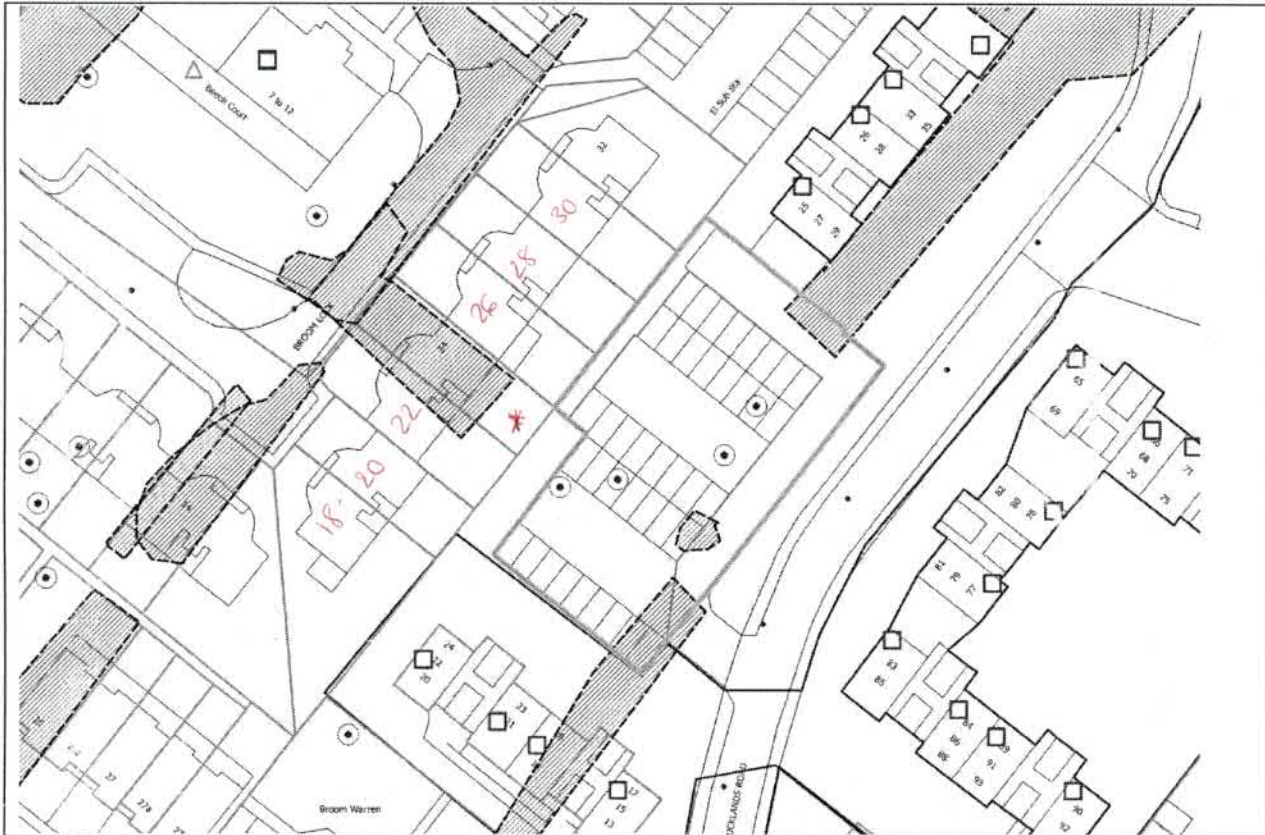


15/3296/FUL
BUCKLANDS ROAD
TEDDINGTON

HAMPTON WICK WARD
Contact Officer:
L Thatcher

http://www2.richmond.gov.uk/PlanData2/Planning_CaseNo.aspx?strCASENO=15/3296/FUL



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Proposal: SITE A – Removal of 40 garages, and erection of a terrace of two storey houses consisting of three x three-bedroom houses and two x four-bedroom houses. Provision of 16 parking spaces in a shared surface courtyard.

Applicant: Miss Muna Abdallah.

Application received: 28.07.2015.

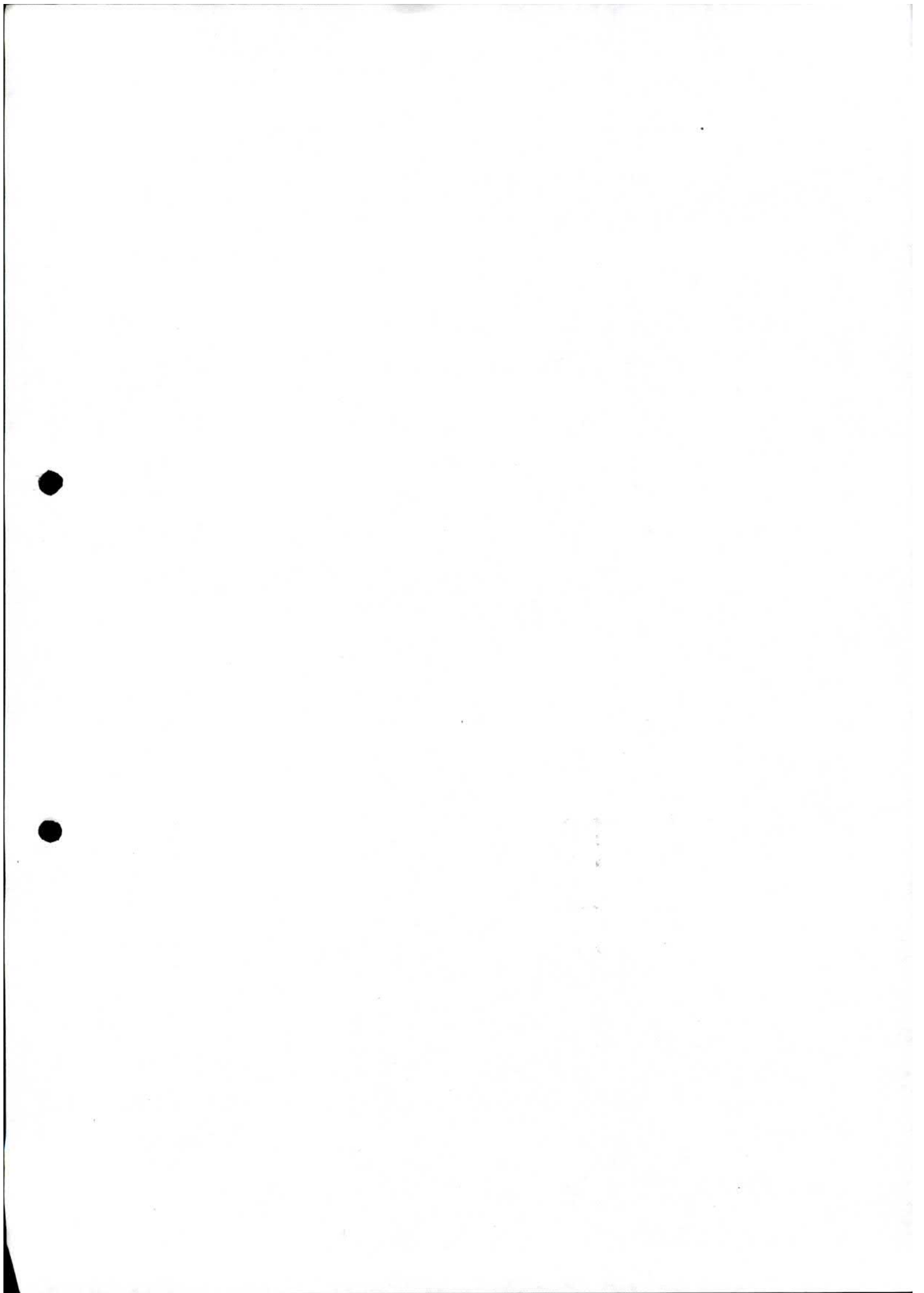
Main development policies:

Core Strategy – CP1; CP2; CP3; CP4; CP5; CP7; CP14; CP15; CP16 and CP17.

Development Management Plan – DM SD1; SD2; SD6; SD7; OS5; OS7; HO1; HO2; HO4; HO5; TP1; TP2; TP8; DC1; DC2; DC4; DC5; DC6.

SUMMARY OF APPLICATION

The application is for the demolition of existing garages, and the erection of 5 houses for affordable rent, which is welcomed. The siting and design of the scheme is appropriate for the context of the surrounding area, and this is not deemed to represent an unneighbourly form of development.



With appropriate mitigation measures, the scheme will not result in unacceptable flood risk. Whilst any harm or loss of trees is regrettable, subject to conditions, the completion of a legal agreement (to replace tree loss), the existing tree cover in Bucklands Road; and the clear housing benefits for the scheme, on balance, this does not warrant a refusal.

There has been significant concern by residents regarding the parking implications, both as a result of the loss of the garages and new dwellings. In this instance, given the re-provision of parking (on both sites A and B) which will be linked via a legal agreement, the scheme meeting the parking standards for the proposed development, and parking surveys, a refusal on highway grounds is not deemed sustainable.

RECOMMENDATION: PERMISSION, subject to conditions and the completion of a legal agreement securing affordable housing, phasing of the development and tree planting contribution.

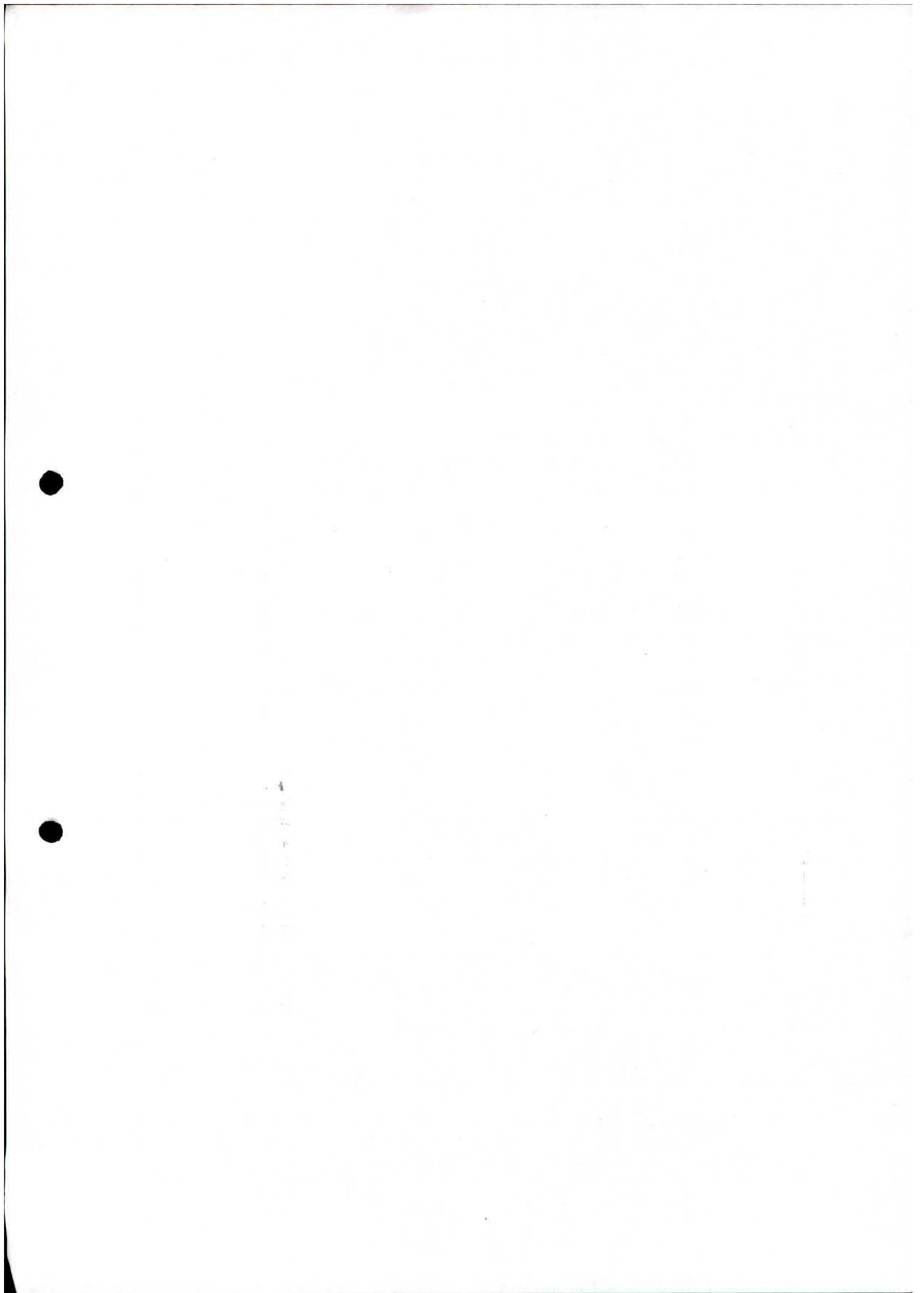
Site and history

1. The site consists of 40 garages, contained with five parallel blocks on the western side of Bucklands Road, sited between 13-24 and 25-29 Bucklands Road. The only key designations to note are the sites location within Flood Zone 2/3 and SFRA 3a. There is no relevant planning history.
2. With respect to the surrounding area, Bucklands Road accommodates pre-dominantly three storey flatted developments, interspersed with soft landscaping and associated external parking courts and garages.
3. The site backs onto the residential gardens of Broom Lock.

Proposal:

4. The site is currently a garage court. The scheme for the demolition of the existing 40 garages, and the erection of five two storey houses (three 3bed and two 4bed); and the provision of 16 car parking spaces in a shared surface courtyard. (Site A).







There is a concurrent application on the opposite side of Bucklands Road (Site B – ref: 15/3297/FUL) for the erection a pair of semi-detached high quality four-bedroom houses and provision of 24 car parking spaces.

Material representations – consultees:

<p>Environment Agency</p>	<p>Having reviewed the information submitted we are in the position to remove our objection. The revised Flood Risk Assessment (FRA) demonstrated has that the building will be designed in such a way that it will not increase risk elsewhere or to the occupants.</p> <p>The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s) as detailed in the Flood Risk Assessment and drawing 12-143/D (27) A-17 Rev P3 23/10/15 submitted with this application are implemented and secured by way of a planning condition on any planning permission.</p>
<p>Arboricultural Officer</p>	<ul style="list-style-type: none"> • Concerns over future relationship between the Maples (T4-T6) on the adjacent development. • This relationship is un-sustainable, would block any windows and lead to pressure to prune to give clearance. • With flat roofs leaf fall and collection could be issue – There is no management solution. • The trees are of high public amenity and therefore should be retained, they would warrant TPO protection. • In the elevation drawing there is a sub ground level line, there is to be no excavation lower that the existing surface in the RPA's. • On the RPA's they have been shown as open grown trees. However, given the road, we would consider that rooting area would have been affected. We would want to see that addressed to consider the affects. • If the matters cannot be resolved, then we would require the CAVAT value to consider the removal and replacement of the trees to allow the development to be undertaken. The value the trees at each end at £31,339, with the central one at £15,670 (50% functional value, due to supressed canopy development).
<p>Transport Planner</p>	<p>Raised the following concerns:</p> <ul style="list-style-type: none"> • How will the extra parking on site be made available to local residents? If they have to pay they may not take up the parking and therefore the on street spaces that were seen to be available on the nights of the surveys would not be sufficient to accommodate the number of displaced vehicles form both sites. Should this be secured through a s106? • CMS condition and composite informative. • Refuse/recycling and cycle storage details to be conditioned to be provided as shown on plan. • Collection point must be within 10.0m of the public highway and visible from there.



Thames Water	<ul style="list-style-type: none"> • Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application. • Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.
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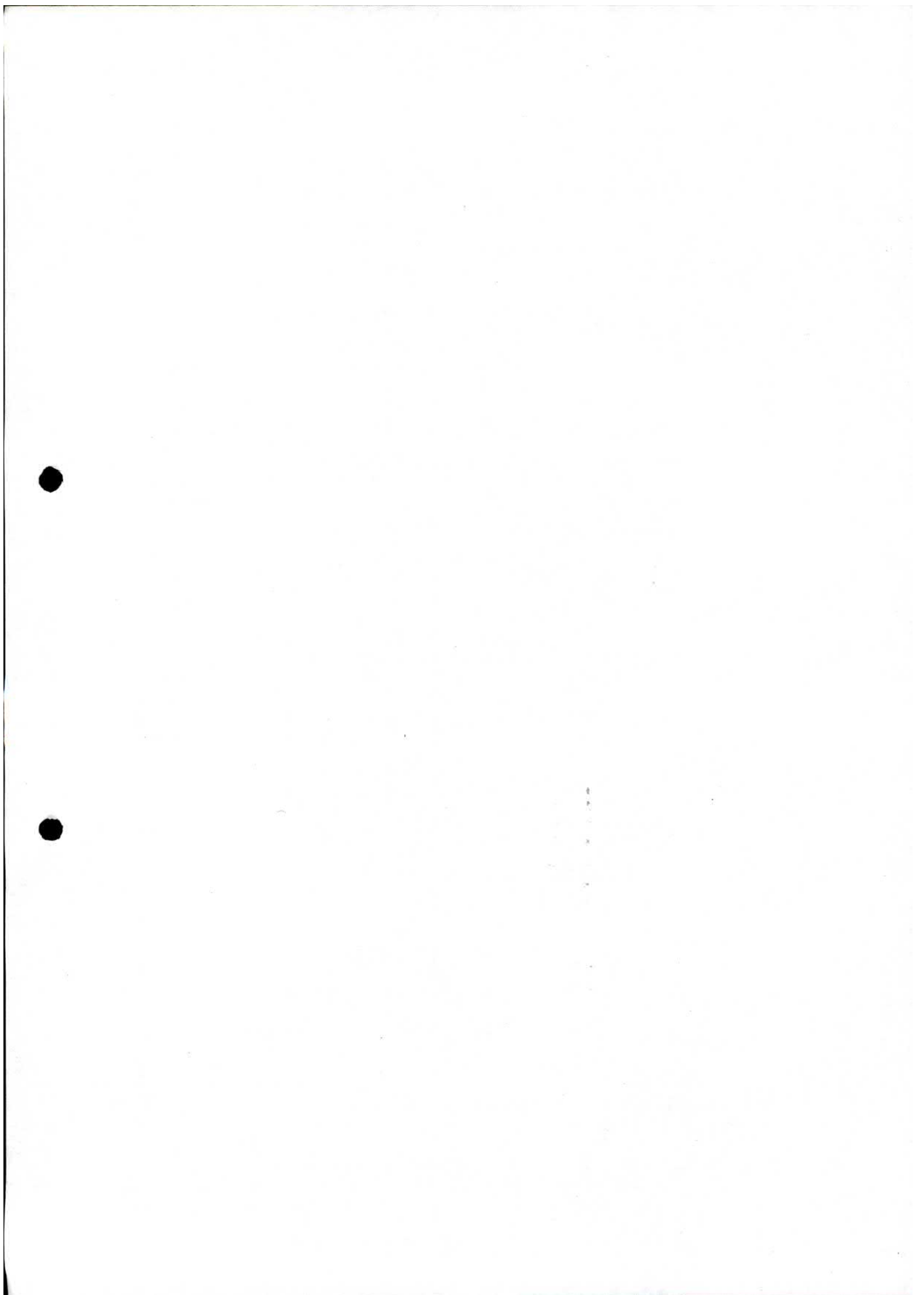
Material representations – 11 letters of objection were received

Highway	<ul style="list-style-type: none"> • Loss of parking; • Access for emergency vehicles; • Existing parking congestion; • Lack of space for delivery vehicles; • Lack of parking.
Design	<ul style="list-style-type: none"> • Lowering of standards of housing; • Row of houses will not fit comfortably into the space available.
Unneighbourly	<ul style="list-style-type: none"> • Loss of light; • Loss of visual amenity; • Overlooking / loss of privacy; • Gardens overlooked; • Noise and disturbance; • Smells; • Fence between No. 18 Broom Lock and block is not high enough.
Trees / Ecology	<ul style="list-style-type: none"> • Loss of trees; • All trees and fauna soften the total environment; • Should be additional tree planting.
Other matters	<ul style="list-style-type: none"> • Impact on flood risk; • What is being done to minimise risk to existing houses? • Surface water drainage.

Amendments:

- The first amendments included the following:
 - Revised details – technical note, Arboricultural Impact Assessment; Flood Risk Assessment; Energy Report;
 - Revised elevations and parking layout;
 - Revised description.
- Six further representations were submitted:

Land use	<ul style="list-style-type: none"> • Are the houses to be sold on the open market or will they be used to provide housing for social tenants?
highway	<ul style="list-style-type: none"> • Loss of parking; • Existing congestion will be further aggravated; • Parking implications; • Highway and pedestrian safety; • Will parking provision be for the existing or future residents.



7. Further revisions were made:
 - Revised Flood Risk Assessment;
 - Amended drawings, most notably regarding the metal grilles to address the Environment Agency's concerns.
8. One further representation was submitted:

Highway	<ul style="list-style-type: none"> • Loss of garages; • Lack of parking for the new development.
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Professional comments:

Provision of housing:

9. Policy DMHO4 states development should generally provide family sized accommodation. Policy DM HO6 seeks the maximum reasonable amount of affordable housing, having regard to the strategic borough-wide target and the individual circumstances of the site, in accordance with Policy CP15. On sites capable of less than 10 units gross, a financial contribution to the Affordable Housing Fund commensurate with the scale of development is required. For a 5 unit scheme, this would usually equate to 25% of units. Rather than such contribution, the scheme proposes five family sized dwellings for affordable rent. This is welcomed and contributes towards the housing need within the Borough.

Residential Standards:

10. New dwellings should provide adequate internal and appropriate external private space to meet the needs generated by the development (DM HO4):
 - Developments must take account of accessible design. From 1 October 2015 90% of new housing is expected to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings' and 10% is expected to meet Building Regulation Requirement M4(3) 'wheelchair user dwellings';
 - With respect to internal arrangements, developments should meet the Nationally Described Space Standards;
 - In terms of external space, policy DM HO4 requires 70m² for 3beds or more. Such spaces should be private, usable, functional and safe; easily accessible from living areas; well orientated; sufficient size to meet the needs of the likely number of occupiers; and accommodation likely to be occupied by families with young children should have direct and easy access to adequate private amenity space.

Internal space:

11. The scheme meets the Nationally Described Space Standards. A condition is recommended to ensure Building Regulation requirements are met.

12. Amenity space:

All properties provide in excess of 70m² private amenity spaces. To ensure such space is not reduced below the standard, a condition is remove permitted development rights is recommended.

Siting and design

13. Policies CP7 and DM DC1 require new developments to recognise distinctive local character, and contribute to creating places of a high architectural and urban design quality. Further, design should be inclusive, respect local character, and connect with and contribute positively to its surroundings based on a thorough understanding for the site and its context. In assessing such, the Council has regard to scale, height, massing, proportions, form, layout, access, space between buildings, detailing and materials. This is reflected in the London Plan.



14. With respect to infill developments, (DM HO2), these must reflect the character of the surrounding area, taking into account plot widths, spacing's, heights, materials and details.

Setting and context:

15. The site is located within Bucklands Road, which has a consistent design and character, of three storey flat roof flatted developments, sited at either right angle to the road or parallel, and finished in yellow brick, tile and white cladding detailing with white fenestration.

Assessment:

16. Whilst the form of five two storey houses will be a new feature of the road, which essentially consists of flatted blocks, given residential houses are located to the rear and on Broom Road, this is not deemed unacceptable.
17. As previously stated, Bucklands Road does not have a prevailing building line, whereby blocks either run parallel to or at right angle with the road. Given such variety, the proposed building line will not appear incongruous, nor will its length. The height is less than the adjacent blocks, however, not significantly, and this is necessary to address flooding issues and also allows for a more sensitive relationship with other properties within Bucklands Road and those in Broom Lock. The flat roof nature of the development is deemed appropriate, and whilst the scheme does not replicate the elevation treatment of surrounding blocks, the proposed design is deemed acceptable, whereby the length of the building is broken up with vertically through setbacks and fenestration.
18. The properties are finished in yellow brick. Whilst the drawings indicate dark grey windows, given the character of the area, and to ensure visual integration with its surrounding, white fenestration is recommended, which will be secured via condition.
19. Policy DM SD1 notes that the aesthetic considerations of the renewable energy technologies must be considered. The scheme proposed PV panels to meet the sustainability credentials; however, these are not indicated on the elevation drawings. To ensure suitable siting / height, a condition will be secured requiring details.
20. As previously mentioned, the scheme incorporates a raised ground level to address flooding concerns. An outcome of this is a raised walkway at the front of the proposed terrace, and a staircase leading from the properties to gardens. It is acknowledged the walkway will introduce new features within the streetscene, however, notwithstanding such, given the setback from the road, landscaping at the street frontage, and the lightweight nature of the raise balustrade, a design objection is not raised.
21. The scheme incorporates a parking court adjacent to the proposed dwelling. Whilst this incorporates a large degree of hard standing, given the existing situation, no objection is raised.

Highways and parking

22. It is necessary to consider the impact of any new development on the existing wider and local transport network for all modes, how it links with the network, impacts on highway safety, and parking (Policy DM TP2 and DM HO3).

Access:

23. Pedestrian access to the properties is accessed off Bucklands Road, via a raised walkway, which is necessary on flooding grounds. With respect to vehicular access, the scheme proposes a crossover to the north of properties, serving 16 car parking spaces. Spaces meet the space standards and allows for 6m manoeuvring area.



Car parking:

24. Policy CP5 advises that outside Richmond and Twickenham town centres, developments should have regard to maximum parking standards (1 per unit), which is also reflected in DM TP8. Given the low PTAL rating (1b), this is deemed necessary.
25. When considering the car parking implications of the scheme, the applicants have applied the following methodology:
 - To assess the existing on-street parking situation, two night time surveys for the site and surrounding roads within 200m has been carried out.
 - Obtain the lease data for any existing garages, and apply such data to plot the postcode of the users of the garages within 200m of the site, 200-400m of the site and in excess of 400m of the site. If the postcode of the garage leaseholders are within 200m of the site and the garages are used for parking, then this vehicle would be accounted for as being potential displaced to the surrounding roads within 200m. All postcodes outside of the 200m would be discounted in terms of potential displacement impact on the roads surrounding the site.
 - All vehicles parked on hard-standing, whether this is within a garage area or parking court, at the time of the survey have also been considered as being potentially displaced to the roads within 200m.
26. Whilst the application proposed for site A (ref:15/3296) is independent to the application for Site B (ref: 15/3297/FUL), for the purpose of the parking they are linked (which will be secured via a legal agreement), where Site B is proposed to accommodate some displacement parking.
27. The Transport Review outlines the proposed parking arrangements and results of the parking survey, and concludes:
 - The site is currently occupied by 40 lock up garages – 38 of which are leased.
 - Of the 38 garages, the location of the leaseholders in relation to the site is:
 - Within 200m of the site = 18 leaseholders
 - 201-400m of the site = 7 leaseholders
 - 400m of the site = 13 leaseholders

At the time of the survey, 5 vehicles were parked within the informal parking area adjacent to the garages on both days. (The remaining area is given over to hard standing which is used as an unmarked area of vehicle manoeuvring).
28. Based on the above findings the scheme should provide 28 off-street parking spaces:
 - 5 spaces for the proposed development;
 - 5 spaces for the existing informal parking within the garage site;
 - 18 spaces for the leaseholders that are located within 200m of the site.
29. The scheme proposes 16 spaces, resulting in a potential overspill of 12 spaces on street. Notwithstanding such, the proposed parking arrangements for Site B allows for a displacement of 10 spaces from Site A, resulting in an overspill of 2 spaces within 200m. The parking survey demonstrates there are between 12 – 15 gaps on site within 200m, and therefore the scheme is not deemed to result in unacceptable on street parking congestion to warrant a refusal.

Summary of parking – sites A and B

	Garage leaseholders within 200m	Number of vehicles informally parked	Parking standards for scheme	Total parking required	Proposed parking	Overspill	Parking survey space availability within 200m
Site A	18	5	5	28	16		
Site B		10	2	12	22		
Total				40	38	2	12-15 spaces

Cycle Parking

30. The scheme meets the cycle parking standards (2 spaces for each unit) with the provision of storage sheds within the rear gardens.

Delivery and Servicing Arrangements

31. Individual refuse / recycling stores are positioned outside each unit, and a refuse collection point is proposed to the south of the raised walkway, where householders would need to take their refuse on collection days.

Trip generation

32. The provision of five additional residential units is not deemed to have a significant impact on traffic generation.

Construction:

33. To ensure the construction process does not cause unacceptable traffic generation, disturbance or nuisance, a Construction Method Statement Condition is recommended.

Residential amenity

34. Policies DM DC5 and HO3, seeks to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance. To protect privacy, there should normally be a minimum distance of 20m between main facing windows of habitable rooms. In addition the Council will generally seek to ensure that the design and layout of buildings enables sufficient sunlight and daylight to penetrate into and between buildings, and that adjoining properties or land are protected from overshadowing in accordance with established standards.
35. The above is endorsed in the SPD 'Small and Medium Housing Sites', and is more prescriptive in terms of distances to surrounding properties. The document recognises that to ensure the privacy of occupiers is respected the windows of main facing habitable rooms should preferably be no less than 20m apart. Where principle windows face a wall that contains no windows of those that are occluded separation distances can be reduced to 13.5m.
36. *20-32 Broom Lock – properties to the rear / northwest of the site*
- Whilst the scheme will no doubt alter the outlook of the properties in Broom Lock, by reason of the main rear façade and raised access remaining in excess of 21m and 20m (respectively) from the main rear elevation of properties in Broom Lock, and the set back from the rear boundary (approx. 12.5m), the development is not deemed to appear overly intrusive to these properties, gardens, or cause a significant loss of light or privacy. (The resulting relationship is also not deemed uncommon in the locality). Whilst these distances modestly reduce between the development and No. 20, given the orientation.
37. *25-29 Bucklands Road – properties adjacent / northeast of the site*
- The development sits forward of the above properties. However, by reason of the significant gap between the existing and proposed flank elevations, (in excess of 19m), the scheme maintains an appropriate relationship with this block.
 - A parking court is proposed adjacent to No. 25-29. However, by reason of the existing layout of the site, this is not deemed to result in unacceptable additional noise or disturbance from coming and goings.
38. *13-24 Bucklands Road – properties adjacent / southwest of the site*
- These properties will face onto the flank of the proposed development; and flats 19, 21 and 23; and 14, 16 and 18; will have the most intimate relationship with the proposed block. Whilst the development will have a visual impression on the outlook of these properties, in response to the modest depth of the development; the absence of any clear glazed windows on the flank elevation and the separating distances (13.5m) on balance the scheme is not deemed to appear overly intrusive or result in a significant loss of light or privacy.



39. 82-85 Bucklands Road – properties opposite / southeast of the site

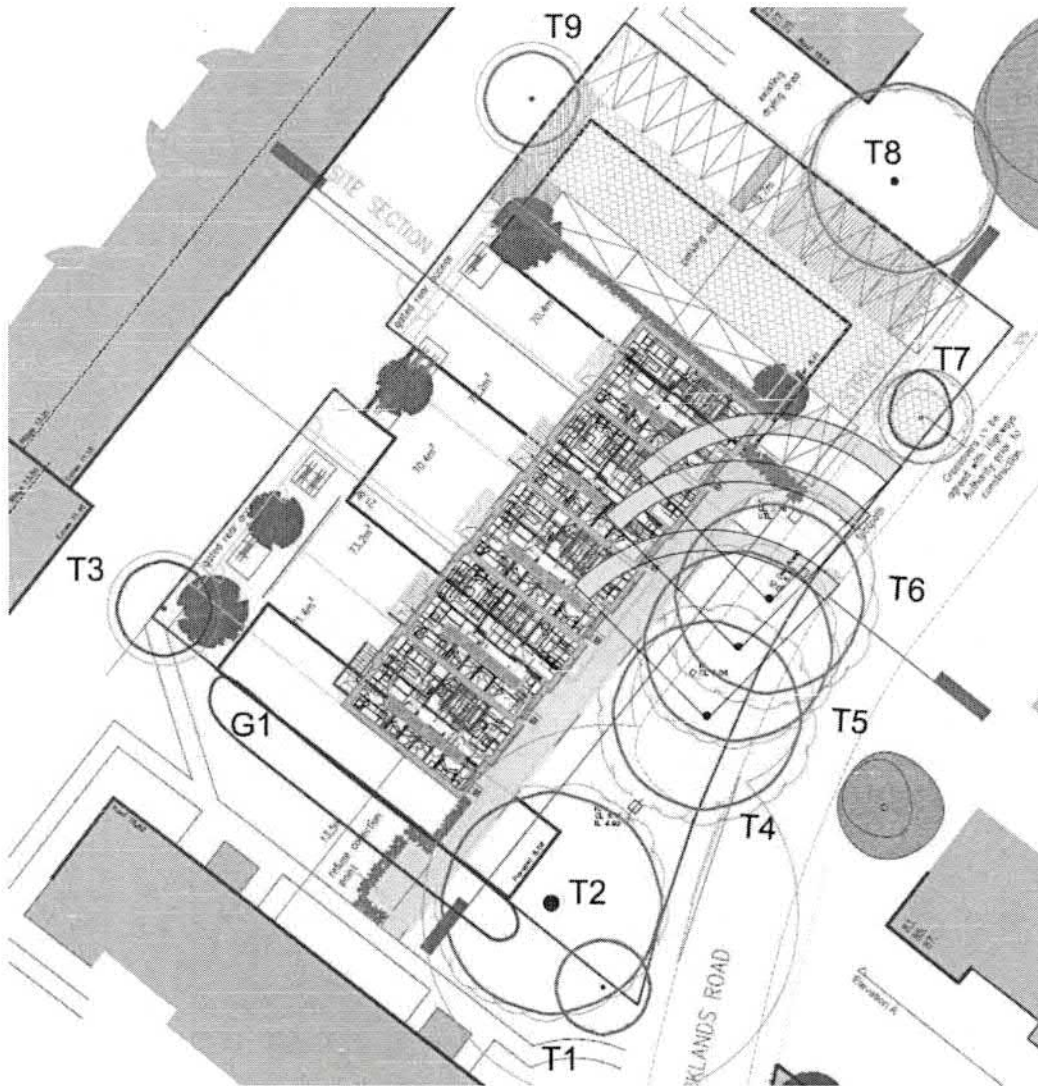
- The proposed development is separated from the above properties by Bucklands Road and a distance in excess of 20m. By reason of such and the orientation, the scheme will not result in an unacceptable relationship.

Trees and landscaping

40. Policies DM DC4 and HO3 seek to protect the boroughs trees and landscape, and there will be a presumption against schemes that result in a significant loss of trees, unless replacements are proposed.

41. An Arboricultural Impact Assessment V3 prepared by Landscape planning Ltd, dated November 2015 has been submitted. The trees potentially affected by the development are:

- Large Ash Tree (T2);
- Laurel (T3);
- Four Maples (T4, T5, T6, T8);
- Silver Birch (T7);
- Hawthorn(T9).



42. An assessment of the impact on the development of the aforementioned trees has been carried out, which confirms:

- Subject to appropriate controls Ash T2 can be successfully retained within the development, subject to tree protection measures.
- The following trees works / removal are proposed:



- T7 Silver Birch removed – due to poor condition (cat. C);
 - T3 Laurel removed – to enable development (cat. C);
 - G1 removal – to enable the development (cat. C);
 - Pruning of boundary trees to facilitate the development;
 - Crown thinning of T4-T6 to enable more light penetration;
 - Light trimming of overhanging braches from T8 and T9.
- The Root Protection Areas (TPAs) of Maples T4, T5, T6, T8 and T9 extend slightly into the development space. The report concludes that it is considered that these trees can be adequately protected by tree protection measures such as fencing and temporary ground protection.
 - The potentially shading from T4 – T6 is due north and could affect the most northerly three units southern elevations. The trees have historically been crown lifted, due to their location adjacent to the highway. However, they would take a light crown thin to allow more light to permeate through the crown.
 - Overall it is concluded that subject to appropriate control the development can be implemented without undue impact on the highway amenity value trees. These controls should be detailed within an Arboricultural Method Statement that should be submitted to and agreed in writing by the LAP prior to the commencement of development.
43. The Council's Arboricultural officers have reviewed the information. Unfortunately there are concerns regarding the future relationship between the Maples (T4-T6) on the development, which are regarded as high public amenity value:
- It is feared that the relationship is deemed to be un-sustainable as the trees are south of the first 2 units and would therefore block any windows and could lead to pressure to prune to give clearance;
 - With the flat roofs leaf fall and collection could be issue;
 - There should be no excavation lower than the existing surface in the RPA's.
44. It is considered tree removal could be mitigated with replacement tree planting, which will be secured via condition. Officers have considered the concerns by the Council's Arboricultural Officers. The impact or loss of the high amenity value trees sited between the development and the highway would be unfortunate, regrettable and a criticism of the scheme. However, on the assessment of any application, it is necessary to consider all planning merits, and place weight accordingly. In this instance:
- Given these trees are still shown to be retained;
 - Tree protection and management conditions will be imposed;
 - With a clause in the Section 106 that requires a contribution to additional tree planting if these trees die as a result of the development or removed through post development pressure to fell within 5 years from the occupation of the properties;
 - The existing tree cover and soft landscaping within the streetscene; and
 - The clear affordable housing benefits that the scheme will deliver.
- On balance, a refusal on such grounds is not deemed warranted.

Flooding

45. Development is guided to areas of lower risk (DM SD6), and all developments are required to follow the drainage hierarchy and must utilise Sustainable Drainage Systems wherever practicable (DM SD7).
46. A Flood Risk Assessment (FRA) was submitted with the original application, and this has been amended to address Environment Agency concerns (most recent addition dated 15 April 2016). The amendments primarily relate to details on flood voids, grilles, and safe access/egress routes.
47. The FRA confirms that the site is approximately 160m southwest of the River Thames and Trowlock Island, and:
- Is located within Flood Zone 3 (FZ3);



- Is within an undefended area;
 - Has had no local drainage issues – however, the Environment Agency's surface water map shows the site at low to medium risk of surface water flooding.
48. In response to such designations, the scheme proposes mitigation measures to ensure the scheme reduces the risk of both fluvial and surface water flooding. This includes:
- Finished floor level: The floodplain level is 6.96m AOD, and therefore the FFL will be set at 7.26m AOD, thereby in line with NPPFs requirement for the FFL to be set at a minimum of 0.3m above the 1 in 100 years plus climate change level.
 - Access to safety: A raised pathway from the entrance of each dwelling will be set at a minimum of 7.26m AOD, the estimated flood level in the '1 in 100 years plus climate change' storm and 0.3m freeboard. (Whilst the lowest level is 6.88m AOD (0.08m below the predicted flood level of 6.96m AOD), flood depths of up to 0.1m are safe as long as the velocity is no greater than 1.5m/s. It is contended that the velocity would be negligible to very low as the site is at the driest limit of the flood pattern and the surface will be considerably rougher).
 - It is proposed that a Flood Warning and an Evacuation plan is incorporated for the proposed dwellings and occupants register with the free flood warning service 'Floodline' provided by the Environment Agency.
 - To maintain the floodplain volume, it is proposed to lower the ground level within the internal area of the units by an average of 0.07m to compensate, and have grilles and voids. Flood water is allowed to flow throughout the void.
49. The revised information has been reviewed by the Environment Agency, who confirms they have no objection, such to conditions. On the basis of the above, the scheme is not deemed to increase the risk of property of life and property to flooding.

Sustainability

50. Policy CP1 seeks to maximise the effective use of resources including water and energy and will assist in reducing any long term adverse environmental impacts of development. Development will be required to conform to the Sustainable Construction Checklist (SCC) SPG. Furthermore, policies CP2 and DM SD 2 set out a hierarchy that first requires an efficient design to minimise the amount of energy uses, secondly by using low carbon technologies and finally, where feasible and viable, including a contribution from renewable sources. At the time of submission, developers were required to achieve a 35% reduction below Part L 2013, including 20% provided via renewable energies, to improve savings beyond those generated by energy efficiency measures.
51. Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
- Be Lean;
 - Be clean;
 - Be green.
52. An Energy Strategy, Renewable Energy Study and Sustainable Construction Checklist have been submitted. This confirms:
- Increased levels of building envelope insulation;
 - Increased levels of building air tightness;
 - Utilisation of energy efficient lighting throughout the common areas;
 - Utilisation of a whole house ventilation system incorporating heat recovery.



11/17/2014

11/17/2014

53. The report confirm there is a commitment to reduce energy and carbon emissions from the development by advance practice energy efficiency standards, with renewable technically, with the view of achieving 35% reduction in CO2 emissions. Further, the report confirms the properties will be future proofed, which will allow residents to upgrade their homes further with simple 'bolt-on' measures such as solar water heating. To ensure the sustainability credentials and water efficiency measures are met, conditions are recommended.

Conclusion:

54. The application is for the demolition of existing garages, and the erection of 5 houses for affordable rent, which is welcomed. The siting and design of the scheme is appropriate for the context of the surrounding area, and is not deemed to represent an unneighbourly form of development.
55. With appropriate mitigation measures, the scheme will not result in unacceptable flood risk. Whilst any harm or loss of trees is regrettable, subject to conditions, the completion of a legal agreement (to replace tree loss), the existing tree cover in Bucklands Road; and the clear housing benefits for the scheme, on balance, this does not warrant a refusal.
56. There has been significant concern by residents regarding the parking implications, both as a result of the loss of the garages and new dwellings. In this instance, given the re-provision of parking (on both sites A and B) which will be linked via a legal agreement, the scheme meeting the parking standards for the proposed development, and parking surveys, a refusal on highway grounds is not deemed sustainable.

RECOMMENDATION: PERMISSION, subject to conditions and the completion of a legal agreement securing affordable housing, phasing of the development and tree planting contribution.

Standard conditions:

- AT01 – Development begun within 3 years.
- BD04 – Details.
- BD12 – Details - Materials to be approved.
- DV01A – Boundary enclosure.
- DV15 – Windows obscure glazed – non open able (flank stairwell, flank bathroom).
- DV42 – Details of foundations – piling.
- DV48 – Decision Drawings:
 - Arboricultural Impact Assessment 20 November 2015 V3
 - Technical Note – TN05 Rev C
 - Preliminary Design, Planning Policy and Access Statement November 2015
 - Energy Strategy
 - Sustainable Construction Checklist
 - Renewable energy study
 - Revised Floor Risk Assessment – Ref: 5228/2.3F March 2014 fifth issue, 15 April 2016
 - SWEPT PATH ASSESSMENT, 27941-003-010 A
 - Location Plan D (27) 00
 - Site layout – site A – Flood Risk Safe Route Strategy D (27)01 Rev: B
 - Site layout – Site A D (27) A-11 Rev: C
 - Ground floor plan – Site A D (27) A-12 Rev: A
 - First floor plan – Site A D (27) A-13 Rev: A
 - Roof plan – Site A D (27) A-16 Rev: A
 - Front elevation and section – Site A D (27) A-14 Rev: A
 - Rear and side elevations Site A D (27) A-15 B
 - Grilles and under slab void details (Site A) D (27) A-17 P3
 - Existing elevations D927) A-17
- GD02A – Restriction – Alterations / extensions
- GD10 – Restriction outbuildings

Non-standard conditions:

NS01 – Cycle and Car Parking Provision:

- (a) The development hereby approved shall not be occupied until the approved cycle and car parking provision and its associated demarcation has been provided on site, and is thereafter retained.
- (b) The car parking spaces shall not be occupied or allocated to, other than for:
 - a. For the proposed residential properties – five spaces
 - b. For existing leaseholders of the garage site – 11 spaces, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the development does not result in unacceptable parking congestion or highway safety concerns.

NS02 – Arboricultural Method Statement (AMS)

Prior to the commencement of development, an Arboricultural Method Statement (AMS) including a construction method statement and tree protection plans specific to this scheme shall be submitted to and approved in writing by the Local Planning Authority.

The AMS must:

- a. Be written in accordance with and address sections 5.5, 6.1, 6.2, 6.3 and 7 of British Standard 5837:2012 Trees in relation to design, demolition and construction – recommendations.
- b. Be written in conjunction with the schemes Construction Method Statement (CMS).
- c. Outline any tree constraints, explain any impacts and detail all tree protection required for both above and below ground constraints.
- d. Detail any special engineering for construction within the Root Protection Area.
- e. Provide confirmation of Arboricultural Consultant, a schedule of inspection too achieve an auditable monitoring and supervision programme and timetable for submission to the LATO.

The development shall not be implemented other than in accordance with the approved AMS.

REASON: To ensure that the tree (s) are not damaged or otherwise adversely affected by building operations and soil compaction.

NS03 – Soft and hard landscaping

- a. Prior to the occupation of any units hereby approved, a soft and hard landscaping and tree planting scheme shall be submitted to and approved in writing by the local planning authority.
 - i. The hard landscaping scheme shall include proposed finished levels or contours; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing utility services above and below ground (e.g. drainage, power, communications cables, pipelines etc., indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant; a program or timetable of the proposed works. Where within the Root Protection Area of retained trees hard landscape design, small structure installation and service installation should be formulated in accordance with section 7.4, 7.5 and 7.7 of British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations.
 - ii. The soft landscaping scheme shall include:
 - 1. Planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment); the specification is to include details of the quantity, size, species, location, planting methodology, proposed time of planting and anticipated routine maintenance of all planting. Any proposed planting should be undertaken in accordance with appropriate British Standards.
 - 2. Tree planting scheme, which is in accordance with the British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations (sections 5.6) and BS 8545:2014 Trees: from nursery to independence in the landscape. Recommendations, and include:



- a. Details of the quantity, size, species, and position;
 - b. Planting methodology;
 - c. Proposed time of planting (season);
 - d. 5 year maintenance and management programme.
- b. All tree planting included within the approved specification shall be carried out in accordance with that specification and in accordance with: British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations (sections 5.6) and BS 8545:2014 Trees: from nursery to independence in the landscape – Recommendations.
- c. All hard and soft landscape works shall be carried out in accordance with the approved details and in any event prior to the occupation of any part of the development, unless otherwise agreed in writing by the Local Planning Authority.
- d. If within a period of 5 years from the date of planting that soft landscaping, tree or any tree planted in replacement for it, is removed, uprooted, destroyed or dies (or becomes in the opinion of the local planning authority seriously damaged) then the tree shall be replaced to reflect the specification of the approved planting scheme in the next available planting season or in accordance with a timetable agreed in writing with the local planning authority.

REASON: To ensure that the proposed development does not prejudice the appearance of the locality and to preserve and enhance nature conservation interests.

NS04 – Landscape management (Large Scheme)

A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas over a minimum period of 10 years from the date of completion of the landscaping scheme other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be implemented as approved from the date of completion of the landscaping scheme. The scheme shall include, but not be limited to, crown lift and thins of the four Maple trees to the front of the development and leaf collection.

REASON: To ensure that the proposed development does not prejudice the appearance of the locality, and to reduce any post development pressure to fell.

NS05 – Construction Management

No development shall take place, including any works of demolition, until a Construction Management Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall not be implemented other than in accordance with the approved plan. This should include:

1. The size, number, routing and manoeuvring tracking of construction vehicles to and from the site, and holding areas for these on/off site;
2. Site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;
3. Details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
4. Details and location where plant and materials will be loaded and unloaded;
5. Details and location where plant and materials used in constructing the development will be stored, and the location of skips on the highway if required;
6. Details of any necessary suspension of pavement, roadspace, bus stops and/or parking bays;
7. Details where security hoardings (including decorative displays and facilities for public viewing) will be installed, and the maintenance of such;
8. Details of any wheel washing facilities;
9. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works (including excavation, location and emptying of skips);



10. Details of measures that will be applied to control the emission of noise, vibration and dust including working hours. This should follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites;
 11. Details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);
 12. Details of the phasing programming and timing of works;
 13. Where applicable, the Construction Management Statement should be written in conjunction with the Arboricultural Method Statement, and in accordance with British Statement 5837:2012 'Trees in relation to design, demolition and construction - recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7;
 14. A construction programme including a 24 hour emergency contact number;
- REASON: To ensure highway safety and minimise the impact of delivery and serving movements to, from and within the site.

NS06 – Building Regulations

- (a) Prior to the commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority demonstrating compliance with the Building Regulations M4(2) and M4(3):
- i. 90% of the houses hereby approved shall not be constructed other than in accordance with Building Regulation M4(2);
 - ii. 10% of the houses hereby approved shall not be constructed other than in accordance with Building Regulation M4(3) (wheelchair) 'adaptable'.
- (b) The development shall not be implemented other than in accordance with the approved scheme.

REASON: In the interest of inclusive access in accordance with Policy CP14 to ensure homes to meet diverse and changing needs.

NS07 – Sustainability

The development hereby approved shall:

- Not be unoccupied until a scheme for the pv panels have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved scheme, and thereafter maintained;
- Meet 35% reduction in CO2 emissions below 2013 Building Regulations;
- Not exceed the 105lt of water per person per day.

REASON: To meet the required sustainability credentials and the terms of the application.

NS08 – Environment Agency condition

The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment 2 sites on Buckland Road, Teddington, TW11 9QR by GTA.Civils Ltd Ref 5228/ 2.3F March 2014 Fifth Issue 15 April 2015, drawing 12-143/D (27) A-17 Rev P3 23/10/15 the following mitigation measures detailed within the FRA:

1. Finished flood levels are set no lower than 7.26 metres above Ordnance Datum
2. A floodable void as shown in drawing no. 12-143/D (27) A-17 Rev P3 23/10/15
3. Fencing constructed in accordance with dwg 12.143/ D (27) A-11 Rev C June 2014 to ensure they are constructed to permeable to flood water.

The mitigation measure(s) shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON:

1. To reduce the risk of flooding to the proposed development and future occupants.
2. To prevent flooding elsewhere by ensuring that the flow of flood water is not impeded and the proposed development does not cause a loss of flood plain storage.



3. To prevent obstruction to the flow and storage of flood water, with a consequent increased risk of flooding.

Standard Informatives:

- COM1 – Composite informative (including highway condition survey).
- IE06 – Details of piling – EHO consultation.
- IL25 – NPPF APPROVAL - Para. 186 and 187.

Non-standard informatives:

- NI01 – Applicant's advice regarding hard and soft landscaping condition
When designing the soft landscaping scheme:
 - a. The plant list should be dominated by native plants with some non-natives, to create spaces of value for bats, insects and other wildlife. The soft landscaping scheme must include species, plans, quantities and details of planting and maintenance.

- NI02 – Applicants advice regarding CMS condition
 - TFL has developed a Standard for Construction Logistics, to reduce risks to vulnerable road users. A commitment from the applicant and their primary contractors to demand a higher level of safety should form a key part of the CMS.
 - Construction vehicles should be fitted with cycle specific safety equipment.

- NI03 – Thames Water
 - Waste Comments – There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.
 - Surface Water Drainage – With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
REASON: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
 - Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
 - Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Background papers:

- Submitted forms and application;
- Material representations.



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