

Application reference: 20/0539/FUL FULWELL, HAMPTON HILL WARD

Date application received	Date made valid	Target report date	8 Week date
24.02.2020	04.05.2020	03.08.2020	03.08.2020

Site:

The Strathmore Centre, Strathmore Road, Teddington, TW11 8UH

Proposal:

Demolition of all existing buildings; erection of two 3-storey buildings comprising 30 residential dwellings in total (6 x 1 bedroom, 17 x 2 bedroom & 7 x 3 bedroom); erection of single storey nursery building (294 sqm in total) alterations to existing access road and formation of 36 no. car parking spaces at grade; landscaping including communal amenity space and ecological enhancement area; secure cycle and refuse storage structures.

Status: Pending Decision (If status = HOLD please check that all is OK before you proceed any further with this application)

APPLICANT NAME

Mr James Lambert
Case House
85-89 High Street
Walton-on-Thames
KT12 1DZ

AGENT NAME

Mr Robin Harper
The Boathouse Design Studio
27 Ferry Road
Teddington
TW11 9NN
United Kingdom

DC Site Notice: printed on and posted on 08.05.2020 and due to expire on 29.05.2020

Consultations:

Internal/External:

Consultee

	Expiry Date
LBRUT Director Of Social Services And Housing	14.05.2020
Environment Agency	21.05.2020
Thames Water Development Control Department	21.05.2020
LBRUT Environmental Health Contaminated Land	14.05.2020
LBRUT Environmental Health Air Quality	14.05.2020
LBRuT Non-Commercial Environmental Health Noise Issues	14.05.2020
LBRUT Highways	14.05.2020
LBRUT Education	14.05.2020
LBRuT Trees Preservation Officer (North)	17.06.2020
LBRuT Ecology	12.05.2020
LBRuT Trees Preservation Officer (North)	12.05.2020
LBRUT Transport	12.05.2020
14D POL	12.05.2020
14D Urban D	12.05.2020
LBRuT Trees Preservation Officer (North)	12.05.2020

Neighbours:

18 Shacklegate lane, Teddington, Tw110sp -
104 High Street, Hampton, TW12 2ST -
7 Albert Road, Teddington, TW11 0BD - 28.09.2020
Robin Harper, Harper Planning Consultants Ltd, The Boathouse Design Studio, 27 Ferry Road, Teddington, TW11 9NN - 28.09.2020
11 Winchendon Road, Teddington, TW11 0SU -
15 Links View Road, Hampton Hill, TW121LA - 28.09.2020
60 Beech Way, Twickenham, Twickenham, TW2 5JS - 28.09.2020
28 Shacklegate Lane, Teddington, TW11 8SH - 28.09.2020

33 Thamespoint,Fairways,Teddington,TW11 9PP - 28.09.2020
18 Victor Road,Teddington,TW11 8SR - 28.09.2020
96 Shacklegate Lane,Teddington,TW11 8SH - 28.09.2020
166 Church Road,Teddington,TW11 8QL - 28.09.2020
20 Victor Road,Teddington,TW11 8SR -
10 Shacklegate Lane,Teddington,TW11 8SH - 28.09.2020
100 Shacklegate Lane,Teddington,TW11 8SH -
83 Winchendon Road,Teddington,TW11 0SU -
218a,Stanley Road,Teddington,TW11 8UE -
96C Stanley Road,Teddington,TW11 8TX -
181 Stanley Road,Teddington,TW11 8UF - 28.09.2020
50 Shacklegate Lane,Teddington,TW11 8SH - 28.09.2020
2 Sydney Road,Teddington,TW11 8PQ - 28.09.2020
42 Shacklegate Lane,Teddington,TW11 8SH - 28.09.2020
18 Shacklegate Lane,Teddington,TW11 8SH -
82 Shacklegate Lane,Teddington,TW11 8SH - 28.09.2020
36 Clonmel Road,Teddington,TW11 0SR - 28.09.2020
Ground Floor Flat,153 Stanley Road,Teddington,TW11 8UF - 28.09.2020
5 Railway Road,Teddington,TW11 8SB -
22 Clive Road,Twickenham,TW1 4SG - 28.09.2020
91A Connaught Road,Teddington,TW11 0QQ -
25 Winchendon Road,Teddington,TW11 0SU - 28.09.2020
25 St Marys Avenue,Teddington,TW11 0HZ - 28.09.2020
Flat 5,16 Elmtree Road,Teddington,TW11 8ST -
42 Pigeon Lane,Hampton,TW12 1AE - 28.09.2020
41 Winchendon Road,Teddington,TW11 0SU - 28.09.2020
Stanley Road Infants School,Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
3 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
7 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
Flat 2,216 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
Flat 1,216 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
206 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
Flat 5,208 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
Flat 4,208 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
Flat 3,208 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
Flat 2,208 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
Flat 1,208 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
Flat 4,11 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
Flat 3,11 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
Flat 1,11 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
Flat 2,11 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
218 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
1 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
214 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
210A Stanley Road,Teddington,TW11 8UE, - 28.04.2020
35 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
25 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
23 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
21 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
7 Birdwood Close,Teddington,TW11 8SQ, - 28.04.2020
5 Birdwood Close,Teddington,TW11 8SQ, - 28.04.2020
2 Birdwood Close,Teddington,TW11 8SQ, - 28.04.2020
33 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
31 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
29 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
27 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
19 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
17 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
15 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
13 Shacklegate Lane,Teddington,TW11 8SG, - 28.04.2020
5 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
220 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
212 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
210B Stanley Road,Teddington,TW11 8UE, - 28.04.2020
8 Birdwood Close,Teddington,TW11 8SQ, - 28.04.2020
6 Birdwood Close,Teddington,TW11 8SQ, - 28.04.2020
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4 Birdwood Close,Teddington,TW11 8SQ, - 28.04.2020
 3 Birdwood Close,Teddington,TW11 8SQ, - 28.04.2020
 1 Birdwood Close,Teddington,TW11 8SQ, - 28.04.2020
 222 Stanley Road,Teddington,TW11 8UE, -
 Flat 4,226 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 70 Fielding Avenue,Twickenham,TW2 5LY - 28.09.2020
 Flat 3,226 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 2,226 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 1,226 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 224 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 6,67 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 Flat 5,67 Strathmore Road,Teddington,TW11 8UH, -
 Flat 4,67 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 Flat 3,67 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 Flat 2,67 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 Flat 1,67 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 Flat 5,228 Stanley Road,Teddington,TW11 8UE - 28.09.2020
 Flat 4,232 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 3,232 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 2,232 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 1,232 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 4,228 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 3,228 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 2,228 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 Flat 1,228 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 232 Stanley Road,Teddington,TW11 8UE, - 28.04.2020
 8 Fulwell Court,Stanley Road,Teddington,TW11 8UQ, - 28.04.2020
 7 Fulwell Court,Stanley Road,Teddington,TW11 8UQ, - 28.04.2020
 6 Fulwell Court,Stanley Road,Teddington,TW11 8UQ, - 28.04.2020
 5 Fulwell Court,Stanley Road,Teddington,TW11 8UQ, - 28.04.2020
 4 Fulwell Court,Stanley Road,Teddington,TW11 8UQ, - 28.04.2020
 3 Fulwell Court,Stanley Road,Teddington,TW11 8UQ, - 28.04.2020
 2 Fulwell Court,Stanley Road,Teddington,TW11 8UQ, - 28.09.2020
 1 Fulwell Court,Stanley Road,Teddington,TW11 8UQ, - 28.04.2020
 67 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 Stanley Junior School,Stanley Road,Teddington,TW11 8UH, - 28.04.2020
 55 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 53 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 51 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 49 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 65A Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 11 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 19 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 41 Strathmore Road,Teddington,TW11 8UJ, -
 39 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 37 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 27 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 25 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 23 Strathmore Road,Teddington,TW11 8UJ, - 28.09.2020
 13 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 9 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 47 Strathmore Road,Teddington,TW11 8UJ, -
 45 Strathmore Road,Teddington,TW11 8UJ, -
 43 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 35 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 33 Strathmore Road,Teddington,TW11 8UJ, -
 31 Strathmore Road,Teddington,TW11 8UJ, - 28.09.2020
 72 Clonmel Road,Teddington,TW11 0SR -
 17 Strathmore Road,Teddington,Teddington,TW11 8UJ -
 ,, -
 29 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 21 Strathmore Road,Teddington,TW11 8UJ, - 28.09.2020
 17 Strathmore Road,Teddington,TW11 8UJ, - 28.04.2020
 15 Strathmore Road,Teddington,TW11 8UJ, - 28.09.2020
 63 Strathmore Road,Teddington,TW11 8UH, - 28.04.2020
 57 Strathmore Road,Teddington,TW11 8UH, - 28.09.2020

61 Strathmore Road, Teddington, TW11 8UH, - 28.04.2020
 59 Strathmore Road, Teddington, TW11 8UH, - 28.09.2020
 218A Stanley Road, Teddington, TW11 8UE, - 28.04.2020
 Caretakers House, Stanley Road Junior School, Stanley Road TW11 - 28.04.2020
 69 Clarendon Crescent, Twickenham, TW2 5LN -
 74 Kings Road, Teddington, TW11 0QE -
 Teddington Cemetery, Shacklegate Lane, Teddington, TW11 8SF, - 28.04.2020
 The Lodge, Shacklegate Lane, Teddington, TW11 8SF, - 28.04.2020
 39 Shacklegate Lane, Teddington, TW11 8SF, - 28.04.2020
 37 Shacklegate Lane, Teddington, TW11 8SF, - 28.04.2020
 43 Shacklegate Lane, Teddington, TW11 8SF, - 28.09.2020
 41 Shacklegate Lane, Teddington, TW11 8SF, -
 4 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 6 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 10 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 8 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 2 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 34 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 32 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 30 Strathmore Road, Teddington, TW11 8UJ, -
 20 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 18 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 16 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 28 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 26 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 24 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 22 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 14 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 12 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 48 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 46 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 44 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 52 Strathmore Road, Teddington, TW11 8UJ, -
 50 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 42 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 40 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 38 Strathmore Road, Teddington, TW11 8UJ, - 28.09.2020
 36 Strathmore Road, Teddington, TW11 8UJ, - 28.04.2020
 Caretakers Flat, Stanley Primary School, Strathmore Road, Teddington, TW11 8UH, -
 Stanley Primary School, Strathmore Road, Teddington, TW11 8UH, -
 65 Strathmore Road, Teddington, TW11 8UH, - 28.04.2020
 17 Elmtree Road, Teddington, TW11 8SJ -
 42 Sunnyside Road, Teddington, TW11 0RT -
 22 South Road, Twickenham, TW2 5NU -
 54 Shacklegate Lane, Teddington, TW11 8SH - 28.09.2020
 32 Winchendon Road, Teddington, TW11 0SX - 28.09.2020
 233 Waldegrave Road, Twickenham, TW1 4TA - 28.09.2020
 16 Mays Road, Teddington, TW11 0SQ - 28.09.2020
 ,,TW11 8UH -
 Apartment 8, 103 Waldegrave Road, Teddington, TW11 8GX -
 183 Stanley Road, Teddington, TW11 8UL -
 218A Stanley Road, Teddington, TW11 8UE, - 28.04.2020
 14 Sutherland Grove, Teddington, TW11 8RW -
 4 Shacklegate Lane, Teddington, TW11 8SH - 28.09.2020

History: Development Management, Appeals, Building Control, Enforcements:

Development Management

Status: GTD	Application:02/1951
Date:18/07/2002	Erection Of 2 Relocatable Office Buildings And Associated Access Ramps And Railings

Development Management

Status: GTD	Application:99/1475
Date:13/09/1999	Erect Demountable Classroom In The Grounds Of The Strathmore Centre As An Additional Teaching Block And For Use As An Out Of Schools And

 Holiday Playgroup Facility.

Development Management

Status: PDE

Date:

Application:20/0539/FUL

Demolition of all existing buildings; erection of two 3-storey buildings comprising 30 residential dwellings in total (6 x1 bedroom, 17 x 2 bedroom & 7 x 3 bedroom); erection of single storey nursery building (294 sqm in total) alterations to existing access road and formation of 36 no. car parking spaces at grade; landscaping including communal amenity space and ecological enhancement area; secure cycle and refuse storage structures.

Building Control

Deposit Date: 13.07.2002

Reference: 02/1323/FP

Erection of two modular buildings associated drainage

Building Control

Deposit Date: 04.09.2002

Reference: 02/1323/1/FP

Erection of two modular buildings associated drainage

Building Control

Deposit Date: 29.08.2003

Reference: 03/1615/FP

Form new underground drainage run and form new inspection chamber situated on existing underground four drainage run, all to take new WC.

Building Control

Deposit Date: 06.10.1999

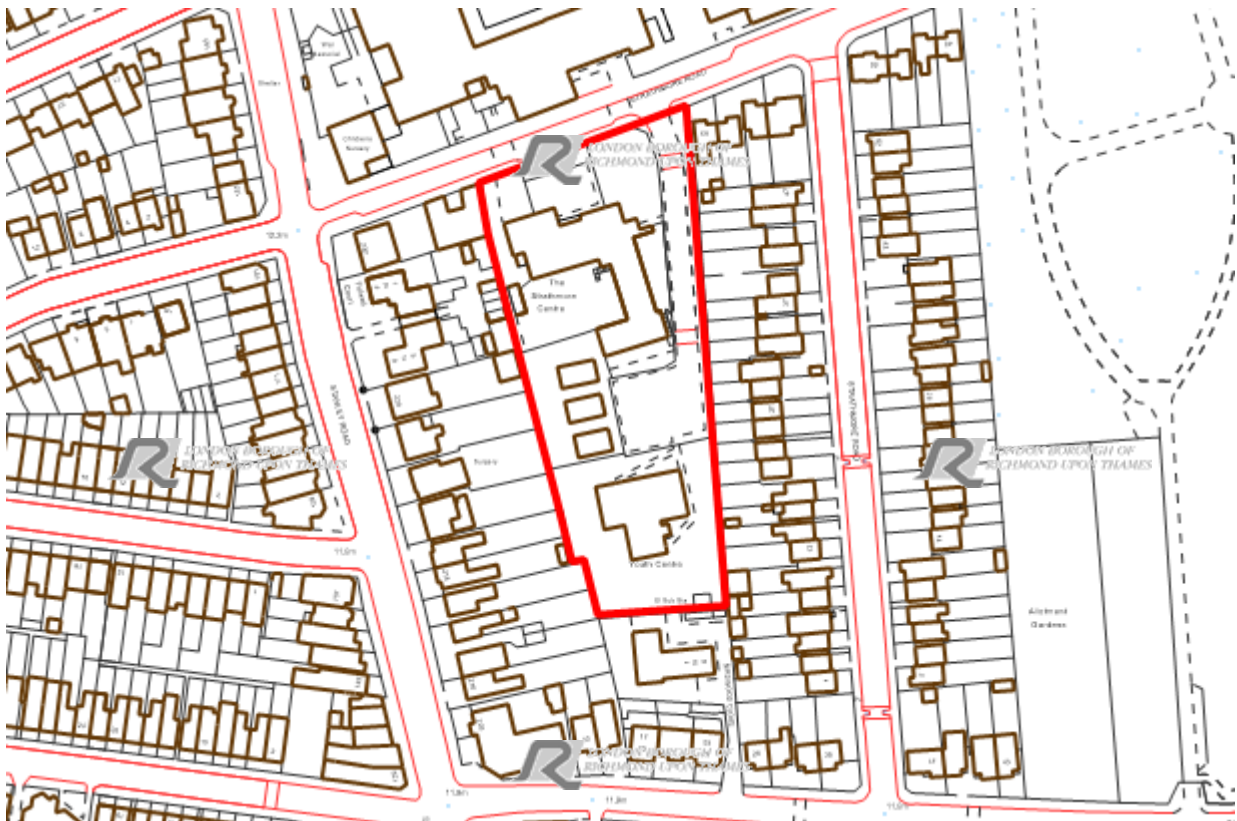
Reference: 99/1732/FP

Erection dismountable classroom in strathmore grounds.

ADDENDUM REPORT

APPLICATION	20/0539/FUL
ADDRESS	The Strathmore Centre, Strathmore Road, Teddington, TW11 8UH
PROPOSAL	Demolition of all existing buildings; erection of two 3-storey buildings comprising 30 residential dwellings in total (6 x 1 bedroom, 17 x 2 bedroom & 7 x 3 bedroom); erection of single storey nursery building (294 sqm in total) alterations to existing access road and formation of 36 no. car parking spaces at grade; landscaping including communal amenity space and ecological enhancement area; secure cycle and refuse storage structures.
WARD	Fulwell and Hampton Hill Ward

https://www2.richmond.gov.uk/lbrplanning/Planning_CaseNo.aspx?strCASENO=20/0539/FUL



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Do not scale'

1. SUMMARY

On 7th October 2020 the Planning Committee resolved to grant planning permission for application 20/0539/FUL subject to conditions, informatives and completion of a S106 agreement.

To the extent that development plan policies are material to an application for planning permission the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. The London Plan 2021 was published on 2nd March 2021 and now forms part of the Development Plan for the purposes of decision making for the Local Planning Authority. From the date of adoption, its policies are applicable to all planning applications within the London Borough of Richmond upon Thames.

A new Strategic Flood Risk Assessment in September 2020 (further updated in March 2021) has also been published and now advises Development Management on flood risk matters. This has superseded the 2016 Strategic Flood Risk Assessment and enables the London Borough of

Richmond upon Thames to be compliant with the latest Local Plan policy requirements and to utilise the latest data to improve the assessment of flood risk with development.

On 21.04.2021 the Planning Committee resolved to delegate authority to the Assistant Director (Planning and Transport Strategy) to add or amend planning conditions as considered necessary to those planning applications which have received a resolution to granted planning permission subject to S106 at Planning Committee to secure compliance with London Plan policy and Strategic Flood Risk Assessment requirements, in particular in respect of fire safety, flooding, urban greening and biodiversity net gain.

There is no automatic assumption that resolutions already made on planning applications on the basis of Local Plan policies will be considered out of date, as the policies have been based on local evidence and the National Planning Policy Framework (NPPF) acknowledges the policies in the Framework are not criteria against which every decision should be judged and local circumstances and material considerations should be taken into account. However, the new London Plan takes a direct approach to influence decision-making and forms part of the development plan, and generally both Plans need to be considered together

This addendum report seeks only to address those matters arising from any material alteration in planning policy since the time of the Committee resolution. As such, the report should be read alongside and as an addendum / update to the Committee Report, Addendum and Minutes of the Planning Committee meeting of 07.10.2020 as they relate to the application. These are available at:

Committee Report:

<https://cabnet.richmond.gov.uk/documents/s86841/20.0539.-FUL%20Strathmore%20Centre%20Strathmore%20Road%20Teddington.pdf>

Addendum:

<https://cabnet.richmond.gov.uk/documents/b13982/Addendum%20and%20Presentations%20Wednesday%2007-Oct-2020%2019.00%20Planning%20Committee.pdf?T=9>

Minutes:

<https://cabnet.richmond.gov.uk/documents/g4954/Printed%20minutes%20Wednesday%2007-Oct-2020%2019.00%20Planning%20Committee.pdf?T=1>

2 DEVELOPMENT PLAN

London Plan (2021) Adopted:

Policy GG2:	Making the best use of land
Policy GG4:	Delivering the homes Londoners needs
Policy D1:	London's form, character and capacity for growth
Policy D3	Optimising site capacity through design-led approach
Policy D4	Delivering good design
Policy D5	Inclusive Design
Policy D6	Housing quality and standards
Policy D7	Accessible Housing
Policy D8	Public Realm
Policy D12	Fire Safety
Policy D14	Noise
Policy H4	Delivering Affordable housing
Policy H5	Threshold approach to applications
Policy H6	Affordable Housing tenure
Policy H10	housing size mix
Policy S1	Developing London's Social Infrastructure
Policy S3	Education and childcare facilities
Policy S4	Play and informal recreation
Policy S5	Sports and recreation facilities
Policy G5:	Urban greening
Policy G6:	Biodiversity and access to nature
Policy G7:	Trees and woodlands
Policy S11:	Improving air quality
Policy S12:	Minimising greenhouse gas emissions
Policy S112:	Flood risk management
Policy S113:	Sustainable drainage
Policy T1:	Strategic approach to transport

Policy T4:	Assessing and mitigating transport impacts
Policy T5:	Cycling
Policy T6:	Car parking
Policy T6.1	Residential parking
Policy T6.5	Non-residential disabled parking

3. MATERIAL PLANNING CONSIDERATIONS

NPPF (2021)

The key chapters applying to the site are:

4. Decision-making
5. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment

These policies can be found at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

4. REPRESENTATIONS

Since the resolution to grant planning permission there have been two further representations submitted, one in support and one in objection. These do not raise any new material planning considerations that were not considered in the original assessment.

5. EXPLANATION OF OFFICER RECOMMENDATION

The NPPF confirms the presumption in favour of sustainable development but reiterates that applications must be determined in accordance with the development plan unless material considerations dictate otherwise

The key issues for consideration in this addendum report are:

- i Land Use / Loss of Social Infrastructure
- ii Design and Siting
- iii Housing
- iv Residential Development Standards
- v Residential Amenity
- vi Air Quality/Pollution
- vii Flood Risk
- viii Trees and Ecology
- ix Transport
- x Land Contamination
- xi Sustainability
- xii Water Resources and Infrastructure
- xiii Heads of Terms and S106 Legal Agreement

Issue i - Land Use / Loss of Social Infrastructure

Policy S1 and S3 of the adopted London Plan are not materially different to policies S1 and S3 of the Draft London Plan insofar as they relate to the development. The local plan policy is considered to be in conformity with the London Plan. There is no material alteration to the assessment of the scheme in this respect which identifies loss of social infrastructure as harm which must be considered in the planning balance.

In summary, whilst the broad land use mix proposed is consistent with SA7 of the Local Plan, the proposal will result in a significant loss of social infrastructure provision (1,283sqm). A new nursery building (294sqm) is proposed which is smaller than the existing nursery (in terms of internal and outdoor space) but is considered to result in improved nursery provision and adequately re-provides for the current range of childcare services (in accordance with LP 28.C (1) and (2)). Notwithstanding,

insufficient marketing evidence has been provided to justify the significant loss of social infrastructure space (1,283 sqm) and so the proposal is in conflict with LP 28.C (3). This will therefore be balanced against other material planning considerations.

Issue ii - Design and Siting

Policy GG2 states that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

The London Plan policies, including D1 and D5 stress the need to make the best use of land by following a design led approach that optimises the capacity of sites, in a manner that enhances local context and responds to local distinctiveness and achieves the highest standard of accessible and inclusive design. Policy D3 seeks to optimise site capacity through the design led approach and actively encourages incremental densification.

As per the original assessment, the building footprint and height (to a lesser extent) does differ in comparison to the surrounding area and so it is important that the blocks are broken up to reduce the perception of scale and mass and ensure the development sits comfortably in its context. This is considered to be sufficiently done through the following measures:

- Verticality introduced through projecting bays
- Contrast in use of materials (brick/brick texture, fenestration surrounds)
- Pitched roof design (when viewed from the street scene)
- Second floor of accommodation set in the roof space (distinguished by change in roof treatment)

No concerns are raised with regard to the modest scale and mass of the nursery building and the original assessment remains applicable in light of London Plan policies.

Gated development

Para 3.6.8 of the London Plan states that gated forms of development that could realistically be provided as a public street are unacceptable. The communal amenity space to the rear of the residential blocks is not publicly accessible and is fenced off with 1.8m high close boarded fencing separating the access road and Scamps parking area. The original assessment noted that Policy LP 1 of the Local Plan and the Mayor's Housing SPG resists such development which does not represent an inclusive environment. It is also noted that the Design Review Panel objected to this part of the scheme. The applicant was requested to remove this from the scheme but this has not been agreed to. Whilst clearly regrettable, on balance, this does not warrant a refusal and this remains the case post- adoption of the London Plan.

Summary

Overall, despite some concerns, it is considered that the overall contemporary design, as well as the layout, scale and mass, is acceptable in relation to the surrounding area which, it is noted, comprises a mix of architectural styles and materials. The existing buildings on the site are poor-quality and do not contribute positively to the area and the proposal will bring about an overall improvement to the character and appearance of the area. On this basis, the proposal is considered consistent with the NPPF, London Plan policies and LP 1 and LP 39 of the Local Plan.

Issue iii - Housing

The residential part of the site includes 30 affordable homes (100% affordable housing provision), to be delivered by the applicant PA Housing, a Registered Provider (RP). The provision of 30 affordable homes is wholly welcomed, exceeds London Plan targets and should be given significant weight. The housing mix and tenure split remains appropriate.

Issue iv- Residential Development Standards

The assessment is unchanged in respect of residential living standards and amenity space.

Accessibility

Policy D7 seeks to ensure at least 10% of dwellings meeting M4(3) 'wheelchair user dwellings' and all others meet M4(2). The applicant has confirmed that 90% of the units partly meet the

requirements of M4(2), however, not all are able to achieve the M4(2) requirement for step free access as the proposal does not include lifts. The applicant states the provision of lifts would significantly increase the height of the blocks, impact on viability, increase affordable housing service charges (running costs and maintenance) and cites Mayoral guidance (Housing SPG) which supports this position. The applicant also states that, to offset the lack of a lift, the communal staircases within the individual blocks are designed to meet the requirements of Building Regulation Part K having particular regards to Section 1 and aspects relating to 'common areas in buildings that contain flats and do not have passenger lifts'.

Whilst the Council's Policy team accept the reasoning provided, the Council's Housing department object to this aspect of the scheme. It is acknowledged that this a significant failing of the scheme and this will be weighed against other considerations in the recommendation summary. Notwithstanding the above, the relevant M4(2) and M4(3) units can be conditioned:

- M4(3) wheelchair 'accessible' (all affordable rent) - ground floor units 18, 19 and 24
- M4(2) 'accessible and adaptable dwellings' - ground floor units 1, 2, 7, 8 13, 25, 30

The assessment is unchanged in this regard.

Playspace

A 143m² play area is proposed. The applicant's intention is for this to meet the U5s play space requirements as calculated through the GLA playspace calculator (133 sqm). The calculator has not been updated since 2019 and thus the original assessment remains applicable. This level of provision is sufficient. Only limited details of play area have been provided but further details can be secured by condition.

Age Group	Child Yield	Quantum
0 – 5	13.3	133 sqm
5 – 11	9.8	98 sqm
12+	6	60 sqm
Total	29.1	291 sqm

No on-site provision is made for over 5s (totalling 158 sqm), albeit on-site communal amenity space is provided. The Council's accept that there are accessible facilities in the local area (notably Strawberry Woods) and requested a 5 year maintenance contribution of £6,478 which was accepted by the applicant and can be secured through a s106 legal agreement.

Issue v – Residential Amenity

The impact of the development on neighbours in respect of visual intrusion, overlooking, sunlight and daylight is unaffected by the adoption of the London Plan.

Noise and Disturbance

The NPPF requires development to be appropriate for its location taking into account the likely effects, and in doing so should minimise the potential adverse impacts arising from noise, (para. 185). Policy D13 regards the agent of change principle requires noise generating development to have measures to mitigate and manage any noise impacts. A Noise Impact Assessment has been undertaken to determine the acceptability of the site for the proposed development. The report recommends that robust glazing is required to achieve acceptable internal noise levels. The Council's Environmental Health Officer raises no objections subject to a noise protection scheme condition. The earlier assessment remains applicable and there are conditions proposed to mitigate the impact of the nursery use.

Issue vi - Air Quality/Pollution

The NPPF requires developments to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas. Further, opportunities to improve air quality or mitigate impacts should be identified, such as traffic and travel management and green infrastructure provision and enhancement. (para. 186).

S11 requires development proposals to not lead to further deterioration of existing poor air quality. As with Local Plan policy LP10 it requires proposals to be at least Air Quality Neutral. It also states that major development proposals must be submitted with an Air Quality Assessment and proposals

within Air Quality Focus Areas should demonstrate that design measures have been used to minimise exposure.

London Plan (SI 1) and Local Plan also require development to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance. An additional condition has been placed on the consent to require compliance in respect of NRMM.

The site is located within an Air Quality Management Area, adjacent to a primary school and within close proximity to residential receptors. An Air Quality Assessment has been submitted which recognises the high pollution levels in the area and makes the following conclusions:

- A relatively small change in traffic generation is expected in comparison to the existing use of the site and so a relatively minor impact on air pollution is predicted.
- Air Quality Neutral
 - Building Emissions – Air Quality Neutral achieved
 - Transport Emissions – Air Quality Neutral **not** achieved

The Council's Air Quality Officer raised concerns on the basis that the proposal falls significantly short in terms of Air Quality Neutral requirements, with a significant increase of 47.5% above the acceptable transport emissions threshold. Thereby requested the following mitigation which has been agreed and, on this basis, raised no objection:

- Financial contribution of £14,000 towards local air quality awareness measures, to be secured through a S106 legal agreement.
- 1x on site car club bay and 2 year membership for all occupiers
- EVC provision (80% of spaces passive and 20% active)
- Travel Plans
- Delivery and Service Plan (nursery)
- Construction Logistics Plan to include restricted delivery times and wheel wash facilities
- Cycle parking as per London Plan standards

The assessment in this respect is unchanged.

Issue vii - Flood Risk

A Flood Risk and SuDS Report has been submitted which confirms the following:

- The site is in Flood Zone 1
- Fluvial flood risk – Very low
- Surface water flood risk – Very low
- Groundwater flood risk – Negligible
- Reservoirs and canals – Negligible

The nursery and residential dwellings are classified as 'more vulnerable' land uses. However, as the site is located within Flood Zone 1, these uses are considered appropriate uses (as per the NPPF and Local Plan policy LP 21) and the sequential and exception tests set out in national policy do not apply.

The Council's Strategic Flood Risk Assessment indicates that the site has some susceptibility to surface water and groundwater flood risk and is in a drainage critical area. This remains the case. The Flood Risk and SuDS Report sets out a drainage strategy which intends to restrict runoff from the site to 4.3 l/s (include 40% climate change allowance) which is a betterment of 50% from the existing site:

- Permeable surfacing / Infiltration
- Geocellular infiltration storage structure - approximately 210 sqm of attenuation
- Green roof – 785 sqm

Despite being requested, no justification has been provided to demonstrate why additional improvements (ideally achieving greenfield runoff rates) cannot be achieved. This is a drawback to the scheme but it is acknowledged that the proposed drainage strategy represents a significant improvement on the current discharge rate (8.7 l/s) and volume (110m³ not factoring in climate change allowances) and so the proposal would provide significant betterment which is in accordance with part C.2 of Policy LP 21. The Council's Flood Officer raises no objections and further consideration to this matter (i.e. the discharge rate) can be considered through a detailed pre-commencement condition. Thames Water also accept this discharge rate.

The Environment Agency has raised no objections to this application, subject to conditions.

Issue viii - Trees and Ecology

Policy G6 aims to secure net biodiversity gain. Policy G7 seeks to retain trees of value and seek replacement where necessary. Policy G1 seeks development to incorporate appropriate elements of green infrastructure.

Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of the site and building design, and by incorporating measures such as high quality landscaping, green roofs, green walls and nature based sustainable drainage. The policy notes that boroughs should develop an Urban Greening Factor to identify the appropriate amount of urban greening required but in the interim recommends a target score of 0.4 for developments that are predominantly residential and 0.3 for predominantly commercial development. As a mixed use scheme a target of 0.35 is considered reasonable.

The intent of the Urban Greening Factor policy has been evaluated through the initial assessment with consideration given to landscaping, green roofs and green walls. The residential blocks are surrounded by private amenity space, distinguished by planting and native hedgerows, which softens the built environment. A large area of communal amenity space is proposed centrally within the site and a pocket park is proposed at the corner of Strathmore Road and the internal access road. Planting is proposed to strengthen existing boundary planting and along the access road and the eastern boundary. The existing concrete eastern boundary wall detracts from the appearance and so this is considered to be an improvement and is welcomed.

Following the adoption of the London Plan the applicant has undertaken a UGF calculation demonstrating a 0.52 score. This confirms the significant net improvement to the UGF on site. Further details on hard and soft landscaping works have previously been agreed to be secured by condition and this is considered sufficient to ensure policy compliance with the UGF policy.

The assessment in respect of loss of trees is unchanged by the adoption of the London Plan. Overall, the Council's Tree Officer accepts the loss of trees subject to an appropriate replacement tree planting and landscape scheme which can be secured through conditions:

- Tree Planting Scheme
- Arboricultural Supervision
- Hard / Soft Landscaping

These conditions can secure compliance with London Plan policy G7.

In respect of ecology, the site largely consists of existing buildings and hardstanding although the PEA identifies some habitats present on site, including areas of grassland, trees, dense scrub and hedgerows. The PEA finds these largely to be of low ecological value, albeit notes the importance of the existing scattered trees. The findings of the PEA remain applicable with mitigation measures proposed and secured by condition. The applicant's attention is drawn to the following informative on the decision notice: "The applicant is informed that if works have not started on site before 2nd June 2021, a new bat survey will need to be carried out to ensure bat activity is current and submitted to the Local Planning Authority for approval."

The scheme is compliant with policies G1, G5, G6, G6, LP15 and LP16.

Issue ix - Transport

The NPPF requires any significant impacts on the highway network or safety arising from development to be mitigated to an acceptable degree (para. 110) and for development only to be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residential cumulative impacts on the road network would be severe. (para. 111).

The London Plan expects proposals to reflect and be integrated with transport access, capacity and connectivity, and transport assessments / statements submitted to ensure the impacts are fully assessed. Where appropriate, mitigation should be secured to address adverse impacts. Cycle parking should be designed and laid out in accordance with standards, and car free development should be the starting point, with the maximum car parking standards applied.

The site currently has 2 access points from Strathmore Road, one main vehicular access and a further gated access, primarily for pedestrians. The main vehicular access runs into the site along

the northern boundary, leading to the nursery. The site currently has a number of on-site parking spaces, and whilst the access road is a privately maintained road and is not adopted highway it is used for vehicular parking. The site is within PTAL 2.

The previous assessment remains applicable in respect of highway layout, highway works, refuse, construction and trip generation.

The London Plan reduces the parking standard for the residential element of the scheme. In outer London PTAL 2 up to 0.75 spaces are required per 1-2 bed dwelling and up to 1 space per 3+ bed dwelling. This equates to a maximum of 24 spaces for the residential element. Policy T6.1 requires at least one / 3% of dwellings have disabled persons parking (equivalent to 1 space for this scheme) and to demonstrate how an additional 7% of dwellings could be provided with one designated disabled persons parking space.

There are no specific parking standards for nurseries in the London Plan and so the assessment earlier made in application of Local Plan policies is considered to remain valid.

The proposal includes the following on-site parking provision:

Residential	<ul style="list-style-type: none"> ○ 30 parking bays (including 3 disabled bays) ○ 3 visitor parking bays ○ 1 car club bay
Nursery	<ul style="list-style-type: none"> ○ 2 staff parking bays (1 being a disabled bay) – for 4 staff ○ 2 drop off bays (plus 2 additional bays within the vehicle turning head)

The scheme remains compliant in respect of disabled parking and nursery parking.

Based on the parking standards, the proposal is now required to provide 24 as opposed to 30 spaces for the residential use. Residential parking provision is thus in excess of London Plan maximum standards. The Local Plan standard remains 1 space per dwelling which the application is in compliance with. The principle however remains that the London Plan promotes a lower maximum parking standard. Additional parking provision may promote unsustainable patterns of travel behaviour and this has to be considered as slight harm. In mitigation the S106 includes a travel plan, car club bay and car club membership. A car parking management plan is secured by condition. Overall, given the scheme remains in compliance with the Local Plan and with the application of conditions to promote sustainable forms of travel, the assessment and overall planning balance is not considered to be demonstrably impacted by the London Plan.

It remains that case that the existing site access road is currently used for parking which would be lost and replaced with private parking serving the development. The impact upon parking stress was carefully considered during the course of the original application and the conclusions remain valid.

Cycle Parking

The following cycle parking provision is proposed. The nursery provision remains compliant with London Plan standards. The residential standards have increased and would now result in a requirement for 57 spaces. The very marginal shortfall against provision is not considered to demonstrably alter the assessment or overall resolution. Further details can be secured through conditions

Residential	<ul style="list-style-type: none"> ● 2 x 2 tier cycle stores ● Total of 56 spaces
Nursery	<ul style="list-style-type: none"> ● 1 x cycle store – 4 spaces (for staff) ● No spaces proposed for pupils given age group ● 1 x buggy store

Issue x - Land Contamination

The assessment is unchanged in this matter. The Council’s Environmental Health Officer raises no objections subject to a land contamination condition. The scheme complies with policy LP10.

Issue xi- Sustainability

Development needs to be resilient to the future impacts of climate change, and in doing so policies LP20 and LP22 sets out necessary credentials to be achieved, including; BREEAM excellent; zero carbon; for developments to follow the Energy Hierarchy (lean, clean, green) and for developments to contribute towards the Mayor of London target of 25% of heat and power to be generated through localised decentralised energy (DE) systems by 2025 – including connecting to DC networks where feasible; considering the provision of on-site decentralised energy networks and CHP, and if not feasible, provision made for future connection.

The above is reflected in London Plan policies SI2 and SI4, which also add the additional requirement of ‘be seen’ (monitor, verify and report on energy performance) in the energy hierarchy; for onsite reductions of at least 35% beyond Building Regulations of which 10% is achieved through energy efficiency measures for the resi element and 15% for non-resi; for any shortfall in zero carbon targets to be provided by cash in lieu to the borough’s carbon offset fund; and for the cooling hierarchy to be followed to reduce the potential for internal overheating and reliance on air conditioning systems.

An Energy and Sustainability Statement has been submitted, with the credentials summarised in the table below. The scheme does achieve the 35% reduction on site as required by policy, and the applicants have agreed to a carbon offset payment. The residential element and nursery meet their respective ‘be lean’ targets. Further a condition is also recommended for greater detail on the ‘Be Seen’ layer of the energy hierarchy to ensure there is a robust plan for monitoring and annual reporting of energy demand and carbon emissions post-construction for at least five years.

As previously, the PV will be integrated with the green roof and further details can be secured by condition to ensure that the required level of PV can be provided without affecting the extent and sustainability of green roof. A financial contribution of £65,778 towards the Council’s carbon offset fund can be secured through a S106 legal agreement.

Residential	<ul style="list-style-type: none"> ○ Overall carbon reductions of 37.6% ○ ‘Be Lean’ – 12% reduction through passive and active design measures ○ ‘Be Green’ – 29% reduction through 140 sqm of PV panels. ○ Carbon offset contribution of £65,778 (based on recently adopted price of carbon - £95/tonne) to achieve zero carbon development ○ Sustainable Construction Checklist – ‘B’ rating
Nursery	<ul style="list-style-type: none"> ○ Overall carbon reductions of 45.3% ○ ‘Be Lean’ – 32.7% reduction through passive and active design measures ○ ‘Be Green’ – 12.6% reduction through Air Source Heat Pump ○ BREEAM Excellent ○ No carbon offset contribution required (Zero carbon requirements are not yet applicable to major non-residential developments) ○ Sustainable Construction Checklist – ‘B’ rating

Connection to a district heat network is not currently possible, however, provision has been made to allow future connection should one become available. The applicant also contends that it would not be viable to include a site-based heat network given the nursery will have little hot water demand and as the demand from the residential blocks will be negligible during certain times of the day/year. This justification is accepted.

Policy SI5 of the London Plan requires development to achieve mains water consumption of 105l or less per head per day (excluding allowance of up to 5l for external water consumption). The scheme meets the water allowance target.

The scheme complies with policies SI2, SI4, SI5, LP20 and LP22.

Issue xii - Water Resources and Infrastructure

A Drainage and Utilities Assessment has been submitted and Thames Water have confirmed there

is sufficient capacity for foul and surface water discharge and water supply, and thereby raise no objection: Further to this, the Council's Lead Local Flood Officer raises no objections. The scheme is considered compliant with policy S15 of the London Plan.

Issue xiii – Fire safety

The London Plan (D5) and (D12) requires developments to achieve the highest standards of fire safety, allowing for fire access, and to be designed to incorporate safe and dignified emergency evacuation for all building users. No lifts are proposed.

A Fire Statement has been prepared for the development which addresses the requirements of the London Plan. Whilst there are some areas that are not known in the construction detail, the level of information is considered appropriate for this point in the development process, and as such meets the aims and aspirations of the aforementioned policies. The notable shortcoming in the submitted information is regards materials. The details of materials are a matter that are often not resolved until the detailed design stage and it is considered reasonable and appropriate that further details on these are secured by condition. In addition, any building would also be covered by Building Regulations. The scheme is compliant with policy D12.

Issue vii - Heads of Terms for Section 106 agreement

The following Heads of Terms have been agreed and are unaltered:

- CPZ restrictions for future occupiers (all uses) to any CPZ implemented in the area (no time limit on implementation of CPZ).
- Travel Plan (Residential) and 5 year monitoring fees (£1,000/travel plan/year)
- 1 x car club bay and 2 year membership for future occupiers
- Financial contributions
 - £14,000 (£7,000 x 2 years) for local air quality awareness raising and transport mitigation measures to encourage modal shift to sustainable forms of transport
 - £6,478 for 5 year play space maintenance
 - £65,778 towards the Council's carbon offset fund reviewable on reductions achieved
- Affordable housing:
 - Delivery (number, tenure etc)
 - Nomination Agreement securing:
 - Affordable Rent levels in accordance with the Council's Tenancy Strategy
 - Affordability requirements of shared ownership units in accordance with the Council's adopted Intermediate Housing Policy Statement
- S278 legal agreement:
 - The restoration of two dropped kerb accesses on the southern side of Strathmore Road west of the site access.
 - The installation of two pieces of tactile paving at the existing site access with Strathmore Road.
 - If the area is within a controlled parking zone (CPZ) when the highway works are being drawn up, a Traffic Management Order (at a cost up to £3,200.00) to implement marked out parking bay space on the carriageway on the southern side of Strathmore Road.

6. Other Material Considerations

Local Finance Considerations

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The weight to be attached to a local finance consideration remains a matter for the decision maker. The Mayor of London's CIL and Richmond CIL are therefore material considerations.

Under Regulation 5(2) of the CIL Regulations 2010 (as amended), planning permission granted for a limited period is not included in the definition of Planning Permission. The effect of this is that planning permission granted for a limited period is not CIL Liable. Please note that should the nature of the development change and/or the planning permission becomes permanent, a CIL liability may arise.

Mayoral Community Infrastructure Levy (CIL)

The development is CIL liable. The actual amount of CIL can only be confirmed once all relevant details are approved and any relief claimed.

Richmond Community Infrastructure Levy (CIL)

The development is CIL liable. The actual amount of CIL can only be confirmed once all relevant details are approved and any relief claimed.

The applicant is advised of the need to submit a valid claim for social housing relief in order for the relief to be applied to the development.

7. **PLANNING BALANCE AND CONCLUSION**

As outlined in paragraph 11 of the NPPF, decisions should apply a presumption in favour of sustainable development, and grant permission unless any adverse impacts of doing so would 'significantly and demonstrably' outweigh the benefits, when assessed against policy. In this case, the proposed land use mix is considered compliant with the Local Plan site allocation (SA7) and officers are of the view that significant weight should be given to the provision of 30 affordable homes (100% affordable housing and meeting specific local needs) and that, ultimately, this outweighs the harm resulting from the loss of social infrastructure space and the subsequent departure from policy LP 28 of the Local Plan (and other material harm outlined above).

Since the time of the original assessment there have been material changes in planning policy and whilst an overprovision of residential parking and slight shortfall on residential cycle parking arising from policy changes have been identified which weigh against the scheme as compared to that original assessment, they do not fundamentally alter the assessment or tip the balance. The proposal is therefore deemed acceptable subject to conditions and a S106 legal agreement securing the Heads of Terms identified in Issue vii - Heads of Terms for Section 106 agreement.

RECOMMENDATION: The application is therefore recommended for PERMISSION subject to:

- 1. Conditions and informatives set out in Section 11 of the Committee report and the additional conditions set out in section 8 below;**
- 2. S106 legal agreement securing the heads of terms set out in Section 8 of the report;**

8. **ADDITIONAL CONDITIONS**

NRMM

During onsite construction of any phase of development, all non-road transportable industrial equipment or vehicles which are fitted with an internal diesel powered compression ignition engine between 37 and 560KW and not intended for transporting goods or passengers on roads are required to meet Stage IIIB of EU Directive 97/68/E and be NRMM registered. Such vehicles must be run on ultra low sulphur diesel (also known as ULSD 'cleaner diesel' or 'green diesel').

"Ultra low sulphur diesel" means fuel meeting the specification within BS EN 590. Where these standards are succeeded, they should be applied when reasonable. Exemptions to these standards may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run on alternative fuels. Such exemptions shall be applied for in writing to the local planning authority in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been issued by the local planning authority.

No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use or not, unless it complies with the above standards, without the prior written consent of the local planning authority.

REASON: To protect the amenity of future occupants and/or neighbours

Energy Hierarchy

Prior to the occupation of the development, a scheme shall be submitted to and approved in writing by the Local Planning Authority to outline measures that will be implemented to ensure there is a robust plan for monitoring and annual reporting (for at least 5 years), in accordance with the London Plan Be Seen layer of the energy hierarchy. The development shall not be implemented other than in accordance with the approved scheme.

REASON: In the interests of energy conservation in accordance with the Development Plan.

Fire Safety

- The development must be carried out in accordance with the provisions of the Strathmore Centre London Plan Fire Safety Statement prepared by calfordseaden ref 12579BB dated 5th August 2021 unless otherwise approved in writing by the Local Planning Authority; and
- Prior to the commencement of above ground works, a Fire Statement in the form of an independent fire strategy produced by a third party suitably qualified assessor shall be submitted to

and approved in writing by the Local Planning Authority. The statement should detail how the development proposal will function in respect of the buildings construction: methods, products and materials used, including manufacturers details.

The development shall be implemented in accordance with the approved Fire Statement.

REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

Plus non-material amendments to ensure all references to D1 use class in conditions are amended to D1 / E(f).

Recommendation:

The determination of this application falls within the scope of Officer delegated powers - YES / ~~NO~~

I therefore recommend the following:

- 1. REFUSAL
- 2. PERMISSION
- 3. FORWARD TO COMMITTEE

This application is CIL liable YES* NO
(*If yes, complete CIL tab in Uniform)

This application requires a Legal Agreement YES* NO
(*If yes, complete Development Condition Monitoring in Uniform)

This application has representations on file YES NO

Case Officer (Initials):NID..... Dated:30.03.2022.....

I agree the recommendation:

This application has been subject to a resolution by the Planning Committee to grant planning permission subject to conditions and a legal agreement. Further to that, the Planning Committee has delegated authority to the Assistant Director (Planning & Transport Strategy) to add or amend conditions as considered necessary to those planning applications which have received a resolution to grant planning permission subject to S106 at Planning Committee to secure compliance with London Plan policy and Strategic Flood Risk Assessment requirements, in particular in respect of fire safety, flooding, urban greening and biodiversity net gain. This application has been subject to further representations that are contrary to the officer recommendation and is proposed for permission subject to additional conditions to secure compliance with London Plan policy. The Head of Development Management has considered those representations and additional conditions and concluded that the application can be determined without reference to the Planning Committee in conjunction with existing delegated authority.

Head of Development Management:



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Dated:04/04/2022.....