

# PARKING STATEMENT

## 275 SANDYCOMBE ROAD, KEW

The site is currently car free as there are no onsite parking spaces.

A dropped curb and the provision of onsite parking was proposed in the pre-application scheme. The pre-application consultation response from the Council indicated that the Councils engineers were concerned with the length of the crossover that would result due to the adjoining Couch House and no.273a both having existing vehicle accesses and dropped curbs.

The engineers also raised an in principle objection to the loss of an on-street residents parking space and the positioning of the vehicle access within 10m of both the junction opposite and the bus stop in front of the site. The Council concluded that a proposal to accommodate onsite parking would be contrary to the adopted Front Gardens and other off street parking standards, and as such the scheme should be car free, subject to it resulting in no harm.

The Council has requested, at a meeting, that this application scheme consider the cumulative impact on parking of the implementation of the scheme granted planning permission at appeal at 1 and 2 South Avenue.

This appeal decision is material in determining the merits of the current application proposal in regard to parking impact.

Policy DM TP8 requires that parking standards be met unless it can be demonstrated that there would be no adverse effects in terms of streetscene, local amenity, road safety and on street parking.

As the recommended on-site parking standards cannot be met, the Council has requested, that the application demonstrate that there would be no adverse effect in terms of street scene and on street parking.

The Council also requested that the parking assessment for the application scheme also consider the cumulative impact of the implementation of the scheme granted planning permission at appeal at 1 and 2 South Avenue. The Appeal Decision is attached at Appendix 1.

The 2013 appeal decision is material in determining the merits of the current application proposal in regard to parking impact. Paragraphs 13-20 of the 2013 appeal decision relate to parking and servicing.

In paragraph 14 the Inspector concluded that the occupancy rate lies in the vicinity of the 90% threshold, *'at the margin of the preferred level where additional vehicles would be likely to make some contribution to any stress.'*

The current survey findings, set out in Appendix 2 and below, found occupancy rates in the vicinity of the 90% threshold, taking into account the implementation of the South Avenue scheme.

The Inspector at paragraph 15 agreed with another appeal decision made in 2011 (APP/L5810/A/11/2152221) that the lack of on-site parking weighs against the scheme but not substantially so.

Importantly the Inspector went on to state that there is *'limited evidence of specific harm arising out of any excess demand for parking in the vicinity of the site.....and no evidence.... linking accidents with parking stress.'*

The Inspector's conclusions are material in determining the impact of the proposed car free scheme on highway safety as the parking survey findings are very similar to those present at appeal. The survey findings are set out below.

The Inspector at paragraph 20 concluded that *'the lack of onsite parking.....are not substantial grounds to consider any shortfall would have an unduly harmful effect on road safety and the free flow of traffic.'*

In light of the above appeal decision the same conclusion has to follow, i.e. that there is no evidence that additional vehicles would have an unduly harmful effect on road safety where the margins are in the vicinity of the 90% threshold.

As noted by the Inspector in the August 2013 decision in paragraph 17 Sandycombe Road is served by frequent bus services and the site is within walking distance of Kew Gardens Station, as well as local shops and facilities. The Inspector goes on to state that *'it would be practicable to occupy the property without needing a car, and parking restrictions in the vicinity of the site would reduce the attractiveness of car ownership for residents without on-site parking.'*

All units will be precluded from obtaining parking permits and would also be made eligible to membership of car share clubs operating in the immediate area.

In light of the locational constraints of the site and the Council's engineer's comments that a dropped curb and the creation of a new access onto the site would not be acceptable the scheme has been designed as a car free scheme. The officer noted that this would be acceptable subject to the results of the car parking survey showing that the parking stress was less than 90%.

As requested a full parking survey was undertaken in accordance with the council Highways officer, Mary Toffees, requirements. The streets were surveyed on two nights in accordance with the Council's methodology. The Survey Area Plan and Survey Results Plans are attached at Appendix 2.

## Survey Findings

The survey found there to be 246 potential parking spaces available in the KA CPZ surveyed area once one has taken into account the parts of the road where parking is prevented by dropdown curbs, double yellow lines and bus stops.

The survey on the 9<sup>th</sup> June at 3:45 found there to be 33 parking spaces (246-213) available in the surveyed area.

This means that on the 9<sup>th</sup> June there was 13.4% capacity, i.e. 86.6% occupancy. The council's guidance seeks to keep parking stress below 90%. There is therefore 3.4% surplus on street capacity which equates to 8 possible parking spaces. There is adequate on street capacity to accommodate the proposal.

The survey on the 10<sup>th</sup> June at 1:30 found there to be 28 possible parking spaces available in the survey area. This means that on the 10<sup>th</sup> June there was 12.4% capacity, i.e. 88.6% occupancy. The council's guidance requires that the parking stress should not exceed 90%. There is therefore 1.4% surplus on street capacity which equates to 3 possible parking spaces.

Across the survey dates there is an average of 6 spaces available before the on street parking reaches 90% stress. The scheme would theoretically generate a need 6 spaces.

The Council requested that the application take into consideration the impact of the implementation of the South Avenue appeal scheme. As noted in the Inspectors decision at the end of paragraph 15, at peak parking demand times (i.e. late night and early mornings) three of the five consented flats will have access to on-site parking spaces. This means that there would only be a maximum of 2 spaces that would be required on street once the scheme is implemented.

The current scheme has a theoretical requirement for 6 spaces and the 2 spaces required for the completed South Avenue scheme would take the occupancy to 221 (213+2+6) on Tuesday and 226 (218+2+6) on Wednesday. The theoretical occupancy would be 89.6% on Tuesday and 92%. The average is 91% which is the same average the Council submitted at the South Avenue Appeal when the Inspector concluded at the end of paragraph 14 that the respective positions of each party, 88% (appellant) or 91% (council) lay in the '*vicinity of the 90% threshold.*'

The Inspector concluded that the lack of parking resulting in the same level of stress did not have an unduly harmful effect on road safety and the free flow of traffic.

The proposal would take the occupancy to the *vicinity of the 90% threshold* and therefore the impact of the proposal would be the same as considered at appeal.










The Inspectors conclusions are material and apply to the current application scheme. The impact of the current scheme being car free is acceptable, as concluded by the planning inspectorate in 2013.

SANDYCOMBE ROAD PARKING SURVEY SUMMARY

EXTENTS (as set by Richmond)	TOTAL POSSIBLE PARKING SPACES	TUES 09th JUNE PARKED	OCCUPANCY RATE	WEDS 10th JUNE PARKED	OCCUPANCY RATE
SANDYCOMBE ROAD	50	35		40	
CLARENCE ROAD	26	24		22	
VICTORIA COTTAGES	21	20		18	
NORTH AVENUE	14	14		12	
LAWN CRESCENT	29	22		26	
THE AVENUE	39	32		34	
ALEXANDRA ROAD	67	66		66	
<b>TOTAL SPACES</b>	<b>246</b>	<b>213</b>	<b>86.59%</b>	<b>218</b>	<b>88.62%</b>



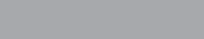






Tuesday 09th 1 space of 4.9m in Sandycombe Road & 1 space 4.9m in Victoria Cottages  
 Wednesday 10th 1 space of 4.7m in Lawn Crescent & 1 space of 4.9m in The Avenue

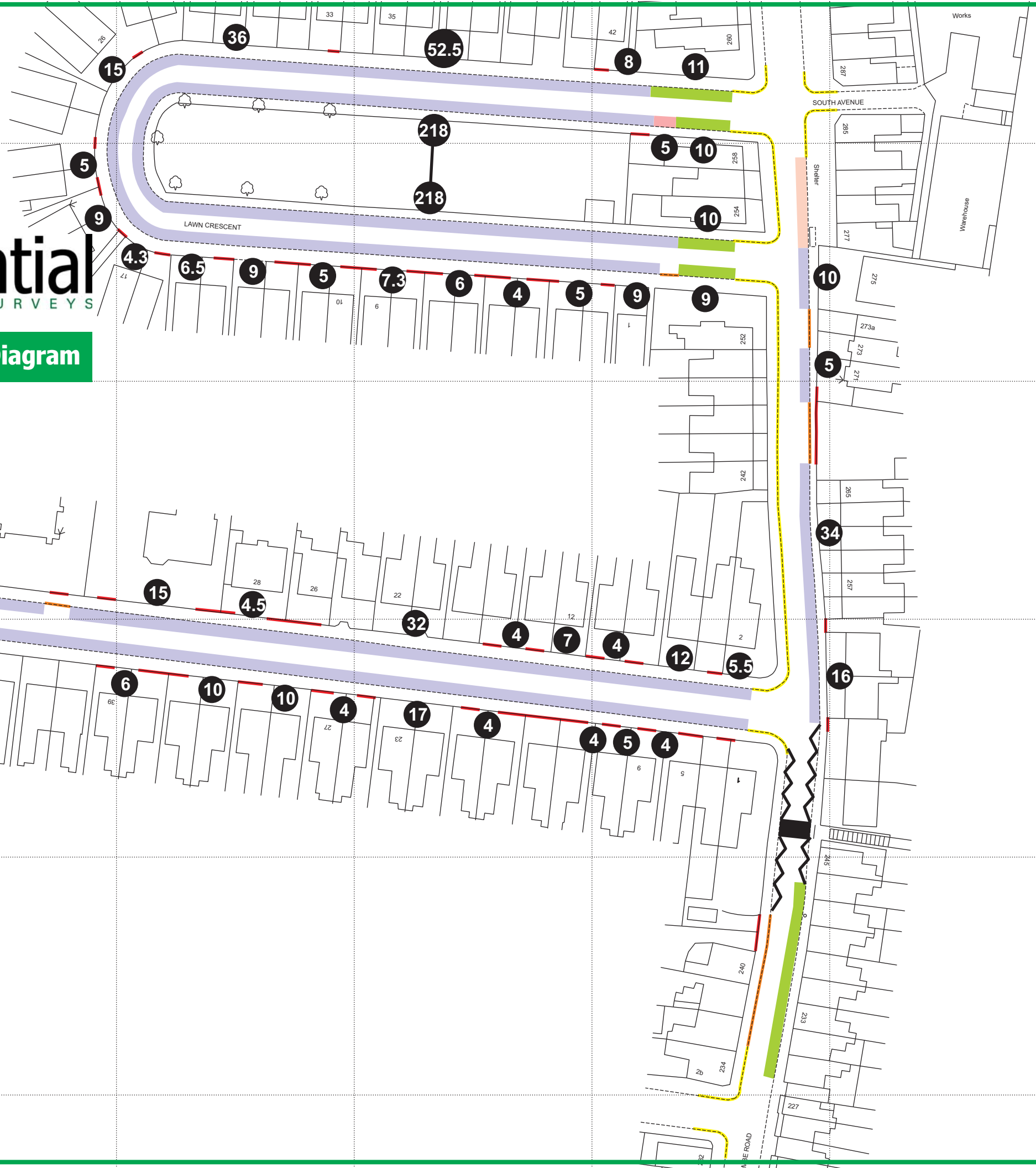
## Parking Restrictions & Available Parking Diagram

-  Zone KA - Permit Holders Only  
Mon - Fri 10am - Noon
-  Mon - Fri 10am - Noon 1hr no return 1hr
-  Pay & Display  
Mon - Sat 9am - 5pm max 4hrs
-  Car Club
-  Bus Stop
-  Crossover / Dropdown kerb
-  Double yellow line
-  Single yellow line
-  5 Distance in metres of available parking between crossovers or other restrictions

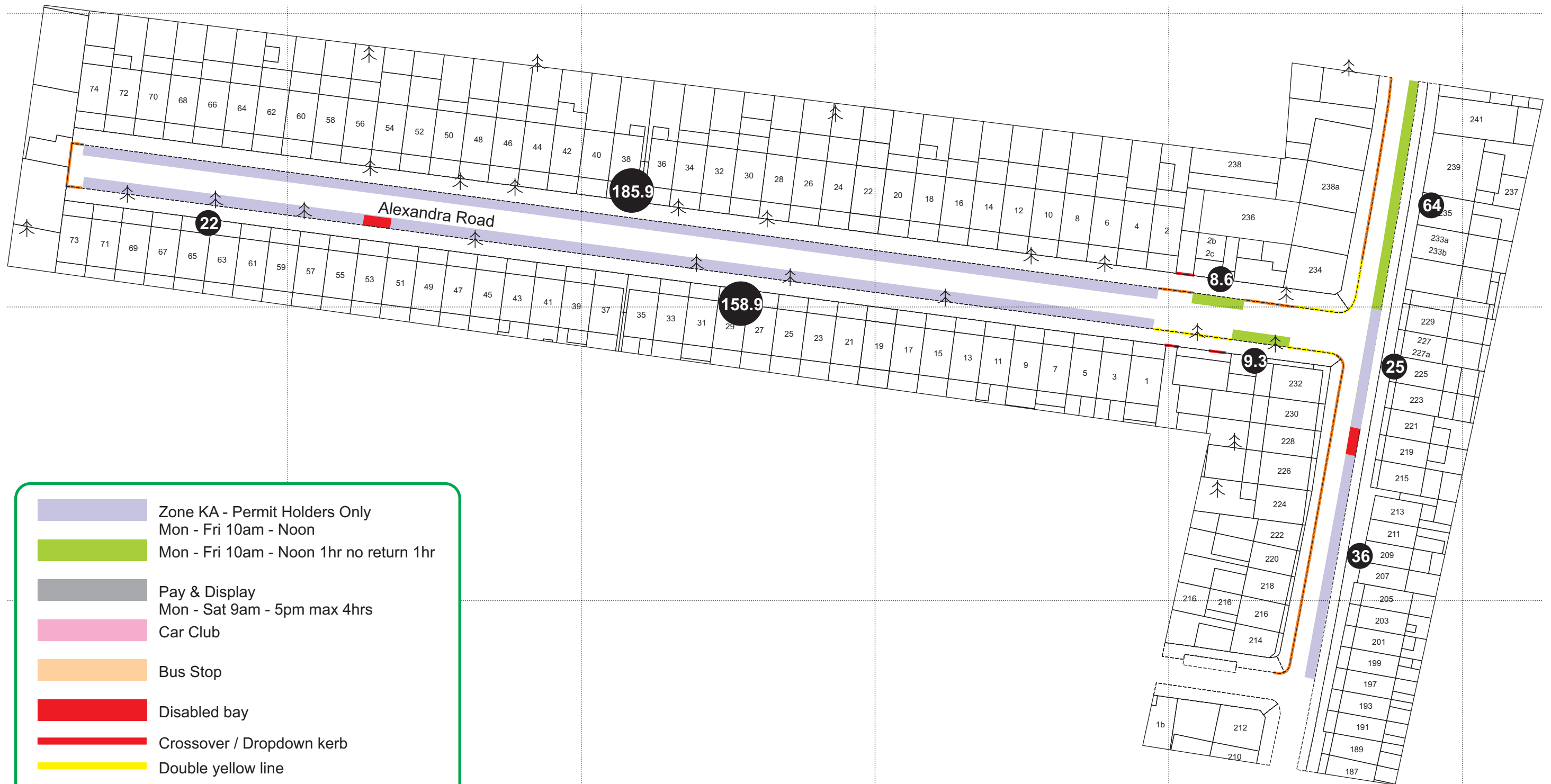












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	Zone KA - Permit Holders Only Mon - Fri 10am - Noon
	Mon - Fri 10am - Noon 1hr no return 1hr
	Pay & Display Mon - Sat 9am - 5pm max 4hrs
	Car Club
	Bus Stop
	Crossover / Dropdown kerb
	Double yellow line
	Single yellow line
	Distance in metres of available parking between crossovers or other restrictions



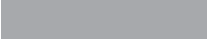










## Parking Restrictions & Available Parking Diagram



	Zone KA - Permit Holders Only Mon - Fri 10am - Noon
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	Pay & Display Mon - Sat 9am - 5pm max 4hrs
	Car Club
	Bus Stop
	Disabled bay
	Crossover / Dropdown kerb
	Double yellow line
	Single yellow line
	Distance in metres of available parking between crossovers or other restrictions

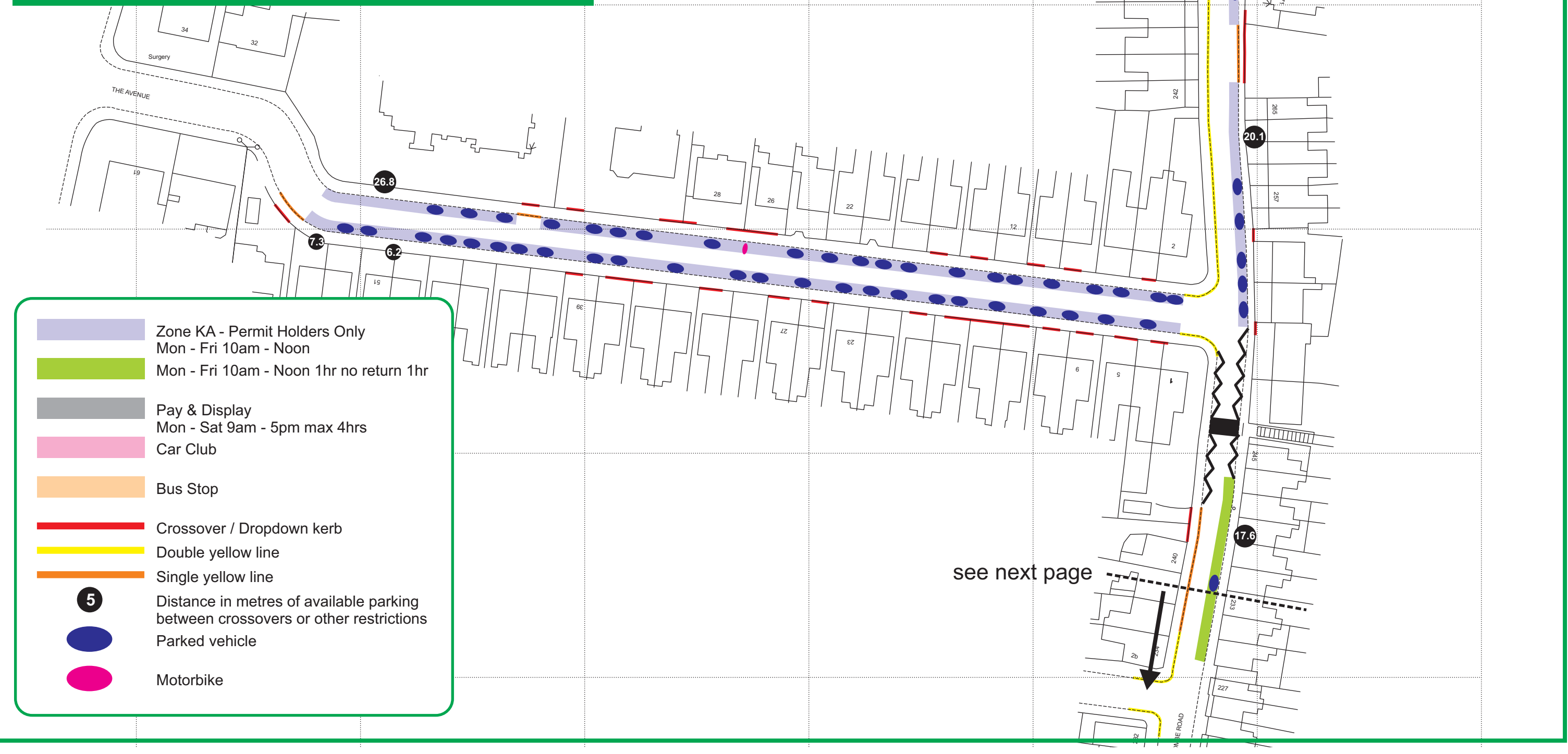
## Parking Survey Results - Tuesday 09th June - 03:45












-  Zone KA - Permit Holders Only  
Mon - Fri 10am - Noon
-  Mon - Fri 10am - Noon 1hr no return 1hr
-  Pay & Display  
Mon - Sat 9am - 5pm max 4hrs
-  Car Club
-  Bus Stop
-  Crossover / Dropdown kerb
-  Double yellow line
-  Single yellow line
-  5 Distance in metres of available parking  
between crossovers or other restrictions
-  Parked vehicle
-  Motorbike



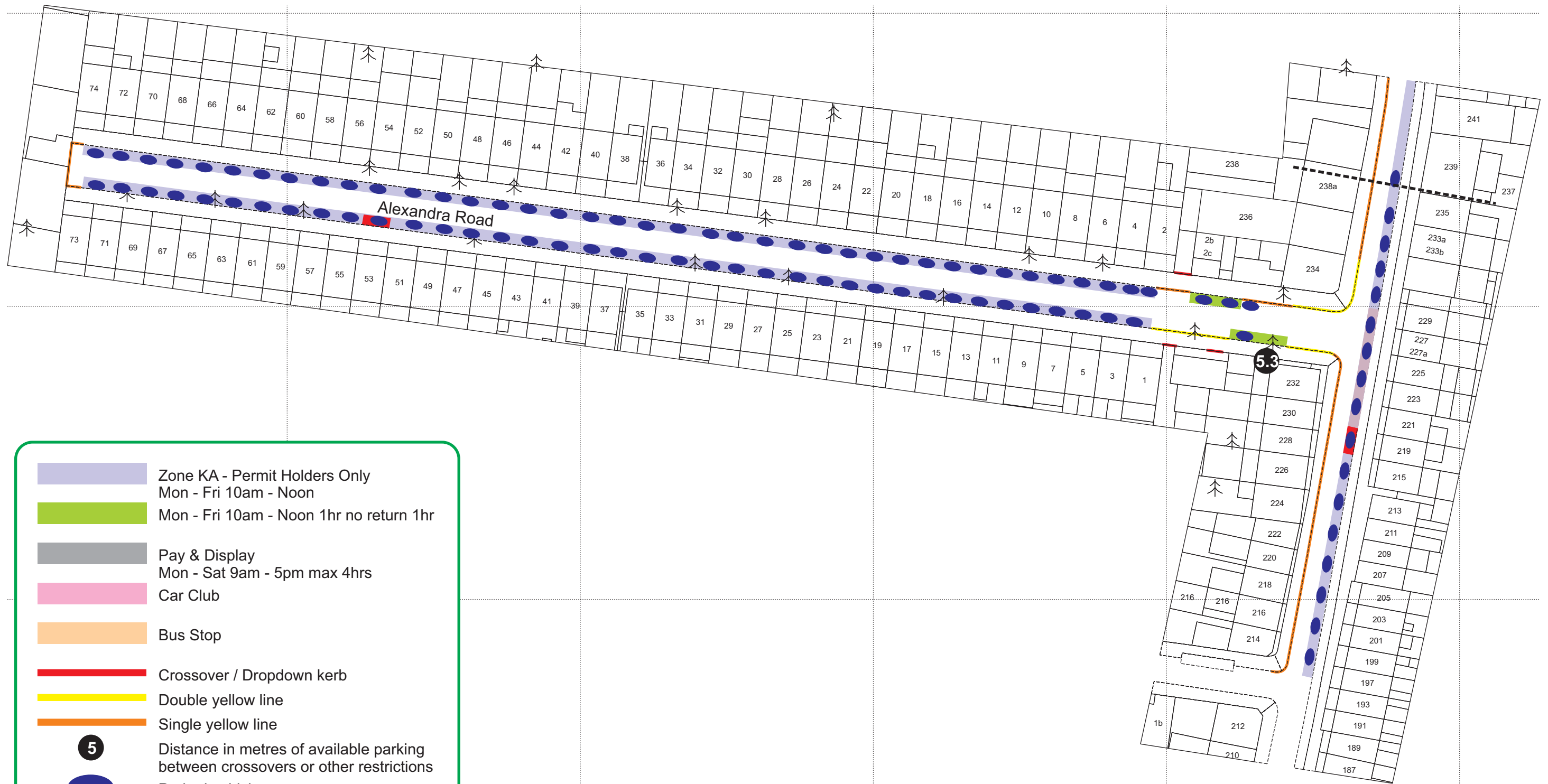













**Parking Survey Results - Tuesday 09th June - 03:45**












-  Zone KA - Permit Holders Only  
Mon - Fri 10am - Noon
-  Mon - Fri 10am - Noon 1hr no return 1hr
-  Pay & Display  
Mon - Sat 9am - 5pm max 4hrs
-  Car Club
-  Bus Stop
-  Crossover / Dropdown kerb
-  Double yellow line
-  Single yellow line
-  Distance in metres of available parking  
between crossovers or other restrictions
-  Parked vehicle
-  Motorbike

**Parking Survey Results - Tuesday 09th June - 03:45**



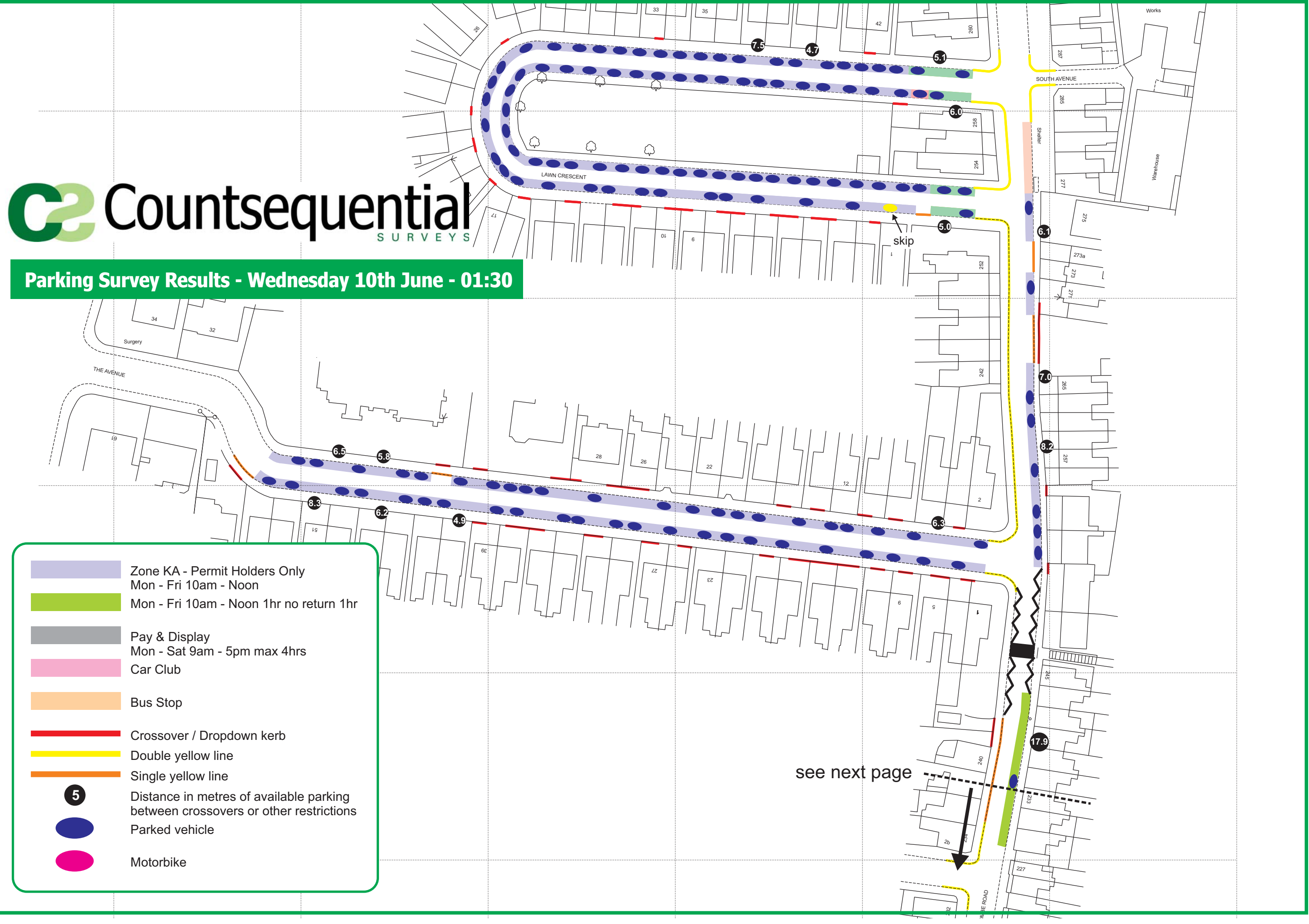
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-  Car Club
-  Bus Stop
-  Crossover / Dropdown kerb
-  Double yellow line
-  Single yellow line
-  5 Distance in metres of available parking  
between crossovers or other restrictions
-  Parked vehicle
-  Motorbike

## Parking Survey Results - Wednesday 10th June - 01:30












-  Zone KA - Permit Holders Only  
Mon - Fri 10am - Noon
-  Mon - Fri 10am - Noon 1hr no return 1hr
-  Pay & Display  
Mon - Sat 9am - 5pm max 4hrs
-  Car Club
-  Bus Stop
-  Crossover / Dropdown kerb
-  Double yellow line
-  Single yellow line
-  Distance in metres of available parking  
between crossovers or other restrictions
-  Parked vehicle
-  Motorbike



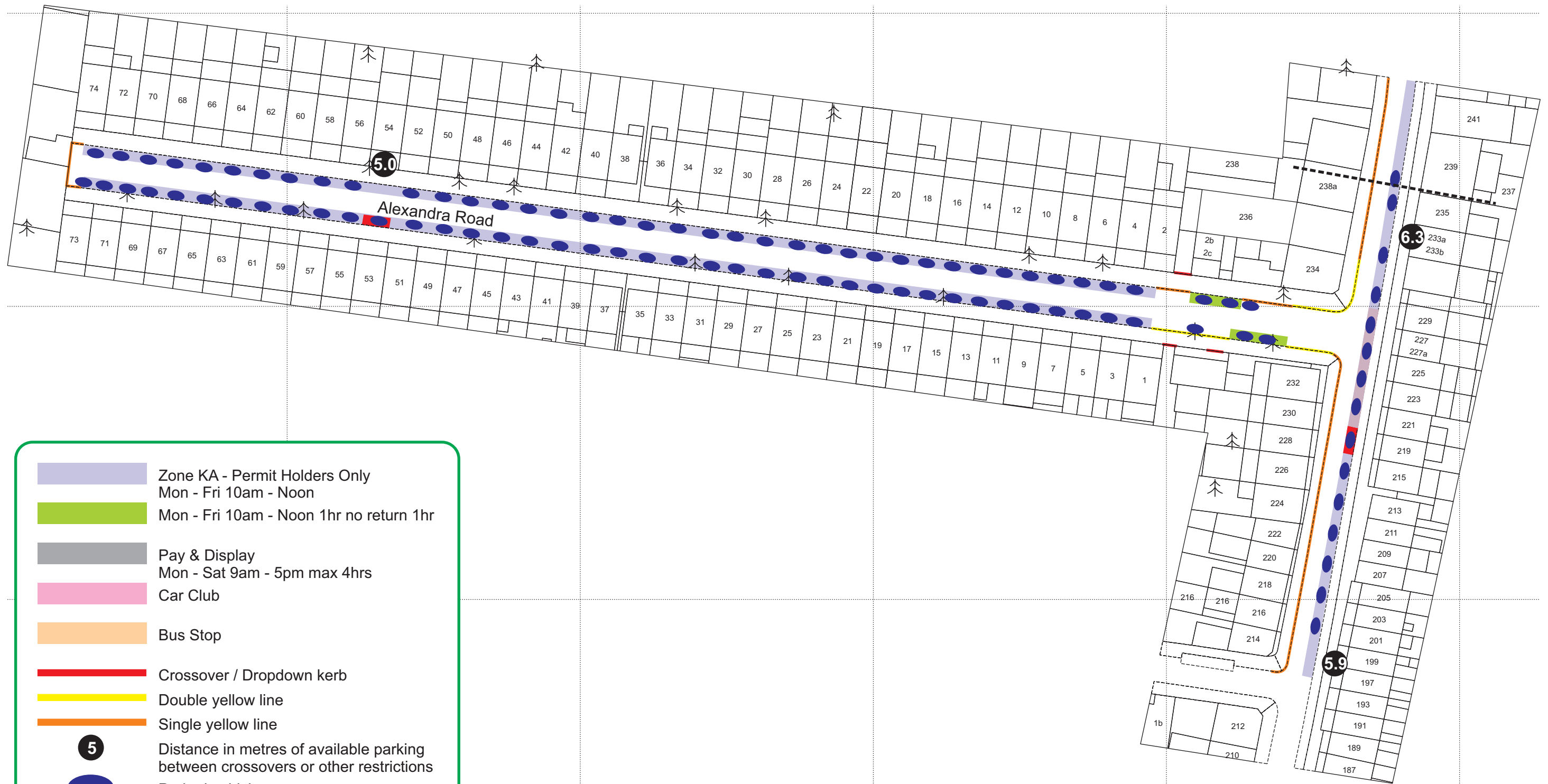
**Parking Survey Results - Wednesday 10th June - 01:30**



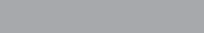










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-  Pay & Display  
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-  Car Club
-  Bus Stop
-  Crossover / Dropdown kerb
-  Double yellow line
-  Single yellow line
-  Distance in metres of available parking  
between crossovers or other restrictions
-  Parked vehicle
-  Motorbike

**Parking Survey Results - Wednesday 10th June - 01:30**



-  Zone KA - Permit Holders Only  
Mon - Fri 10am - Noon
-  Mon - Fri 10am - Noon 1hr no return 1hr
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# Appeal Decision

Hearing held on 29 August 2013

Site visit made on 29 August 2013

**by J C Chase MCD Dip Arch RIBA MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 23 September 2013**

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**Appeal Ref: APP/L5810/A/13/2192370**

**1 and 2 South Avenue, Richmond, Surrey, TW9 3LY**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
  - The appeal is made by Stiff and Trevillion against the Council of the London Borough of Richmond-upon-Thames.
  - The application Ref 12/3447/FUL, is dated 31 October 2012.
  - The development proposed is conversion of 344 sq m of Class B1 floor area into 4 residential units and an infill extension to create a 5<sup>th</sup> residential unit; the creation of an additional 368 sq m of Class B1 floorspace; the provision of on-site car and cycle parking and amenity space.
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## Decision

1. The appeal is allowed and planning permission is granted for the conversion of 344 sq m of Class B1 floor area into 4 residential units and an infill extension to create a 5<sup>th</sup> residential unit; the creation of an additional 368 sq m of Class B1 floorspace; the provision of on-site car and cycle parking and amenity space at 1 and 2 South Avenue, Richmond, Surrey, TW9 3LY in accordance with the terms of the application, Ref 12/3447/FUL dated 31 October 2012, subject to the conditions in the schedule at the end of this decision.

## Procedural Matters

2. The Council indicated that they would have refused permission on the following grounds: i) the effect of the infill development on the street scene, ii) the absence of a contribution towards affordable housing, iii) a lack of adequate reduction in carbon dioxide emissions, iv) loss of amenity, road safety, and the free flow of traffic from overspill parking, v) inadequate servicing facilities, and vi) the absence of contributions to public services and infrastructure.
3. The appellants have submitted Unilateral Undertakings in accordance with Section 106 of the Town and Country Planning Act 1990 to make provision for affordable housing and contributions to infrastructure, in order to address some of the Council's concerns. The Undertakings will be considered further below.

## Main Issues

4. At the Hearing it was indicated that the submission of the Undertakings, and further details about the feasibility of on-site renewable energy, would overcome the Council's draft reasons for refusal Nos ii), iii) and vi). Taking account of this, and of the other representations received, the outstanding

main issues are the effect of the development on the character and appearance of the area, and on road safety and the free flow of traffic with respect to parking and servicing arrangements.

## **Reasons**

### *Character and Appearance of the Area*

5. The appeal property is a group of commercial buildings to the rear of the frontage development on the B353 Sandycombe Road, to which it is connected by South Avenue, a short cul-de-sac. The area has a traditional, inner suburban character, with a mix of low rise housing and commercial development, including a parade of shops adjacent to the site. The opposite side of Sandycombe Road includes Lawn Crescent, a planned development of semi-detached houses around a small park, built in about 1900, which is designated as a Conservation Area.
6. The site contains two storey industrial and warehouse buildings, of masonry construction with a rendered finish, which are set around a courtyard. It is proposed to extend and convert the property to provide 5 flats, whilst retaining a similar amount of commercial floor space to that presently on site, in the form of B1 office development. It is indicated that the premises have been vacant since about 2007.
7. The Council do not raise an issue about the general principle of the development or the appearance of the converted buildings, but note that the main blocks on either side of the courtyard are presently separated by a lower wall, which provides a view of sky and trees beyond the railway which runs along the eastern boundary of the site. This wall would be replaced by a two storey infill block, and there is a concern that it would truncate the view along South Avenue by amalgamating the blocks on either side to form a single line of development. The height, projection and appearance of the new addition would give greater prominence to the rearward development in relation to the Sandycombe Road frontage.
8. These points are noted. However, whilst there are a number of side roads and openings between buildings along Sandycombe Road, there is not a clear indication that more distant views are an especially important part of its character. The street frontage in the vicinity of the site is composed of Buildings of Townscape Merit, which would be vulnerable to insensitive change, but rearward development is a common feature of the area, and the new building would be set sufficiently far back to avoid being unduly dominating, or particularly visible from any lateral view.
9. The site is visible along the length of the pavement in the Lawn Crescent Conservation Area, but this estate is mainly focussed on the central garden and, whilst the Conservation Area Study refers to glimpses beyond, this seems to refer to those available between gaps between the houses, rather than towards the railway. The infill block would be some distance from the main part of Lawn Crescent, and would not be an especially prominent feature. There would be a limited effect on the setting of the Conservation Area, which would not harm the preservation of its character and appearance.
10. There are also a number of mitigating factors. The new block would be relatively low at about 1.3m higher than the wall it would replace, so that an element of sky would be retained. It would continue to provide a clear division

between the higher blocks on either side, and the separation would be further emphasised by the use of contrasting wall materials, the details of which could be subject to further submissions under a planning condition.

11. Reference is made to advice in Supplementary Planning Documents (SPD) entitled 'Residential Development Standards' and 'Small and Medium Housing Sites', including the need to avoid filling of important gaps between buildings, and to ensure that back-land development remains subsidiary to the street frontage. It is accepted that this general advice has limited applicability to the specific circumstances of the present case but, to the extent that it is relevant, and for the reasons given above, there is no clear conflict with its objectives.
12. The development would not have a harmful effect on the character and appearance of the area. In this respect it would comply with the relevant parts of Policy CP7 of the Core Strategy (CS), adopted 2009, and Policies DC1, HO2 and HD1 of the Development Management Plan (DM), adopted 2011, the broad thrust of which is the need to respect the distinctive character of the surroundings, including the preservation of the character and appearance of heritage assets.

#### *Parking and Servicing*

13. At present the commercial buildings on the site are served from the central courtyard, which has the capacity to provide informal parking areas, but limited by the need for manoeuvring space and for access to the loading doors of the units. The redevelopment would involve the landscaping of this area, and inclusion of three car spaces. This would fall short of the Council's parking standards in Appendix Four of the Development Management Plan, which indicate a total of 10 on-site spaces for the combined commercial and residential uses. DM Policy TP8 requires that the standards should be met unless it can be demonstrated that there would be no adverse effect in terms of the street scene and on-street parking. In this case, it is the Council's contention that overflow street parking would be detrimental to local amenity, road safety and the free flow of traffic.
14. In responding to these points, the appellants have carried out a number of parking surveys, the most recent of which shows an occupancy rate of about 88% of existing street spaces when measured during the period of peak demand, during the night. This falls below the threshold of 90% which the 'Front Garden and Other Off Street Parking Standards' SPD terms as 'heavily parked'. Whilst there is no dispute about the methodology of this survey, which includes available spaces within 200m of the site, the Council do not accept its results, claiming that occupancy actually amounts to 91%. It emerged during the Hearing that the difference mainly arises from whether an area of parking in Sandycombe Road which straddles the 200m line should be included or excluded from the figures. The respective positions of the parties is noted, from which it can only be concluded that the occupancy rate lies in the vicinity of the 90% threshold, at the margin of the preferred maximum level, where additional vehicles would be likely to make some contribution to any parking stress.
15. An appeal decision of 2011 (APP/L5810/A/11/2152221), dealing with a similar situation in relation to an application for eight car-free dwellings in Sandycombe Road, decided that the lack of on-site parking provision would weigh against the scheme, but not substantially so. A similar conclusion may



be drawn in this case. There is limited evidence of specific harm arising out of any excess demand for parking in the vicinity of the site. No evidence has been offered directly linking accidents with parking stress, and, whilst Sandycombe Road is a busy distributor route and relatively narrow, it was noted during the site visit that there was a good availability of vacant spaces in the vicinity of the site during the day, when traffic levels would be at their highest. It is also the case that, as peak parking demand occurs outside business hours, three of the five flats would have an off-site parking space available at these times.

16. In terms of the effect on amenity, the area is subject to a controlled parking zone, with parking areas clearly defined, and there is no reason to consider that greater use of those spaces would have a significantly more detrimental effect on the street scene. Close access to parking would be a convenience for residents, but, in the context of a relatively densely developed London suburb, some competition for the nearest spaces would be anticipated.
17. In addition, the appellants' Unilateral Undertaking includes a provision intended to restrict the eligibility for parking permits by both residential and business occupiers, in accordance with the advice accompanying Policy TP8. They make the point that no such restriction applies to the present use of the property. Whilst the site falls within PTAL area 3, it is served by a frequent bus service in Sandycombe Road, and is within easy walking distance of the Underground and national rail services at Kew Gardens Station, as well as local shops and facilities. It would be practicable to occupy the property without needing a car, and parking restrictions in the vicinity of the site would reduce the attractiveness of car ownership for residents without on-site parking.
18. The Council's concerns about the manoeuvring space available within the restricted courtyard are appreciated, but it would not be significantly different from the geometry of a normal parking court, and occupants would be familiar with the need for a multi point turn. It is unlikely that drivers would prefer to back along South Avenue.
19. Turning to the need for access for delivery vehicles, the existing buildings have loading doors to the courtyard and, taking account of the industrial and warehousing uses of the property, it is likely that heavy goods vehicles would reverse up South Avenue to make deliveries and collections. Indeed, a large refuse vehicle made this manoeuvre during the course of the site visit, collecting bins from adjacent properties. By comparison, there is a reasonable expectation that the intended office and residential uses would have more limited delivery needs, and that these would be fulfilled by smaller and more manoeuvrable vehicles. There is no clear reason to conclude that servicing arrangements would be more harmful as a result of the redevelopment than the potential use of the existing premises. In this type of established urban location it is inevitable that some compromise of highway standards will be necessary to enable servicing of properties, but the evidence falls short of proving that the new development would be contrary to DM Policy TP2 by introducing unduly dangerous or disruptive practices.
20. The lack of on site parking and limited manoeuvring and servicing space fall short of preferred standards but there are not substantial grounds to consider than any shortfall would have an unduly harmful effect on road safety and the free flow of traffic.

## **Unilateral Undertakings**

21. The appellants' Unilateral Undertaking makes provision for the restriction of parking permits, as described above, and for contributions towards transport, public realm, health and education, along with a monitoring fee. The need for such contributions to overcome the harm to existing infrastructure arising out of the additional demand from the development is set out in CS Policy CP16, supported by guidance entitled 'Planning Obligations Strategy', which justifies the levels of payment in relation to the type and size of scheme. This, along with the specific evidence provided in relation to the current proposal, gives adequate reason to consider that the obligations would meet the tests in Regulation 122 of the Community Infrastructure Levy Regulations, 2010, and should be taken into account in assessing the appeal.
22. The Council have set out the need for affordable housing in the Borough, and CS Policy CP15 envisages that developments below 10 houses will make a contribution to the Affordable Housing Fund. DM Policy HO6 establishes the level of contribution related to the size of the scheme, but having regard to other factors, including the economic viability of the project. This reflects the advice in para. 173 of the National Planning Policy Framework which indicates that there should remain sufficient return to the land owner and developer to enable the project to be delivered.
23. In this case the appellants have produced an appraisal to indicate that the project would not be capable of funding affordable housing, which is contested by the Council in respect of the likely selling prices of the completed flats. It is contended that a higher revenue would be achieved than that assessed by the appellants, which would provide sufficient surplus to fund an affordable housing contribution. In order to resolve the matter, a Unilateral Undertaking has been produced which provides for a contribution up to a maximum of £178,195, subject to the actual selling price of the units. It is recognised that this is a practical solution when the unusual character of the dwellings is not easily susceptible to accurate valuation on the basis of comparable evidence. The approach is accepted by the Council. There are grounds to consider that an affordable housing contribution is necessary if the scheme is capable of funding it, and that the Undertaking makes adequate provision for this.

## **Other Matters**

24. Concern about the possible effect of the conversion on local residential amenity is noted, but there are sufficient grounds to consider that the design would adequately protect the living conditions of adjoining occupiers, including in relation to maintaining privacy, and the availability of light.
25. The existing buildings have been vacant for an extended period, and it was noted during the site visit that there is significant deterioration of the fabric. The appeal scheme would enable their repair and refurbishment, whilst replacing the commercial space and providing additional dwellings. The use of a redundant property, and making the best use of the site, are positive features of the scheme which reinforce the decision to allow the appeal.

## **Conditions**

26. The Council's suggested planning conditions have been considered in relation to the advice in Circular 11/95 and the discussion at the Hearing. Conditions are necessary to regulate the use of materials, the details of the proposed gates,

the provision of refuse storage, and landscaping proposals, all for the benefit of the appearance of the development. In the latter case, the approval of further details will enable the Council to ensure adequate standards of specification. Control over the use of the flat roofs and introduction of external wall sound insulation are needed to maintain residential living standards, but there is no reason to consider that any noise transmission between commercial and residential uses would not be adequately controlled by other legislation. The dwellings should achieve the standards of the Code for Sustainable Homes and the Lifetime Homes scheme, and measures taken to reduce carbon dioxide emissions, in order to produce a sustainable form of development. The appellants' submissions confirm the feasibility of meeting these standards. A construction method statement is necessary for road safety and local amenity, and, having regard to the former use of the land, measures are needed to deal with any ground contamination. The approved drawings are specified for the avoidance of doubt and in the interests of proper planning.

### **Schedule of Planning Conditions**

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) Notwithstanding the details shown on the approved drawings, the external surfaces of the buildings (including fenestration) and all areas of hard external surfacing shall be constructed in materials which have first been approved in writing by the local planning authority following the submission of details and samples.
- 3) The dwellings shall achieve Code Level 4 in accordance with the terms of the application and the requirements of the Code for Sustainable Homes: Technical Guide, or an equivalent level in any national measure of sustainability for house design that replaces that scheme.
- 4) The roofs of the buildings shall not be used for any purpose other than as a means of escape in emergency or for maintenance of the buildings.
- 5) Except as otherwise required by these conditions, the development hereby permitted shall be carried out in accordance with the following approved plans: 3382 TP then 100E, 101A, 102A, 103A, 104, 105A, 130D, 131, 132, 133, 200D, 201A, 202B, 203D, 204A, 205A, and 206.
- 6) The external gates shown on the approved drawings shall not be erected except in accordance with details that have first been approved in writing by the local planning authority.
- 7) The dwellings hereby approved shall be constructed to the Lifetime Homes standards indicated on the approved drawings and in the Design and Access Statement and shall thereafter comply with those standards.
- 8) No part of the development hereby approved shall be occupied until equipment to reduce carbon dioxide emissions below the Target Emission Rate of Part L of the Building Regulations 2010 by at least 20% as set out in the Appeal Energy Statement by Maven Sustainability, 3 April 2012, has been installed in accordance with details that have first been submitted to and approved in writing by the local planning authority, and the approved scheme shall thereafter be retained in working condition.
- 9) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved

in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for: i) the parking of vehicles of site operatives and visitors, ii) loading and unloading of plant and materials, iii) storage of plant and materials used in constructing the development, iv) wheel washing facilities, v) measures to control the emission of dust and dirt during construction, vi) a scheme for recycling/disposing of waste resulting from demolition and construction works, vii) a scheme for the routing and timing of delivery vehicles serving the construction works.

- 10) No part of the development shall be occupied until refuse stores have been constructed in accordance with the approved drawings, and thereafter no refuse or waste shall be stored outside the buildings except in the refuse stores.
- 11) No dwelling hereby approved shall be occupied until a scheme of sound insulation has been carried out in accordance with the recommendations contained in the Noise Assessment prepared by DKN Acoustics dated October 2012 and the measures shall thereafter be retained.
- 12) No part of the development hereby approved shall be occupied until there has been submitted to and approved in writing by the local planning authority a scheme of hard and soft landscaping. All landscaping shall be carried out in accordance with the approved details and to the following timescales: hard landscaping prior to first occupation of any building; soft landscaping no later than the first planting season following occupation of any building or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.
- 13) No development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before development begins. If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

*John Chase*

INSPECTOR

## **APPEARANCES**

### FOR THE APPELLANTS:

Ms B Tourle MRTPI	Maven Plan, Planning Consultants
Mr A Trevillion BArch, DipArch, RIBA	Stiff and Trevillion, Architects
Mr S Phillips BA	Affordable106, housing consultant
Mr D McCaffery MIHE MIRSO	Highways consultant
Mr A Boorman	Parking surveys

### FOR THE LOCAL PLANNING AUTHORITY:

Ms S Jones BA, BSc, MSc	Team Leader, Appeals and Enforcement
Ms C Bath BA, MA	Planning Officer
Ms J Capper BSc, Dip, MRTPI	Environmental Policy and Plans Co-ordinator

### INTERESTED PERSONS:

Mr M Taylor MA, FRICS	On behalf of the Kew Society
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## **DOCUMENTS**

- 1 Core Strategy Policy CP18
- 2 Lawn Crescent Conservation Area Study
- 3 Parking Survey 6 June 2013
- 4 Drawing 3382 120A
- 5 Revised Affordable Housing Unilateral Undertaking dated 13 September 2013, with schedule of amendments<sup>1</sup>

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<sup>1</sup> Submitted on 13 September 2013 in accordance with a timescale agreed at the Hearing