. Less graded aggregates such as Bredon gravel can be compacted by rolling.
6. Open blocks or other paving products that allow grass to grow through. Asphalt and concrete should be avoided where possible.
(All the above materials should be laid on sand or granular material, which is permeable to aid drainage)

2.13 Where an opening has to be made in an existing wall, railing or fence, it should be made good at both ends to match existing materials and details, such as timber posts and piers. Where possible inward opening gates should be provided and visibility splays to the footway will be a requirement. These are discussed in Section 3, Vehicle Crossovers. In order to meet visibility splay requirements, it may be necessary to recess a gateway and/or splay a boundary wall or fence.

2.14 It should be noted that existing crossovers do not set a precedent for the provision of new crossovers in a street however, where a crossover is approved it will be constructed as per the Public Space Design Guide.

2.15 The amount of hard, impermeable surface used for parking and the width of the vehicle entrance should be kept to a minimum, generally 2.4m will allow a car to access a site and should always attempt to avoid disturbance to existing trees or significant established plants or hedges. The use of permeable materials is particularly important in areas that are prone to flooding or within a designated flood risk area.

2.16 Where a crossover application is successful but the public footway is narrow (1.4m or less), the crossover will be constructed across the whole width of the footway so as to minimize inconvenience to pedestrians.

APPENDIX I

5.4.22 The Council will ensure that there is signage and way marking of the three strategic walking routes identified in the London Plan, which run through the borough – the Thames Path National Trail, the Capital Ring and the London Loop, and the other promoted routes – the River Crane Walk and Beverley Brook Walk which together form a network of leisure routes which most residents can reach.

Policy Background	<p>National: Traffic Management Act 2004 PPS 1: Delivering Sustainable Development (2005) PPS 4: Planning for Sustainable Economic Growth (2009) PPG 13: Transport (2011) Disability Discrimination Act 1995 (Provision of Goods and Facilities)</p> <p>Regional: London Plan (2011); chapter 6, in particular policies 6.1, 6.10 Mayor's Transport Strategy (2011) Sub-Regional Transport Plan South (2010)</p> <p>Local: Core Strategy CP5 Sustainable Travel</p>
Targets and Monitoring	Core Strategy Indicator for CP 5

Policy DM TP 7

Cycling

To maintain and improve conditions for cyclists, the Council will ensure that new development or schemes do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities, see Policy DM TP 3 'Enhancing Transport Links' and Policy DM TP 8 'Off Street Parking - Retention and New Provision'.

5.4.23 Cycling is increasing in popularity and this borough has the highest proportion of cyclists in London. There is potential for more use of cycling as an alternative to the car for shorter journeys in the Borough. By encouraging the provision of a range of uses within the local town centres the Core Policy aims to ensure that residents can easily reach the facilities they need without travelling long distances, this will mean that some of these journeys could be made by cycling.

5.4.24 The Council will identify and implement high quality, direct, cycling routes, where possible segregated from motorised traffic, or on quieter routes, giving access to public transport nodes, town centres and key land uses. Since 2006 Sustrans has been working with the borough on a network of Greenway walking and cycling routes. Where off road or segregated routes are not possible, consideration could be given to traffic calming or segregation from motor traffic at junctions. Cycle parking standards are covered in Policy DM TP 8 'Off Street Parking - Retention and New Provision'. Where appropriate, larger non-residential development should provide on site changing and showering facilities to encourage cycling.

5.4.25 Schemes to improve the network are most likely to be implemented via Environmental or Transport Improvement Schemes, funded through TfL or Section 106 funding.

5 Meeting People's Needs

Adopted Development Management Plan

5.4.26 A large part of encouraging cycling is new physical provision, the signage and promotion of cycle routes and cycle safety training.

Policy Background	<p>National: PPS 1: Delivering Sustainable Development (2005) PPS 4: Planning for Sustainable Economic Growth (2009) PPG 13: Transport (2011)</p> <p>Regional: London Plan (2011); chapter 6, in particular policy 6.3 (Cycle Parking Standards) Mayor's Transport Strategy (2011) Sub-Regional Transport Plan South (2010)</p> <p>Local: Core Strategy CP5 Sustainable Travel</p>
Targets and Monitoring	N/A

Policy DM TP 8

Off Street Parking - Retention and New Provision

Developments, redevelopments, conversions and extensions 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 in Appendix Four - Parking Standards 'Appendix Four - Parking Standards' for all types of development, these take into account bus, rail and tube accessibility as well as local highway and traffic conditions including demand for on-street parking. 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.

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

5.4.28 This policy covers the parking standards for new developments of all types. Parking must be sensitively located and designed and suitably landscaped to minimise visual intrusion and disturbance. Forecourt parking is covered in Policy DM TP 9 'Forecourt Parking'. To maintain sufficient parking space, with new development the parking provision will be expected to be legally tied to the development that it serves. In areas controlled by a Community Parking Zone, occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high, this restriction would be secured by a section 106 agreement.

5.4.29 Developers may only provide fewer parking spaces, including car free schemes, if they can show that there would be no adverse impact on amenity, street scene, road safety or emergency access in the surrounding area or a generation of unacceptable overspill of on-street parking in the vicinity. In general it is expected that in low PTAL areas (1-4) the standards should be met, but in higher PTAL areas (5-6), such as Richmond and Twickenham town centres, parking provision at a level lower than the standard or a car free development, perhaps with a car club, may be appropriate in exceptional circumstances.

5.4.30 Within the town centres the standards reflect the approach of the Core Strategy in that further expansion of car parking (particularly within Richmond and Twickenham) will be limited and that management policies will be used to help maintain viability and vitality of the centres. The Core Strategy also recognises that there is relatively limited public parking within East Sheen and Whitton and this is reflected in the more generous standards where the parking is for the benefit of the centre as a whole. In these centres loss of off street parking will be resisted, especially in relation to large supermarkets and pub or hotel developments.

5.4.31 Car share facilities and car clubs will be encouraged, but these will not obviate the need for adequate off street parking provision. Charging facilities for electric vehicles will be welcomed where there is a demand and this does not affect overall viability.

<p>Policy Background</p>	<p>National: Traffic Management Act 2004 PPS 1: Delivering Sustainable Development (2005) PPS 4: Planning for Sustainable Economic Growth (2009) PPG 13: Transport (2011) Disability Discrimination Act 1995 (Provision of Goods and Facilities) Regional: London Plan (2011); chapter 6, in particular policy 6.13, table 6.2 (Parking Standards) and table 6.3 (Cycle Parking Standards) Mayor's Transport Strategy (2011) Sub-Regional Transport Plan South (2010) Local Core Strategy CP5 Sustainable Travel SPD Car Clubs and Car Free Development</p>
<p>Targets and Monitoring</p>	<p>Core Strategy Indicator for CP5</p>