

Application reference: 08/2651/FUL
WEST TWICKENHAM WARD



Date application received	Date made valid	Target report date	8 Week date
01.08.2008	12.08.2008	11.11.2008	07.10.2008

Site:

9-23 Third Cross Road, Twickenham, Middlesex, TW2 5DY

Proposal:

Demolition of existing warehouse and change of use to mixed use, construction of 8 no. dwellings at the front of the site and 2 storey commercial offices to the rear, with new access, landscaping and parking.

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

APPLICANT NAME

16-19 Southampton Place
London
WC1A 2AJ

AGENT NAME

Mr Alan Oghana
535 The Plaza
Kings Road
Chelsea
London
SW10 0SZ

DC Site Notice: printed on 18.08.2008 and posted on 29.08.2008 and due to expire on 19.09.2008

Consultations:

Internal/External:

Consultee

LBRUT Urban Design 14 Days
LBRUT Transport
LBRUT Environment Policy And Design
LBRUT Environmental Operational

Expiry Date

01.09.2008
01.09.2008
01.09.2008
01.09.2008

Neighbours:

28 Basement And Ground Floor, Second Cross Road, Twickenham, Richmond, Middlesex, TW2 5RF - 18.08.2008
Fernleigh House, Third Cross Road, Twickenham, Middlesex, TW2 5DU, - 18.08.2008
First Floor Flat, 28 Second Cross Road, Twickenham, Middlesex, TW2 5RF - 18.08.2008
50 Second Cross Road, Twickenham, Middlesex, TW2 5RF - 18.08.2008
48A Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
14 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
12 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
Trafalgar School, Elmsleigh Road, Twickenham, Middlesex, TW2 5EG, - 18.08.2008
33 Third Cross Road, Twickenham, Middlesex, TW2 5DY, - 18.08.2008
27 Third Cross Road, Twickenham, Middlesex, TW2 5DY, - 18.08.2008
24 Third Cross Road, Twickenham, Middlesex, TW2 5DU, - 18.08.2008
7 Third Cross Road, Twickenham, Middlesex, TW2 5DY, - 18.08.2008
58 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
54 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
46 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
44 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
40 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
30 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
22A Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
20A Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
18 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008

16 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 13 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
 11 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
 10 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
 9 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
 4 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
 3 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
 2 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
 1 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008
 28 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 Air Sea House, Third Cross Road, Twickenham, Middlesex, TW2 5EE, - 18.08.2008
 31 Third Cross Road, Twickenham, Middlesex, TW2 5DY, - 18.08.2008
 29 Third Cross Road, Twickenham, Middlesex, TW2 5DY, - 18.08.2008
 25 Third Cross Road, Twickenham, Middlesex, TW2 5DY, - 18.08.2008
 22 Third Cross Road, Twickenham, Middlesex, TW2 5DU, - 18.08.2008
 5 Third Cross Road, Twickenham, Middlesex, TW2 5DY, - 18.08.2008
 3 Third Cross Road, Twickenham, Middlesex, TW2 5DY, - 18.08.2008
 56 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 52 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 48 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 42 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 36 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 32 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 22 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 20 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 14 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 12 Second Cross Road, Twickenham, Middlesex, TW2 5RF, - 18.08.2008
 Louisa Court, Third Cross Road, Twickenham, Middlesex, TW2 5DX, - 18.08.2008



History:

Ref No	Description	Status	Date
77/0182	<ul style="list-style-type: none"> Erection of extension to existing cold store to provide improved refrigeration facilities. 	REF	13/05/1977
80/1724	<ul style="list-style-type: none"> Demolition of existing buildings and erection of a building comprising 4 light industrial units; associated parking area, loading bays and refuse bin compartments; alterations to vehicular access points. 	REF	01/05/1981
81/0634/DD01	<ul style="list-style-type: none"> Demolition of existing buildings and erection of a building comprising four light industrial units with part first floor ancillary office accommodation; associated parking area; loading bays and refuse bin compartments; alterations to vehicular access points and laying out of landscaped areas. (Detailed drawings - samples of materials, means of enclosure, refuse bins, landscaping). Condition No. 42 and (a), (f), (c) and (g) of Appendix A of planning permission 81/0634 dated 5/8/81. 	GTD	16/12/1981
81/0634	<ul style="list-style-type: none"> Demolition of existing buildings and erection of a building comprising four light industrial units with part first floor ancillary office accommodation; associated parking area, loading bays and refuse bin compartments; alterations to vehicular access points and laying out of landscaped areas. 	GTD	05/08/1981
80/53/6	<ul style="list-style-type: none"> The use, for the storage, preparation and distribution of meat, poultry and fish products. 	RNO	11/12/1980
08/0501/FUL	<ul style="list-style-type: none"> Demolition of existing warehouse and change of use to mixed use. Construction of 5 No. dwellings to the front of the site with 2 storey commercial B1 use to the rear and associated access and landscaping. 	WNA	07/08/2008
08/2651/FUL	<ul style="list-style-type: none"> Demolition of existing warehouse and change of use to mixed use, construction of 8 no. dwellings at the front of the site and 2 storey commercial offices to the rear, with new access, landscaping and parking. 	PCO	



Constraints:





Professional Comments:



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

Case Officer (Initials):

Dated:



I agree the recommendation:

Team Leader/Development Control Manager

Dated:

This application has been subject to representations that are contrary to the officer recommendation. The Development Control Manager has considered those representations and concluded that the application can be determined without reference to the Planning Committee in conjunction with existing delegated authority.

Development Control Manager:

Dated:

REASONS:
CONDITIONS:
INFORMATIVES:
UDP POLICIES:
OTHER POLICIES:

The following table will populate as a quick check by running the template once items have been entered into Uniform

SUMMARY OF CONDITIONS AND INFORMATIVES

CONDITIONS:	
INFORMATIVES:	

ADDITIONAL NOTES CONTINUED FROM ABOVE:

Notes of Telephone calls/discussions/meetings

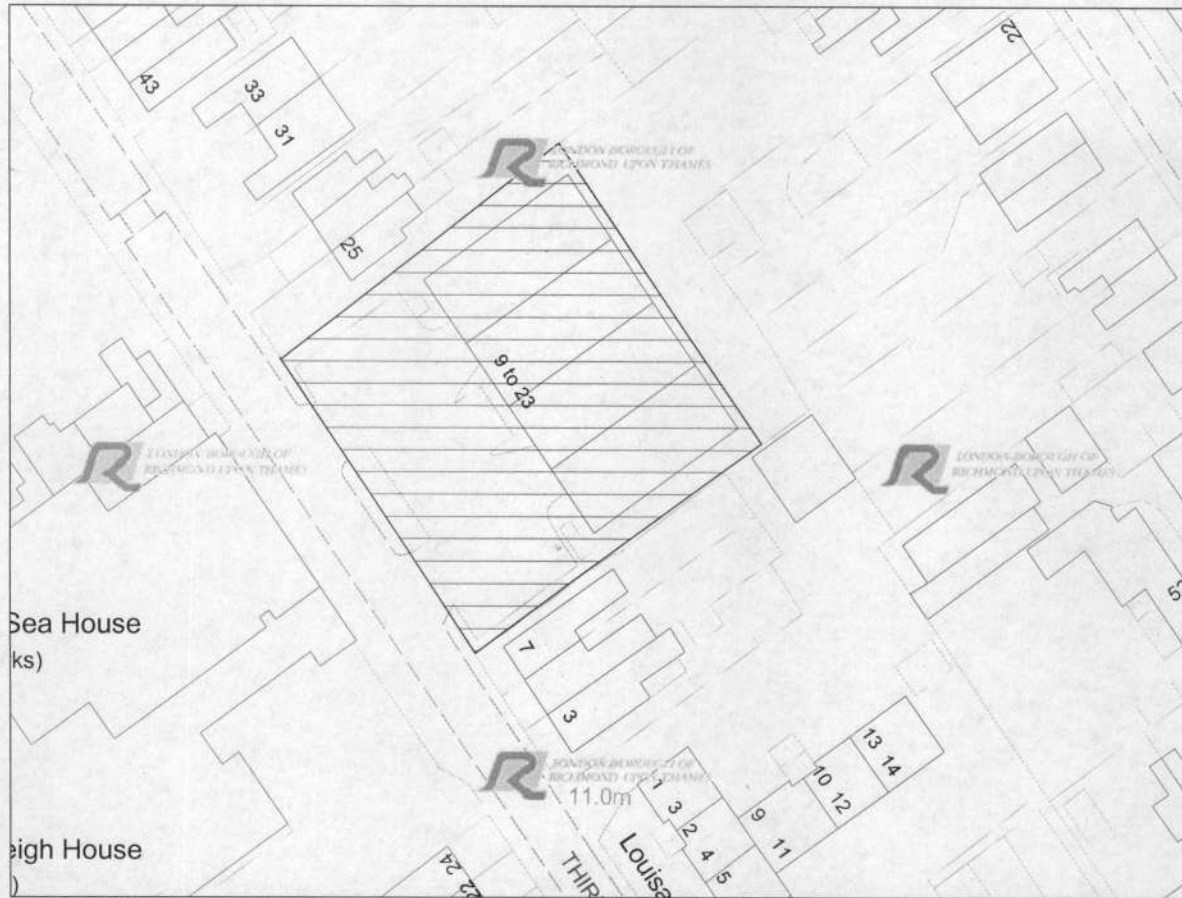
DATE

ACTION



08/2651/FUL
9-23 THIRD CROSS ROAD
TWICKENHAM

WEST TWICKENHAM WARD
Contact Officer:
C.Tankard



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Proposal: Demolition of Existing Site Buildings and Redevelopment to Provide a Terrace of 8No. Dwellings at Front and a 2 storey Commercial Building (B1 Use) at Rear with Associated Parking and Landscaping.

Applicant: Wynnstay Properties PLC

Application received: 01 August 2008

Main development plan policies:

UDP First Review – IMP3, STG3, 5, ENV 1, 7, 34 BLT 2, 11, 14, 15, 16, 17, 31, HSG 1, 4, 5, 6, 8, 11, 17, 18, 19 CCE 8, EMP 2, 4, TRN 2, 4

London Plan – 3A.1, 3A.2, 3A.3, 3A.5, 3B.1, 3B.2, 3C.1, 3C.17, 3C.22, 3C.23, 3D.15, 4A.3, 4A.4, 4A.7, 4A.9, 4A.10, 4A.11, 4A.14, 4A.33, 4B.1, 4B.2, 4B.5, and 6A.5.

Sustainable Construction Checklist SPD

Design Quality SPD

Small and Medium Housing Sites

Planning Obligations Strategy SPG

Present use: Warehousing



SUMMARY OF APPLICATION

This redevelopment of this site has offered an opportunity to secure an appropriate mix of benefits in terms of improvements to the site's appearance, small housing unit provision, new employment floor space whilst protecting local amenity, both residential and visual. A section 106 agreement has been submitted securing the appropriate financial contribution towards social infrastructure whilst the scheme should also be commended for adopting a sustainable design approach which has attained code level 4 for the housing and BREEAM office excellent for the commercial building. Parking surveys have shown that the proposed development's impact on kerbside parking in the evening period is the greatest concern and as such conditions are attached ensuring that the B1 units are closed at 6.30pm and that after this time, all 11 on-site parking spaces are available for use by the occupants of the residential units. The section 106 agreement also removes future residents' right to obtain a parking permit should a Controlled Parking Zone be introduced in the area in the next 5 years.

RECOMMENDATION: That the Committee decide whether to authorise the completion of a section 106 agreement to secure:-

1) the restriction of eligibility for car parking permits for the residents of the new residential units should a Controlled Parking Zone be introduced in the next 5 years

2) financial contributions of £47,256.00 for transport, £12,797.60 towards the public realm, £2,766.54 for health, £30,206.00 for primary education and £24,923.00 for secondary education. The total sought will be £117,949.14 plus a monitoring fee.

and subject thereto authorise the Development Control Manager to grant planning permission under delegated powers subject to the conditions and informatives set out below

Site description and planning history:

1. The application site sits on the north-western side of Third Cross Road to the south of Trafalgar Road School. It is currently occupied by a purpose-built single storey double height building comprising 4 light industrial units. The building was constructed in the 1980s under planning permission ref:81/634. It is considerably set back from the road behind an open tarmac parking forecourt. The site area is 0.17 hectare with the building occupying approximately half. The building appears to be in good condition but unattractive in appearance.
2. Third Cross Road is one of the residential streets linking the busy Hampton Road and Staines Road leading into Twickenham. The road contains both educational and commercial sites but is primarily residential in character, the northern part comprising Victorian terrace houses with small front gardens while to the south, the buildings are more modern but maintain the 2-storey frontage character.
3. The application site is flanked by residential properties, to the rear lie the back gardens to the houses on Second Cross Road. Immediately to the rear of the site lies an area of tarmac which falls within the curtilage of a former public house now converted to office use. This area appears disused.



4. Directly opposite the site is the Air Sea House site which is currently being developed to provide a mixture of residential and light industrial units. This is a phased development with the terraced houses and flats to the front of the site being built out first.

Proposal

5. The current application seeks permission for a mixed-use development to create new B1/office units through total demolition and reconstruction of the B1 building and the construction of residential units, 5No terraced houses and 3No.1-bedroom flats.
6. The design approach follows that employed for the Air Sea House development by arranging the uses on site so that the new residential element forms a new street frontage along Third Cross Road while the B1 building is situated towards the rear. A new vehicular access road would be created to the north of the site and would lead to a courtyard parking area comprising 10 spaces and a loading bay.
7. The terraced houses are 2-storey in height with a gabled roof form incorporating dormers to the rear. The houses would provide 4-bedrooms while the residential unit at the new access corner of the site will accommodate 3, 1-bedroom flats with rear balconies on the upper floors. The building's siting accords with the front building line of Nos 3 - 7 Third Cross Road. The scale, form, features and materials echo those of surrounding properties although the design is contemporary in appearance and detail. The elevations comprise brickwork at ground floor and timber and insulated panel cladding at first and roof floors. Other materials include artificial roofing slates and timber fenestration. Small private rear gardens provide open space to the houses but not the flats.
8. The commercial building, which was initially shown sub-divided into 12 No. B1 units, is flat roofed and originally extended to within 1m of either side boundary. It is arranged with its main aspect facing inwards across the internal courtyard with a central glazed stairwell and access balconies. The materials comprise timber and insulated panel cladding, timber louvres and full height windows. The flat roof would be a Sedum 'green roof' system with 100mm masonry upstand and 30 solar panels along the rear. No glazing is proposed to either side.
9. The new access road would be 4.8m wide and leads to the internal landscaped courtyard with parking for 10 vehicles. Separate refuse and cycle facilities are provided for the commercial and residential elements.

Public and other representations:

10. Letters have been received from 8 neighbours objecting to the proposals on the following grounds:
 - Inadequate parking provision
 - Peak traffic generation coinciding with school run
 - Loss of privacy
 - Loss of trees and wildlife habitat
 - Loss of employment
 - Displacement of residents' cars that currently park overnight on the forecourt to the existing B1 units
 - Overdevelopment
11. Thames Water holds no objections to the proposal's implications on sewerage and water infrastructure. Informative requested to be attached regarding surface water drainage.



Amendments:

12. New drawings received incorporating the following amendments to the B1 building:
 - balconies removed from upper floors of 4 units
 - vertical louvre system introduced to first floors of both end units
 - building width reduced to provide a 2m gap with both side boundaries
 - building sub-divided into 8 units rather than 12
 - changing room to include toilet and shower facilities for cyclists
 - improved access to the integral cycle store in the flat block
 - removal of 2 proposed trees to improve disabled access to B1 units
 - introduction of small hammerhead with dropped kerb to the central commercial entrance.
 - courtyard and parking bays constructed from permeable paving or open jointed paving
 - access road and entrances will be a porous resin bound aggregate

13. Following additional information
 - parking survey
 - tracking diagrams
 - commercial building hours of use agreed to be 8.00am to 6.30 pm daily
 - draft S106 agreement prepared securing
 - a. financial contributions required by the Planning Obligation Strategy
 - b. exemption from future eligibility for parking permits in the event of a CPZ being designated in the area in the next 5 years

Reconsultations

14. 1 additional letter received. New matters raised are as follows:
 - concern that access to the Air Sea House, which is serviced by HGVs, will be prejudiced

Professional comments:

Acceptability of Mix of Uses

15. The site is currently in employment use. The main thrust of policy EMP4 is that redevelopment proposals should retain or increase employment floor space. The current application proposes a similar floor space and it is considered that the proposal strikes the right balance between providing improved, up to date and flexible B1 workspace for small local firms without harmful expansion. Subject to a condition securing the construction of the employment building, the proposal would comply with EMP 4.

Housing requirements:

16. The scheme provides no affordable housing due to the retention of a significant element of on-site employment, the construction of only 8 units and the residential density of the scheme being complaint with local, regional and national planning policy and hence not indicative of underdevelopment.

17. 33% of the new residential units will be small units (1-bed flats) in compliance with HSG 11(B).

Street Scene

18. The proposed residential frontage development is considered to 'mend the street' taking account of the established street line and domestic scale and character. The architecture is contemporary but respects the rhythm of the street and neighbouring terraces with bays dividing the elevation of each property in a vertical manner. The materials are well chosen mainly following the tradition of the surrounding terraces by incorporating brick, timber cladding, doors and windows, recon. stone copings and slates, albeit artificial. Attention to the exposed flank elevation of the end building flat is considered to have resulted in an interesting new feature to the street scape.



19. The commercial building is of a low profile in massing terms while being a high-quality contemporary design. It is seen mainly in views looking down the new access road, a distance of 29m, and would not be particularly prominent in street views along Third Cross Road.
20. The new access road and parking would have a permeable surface and would again contribute to achieving a significant improvement to the site's appearance as well as aiding sustainable drainage.

Sustainable Design

21. The scheme should be commended for exceeding the Council's requirements as regards sustainability. The residential element is expected to attain a level 4 rating under the Code for Sustainable Homes while the commercial building, when assessed, achieved BREEAM excellent. The 20% renewables target also complies with the London Plan policy. The green roof to the commercial building is also applauded in this location, rear garden setting.
22. Conditions will be attached requiring the submission and approval of the appropriate post-construction certification.

Impact on Neighbouring Amenity

23. The relationship of the new houses to the adjoining house to the south, No 7 and rear is such that no significant impact on sun, daylight, outlook or privacy would occur. The commercial building abuts non-residential land to the rear and is a sufficient distance from the houses and gardens on Second Cross Road to not cause unreasonable harm to their amenity. The below comments hence concentrate on the impact of the commercial building and courtyard area on the amenities of occupants of both adjoining houses and the housing development's and access roads impact on No 23.

Massing

24. The residential frontage block would accord with the existing front and rear building lines of Nos 3-7 First Cross Road. The residential houses to the north are set substantially back from the road frontage, at variance to the remainder of the street. In recognition, the housing development has been set away from the northern boundary by 6m. This is considered to provide a sufficient gap so that the front aspect of No 25 is not encroached to an unreasonable extent.
25. The rear commercial building is of substantially lesser bulk than the existing and set away from either side boundary by 2m improving the spatial relationship and outlook for both neighbours.

Overlooking

26. Mutual overlooking from first floors of neighbouring houses already occurs and it is not considered that the proposed houses, which include rear facing dormers, would significantly affect existing privacy levels of surrounding houses and their garden areas. It is noted that the flank wall of no 3 contains no window openings.
27. The rear elevation of the flat block is forward of the rear wall to adjoining houses. While it has recessed balconies at first and second floors, only oblique views can be obtained of the nearest residential land (No25) from these areas and from a distance of no closer than 10m, this is not considered harmful to the privacy of occupants of No25.
28. The commercial building has been fitted with a system of vertical timber louvres to channel views across the courtyard area. Only the 2 central units (units 7 and 8) retain balconies and are 10m from the rear gardens to the proposed houses, 15m from their



rear elevation. The distance between the balconies and the side boundaries to the adjoining neighbours' gardens measures 12.5m at an oblique angle, 15.0m to the rear elevation of these houses. Given the angle of view, it is considered that the privacy of neighbours is protected to the necessary degree.

Loss of light

29. The reduction in length of the proposed commercial building compared with the existing would ensure that the amount of light enjoyed by neighbours would not be unreasonably affected.

Noise

30. The access road will be no closer to No.25's front or side elevations. To the rear, the courtyard parking area will be screened by boundary planting and fencing. The scale and type of commercial development, one that promotes occupation by enterprises having only light delivery, service and access requirements, is not considered to give rise to a level of traffic generation and associated noise that would render this layout unsuitable.

Traffic, parking and servicing:

31. The 8 residential units would have 6 parking spaces specifically allocated during the daytime while after 6.30 and the closure of all of the B1 units, the remaining 4 spaces are to be made available to residents.
32. The 8 commercial units will have 4 spaces allocated.
33. Parking surveys have been undertaken during the day and at night. During the day, the surveys showed parking capacity to have been at 61% and 65% on 2 different days. The parking spaces for the commercial unit meets the Council's maximum standards however, should there prove to be parking overspill from the B1 units during the day that appears to be enough parking spaces available on-street to cope.
34. During peak residential times in the late evenings, the survey showed unrestricted parking to be at approx 92% capacity which is heavily parked. It was also noted that the existing site also appears to be used for parking by residents overnight – officer observations indicate 6 cars as being typical. If these cars are displaced this will bring parking to 100% saturation regardless of redevelopment. As such, it is essential that the commercial parking spaces are made available for use by the residential element in the evening and hence conditions both preventing the occupation of the B1 units after 6.30pm and securing these spaces use for residential parking are recommended to be imposed.
35. Phase 1 of the Air Sea House is currently under development however the parking provision for this proposal accords with the Council's maximum standards and hence overspill is unlikely. The site access points are to be reduced from 2 to 1, the 1 nearest to the access to the Air Sea House site being the one closed off. The proposal is not considered to reduce the ability of vehicles entering or exiting this site.
36. Cycle parking facilities are provided at the rate of one space per residential unit and one per B1 unit. 8 spaces are provided for the 8 B1 units plus shower/toilet and changing room facility. The flat building contains an integral cycle store containing 3 racks, clearly conveniently located for use by the flat occupiers. The houses all have bike stores in their rear gardens.
37. The turning area within the site has been designed to allow a Luton van and family car to turn. This is considered acceptable, to design the layout to facilitate a rigid lorry or HGV to service a B1 use of this size would not be appropriate. A dropped kerb has been



incorporated in front of the central entrance to help wheelchair and delivery goods to access the B1 units

38. Refuse trucks cannot turn within the site and hence refuse enclosures for both the flats and commercial element have been sited within 15m of Third Cross Road.

Planning Obligation Strategy

39. The applicants have agreed to pay the total contribution generated by this development, a sum of £117,949.14 plus monitoring fee. This will be secured through a section 106 agreement. The contribution is broken down as follows:

- Transport: £47,256.00
- Public Realm: £12,797.60
- Health: £2,766.54
- Primary Education: £30,206.00
- Secondary Education: £24,923.00
- Monitoring fee: £6,192.23

40. The Council currently holds executed agreements for completion, if Committee approve the application, on 31st October.

Trees and Nature Conservation

41. The proposed development will not have a direct impact on trees. The most important trees are those in the neighbouring rear gardens to the houses facing onto Second Cross Road, a mature ash and several Cupressus trees. Any excavations are expected to be on the extremities of the RPA to these trees and the existing hard surfacing to the rear will have inhibited to some extent root development.

42. The site is not considered to be of nature conservation value.

Flooding

43. The development lies within outside of an area of flood risk.

Soil Contamination

44. The Council's scientific officer has assessed the submitted Desktop study and agrees with its conclusion that an intrusive investigation is warranted in this case but that this further work can be undertaken post-decision. This is recommended to be secured by condition.

Conclusion:

45. This redevelopment of this site has offered an opportunity to secure an appropriate mix of benefits in terms of improvements to the site's appearance, small housing unit provision, new employment floor space whilst protecting local amenity, both residential and visual. A section 106 agreement has been submitted securing the appropriate financial contribution towards social infrastructure whilst the scheme should also be commended for adopting a sustainable design approach which has attained code level 4 for the housing and BREEAM office excellent for the commercial building. Parking surveys have shown that the proposed development's impact on kerbside parking in the evening period is the greatest concern and as such conditions are attached ensuring that the B1 units are closed at 6.30pm and that after this time, all 11 on-site parking spaces are available for use by the occupants of the residential units. The section 106 agreement also removes future residents' right to obtain a parking permit should a Controlled Parking Zone be introduced in the area in the next 5 years.

I therefore recommend **that the Committee decide whether to authorise the completion**




of a section 106 agreement to secure those matters identified above and subject thereto authorise the Development Control Manager to grant planning permission under delegated powers subject to the conditions and informatives set out below:

Standard conditions:

- AT01 - Development Begun Within 3 Years
- BD12 - Details Of Materials To Be Approved
- BD10 - Sample Panels Of Brickwork
- BD11 - Miscellaneous Details - #vertical louvres system, glazing and windows, balconies, soffits#
- DS04 - Access For Disabled People
- DV01A - Boundary Fencing (adapted) delete #building#, insert #terraced houses#, delete #metres high#
- DV11 - Use of roof restricted insert #commercial building#
- DV17A - Dustbin Enclosure Required
- DV27A - Recycling – Details Required
- DV28 - External Illumination
- DV29C - Ground Pollution And Soil Decontamination
- DV30 - Refuse Storage
- DV33A - No Reduction In Dwelling Units – #flats#
- DV40A - Travel Plan
- DV42 - Details of Foundation – Piling
- GD02A - Restricted alts/exts –general
- GD10A - Restrict outbuilds-Appear/amenity
- LA01A - Location of trees in and adjacent development sites
- LA04A - Protect trees shown on plan #
- LA07A - Tree Planting Scheme
- LA11A - Landscaping Required - Hard And Soft
- LA27A - Root treatment
- LA30 - Landscape Works – Implementation
- LA32 - Replacement tree planting
- PK02A - Parking/Loading/Turning Construction – #parking spaces# – #P100 Rev A#
- PK06A - Cycle parking
- RD04A - Details req'd – access road
- RD09 - Levels Of Thresholds
- ST03 - Highway sight lines - Pedestrian

Non-standard conditions

- NS01 - Within one month of the completion of the new development hereby approved, a post construction review shall be undertaken by a certified Ecohomes or Code for Sustainable Homes Assessor to establish whether the building has achieved the rating specified in the approved Energy Report and Sustainability Statement dated 4 August 2008. The post-construction review report and details of any changes required to achieve that rating shall be submitted to and approved in writing by the Local Planning Authority and subsequently implemented as approved. REASON: In order to comply with national, regional and local planning policies which promote sustainable development and reduce surface water run-off.
- NS02 - The development shall not commence until a programme of works and phasing of the development has been submitted to and approved in writing by the Local Planning Authority. The proposed phasing of the development shall be by reference to specific buildings and areas which in total cover the whole site and access thereto. REASON: To ensure the provision of the improved, replacement employment floorspace and compliance with planning policy EMP4 of the adopted Unitary Development Plan: First Review 2005

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- NS03 - That all new hardsurfacing shall be porous or permeable paving and be constructed and laid out in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. REASON: In the interest of sustainable construction and to avoid excessive surface water run-off.
- NS04 - Parking spaces numbered 1 to 10 on approved drawing no: 100 Rev A shall not be used between the hours of 18:30 and 08:00 for any purpose other than for the parking of private motor vehicles used by occupiers or visitors to the residential properties. REASON: To ensure that the parking provided within the site is utilised by occupants of the site to meet the car parking standards of the Local Planning Authority.
- NS05 - No work or associated activities including deliveries /loading /unloading /servicing /or parking or manoeuvring of vehicles by staff and/or visitors shall be carried out at the B1 units hereby approved between the hours of 18:30 and 08:00. REASON: To safeguard the amenities of nearby occupiers and the area generally.
- NS06 - The louvre privacy screen details approved pursuant to another condition on this decision notice shall be erected before the B1 units are occupied and shall thereafter be retained in the approved positions. REASON: To protect the amenities of occupants of neighbouring residential properties

Standard informatives:

- IE05A - Noise Control - Building Sites
- IE06 - Piling – consult EHO
- IH02A - Refuse Storage and Collection
- IH04A - Lamp Standards
- IH06C - Damage To Public Highway
- IH08 - Transport Plan
- IL04 - Accurate Drawings
- IL08 - B1 use
- IL10A - Building Regulations Required
- IL12 - Approved drawing nos. - 2523/P000*, P201* and P202* received on 12 August 2008, 2523/P002 Rev B, P100 Rev B and P101 Rev B received on 15 October 2008, P102 Rev A, P103 Rev A, P203/204 Rev A, P205/206 Rev A, P302-301*, P111*, P112*, P120*, P121-122*, P01/2523*, P02/2523* and P03/2523* received on 30 September 2006, Energy report and Sustainability Statement prepared by XCO2 Energy dated 4 August 2008
- IL13 - Section 106
- IL16 - Relevant policies and proposals – #UDP First Review – IMP3, STG3, 5, ENV 1, 7, 34 BLT 2, 11, 14, 15, 16, 17, 31, HSG 1, 4, 5, 6, 8, 11, 17, 18, 19 CCE 8, EMP 2, 4, TRN 2, 4; London Plan – 3A.1, 3A.2, 3A.3, 3A.5, 3B.1, 3B.2, 3C.1, 3C.17, 3C.22, 3C.23, 3D.15, 4A.3, 4A.4, 4A.7, 4A.9, 4A.10, 4A.11, 4A.14, 4A.33, 4B.1, 4B.2, 4B.5, and 6A.5; Sustainable Construction Checklist SPD; Design Quality SPD; Small and Medium Housing Sites# Planning Obligations Strategy SPG
- IL19 - Summary of Grant of Plg Permission #as conclusion#
- IL22 - Planning Contributions/Obligations Insert #Transport: £47,256.00, Public Realm: £12,797.60, Health: £2,766.54, Primary Education: £30,206.00, Secondary Education: £24, 923.00, Monitoring fee: £6,192.23 and an exemption for parking permit eligibility should a Controlled Parking Zone be introduced in the area in the next 5 years#f
- IM01 - Disabled Persons
- IM07 - Soil Contamination
- IM09 - Disabled Parking
- IM11 - Use Of Hardwoods
- IM13 - Street Numbering
- IT02 - Trees – Protective Fencing

- IT05 - Trees – Size Of New Stock
- IT06 - Nature Conservation
- IX01 - Car Parking - Drainage
- IX03 - Soil And Surface Water Drainage
- IX04 - Surface Flooding
- IX11 - Fire brigade access



Non Standard Informatives

- NI01 - Thames Water advise that the proper provision of surface water drainage to ground, water courses or surface water sewer is the developer's responsibility. In respect of the surface water linked to the development, 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 Ground Water. 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 0845 850 2777.
- NI02 - A highway condition survey is required before works are carried out on the site. The applicants are advised to contact the Highways Inspector for their area within the Highway Management Group with regard to this survey, which will include but may not be limited to photographs of the public highway surrounding the site.
- NI03 - Details, routes and access of all construction traffic are to be agreed with the Transport Planning Group prior to commencement of development. The applicants are advised to contact Nunzia D'Apolito in Transport Planning for further information.
- NI04 - The proposal will require a new/amended crossover and the removal of an existing crossover which will be undertaken at the applicant's expense.
- NI05 - The extent of the root system of the Cupressus and Ash trees to the rear of the site will need to be carefully investigated with the use of trial pits and an airspade.

Background papers:

Application forms, reports and drawings
Emails and letters of representation
Emails received from Thames Water and Agent
Draft S106 agreement
Parking Surveys and Consultants Reports dated Oct 2008
Application forms, drawings and decision notice for previous application ref. 81/634