

# Minutes: Greggs Bakery – Post submission PPA Meeting 1

<b>Attendees:</b>	<p>Joanne Simpson – Case Officer</p> <p>Marc Wolfe-Cowen – Principle Urban Design Officer</p> <p>Will Marshall – Principle Transport Officer</p>	<p>Mark Smith – London Square Developments (Applicant)</p> <p>Sanjay Sharma - London Square Developments (Applicant)</p> <p>Loren Thanyakittikul – Assael Architecture</p> <p>Ed Sharland – Assael Architecture</p> <p>Donald Roberts – Assael Exteriors</p> <p>Steve Foxcroft – WSP Transport</p> <p>Tom Edwards – WSP Transport</p> <p>Paul Henry – DP9 Planning</p> <p>Olivia Willsher – DP9 Planning</p>
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**Date & Location:** 3 pm, 9<sup>th</sup> July 2019  
London Borough of Richmond Upon Thames

Item	Action
<p><b>1. General update and consultation feedback on the submitted scheme</b></p> <ul style="list-style-type: none"> <li>• JS provided a general update on the application since submission. Bespoke feedback on the affordable offer is due to be provided to LBRuT this week (w/c 8<sup>th</sup> July). The second PPA meeting will focus of the affordable housing offer and the principle of the development, provisionally booked for <a href="#">25<sup>th</sup> July</a> with LBRuT housing and policy officers. Bespoke feedback to be provided to DP9/DS2 in advance of the meeting to ensure the meeting is productive. JS to confirm protocol for this.</li> <li>• The application is provisionally on the agenda for <a href="#">9<sup>th</sup> October 2019</a> Planning Committee Agenda. JS to confirm timescales for preparing the committee report to meet this date.</li> <li>• JS provided internal ecology consultee feedback in relation to the River corridor.               <ul style="list-style-type: none"> <li>○ The supporting text of policy LP 18 sets out that there should be an 8m buffer zone from the River edge.;</li> <li>○ No over 12's playspace is currently proposed on-site. [ES confirmed that 386 sqm playspace is provided within the public realm under the amended design and a further 165 sqm is provided at roof level in semi-private spaces.</li> </ul> </li> </ul>	<p>JS</p>

This meets the requirements for 0-5]. JS confirmed that where there is a shortfall, a contribution towards off-site provision could be secured within the S106 Agreement.

- No Bat survey has been provided. [SS confirmed that a survey has been undertaken in June 2019 and further surveys will take place on 25/26 July and 12/13 September 2019. The initial survey set out that there was no presence of bats on Site. Bats in the open space opposite the site were recorded.] **DP9 to issue the first bat survey undertaken to LBRuT.**
- The proposal appears to lack sufficient public space under the submitted scheme.
- The car parking fronting the River Crane is not supported. [ES confirmed this has been addressed in the design updates and 15 car parking spaces fronting the River have been removed to create an increased River Walkway and enhanced landscaping, tree planting and open space].
- There was concern raised that a bridge over the river could disturb the ecology over the River. [It was confirmed by the applicant that the proposals allow for the provision of a bridge over the River but this does not form part of the proposals].
- It was noted that the EA have provided feedback. A response to the EA consultation response has been provided to the EA by the applicant and JS confirmed that their response is [due by 27<sup>th</sup> July](#). This confirms that the proposals will significantly improve the existing biodiversity on the site by moving the existing building line back, providing native species and planting and providing a barrier to avoid light spill into the River Crane. A lighting report has been prepared to confirm this. **DP9 to share Lighting report and EA response with LBRuT which sets out the significant ecology benefits of the proposals.**  
**[Post meeting note- the EA have removed their objection of the basis of the additional information provided and note that the proposals to widen the natural corridor adjacent to the river and to set back the parking further are welcomed.]**

DP9

DP9

## 2. Design feedback

- The design team have continued to work on the design of the scheme taking into account RDRP comments and this will be submitted in due course. **[DP9 to provide the design amendments presented at the meeting]**. The ecology officer's comments are based on the submitted scheme prior to the amendments that were tabled at the meeting.
- Assael presented the design amendments:

Assael/DP9

- The removal of the timber material and changes to the roof of Block F were supported by design officers;
- The increase in amenity space was welcomed by officers;
- The proposed overlooking has been dealt with sufficiently and is accepted;
- The provision of the enhanced boardwalk, increase in trees and landscaping is encouraged and will enhance views from the River Crane.
- Building G (the houses to the rear of Gould Road) was presented unchanged from the planning submission, and it was shown how this had evolved through the design process since the public exhibition and how sufficient space is available in front of the river for a future bridge landing, play space and defensible space.
- MWC identified that the option to include street lighting down the mews street affixed to the buildings would be successful similar to the Athelstan Place Building nearby. ES confirmed this could be incorporated into the design and could be affixed to the bin stores.
- MWC confirmed that the design amendments address his previous comments raised in line with the Design Review Panel feedback.

### 3.

#### **Highways feedback**

- SF confirmed that the design update proposed the loss of 15 car parking spaces fronting the River Crane. This will result in the loss of allocated car parking spaces associated with half of the 1 bed units. This accounts for 88% parking provision across the site.
- JS noted that car parking will be a key concern for local residents and therefore members at committee. The scheme will need to meet Richmond's minimum car parking standards. It was noted that there are opposing views within the member body on parking provision.
- SF confirmed that the mews street could work as either 1 way or 2 way traffic and would be unadopted highway.
- WM queried how parking on the site would be managed to prevent parking in front of garages. SF confirmed that the site will be carefully managed as a private estate. This would be written into leases and confirmed within the Car parking Management Plan which would be provided under the S106 Agreement. JS to include in S106 HoT. SF also confirmed that a 5 year Travel Plan would be secured under the S106 which would allow residents to input into the management and arrangements upon occupation.
- WM confirmed that a Stage 1 Road Safety order is required. **WSP to provide.**

- JS/ WM confirmed that a more detailed Construction Management Plan will be required in advance of determination. This will be important to the locals and Councillors at committee. **LBRuT to provide brief of what this should include. LSQ to update.**
- WM confirmed that there will be a clause in the S106 precluding residents from applying for parking permits in the CPZ. **JS to include in S106 HoT.**
- JS confirmed that a condition would be added removing permitted development rights for the conversion of the garage to habitable space. LSQ confirmed this was acceptable.

JS/  
LSQ

JS

JS

5.

**AOB**

- JS confirmed that she we have received feedback from the following: Thames Water; Environmental Health; Historic England; Environment Agency; Transport/Highways; Ecology and Design. Outstanding response expected from National Rail. Comments from Affordable Housing and Policy will be received at the next PPA meeting and there are no further outstanding comments.
- DP9 to provide a copy of the survey report undertaken independently by the Crane road residents and sent to the applicant which confirms overall support for the redevelopment for residential with concerns principally raised with regard to parking and the operation of the CPZ.