

Transport Technical Note

44 Waterloo Road, Uxbridge, Middlesex, UB8 2QX LB Hillingdon Reference 1654/APP/2017/2801

Project P1805.2 44 Waterloo Road, Uxbridge, Middlesex, UB8 2QX

Date June 2018

Reason Supporting Technical Note for a Section 73 Application and Appeal Under Section 78

Introduction

Kronen Limited has been instructed to prepare this Technical Note to accompany a section 73 application and an appeal made under section 78 relating to permitted prior approval application 1654/APP/2017/2801 for the "Change of use from Use Class B8 (Storage or Distribution Centre) to Use Class C3 (dwellinghouse) for 6 x 1 bed flats" at 44 Waterloo Road, Uxbridge, Middlesex, UB8 2QX (in the London Borough of Hillingdon).

The site comprises a 2-storey building, ground and mezzanine levels, with a commercial use.

The prior approval application for 6 x 1-bedroom dwellings was submitted in August 2017. Prior approval was given in December 2017.

The application was supported by transport work prepared by others (Transport Statement dated July 2017 and Transport Statement dated October 2017).

The submitted application included no off-street parking. Leading up to the application's determination it is understood transport issues were discussed in detail and the applicant was requested to revise the proposed site plan to include 3 x off-street vehicle parking spaces.

The 3 x off-street vehicle parking spaces were secured by planning condition.

The decision notice forms part of the section 73 application and section 78 appeal documentation and the notice's conditions are provided below in full for ease of reference:

"Notwithstanding the hereby approved drawing ref: JM043 - BPS - GA - 900, prior to occupation of the development, the following shall be provided on site:

- 1. 3 car parking spaces with markings*
- 2. Secure and covered cycle parking spaces to be provided for 7 bicycles as a minimum Thereafter, they shall be permanently retained and used for no other purpose."*

The 3 x off-street vehicle parking spaces were secured by condition 1.

The applicant will submit a section 73 application and /or a section 78 to amend or remove condition 1 and omit the 3 x off-street vehicle parking spaces.

This Transport Technical Note has been prepared to accompany the section 73 application and as such focuses solely on parking issues.

The remainder of this Note investigates / analyses the following in turn:

- Background parking conditions
- Public transport conditions
- Local car ownership
- Adopted development plan parking policies
- Parking impact
- Planning conditions test

Background Parking Conditions

The site and surrounding roads are in LB Hillingdon's "Uxbridge U6" Controlled Parking Zone which restricts parking between 9am and 5pm on Mondays to Fridays.

Parking surveys prepared to accompany residential planning proposals are usually carried out in accordance with the "Lambeth Methodology", this is *Lambeth Council Parking Survey Guidance Note* (Lambeth Council, 2012) and is provided as Note Enclosure KL1 for reference.

The Lambeth Methodology requires a parking count undertaken on 2 x weekday nights between 12.30am and 5.30am on sections of roads within a 200m walk distance. This is intended to capture parking conditions when residential parking demand is highest within a reasonable walk distance.

Lambeth Methodology survey results provide total parking capacity, average parking demand and average "parking stress"; stress is demand ÷ capacity expressed as a percentage.

Low, moderate and high parking stress conditions are not prescribed by the methodology. However as transport planning practitioners as a general rule of thumb 90% figures are typically considered high or at "operational capacity" in most modelling circumstances ("Degree of Saturation", "Ratio to Flow Capacity" etc. measures).

Kronen has previously carried out a Parking Survey in LB Hillingdon and based on this experience it is understood that LB Hillingdon use an 85% parking stress figure as a high parking stress threshold (LB Hillingdon Ref 34463/APP/2017/2254 at 115 Cowley Mill Road, Uxbridge, UB8 2QB).

Transport work prepared by others for application 1654/APP/2017/2801 commissioned a raft of parking surveys.

The work states that:

- Surveys had a study area of a 200m walk distance which included: Waterloo Road, Fray's Way and Austin Waye
- Surveys were undertaken on 2 x week days on Wednesday 14 June 2017 and Thursday 15 June 2017
- Surveys included 12 x parking counts between 3am and 10pm

Reviewing the results the 2 x 3am parking counts are in accordance with parameters set out in the Lambeth Methodology.

The results show:

- At 3am on Wednesday 14 June 2017 - there were 81 cars parked in 134 spaces giving a stress of 60% (81 cars ÷ 134 spaces) and a reserve parking capacity of 53 spaces.

- At 3am on Thursday 15 June 2017 - there were 78 cars parked in 134 spaces giving a stress of 58% (81 cars ÷ 134 spaces) and a reserve parking capacity of 56 spaces.

Based on this average parking stress is calculated to be 59% (79.5 cars ÷ 134 spaces) with a reserve parking capacity of 54 spaces.

The June 2017 survey data is provided as Note Enclosure KL2 for reference.

The applicant instructed others to undertake new repeat surveys in March 2018. Again the repeat surveys: had a study area of a 200m walk distance (which included Waterloo Road, Fray's Way and Austin Way), were undertaken on 2 x weekdays (Wednesday 14 March 2018 and Thursday 15 March 2018) and included 12 x parking counts between 3am and 10pm.

The March 2018 surveys showed an overnight parking stress of 70% (104 cars ÷ 148 spaces) and a reserve parking capacity of 44 spaces.

(Note to reader: the survey areas must have differed although no mapping was provided with the March 2017 surveys.)

The March 2018 survey data is provided as Note Enclosure KL3 for reference.

As a summary of background parking conditions it is considered that at times of peak residential parking in roads surrounding the site parking conditions are moderate with approximate stress of 60% to 70%, below high / operational capacity conditions of 90% or saturation at 100%. There is also a reserve capacity of approximately 40 to 55 spaces.

Public Transport Conditions

There is professional consensus that demand for car ownership / parking and access to public transport are linked.

In a planning context this is evident from national and regional government direction to local planning authorities when setting local parking standards.

Paragraph 39 of *National Planning Policy Framework* states (p11, DCLG, 2012):

"39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles."*

Similarly clauses Ea and Eb of Policy 6.13 Parking of London Plan states (p.267, GLA, 2016):

"a the maximum standards set out in Table 6.2 in the Parking Addendum should be used to set standards in DPDs.

b in locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people)"

Transport work prepared by others for application 1654/APP/2017/2801 has assessed the site's sustainable transport accessibility.

The work found 7 × daytime buses (services 3, U5, 222, U4, 427, U3, U1, U7) and 1 × night bus (N207) could be accessed from stops within 700m walk distance and found that the London Underground Metropolitan and Piccadilly services are accessible within a 950m walk distance from Uxbridge Underground Station.

This work is provided as Note Enclosure KL4 for reference.

Based on this it is reasonable to assume that future occupants of the site have access to a range of public transport services and would not need to be dependent on private vehicles.

To help simplify and classify public transport accessibility in London accessibility is often quantified and measured using TfL's Public Transport Accessibility Level (PTAL) model.

Assessing transport connectivity in London explains PTAL scores as follows (p.6, TfL, 2015):

"PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."

"PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."

"A location will have a higher PTAL if:

- It is at a short walking distance to the nearest stations or stops*
- Waiting times at the nearest stations or stops are short*
- More services pass at the nearest stations or stops*
- There are major rail stations nearby*
- Any combination of all the above."*

TfL provides an online GIS-based PTAL tool ([Online] <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat?intcmp=25861> [Accessed May 2018]). The PTAL tool erroneously calculates the site to have a PTAL score of 0 meaning there is no access to buses within a 640m walk distance and no access to rail / light rail within a 960m walk distance.

Given the error on the PTAL tool transport work prepared by others for application 1654/APP/2017/2801 manually calculated the PTAL to be a 3 which TfL defines as "Moderate". Refer to Note Enclosure KL4 for reference.

It is understood that leading up to the application's determination transport issues were discussed in detail and the site's accessibility was somewhat contested.

In light of this and to aid the section 73 / section 78 application / appeal, method of travel census data has been researched to assess public transport use and therefore accessibility.

In transport planning census analysis Borough, Ward and "Output Area" geographical areas are commonly used (reducing in geographical size respectively).

Census data is provided in Note Enclosure KL5. The enclosure shows raw data and analysed data.

As shown in Enclosure KL5:

- The site's local Output Area has similar public transport use (16%) as the Uxbridge South Ward (15%) and Hillingdon Borough (19%) - this 16% public transport use supports the argument that the site does have access to usable public transport and uptake is average for the Borough / moderate.
- Interestingly the site's local Output Area has lower car / van use (24%) than the Uxbridge South Ward (25%) and Hillingdon Borough (34%) - this suggests the local area is less car-reliant than is typical for the Borough.

As a summary the site is considered to have access to a variety of destinations using various public transport services including 7 x daytime buses, 1 x night bus and London Underground Metropolitan and Piccadilly services from Uxbridge Underground Station, all of which can be accessed within under 1km walk distance.

Based on this it is reasonable to assume that future occupants of the site would not need to be dependent on private vehicles.

Census data supports this with the site's local area being 10% less car reliant than the Borough average.

Local Car Ownership

Transport work prepared by others for application 1654/APP/2017/2801 included Census car / van availability.

This work is provided as Note Enclosure KL6 for reference.

That Census data shows that more dwellings in the site's Output Area were car free (39%) than the in the Hillingdon Borough as a whole (23%).

This suggests that future occupants need not be car reliant.

The Census data in Enclosure KL6 has limitations in that it is aggregated for households of all sizes.

The approved development is for small dwellings only; 6 x 1-bedroom dwellings.

There is a Census dataset available that shows car or van ownership by number of rooms at Ward level.

This Census data has been obtained to assess car or van ownership by number of rooms in the site's Uxbridge South Ward to aid the section 73 application / section 78 appeal.

Within the Census data a "room" does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage but all other rooms, for example, kitchens, living rooms, bedrooms, utility rooms, studies and conservatories are counted.

As discussed, the proposal is for 6 x 1-bedroom dwellings.

It is understood that the all approved dwellings will have an open plan living space on ground floors and a bedroom and bathroom on first floors.

Accordingly the approved dwellings are all 3 "room" dwellings.

The Census data shows that the majority, 54%, of similar dwellings in the Ward are car free.

The data also projects a low car ownership of 0.52 cars per dwelling for 1 to 3 room dwellings.

The Census data and analysis is provided in Table 1 below.

Table 1 Car or van ownership by number of rooms in the Uxbridge South Ward Census data analysis

	Number of Dwellings							
	Dwelling Type	Dwelling Tenure	Dwelling Rooms	Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Raw Census	Total Accom.	All Tenure	1-3 rooms	1,536	831	613	84	8
Analysis	Total	All Tenure	1-3 rooms	1,536	831	613	84	8
Proportion				1.00	0.54	0.40	0.05	0.01
Cars					0.00	0.40	0.11	0.02
Sum								0.52

Source: Office for National Statistics

Complementing method of travel Census data, the data in Table suggest that the majority of similar sized dwellings in the site's surrounding area are car free / not reliant on private vehicles.

The applicant's supporting information includes various appeal decisions where Census data and unit size / mix have been important considerations.

Adopted Development Plan Parking Policies

Adopted Development Plan parking policies are set out in *Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies* (LB Hillingdon, 2007) and London Plan (GLA, 2016).

Local Development Plan parking provision policy and guidance is set out in Policy AM14 of the *Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies* (LB Hillingdon, 2007).

Policy AM14 of the *Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies* states (p.260, LB Hillingdon, 2007):

"AM14 new development will only be permitted where it is in accordance with the council's adopted car parking standards as set out in Annex 1."

The relevant section of Annex 1 states the following maximum standard (pp.313-4, LB Hillingdon, 2007):

"Flats and houses without individual car spaces with communal parking in garages or open car parking areas - 1.5 spaces per dwelling"

Annex 1 footnote 3 states (p.319, LB Hillingdon, 2007):

"Precise level of provision may be dependent on household and housing type and location. Provision above the maximum level will only be considered in exceptional circumstances and where the development is related to measures to improve public transport or manage the supply of on-street parking. Contributions towards the creation/extension of CPZs, traffic reduction initiatives and/or public transport may be sought in some locations where the assumed demand is greater than the level of parking being provided."

The maximum standard is considered unusually high. The following notes in Annex 1 suggests the standard is fairly outdated (p.312, LB Hillingdon, 2007):

The Parking Standards are based on:

- *Hillingdon's Interim Parking Standards adopted for planning decision purposes 2002;*
- *National Planning Guidance Planning Policy Guidance Note 3: Housing (revised) 2000;*
- *London Plan (2004); and*
- *Town and Country Planning (Use Classes) (Amendments) (England) Order 2005.*

Adopted regional maximum standards are set out in Policy 6.13 and Table 6.2 of The *London Plan* (GLA, 2016).

The residential section of Table 6.2 states that 1-bedroom and 2-bedroom dwellings should have less than 1 parking space per unit. Table 6.2 also states: *"All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit"*.

It is considered that adopted parking policy does not prescribe required numbers of parking spaces but rather requires between 0 and less than 6 x spaces.

The importance of not treating parking standards as minimum requirements is set out in the applicant's section 73 supporting information including appeal precedent.

Accordingly the section 73 application or section 78 appeal to amend / omit condition 1 and omit the 3 x off-street vehicle parking spaces would be within the range of acceptable parking provisions.

Parking Impact

As discussed the existing site comprises a 2-storey building, ground and mezzanine levels, with a commercial use.

Peak parking demands for the existing commercial use and the approved residential use are not considered to coincide.

The approved residential use is likely to have a net reduction in daytime parking when considering employee parking, delivery / servicing trips incoming and outgoing, visitor parking etc.

It is reasonable to assume this would be correct for the scheme with 6 x 1-bedroom dwellings and no off-street parking.

Baseline parking has been discussed earlier.

As a summary it is considered that at times of peak residential parking in roads surrounding the site parking conditions are moderate with approximate stress of 60% to 70%, below high / operational capacity conditions of 90% or saturation at 100%. There is also a reserve capacity of approximately 40 to 55 spaces.

The March 2018 surveys showed a higher overnight parking stress than the June 2017 surveys. If the March 2018 surveys are considered in impact assessment for robustness then these recorded a stress 70% (104 cars ÷ 148 spaces) and a reserve parking capacity of 44 spaces.

(The March 2018 survey data is provided as Note Enclosure KL3 for reference.)

Using the detailed Census data in Table 1 it can be projected that 6 × 1-bedroom dwellings could generate a parking demand for 3 × car parking spaces (6 dwellings × 0.52 cars per dwelling).

With the omission of off-street parking under the section 73 application the 3 × car parking spaces would need to be found on-street.

The impact of this on the recorded conditions would increase stress from 70% (104 cars ÷ 148 spaces) to 72% (107 cars ÷ 148 spaces) and a reserve parking capacity of 41 spaces.

A projected 72% stress is considered below high / operational capacity conditions of 90% or saturation at 100%.

Although Kronen did not prepare the survey for this application Kronen does regularly prepare in-house survey work. In the recent past Kronen has supported various applications that have been approved with higher projected parking stress as follows:

- 202a Upper Richmond Road West, East Sheen, London, SW14 8AN - 3 × dwellings - projected overnight stress 89% - LB Richmond Ref 16/4231 - approved June 2017
- 115 Cowley Mill Road, Uxbridge, UB8 2QB - 6 × HMO units - projected overnight stress 84% - LB Hillingdon Ref 34463/APP/2017/2254 - approved August 2017
- 10 Donovan Avenue, Muswell Hill, London, N10 2JX - 4 × dwellings - projected overnight stress 93% - LB Haringey Ref HGY/2017/2959 - approved December 2017
- Land at The Gardens, Harrow, HA1 4EX (Land to the Rear of 249 to 255 Pinner Road) - 9 × dwellings - projected overnight stress 84% - PINS Ref APP/M5450/W/17/3185989 (LB Harrow) - allowed March 2018
- 75 Haverhill Road, London, SW12 0HE - 2 × dwellings - projected overnight stress 84% - LB Lambeth Ref 17/02313 - approved October 2017
- 422 Upper Richmond Road West, East Sheen, London, SW14 7JX - 4 × dwellings - projected overnight stress 88% - LB Richmond Ref 17/1072 - approved December 2017

Decision notices are provided Note Enclosure KL7 for reference.

Based on this experience the 70% to 72% parking stress is not considered critical.

As discussed earlier Kronen has previously carried out a Parking Survey in LB Hillingdon and based on this experience it is understood that LB Hillingdon use an 85% parking stress figure as a high parking stress threshold (LB Hillingdon Ref 34463/APP/2017/2254 at 115 Cowley Mill Road, Uxbridge, UB8 2QB).

As an aside, the applicant's supporting information includes various appeal decisions where higher parking stress figures have been deemed acceptable; appeal APP/R5510/W/17/3171606 at 12-14 Bentinck Court, Bentinck Road, West Drayton, UB7 7RQ is particularly highlighted. Refer to the applicant's information.

The final sentence of Paragraph 32 of *National Planning Policy Framework* states (p10, DCLG, 2012):

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

In this context "residual" is considered to mean impacts after any mitigation measures. The applicant is not suggesting any mitigation measures such as on-street parking permit eligibility restriction by condition / agreement. It is noted that mitigation measures were not required for application 1654/APP/2017/2801. Mitigation measures are not considered necessary given the baseline surveyed parking conditions and low projected parking demand.

In the *National Planning Policy Framework* context "cumulative" is taken to mean a combination of transport impacts such as highway safety, trip / traffic impact etc. As discussed the section 73 application seeks to omit 3 x off-street vehicle parking spaces; as such impacts are solely related to on-street parking impacts.

It is understood to be the transport planning professionals' consensus that "severe" impacts are not well defined.

However considering the research above it is not considered that the projected 3 x additional on-street parked cars would have severe residual cumulative impacts that should prevent an approval.

Planning Conditions Test

As discussed 3 x off-street vehicle parking spaces were previously secured by condition 1.

This Note accompanies a section 73 application / section 78 appeal seeking to amend condition 1 and omit the 3 x off-street vehicle parking spaces.

As above it is not considered that the resultant projected 3 x additional on-street parked cars would have severe residual cumulative impacts.

Condition 1 has been assessed against the advice in *National Planning Policy Framework* (DCLG, 2012).

Paragraph 206 of *National Planning Policy Framework* states (p47, DCLG, 2012):

"206. Planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects."

Given that the 6 x 1-bedroom dwellings with no off-street parking is not considered to have severe impacts it is considered that condition 1 requiring 3 x spaces does not meet the conditions test and is therefore not necessary or reasonable.

It is therefore considered that the section 73 application / section 78 appeal is acceptable / not objectionable and supports / is supported by *National Planning Policy Framework* (DCLG, 2012).

Summary

This Technical Note has been prepared to accompany a section 73 application / section 78 appeal relating to permitted prior approval application 1654/APP/2017/2801 for the "Change of use from Use Class B8 (Storage or Distribution Centre) to Use Class C3 (dwellinghouse) for 6 x 1 bed flats" at 44 Waterloo Road, Uxbridge, Middlesex, UB8 2QX.

The site comprises a 2-storey building, ground and mezzanine levels, with a commercial use.

The prior approval application for 6 x 1-bedroom dwellings was submitted in August 2017. Prior approval was given in December 2017.

Leading up to the application's determination it is understood transport issues were discussed in detail and the applicant was requested to revise the proposed site plan to include 3 x off-street vehicle parking spaces.

The 3 x off-street vehicle parking spaces were secured by planning condition 1.

The applicant will submit a section 73 application / section 78 appeal to amend condition 1 and omit the 3 x off-street vehicle parking spaces.

This Transport Technical Note has found:

- Background parking stress on surrounding roads to be moderate at approximately 60% to 70%
- The site is accessible in practice and evidenced by Census data (regardless of erroneous online calculation / classification tools)
- Census data showing that the majority of similar sized dwellings in the local area have no car / are not reliant on private vehicles
- Adopted Development Plan policy does not require a minimum number of parking spaces
- The section 73 application would have minimal on-street impact based on Census data and existing background parking conditions
- The application would not have severe cumulative residual impacts
- Condition 1 requiring 3 x off-street vehicle parking spaces does not meet the relevant criteria in *National Planning Policy Framework* (DCLG, 2012)

It is therefore considered that the section 73 application is acceptable / not objectionable and supports / is supported by *National Planning Policy Framework* (DCLG, 2012).

Transport Technical Note

Prepared for:

The Jaspar Group of Companies

Prepared by:

Kronen Limited
16 Church Road
Leatherhead
KT22 8AY

<http://www.kronenlimited.com/>

Contact:

Alexander Osborn
Co-Founder Kronen Limited
020 8541 1139
alex@kronenlimited.com

© Kronen Limited 2018

Enclosure KL1

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
 - If there is no possibility of parking somewhere within the 200m boundary
 - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba fẹ ìmoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se woƿe saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

1st Floor Blue Star House

234-244 Stockwell Road

London SW9 9SP

Telephone: 020 7926 9000

Fax: 020 7926 9001

Email: transportplanning@lambeth.gov.uk

www.lambeth.gov.uk

Enclosure KL2

Enclosure KL3

- 2.26 Route 6 of the National Cycle Network (NCN) which runs between Uxbridge and the Lake District passes along the towpath to the west of the site, parallel to Waterloo Road. The route can be accessed around 300m north of the site from the A4007 (Rockingham Road).
- 2.27 Waterloo Road itself is a cycle route recommended by other cyclists that provides a link between NCN Route 6 and local routes 89 and 93.
- 2.28 The wider cycle network is shown on the plan at **Appendix D**.

Parking Surveys

- 2.29 Extensive on-street parking surveys were undertaken over two weekdays on roads within 200m of the site in June 2017, this included parts of Waterloo Road, Fray's Way, and Austin Way. A distance of 200m (or 2 minute walk) is considered the distance within which a resident may want to park from where they live.
- 2.30 The full survey results are attached at **Appendix E** and the following maximum parking stresses over the two days were observed:

Time	No. of parking spaces	No. of parked cars	Parking Stress (%)	No. of available spaces
03:00	134	81	60%	53
07:00	134	76	57%	58
08:00	134	65	49%	69
09:00	134	62	46%	72
11:00	134	56	42%	78
13:00	134	48	36%	86
17:00	134	55	41%	79
18:00	134	84	63%	50
19:00	134	90	67%	44
21:00	134	92	69%	42

- 2.31 The table above demonstrates that the area surveyed operated well below capacity with the maximum overall parking stress observed being 69%, at which point there were 42 available spaces.
- 2.32 The maximum parking stress observed on any one road was 74% on Waterloo Road at 21:00. At this point 27 on-street parking spaces remained available.
- 2.33 Further extensive parking surveys were undertaken during March 2018 in a similar survey area which incorporated roads within 200m of the site. These surveys were undertaken over two weekdays, a Saturday, and early Sunday morning, therefore providing a very comprehensive picture of parking stress in the area during both CPZ operational hours and the times when most residents will be at home. The survey results are attached at **Appendix F**.

2.34 The following maximum parking stresses were observed over the two weekdays:

Time	No. of parking spaces	No. of parked cars	Parking Stress (%)	No. of available spaces
03:00	148	104	70%	44
06:00	148	105	71%	43
07:00	148	98	66%	50
08:00	148	80	54%	68
09:00*	148	62	42%	86
11:00*	148	95	64%	53
13:00*	148	62	42%	86
17:00*	148	75	51%	73
18:00	148	92	62%	56
19:00	148	110	74%	38
21:00	148	118	80%	30
22:00	148	116	78%	32

*During CPZ hours of 0900 – 1700 Monday - Friday

2.35 The following maximum parking stresses were observed on the Saturday:

Time	No. of parking spaces	No. of parked cars	Parking Stress (%)	No. of available spaces
03:00	148	106	72%	42
06:00	148	109	74%	39
07:00	148	105	71%	43
08:00	148	103	70%	45
09:00	148	101	68%	47
11:00	148	100	68%	48
13:00	148	101	68%	47
17:00	148	100	68%	48
18:00	148	108	73%	40
19:00	148	121	82%	27
21:00	148	109	74%	39
22:00	148	112	76%	36

2.36 The following parking stress was observed early morning on the Sunday:

Time	No. of parking spaces	No. of parked cars	Parking Stress (%)	No. of available spaces
01:00	148	103	70%	45

2.37 The March 2018 survey results demonstrate that:

- The maximum parking stress observed on the two weekdays was 80% at 2100, at which point there were 30 available spaces.
- The maximum parking stress observed on the Saturday was 82% at 1900, at which point there were 27 available spaces.
- During CPZ operational hours (Monday – Friday 0900 – 1700) the parking stress observed did not exceed 64% (53 available spaces).
- During the hours when the CPZ is not in operation the maximum parking stresses observed on a weekday varied between 62% - 80%. On the Saturday the parking stress varied between 68% and 82%. Therefore indicating parking stress does not vary considerably between a weekday and weekend when the CPZ is not in operation.
- The overnight survey beats show there was a maximum parking stress of 70% on the weekday overnight beats (0300) and 72% on the weekend beats (Saturday 0300 and Sunday 0100). This demonstrates there is plenty of on –street capacity at the point at which most residents are at home and that this does not differ considerably between weekdays and the weekend.

2.38 The comprehensive survey results demonstrate that the survey area operated below capacity at all times with at least 27 parking spaces available on – street. Overnight, when most residents are at home, there are at least 42 parking spaces available. Furthermore, at maximum parking stress there was very little difference between parking space availability on a weekday and weekend.

Site visit

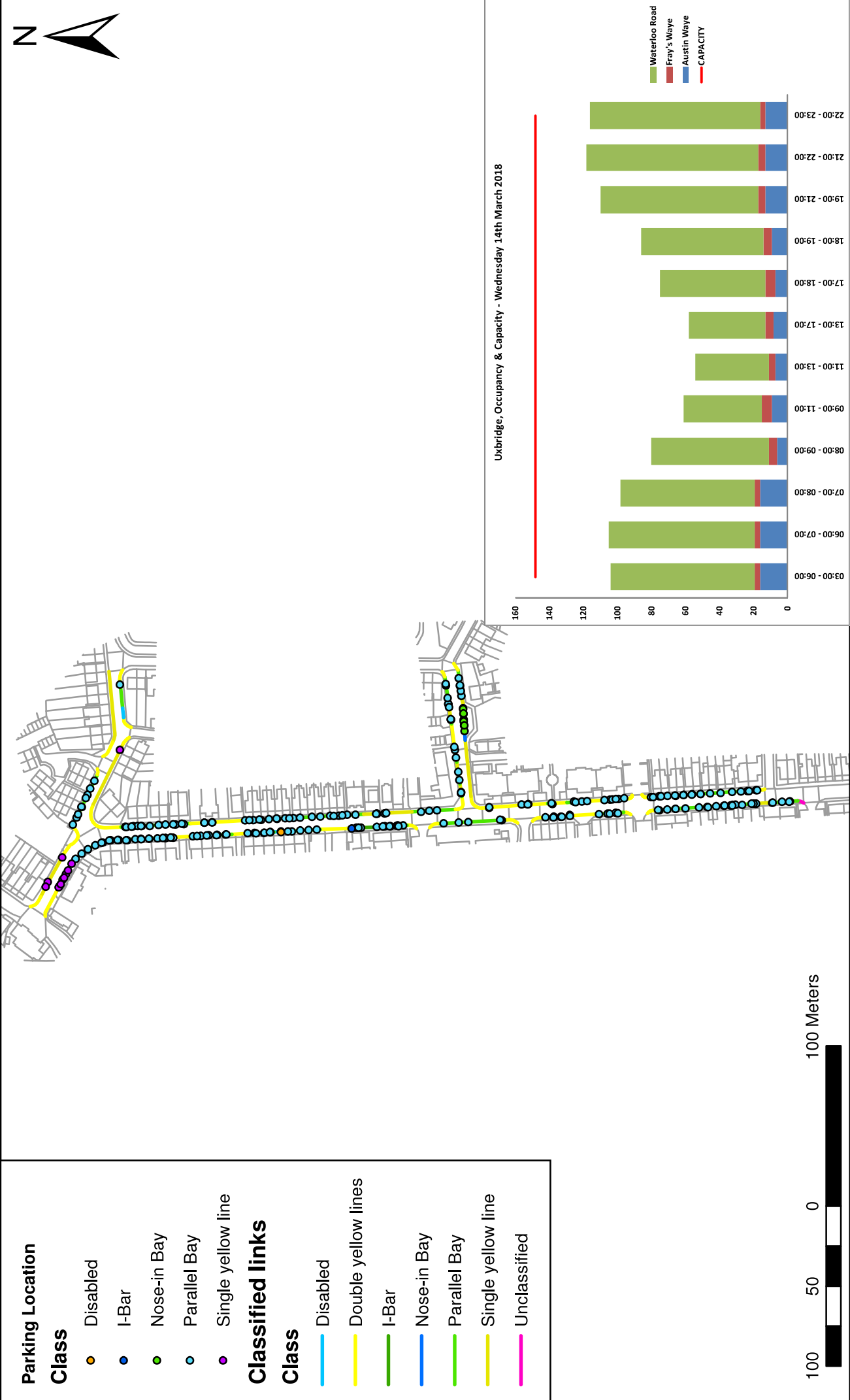
2.39 A site visit was undertaken on Sunday 25th March from 0900 – 1100. During this time two counts of parked vehicles were undertaken which showed 95 vehicles parked in the survey area at 0915 and 96 vehicles parked at 1100.

2.40 Using information from the survey the vehicle counts indicate parking stresses of 64% and 65% at 0915 and 1100, respectively. These figures correspond with the 68% parking stress identified at both 0900 and 1100 on the Saturday of the survey period.

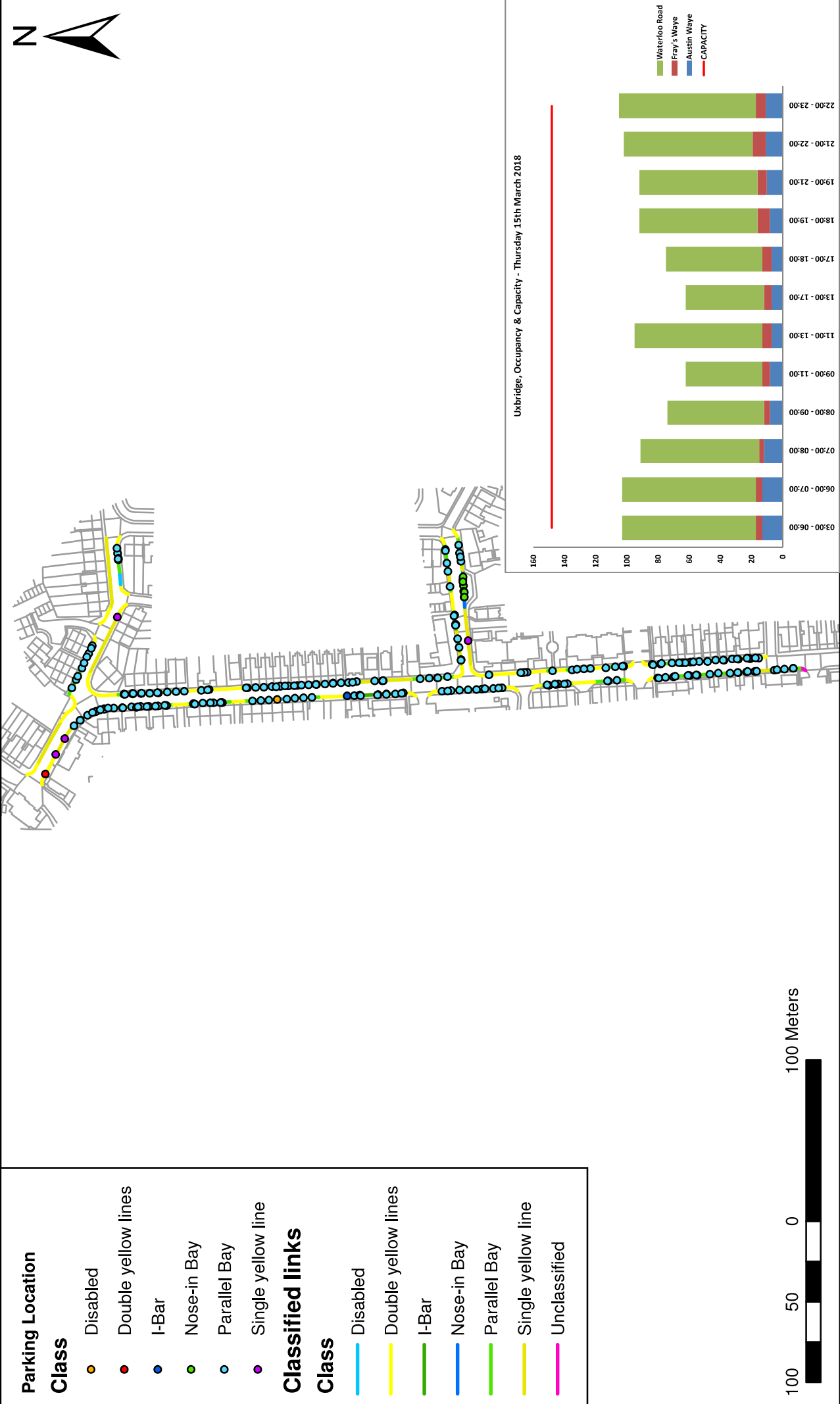
2.41 Observations during the site visit also suggested that the Waterloo Road Church (in service during the site visit) likely impacts on on-street parking stress as there are various services and meetings throughout the week and weekend.

2.42 The route from the site to Uxbridge town centre (via Rockingham Recreation Ground) was walked within 11 minutes. The route is well used by pedestrians and the signal controlled pedestrian

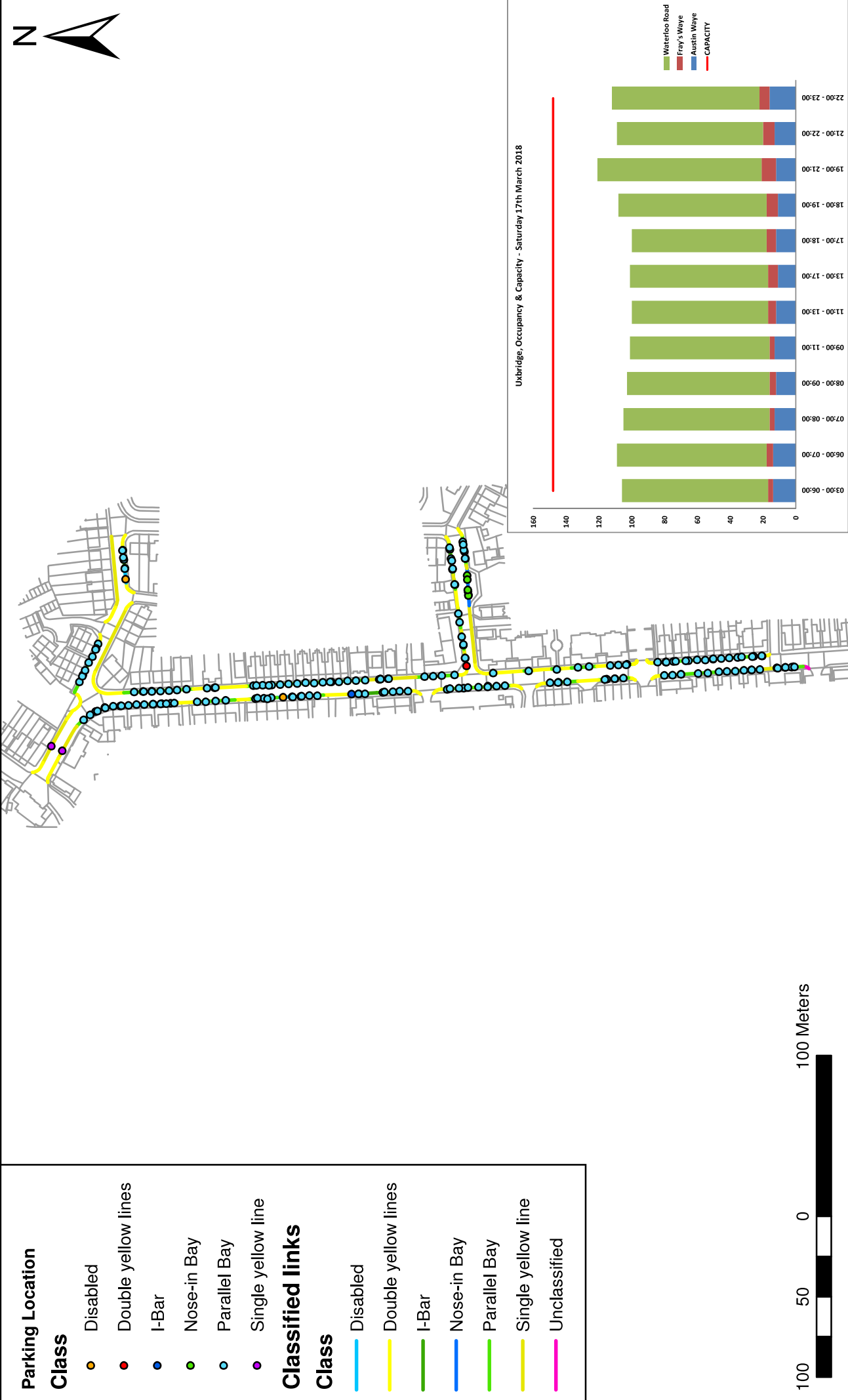
5599 - Uxbridge Parking, Wednesday 14th March 2018
Occupancy & Capacity



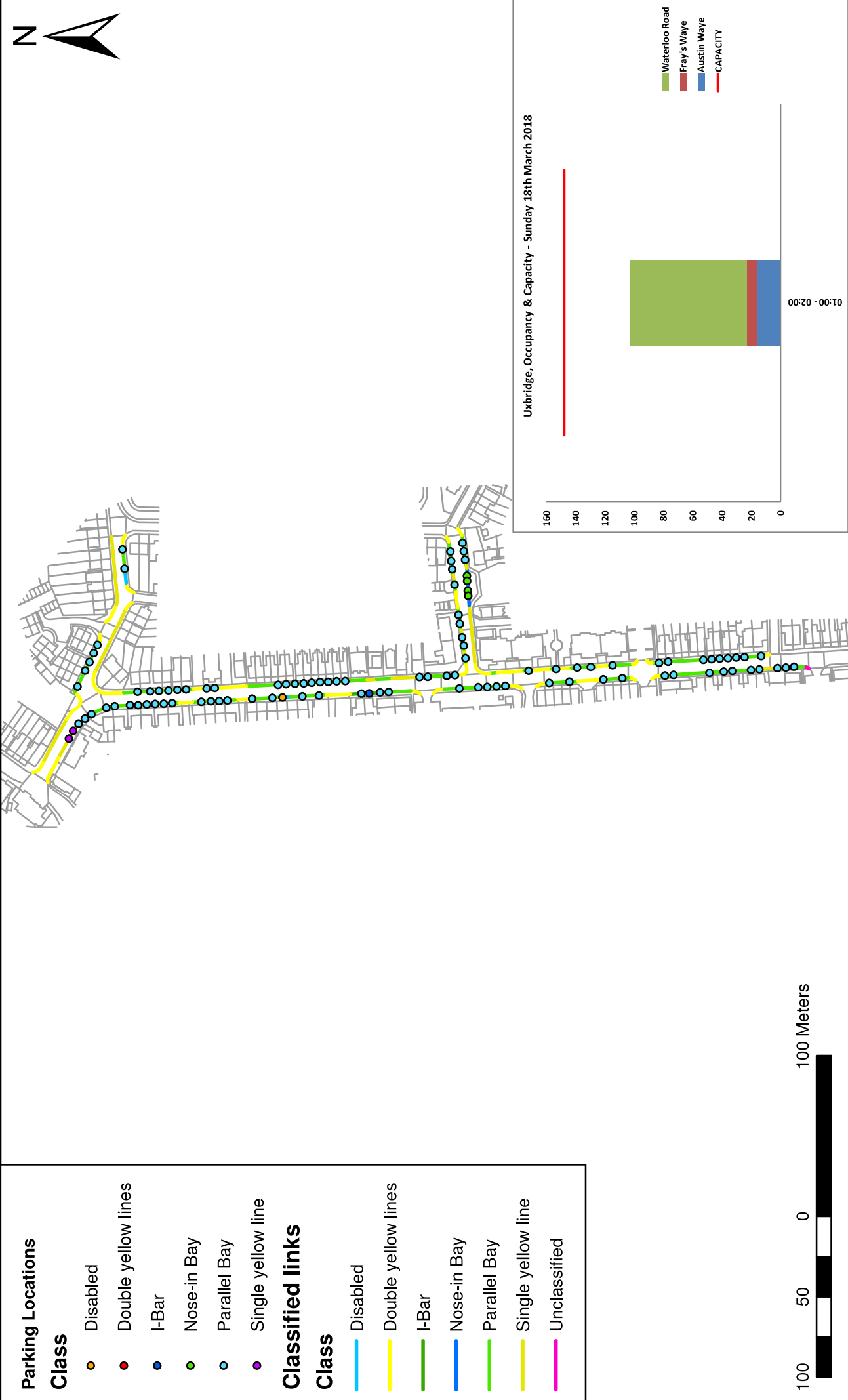
5599 - Uxbridge Parking, Thursday 15th March 2018
Occupancy & Capacity



5599 - Uxbridge Parking, Saturday 17th March 2018
Occupancy & Capacity



5599 - Uxbridge Parking, Sunday 18th March 2018
Occupancy & Capacity (01:00 - 02:00)



Enclosure KL4

Public Transport – Bus Services

- 2.12 The nearest bus stops to the site are located on the A4007 (Rockingham Road) and Cowley Road around 220m (3 minutes) walk distance north and 500m (6 minutes) walk distance south east of the site, respectively. Three regular bus routes serve these stops; the 3, U5, and 222.
- 2.13 Further bus stops are located on Oxford Road around 680m (9 minutes) walk distance north east of the site and provide access to an additional 5 bus services.
- 2.14 In total there are 8 regular bus services and one night service in the vicinity of the site, providing up to 51 bus services per hour Monday – Friday. The bus services available are noted below:

SERVICES	ROUTE	FREQUENCY		
		Mon – Fri	Sat	Sun
3	Slough – Uxbridge	20 mins	20 mins	1 per hour
U5	York Road – Blyth Road	10 – 12 mins	12 mins	20 mins
222	Uxbridge Station – Hounslow Bus Station	6 – 10 mins	7 – 11 mins	12 – 13 mins
U4	Prologis Park – Belmont Road	7 – 10 mins	8 – 12 mins	15 mins
427	York Road – Acton Old Town Hall / Salisbury Street	6 – 10 mins	6 – 10 mins	9 – 12 mins
U3	Uxbridge Station to Heathrow Central Bus Station	10 – 13 mins	9 – 12 mins	20 mins
U1	Ruislip Station – West Drayton Station	15 mins	15 mins	30 mins
U7	Uxbridge Station – Lombardy Retail Park	30 mins	30 mins	30 mins
N207	Uxbridge Station – Bloomsbury Square	30 mins	30 mins	30 mins

- 2.15 All the bus stops provide flagpoles and timetable information. Those on Oxford Road and Cowley Road provide bus shelters and seating.

Public Transport – Rail Services

- 2.16 Uxbridge Underground station is located around 930m (12 minutes walk distance) north east of the site in Uxbridge town centre. The station is served by the Transport for London (TfL) Metropolitan and Piccadilly Underground Lines and provides regular services to Central London.

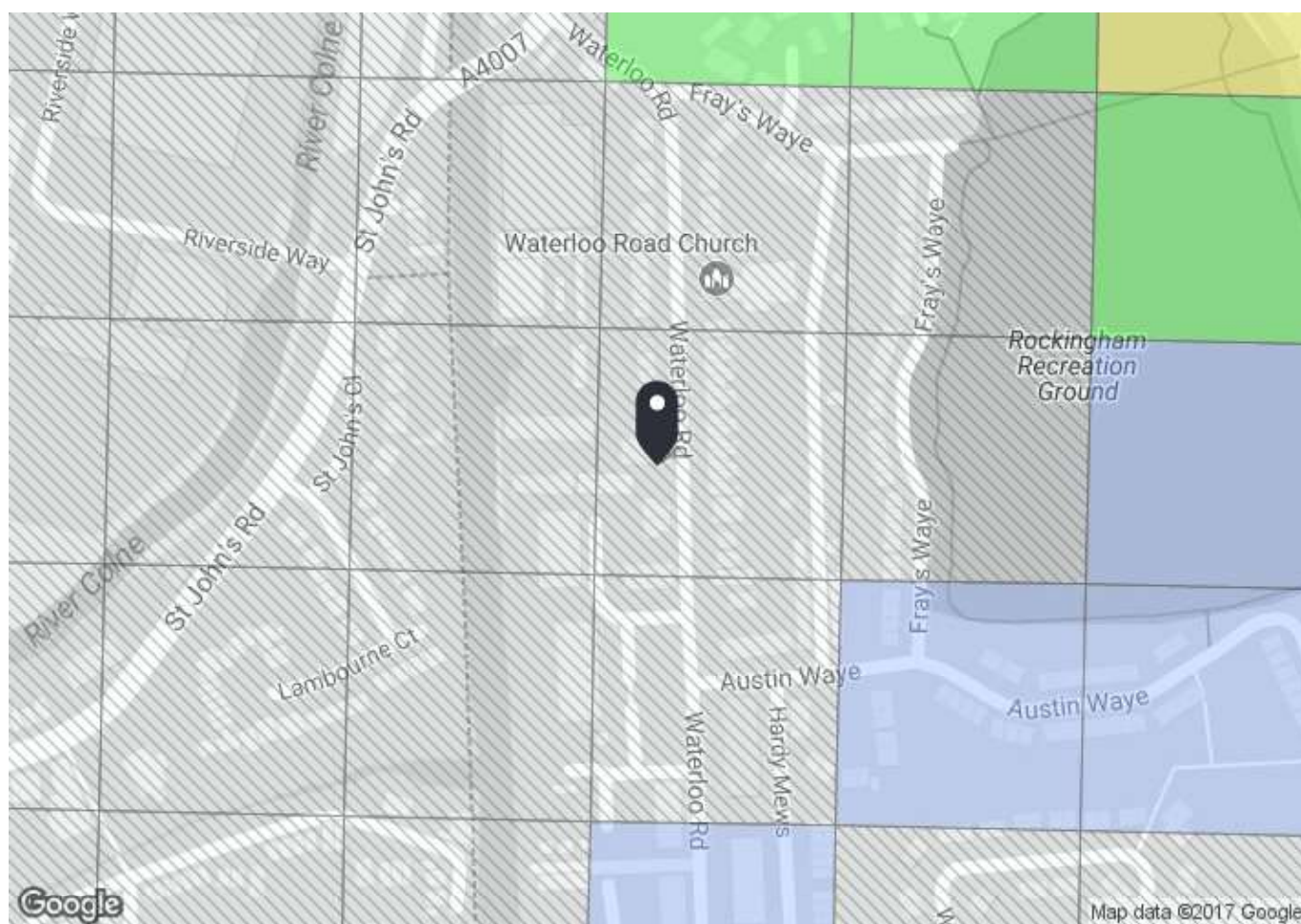
Public Transport Accessibility Level (PTAL)

- 2.17 The TfL WebCAT service indicates that the site is within a PTAL 0 with no service access points (SAPs) noted. The WebCAT PTAL report is attached at **Appendix C**.

- 2.18 As demonstrated above there are a variety of public transport services accessible within walking distance of the site. Therefore the TfL WebCAT PTAL calculation spreadsheet has been used to undertake a manual PTAL calculation in order to calculate a more representative PTAL for the site. The manual PTAL calculation is attached at **Appendix C**.
- 2.19 The Access Index (AI) of a location determines the PTAL as follows:
- **PTAL 1a** = AI 0.01 – 2.50
 - **PTAL 1b** = AI 2.51 – 5.0
 - **PTAL 2** = AI 5.01 – 10.0
 - **PTAL 3** = AI 10.01 – 15.0
 - **PTAL 4** = AI 15.01 – 20.0
 - **PTAL 5** = AI 20.01 – 25.0
 - **PTAL 6a** = AI 25.01 – 40.0
 - **PTAL 6b (best)** = AI 40.01+
- 2.20 When incorporating all SAPs within the PTAL calculation range (640m for bus stops and 960m for all other modes), the manual PTAL calculation indicates the site is within a PTAL 2 with an AI of 9.02.
- 2.21 The above calculation does not include the 5 bus services accessible on Oxford Road because they are around 40m outside of the calculation range. However, residents of the site would not be deterred from walking a further 40m; if these services are included in the PTAL calculation, the PTAL increases to a PTAL 3 with an AI of 13.72. This PTAL calculation is also attached at **Appendix C**.
- 2.22 It is considered the latter calculation of a PTAL 3 is most representative of the sustainability of the site's location, considering Uxbridge town centre and a wide range of public transport facilities are within a 12 minute walk distance of the site.

Pedestrian and Cycle Routes

- 2.23 Waterloo Road and the local streets have a good standard of footways and are street lit. A footpath traverses the northern part of the Rockingham Recreation Ground to the east of the site. This footpath is street lit and provides a good pedestrian connection to Cowley Road and Uxbridge town centre.
- 2.24 Signed local cycle route 89 passes parallel to Waterloo Road, and can be accessed around 900m east of the site on Whitehall Road. This route is located on a mixture of quieter and busier roads and runs between Heathrow to the south and Pinner to the north.
- 2.25 Route 6 of the National Cycle Network (NCN) which runs between Uxbridge and the Lake District passes along the towpath to the west of the site, parallel to Waterloo Road. The route can be accessed around 300m north of the site from the A4007 (Rockingham Road).



PTAL output for Base Year

0

42-58 Waterloo Rd, Uxbridge UB8, UK

Easting: 505021, Northing: 183639

Grid Cell: 96421

Report generated: 20/06/2017

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Site Details

Grid Cell: 96421

Easting: 505045
Northing: 183652

Report Date: 19/06/2017
Scenario: Base Year

Calculation Parameters

Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8 kph
Bus Node Max Walk Access Time (mins): 8
Bus Reliability Factor: 2.0
LU Station Max Walk Access Time (mins): 12
LU Reliability Factor: 0.75
National Rail Station Max Walk Access Time (mins): 12
National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (n	Frequency	Walk Time	SWT (mins	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE OXFORD ROAD	222	495.3	7.5	6.19125	6	12.19125	2.460781	1	2.460781
Bus	UXBRIDGE OXFORD ROAD	U5	495.3	5	6.19125	8	14.19125	2.113979	0.5	1.056989
Bus	ROCKINGHAM ROAD	3	225.9	3	2.82375	12	14.82375	2.023779	0.5	1.01189
LUL	Uxbridge	'Uxbridge-AldSlow '	926.4	5.33	11.58	6.378518	17.95852	1.670516	1	1.670516
LUL	Uxbridge	'Uxbridge-BStreetSI '	926.4	3.67	11.58	8.924387	20.50439	1.463102	0.5	0.731551
LUL	Uxbridge	'Uxbridge-Cockfosters'	926.4	3.67	11.58	8.924387	20.50439	1.463102	0.5	0.731551
LUL	Uxbridge	'BkStr-UxbridgeSFast '	926.4	2.33	11.58	13.62554	25.20554	1.190215	0.5	0.595107
LUL	Uxbridge	'ArnosGrove-Uxbridge '	926.4	1	11.58	30.75	42.33	0.708717	0.5	0.354359
LUL	Uxbridge	'HarrowHill-Uxbridge '	926.4	0.67	11.58	45.52612	57.10612	0.525338	0.5	0.262669
LUL	Uxbridge	'Oakwood-Uxbridge '	926.4	0.33	11.58	91.65909	103.2391	0.290588	0.5	0.145294

Total PTAL: 9.020706996

PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01+	

Site Details

Grid Cell: 96421

Easting: 505045

Northing: 183652

Report Date: 19/06/2017

Scenario: Base Year

Calculation Parameters

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (n	Frequency	Walk Time	SWT (mins	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE OXFORD ROAD		222	495.3	7.5	6.19125	6	12.19125	2.460781	1 2.460781
Bus	UXBRIDGE OXFORD ROAD	U4		677.4	7.5	8.4675	6	14.4675	2.073613	0.5 1.036807
Bus	UXBRIDGE OXFORD ROAD		427	425.9	7.5	5.32375	6	11.32375	2.649299	0.5 1.32465
Bus	UXBRIDGE OXFORD ROAD	U5		495.3	5	6.19125	8	14.19125	2.113979	0.5 1.056989
Bus	UXBRIDGE OXFORD ROAD	U3		677.4	5	8.4675	8	16.4675	1.82177	0.5 0.910885
Bus	UXBRIDGE OXFORD ROAD	U1		677.4	4	8.4675	9.5	17.9675	1.669681	0.5 0.834841
Bus	UXBRIDGE OXFORD ROAD	U7		677.4	2	8.4675	17	25.4675	1.177972	0.5 0.588986
Bus	ROCKINGHAM ROAD	3		225.9	3	2.82375	12	14.82375	2.023779	0.5 1.01189
LUL	Uxbridge	'Uxbridge-AldSlow '		926.4	5.33	11.58	6.378518	17.95852	1.670516	1 1.670516
LUL	Uxbridge	'Uxbridge-BStreetSI '		926.4	3.67	11.58	8.924387	20.50439	1.463102	0.5 0.731551
LUL	Uxbridge	'Uxbridge-Cockfosters'		926.4	3.67	11.58	8.924387	20.50439	1.463102	0.5 0.731551
LUL	Uxbridge	'BkStr-UxbridgeSFast '		926.4	2.33	11.58	13.62554	25.20554	1.190215	0.5 0.595107
LUL	Uxbridge	'ArnosGrove-Uxbridge '		926.4	1	11.58	30.75	42.33	0.708717	0.5 0.354359
LUL	Uxbridge	'HarrowHill-Uxbridge '		926.4	0.67	11.58	45.52612	57.10612	0.525338	0.5 0.262669
LUL	Uxbridge	'Oakwood-Uxbridge '		926.4	0.33	11.58	91.65909	103.2391	0.290588	0.5 0.145294

Total PTAL: 13.71687487

PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01+	

Enclosure KL5

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 31 May 2018]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	ualad09:Hillingdon	oa2011:E00012550	ward011qs:E05000341 : Uxbridge South
All categories: Method of travel to work	199,926	239	11,498
Work mainly at or from home	5,121	7	209
Underground, metro, light rail	17,458	18	808
Train	5,643	4	201
Bus, minibus or coach	15,731	16	718
Taxi	469	0	21
Motorcycle, scooter or mop	1,059	1	47
Driving a car or van	68,925	58	2,867
Passenger in a car or van	4,092	2	181
Bicycle	1,936	2	129
On foot	9,192	33	1,023
Other method of travel to work	664	2	27
Not in employment	69,636	96	5,267

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Method of Travel to Work	ualad09:Hillingdon	Borough	oa2011:E00012550	Output Area	ward011qs:E05000341 : Uxbridge South	Ward
All categories: Method of travel to work	199,926	100%	239	100%	11,498	100%
Work mainly at or from home	5,121	3%	7	3%	209	2%
Underground, metro, light rail, tram	17,458	9%	18	8%	808	7%
Train	5,643	3%	4	2%	201	2%
Bus, minibus or coach	15,731	8%	16	7%	718	6%
Taxi	469	0%	0	0%	21	0%
Motorcycle, scooter or moped	1,059	1%	1	0%	47	0%
Driving a car or van	68,925	34%	58	24%	2,867	25%
Passenger in a car or van	4,092	2%	2	1%	181	2%
Bicycle	1,936	1%	2	1%	129	1%
On foot	9,192	5%	33	14%	1,023	9%
Other method of travel to work	664	0%	2	1%	27	0%
Not in employment	69,636	35%	96	40%	5,267	46%

Enclosure KL6

- 3.7 The current level of car ownership in the site output area is lower than the Borough average with 39% of households having no car or van compared with the whole of Hillingdon (23% no car). This indicates that households in the area around the site already take advantage of the public transport services available and that not all residents own cars. Car ownership data from the 2011 Census is attached at **Appendix H**.

Vehicle Parking

- 3.8 Parking standards for the proposed development are outlined within Annex 1 of the LBH Unitary Development Plan (UDP) Saved Policies Document September 2007 and note to refer to the London Plan for parking standards unless a specific LBH standard is listed.
- 3.9 Parking standards are outlined in Table 6.2 of the London Plan and indicate a maximum standard of **less than 1 space per unit for 1 – 2 bed units**. The London Plan also states:

“All developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit.”

- 3.10 The development will not provide parking onsite. It is proposed that one on-street residential parking permit will be available to each unit.
- 3.11 Census data indicates car ownership is low in the area, with 39% of households not owning a car or van. Therefore it is expected that not all units will take up the use of a parking permit. Furthermore, given the public transport accessibility of the site (PTAL 3) residents will make use of the public transport services available.
- 3.12 Parking survey data outlined in **Section 2** demonstrates the roads in the vicinity of the site operate at well below capacity with the maximum parking stress observed being 69%, at which point there were 42 available spaces. If an additional 6 vehicles were parked on-street there would still be 36 available parking spaces with a parking stress of 73%. This indicates there is parking capacity on the local roads and the proposed development will therefore not impact on the surrounding streets.

Cycle Parking

- 3.13 Cycle parking standards are outlined in Table 6.3 of the London Plan and require 1 cycle parking space per studio and 1 bedroom unit as well as 1 short stay visitor space per 40 units. The proposed development therefore requires provision for 7 secure cycle parking spaces.
- 3.14 Cycle parking will be located on the western part of the site.

Access and Distribution

- 3.15 Each unit will be accessed independently. Unit 1 will be accessed directly from Waterloo Road on the eastern site boundary and units 2 – 6 will be accessed on the southern site boundary.
- 3.16 Access to cycle parking on the western part of the site will be via the existing shared access on the southern site boundary.
- 3.17 As outlined earlier within this TS the proposed development will lead to a reduction in the total number of vehicle trips when compared to the existing site. It is not therefore considered that the proposed development will have a material or severe impact on the surrounding highway network.

Car or Van Availability (QS416EW)

	E00012550		Hillingdon		London		England	
	Output Area		London Borough		Region		Country	
All Households	116		100214		3266173		22063368	
No Cars or Vans in Household	45	39%	22716	23%	1357251	42%	5691251	26%
1 Car or Van in Household	53	46%	43942	44%	1324032	41%	9301776	42%
2 Cars or Vans in Household	15	13%	25193	25%	458659	14%	5441593	25%
3 Cars or Vans in Household	3	2%	6125	6%	95619	3%	1203865	5%
4 or More Cars or Vans in Household	0	0%	2238	2%	30612	1%	424883	2%

Enclosure KL7

Mr Daniel Hambly
Union Architecture
Unit 13 Chantry Park
2 Cowley Road
Poole
BH17 0UJ

Letter Printed 13 June 2017

FOR DECISION DATED

13 June 2017

Dear Sir/Madam

**The Town and Country Planning Act 1990, (as amended)
Decision Notice**

Application: 16/4231/FUL
Your ref: Upper Richmond Road West
Our ref: DC/VEX/16/4231/FUL/FUL
Applicant: Mr Everett
Agent: Mr Daniel Hambly

WHEREAS in accordance with the provisions of the Town and Country Planning Act 1990 and the orders made thereunder, you have made an application received on **3 November 2016** and illustrated by plans for the permission of the Local Planning Authority to develop land situated at:

202 Upper Richmond Road West East Sheen London SW14 8AN

for

Alterations with dormer extensions to existing first floor dwelling, conversion into 3 no. apartments incorporating a loft conversion.

NOW THEREFORE WE THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF RICHMOND UPON THAMES acting by the Council of the said Borough, the Local Planning Authority HEREBY GIVE YOU NOTICE pursuant to the said Act and the Orders made thereunder that permission to develop the said land in accordance with the said application is hereby **GRANTED** subject to the conditions and informatives summarised and listed on the attached schedule.

Yours faithfully



Robert Angus
Head of Development Management

SCHEDULE OF CONDITIONS AND INFORMATIVES FOR APPLICATION 16/4231/FUL

APPLICANT NAME

Mr Everett
CO Agent

AGENT NAME

Mr Daniel Hambly
Unit 13 Chantry Park
2 Cowley Road
Poole
BH17 OUJ

SITE

202 Upper Richmond Road West East Sheen London SW14 8AN

PROPOSAL

Alterations with dormer extensions to existing first floor dwelling, conversion into 3 no. apartments incorporating a loft conversion.

SUMMARY OF CONDITIONS AND INFORMATIVES

CONDITIONS

AT01	Development begun within 3 years
U24719	Approved drawings
U24720	Materials
U24721	Parking Permits Restriction GRAMPIAN
DV49	Construction Method Statement
DV18A	Refuse arrangements
PK06A	Cycle parking
U24722	Details of PV Panels
DV45B	BREEAM Domestic Refurbishment -Conv'~
DV50	Energy Reduction
DV51	Water Consumption

INFORMATIVES

U15577	NPPF APPROVAL - Para. 186 and 187
U15576	Composite Informative
IL29	Construction Management Statement
IL24	CIL liable

DETAILED CONDITIONS AND INFORMATIVES

DETAILED CONDITIONS

AT01 Development begun within 3 years

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

U24719 Approved drawings

The development hereby permitted shall be carried out in accordance with the following approved plans and documents, where applicable.

02, received 03 November 2016; 04, received 07 March 2017; 01 REV B and 03 REV B, received on 23 May 2017.

REASON: To accord with the terms of the application, for the avoidance of doubt and in the interests of proper planning.

U24720 Materials

No new external finishes (including fenestration), including works of making good, shall be carried out other than in materials to match the existing, unless otherwise indicated on approved drawings or within submitted application form.

REASON: To ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

U24721 Parking Permits Restriction GRAMPIAN

Before the development hereby permitted begins a scheme shall be agreed in writing with the local planning authority and be put in place to ensure that, with the exception of disabled persons, no more than one resident occupier of the development shall obtain a resident parking permit within any controlled parking zone which may be in force in the area at any time.

REASON: To ensure that the development does not generate an increased demand for on-street car parking to the detriment of the free flow of traffic, the conditions of general safety along the neighbouring highways, the amenity of the area and to accord with the Councils car parking policy and standards

DV49 Construction Method Statement

No development shall take place, including any works of demolition, until a Construction Management Statement (to include any demolition works) has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The Statement shall provide for:

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

9. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works (including excavation, location and emptying of skips);
 10. Details of measures that will be applied to control the emission of noise, vibration and dust including working hours. This should follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites;
 11. Details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);
 12. Details of the phasing programming and timing of works;
 13. Where applicable, the Construction Management Statement should be written in conjunction with the Arboricultural Method Statement, and in accordance with British Standard BS5837:2012 'Trees in relation to design, demolition and construction - recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7;
 14. A construction programme including a 24 hour emergency contact number;
 15. See also TfL guidance on Construction Logistics Plans.
- REASON: In the interests of highway and pedestrian safety together with the amenity of the area.

DV18A Refuse arrangements

None of the buildings hereby approved shall be occupied until arrangements for the storage and disposal of refuse/waste have been made in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

REASON: To safeguard the appearance of the property and the amenities of the area.

PK06A Cycle parking

No building/dwelling/part of the development shall be occupied until cycle parking facilities have been provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority, such drawings to show the position, design, materials and finishes thereof.

REASON: To accord with this Council's policy to discourage the use of the car wherever possible.

U24722 Details of PV Panels

Details of the photo-voltaic solar panels hereby approved shall be submitted to and approved in writing by the local planning authority. These shall include details of the design and location, including roof plans and manufacturers' specifications of the panels. The development shall be carried out in accordance with the approved details and maintained thereafter.

REASON: To ensure that the development is built in accordance with approved sustainability documents and to protect the amenities enjoyed by neighbouring occupiers.

DV45B BREEAM Domestic Refurbishment -Conv'~

The dwelling(s) hereby approved shall achieve BREEAM Domestic Refurbishment Rating Excellence in accordance with the terms of the application & the requirements of the BREEAM Guide (or such national measure of sustainability for house design that replaces that scheme). REASON: In the interests of promoting sustainable forms of developments and to meet the terms of the application.

DV50 Energy Reduction

The dwelling(s) hereby approved shall achieve a 35% reduction in Carbon dioxide emissions beyond Building Regulations requirements (2013).

Reason: In the interests of energy conservation in accordance with Policy DMSD1 of the Development Management Plan (2011).

DV51 Water Consumption

The dwelling(s) hereby approved shall not be occupied other than in accordance with the water consumption targets of 105 litres or less per person per day, and 5 litres or less per head per day for external water use.

Reason: In the interests of water efficiency in accordance with Policy DMSD9 of the Development Management Plan (2011).

DETAILED INFORMATIVES

U15577 NPPF APPROVAL - Para. 186 and 187

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Richmond upon Thames Borough Council takes a positive and proactive approach to the delivery of sustainable development, by:

- o Providing a formal pre-application service
- o Providing written policies and guidance, all of which is available to view on the Council's website
- o Where appropriate, negotiating amendments to secure a positive decision
- o Determining applications in a timely manner.

In this instance:

- o The application was amended following negotiations with the Council to ensure the scheme complied with adopted policy and guidance, and a decision was made without delay.

U15576 Composite Informative

Reason for granting:

The proposal has been considered in the light of the Development Plan, comments from statutory consultees and third parties (where relevant) and compliance with Supplementary Planning Guidance as appropriate. It has been concluded that there is not a demonstrable harm to interests of acknowledged importance caused by the development that justifies withholding planning permission.

Building Regulations:

The applicant is advised that the erection of new buildings or alterations to existing buildings should comply with the Building Regulations. This permission is NOT a consent under the Building Regulations for which a separate application should be made. For application forms and advice please contact the Building Control Section of the Street Scene department, 2nd floor, Civic Centre, 44 York Street, Twickenham, TW1 3BZ. (Tel: 020 8891 1411).

If you alter your proposals in any way, including to comply with the Building Regulations, a further planning application may be required. If you wish to deviate in any way from the proposals shown on the approved drawings you should contact the Development Control Department, 2nd floor, Civic Centre, 44 York Street, Twickenham, TW1 3BZ. (Tel: 020 8891 1411).

Damage to the public highway:

Care should be taken to ensure that no damage is caused to the public highway adjacent to the site during demolition and (or) construction. The Council will seek to recover any expenses incurred in repairing or making good such damage from the owner of the land in question or the person causing or responsible for the damage.

BEFORE ANY WORK COMMENCES you MUST contact the London Borough of Richmond upon Thames, 44 York Street, Twickenham TW1 3BZ, Telephone 020 8891 1411 to arrange a pre-commencement photographic survey of the public highways adjacent to and within the vicinity of the site. The precondition survey will ensure you are not charged for any damage which existed prior to commencement of your works.

If you fail to contact us to arrange a pre commencement survey then it will be assumed that any damage to the highway was caused by your activities and you will be charged the full cost of repair.

Once the site works are completed you need to contact us again to arrange for a post construction inspection to be carried out. If there is no further damage then the case will be closed. If damage or further damage is found to have occurred then you will be asked to pay for repairs to be carried out.

Noise control - Building sites:

The attention of the applicant is drawn to the requirements of section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise and vibration on construction and demolition sites. Application, under section 61 of the Act for prior consent to the works, can be made to the Environmental Health Department.

Under the Act the Council has certain powers to control noise from construction sites. Typically the council will limit the times during which sites are permitted to make noise that their neighbours can hear.

For general construction works the Council usually imposes (when necessary) the following limits on noisy works:-

Monday to Friday 8am to 6pm

Saturdays 8am to 1pm

Sundays and Public Holidays- No noisy activities allowed

Applicants should also be aware of the guidance contained in British Standard 5228:2009- Noise and vibration control on construction and open sites.

Any enquiries for further information should be made to the Commercial Environmental Health Team, 2nd Floor Civic Centre, 44 York Street, Twickenham TW1 3AB.

IL29 Construction Management Statement

The applicants are advised that when drafting the Construction Management Statement, as secured via condition, each 'point' of the condition should form a sub-heading in the Statement. Where a point is not applicable please state this, with justification.

IL24 CIL liable

The applicant is advised that this permission results in a chargeable scheme under the Borough's and the Mayor of London's Community Infrastructure Levy.

END OF SCHEDULE OF CONDITIONS AND INFORMATIVES FOR APPLICATION
16/4231/FUL



Mr V Luthra
115 Cowley Mill Road
Cowley
Uxbridge
UB8 2QB

Application Ref:
34463/APP/2017/2254

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **GRANTS** permission for the following:-

Description of development:

Change of use from single dwelling house (Use Class C3) to a 6 person House of Multiple Occupancy (Class C4)

Location of development: 115 Cowley Mill Road Uxbridge

Date of application: 27 June 2017

Plan Numbers: See attached Schedule of plans

Permission is subject to the condition(s) listed on the attached schedule:-

Head of Planning and Enforcement

Date: 22 August 2017

- NOTES:
- (i) Please also see the informatives included in the Schedule of Conditions.
 - (ii) Should you wish to appeal against any of the conditions please read the attached sheet which explains the procedure.
 - (iii) This decision does not convey any approval or consent which may be required under any by-laws, building regulations or under any Act other than the Town and Country Planning Act 1990 (as amended).

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

Application Ref: 34463/APP/2017/2254

SCHEDULE OF CONDITIONS

- 1 · The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 · The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers
Proposed_Section_AA_UB82QB, Proposed_Side_01_Elevation_UB82QB,
Proposed_Rear_Elevation_UB82QB, Proposed_Front_Elevation_UB82QB,
Proposed_Roof_Floor_Plan_UB82QB, Proposed_Second_Floor_Plan_UB82QB,
Proposed_First_Floor_Plan_UB82QB and Proposed_Ground_Floor_Plan_UB82QB
and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

- 3 · The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting document:

HMO Management Plan

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure that the development complies with the objectives of Policies OE1, OE3 and BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

SCHEDULE OF CONDITIONS

- 4 · No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -
1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Hard Surfacing Materials
 3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) .

- 5 · At no time shall the property be occupied by more than 6 residents.

REASON

To ensure that the use does not result in excessive parking demand and to ensure that the amenities of adjoining residents are safeguarded in accordance with policies BE19, BE21, OE1, OE3, AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the Council's Supplementary Planning Guidance on Houses in Multiple Occupation.

INFORMATIVES:

- 1 · The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 · The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

SCHEDULE OF CONDITIONS

Part 1 Policies:

Part 2 Policies

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
H7	Conversion of residential properties into a number of units
H10	Proposals for hostels or other accommodation for people in need of care
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 6.13	(2015) Parking

- 3 . The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
carry out work to an existing party wall;
build on the boundary with a neighbouring property;
in some circumstances, carry out groundworks within 6 metres of an adjoining building.
Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.
- 4 . Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.
- 5 . Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

SCHEDULE OF CONDITIONS

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

END OF SCHEDULE

Address:

Residents Services
London Borough of Hillingdon
3 North Civic Centre, High Street, Uxbridge UB8 1UW
Tel: 01895 250230
www.hillingdon.gov.uk

GRANT OF PLANNING PERMISSION

Application Ref.No.: 34463/APP/2017/2254

SCHEDULE OF PLANS

Parking Survey Note - received 21 Jun 2017
HMO Management Plan - received 21 Jun 2017
Design and Access Statement - received 21 Jun 2017
Existing_First_Floor_Plan_UB82QB - received 21 Jun 2017
Existing_Ground_Floor_Plan_UB82QB - received 21 Jun 2017
0004 - received 21 Jun 2017
Location Plan (1:1250) - received 21 Jun 2017
Supporting Note - received 21 Jun 2017
Proposed_Section_AA_UB82QB - received 21 Jun 2017
Proposed_Side_01_Elevation_UB82QB - received 21 Jun 2017
Proposed_Rear_Elevation_UB82QB - received 21 Jun 2017
Proposed_Front_Elevation_UB82QB - received 21 Jun 2017
Proposed_Roof_Floor_Plan_UB82QB - received 21 Jun 2017
Proposed_Second_Floor_Plan_UB82QB - received 21 Jun 2017
Proposed_First_Floor_Plan_UB82QB - received 21 Jun 2017
Proposed_Ground_Floor_Plan_UB82QB - received 21 Jun 2017
Existing_Section_AA_UB82QB - received 21 Jun 2017
Existing_Side_01_ElevationUB82QB - received 21 Jun 2017
Existing_Rear_Elevation_UB82QB - received 21 Jun 2017
Existing_Front_Elevation_UB82QB - received 21 Jun 2017
Existing_Roof_Elevation_UB82QB - received 21 Jun 2017
Existing_Second_Floor_Plan_UB82QB - received 21 Jun 2017

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424). Appeal forms can be downloaded from the Planning Inspectorate's website at <http://.Planning-inspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Planning Service

Emma Williamson Assistant Director Planning Service

Mr John Stockill
DWA Architects (London) Ltd
Cyclops House
Link Business Park
York
YO10 3JB

On behalf of
Mr David Heneghan
Chesson House
3 Cannon Road
Southgate
London
N14 7HE

Planning Application Reference No. **HGY/2017/2959**

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)
ORDER 2015

NOTICE OF PLANNING PERMISSION

Location: **10 Donovan Avenue, N10**

Proposal: **Change of use of No.10 Donovan Avenue (Part of Earnest Dene Care Home (8-12 Donovan Avenue) Use Class C2 to 4No. residential flats (2 x 1 bed, 1 x 2 bed and 1 x 3 bed units) Use Class C3. Erection of lower, upper ground and first floor rear extensions. Rear dormer extensions and new bin enclosure in front garden**

In pursuance of their powers under the above Act, the London Borough of Haringey as Local Planning Authority hereby **PERMIT** the above development in accordance with the application dated 05/10/2017 and drawing numbers: 101, 102, 103, 104, 111 Rev D, 112 Rev G, 113 Rev B, 114 Rev G, 117, 118 and 119

SEE SCHEDULE OF CONDITIONS ATTACHED

14/12/2017



Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service

NOTE: 1. You can find advice in regard to your rights of appeal at:
www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent
2. This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.
For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

Planning Service

Emma Williamson Assistant Director Planning Service

HGY/2017/2959

The following conditions have been applied to this consent and these conditions must be complied with:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The approved plans comprise drawing nos. 101, 102, 103, 104, 111 Rev D, 112 Rev G, 113 Rev B, 114 Rev G, 117, 118 and 119. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality.

4. Prior to the commencement of the development hereby approved a Construction Logistics Plan shall be submitted to, and approved in writing by the Local Planning Authority. Details shall outline the expected traffic movements in connection with construction and measures to be taken to minimise disruption and inconvenience to neighbouring residents.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area.

5. No part of the development shall be occupied until a 'Travel Welcome Pack' detailing local travel information including cycle routes, bus routes/bus stops, car club provision, in addition to, on-site cycle parking provision and permit free obligation, is submitted to, and approved in writing by, the Local Planning Authority. The 'Travel Welcome Pack' shall be circulated to all new residents upon first occupation.

Reason: In the interests of minimising the environmental impact of the scheme.

6. The 1500mm high hit-miss / trellis refuse fencing as shown on plan ref. 113 Rev B shall be installed prior to occupation of the development hereby approved, and shall be implemented and permanently retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

Planning Service
6th Floor, River Park House,
225 High Road, Wood Green,
London, N22 8HQ
T 020 8489 5504
www.haringey.gov.uk

Planning Service

Emma Williamson Assistant Director Planning Service

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

INFORMATIVE : Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £2,798.15 (63sqm x £35 x 1.269) and the Haringey CIL charge will be £18,164.16 (63sqm x £265 x 1.088). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

INFORMATIVE: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2016, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

14/12/2017



Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service



Appeal Decision

Site visit made on 21 February 2018

by Roy Merrett BSc(Hons) DipTP MRTPI

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

Decision date: 19 March 2018

Appeal Ref: APP/M5450/W/17/3185989

The Gardens, Harrow, London HA1 4EX

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Vaghji Hirani against the decision of the Council of the London Borough of Harrow.
 - The application Ref P/2091/17, dated 6 May 2017, was refused by notice dated 3 July 2017.
 - The development proposed is demolition of existing garages and erection of three storey building comprising of 9 self-contained studios with cycle and bin provision.
-

Decision

1. The appeal is allowed and planning permission is granted for demolition of existing garages and erection of three storey building comprising of 9 self-contained studios with cycle and bin provision at The Gardens, Harrow, London HA1 4EX in accordance with the terms of the application dated 6 May 2017 and subject to the conditions set out in the schedule at the end of this decision letter.

Main Issues

2. The main issues are the effect of the development on i) the character and appearance of the surrounding area; ii) the living conditions of residents with particular regard to overlooking of nearby gardens and iii) highway safety and the free flow of traffic resulting from parking demand.

Reasons

Character and Appearance

3. The appeal site comprises a block of garages with disused and overgrown land behind. It is flanked on one side, to the north, by the gardens of adjacent residential dwellings on Pinner Road and on the other side by a planted railway embankment. The Gardens slopes markedly to the south, so that the site is at a notably lower ground level compared with adjacent dwellings on Pinner Road. The area is characterised by mixed commercial and residential development with diverse architecture, including traditional semi-detached and terraced dwellings along Pinner Road, interspersed with commercial buildings of greater scale and mass and variation in form.
4. The proposed development would incorporate a mansard roof with dormer windows to allow for the second floor accommodation. Whilst the proposal

would differ in design from the traditional dwellings on Pinner Road and commercial properties on the opposite side of The Gardens, neither would it be seen as interrupting any strong sense of uniformity in the street scene. Furthermore from the information before me and my visit it is apparent that there is a similarly designed mixed use development, with mansard roof, at Sycamore Court relatively nearby on Pinner Road. I therefore concur with the appellant that, when viewed in broader context, the proposal would not be regarded as creating an alien feature, poorly related to its surroundings, but rather would reinforce the varied character of the area.

5. Although the proposed development would be three storeys in height, the aforementioned slope of The Gardens would serve to mitigate its visual impact in relation to adjacent two storey dwellings on Pinner Road.
6. Drawing the above considerations together, I conclude that the proposal would not appear unduly obtrusive in the street scene and would not result in harm to the character and appearance of the surrounding area. Accordingly I find no conflict with Policies 7.4 and 7.6 of the London Plan 2016 (LP); Policy CS 1 of the Harrow Core Strategy 2012; Policy DM 1 of the Harrow Development Management Policies 2013 (DMP) and the Council's Residential Design Guide Supplementary Planning Document 2010 (SPD) insofar as they seek to secure a high standard of design having regard to local character and distinctiveness.
7. The Council has drawn my attention to a previous proposal for an alternative scheme on the site that was the subject of an unsuccessful appeal. However I have been provided with very little detail in relation to that case, which was considered several years ago. In any event I must consider the current proposal on its own individual merits, having regard to its present surroundings.

Living Conditions

8. The rear elevation of the proposed building would be in very close proximity to the long and narrow gardens of dwellings on Pinner Road, running perpendicular to the site. This means that there would be the potential for these garden areas to be closely overlooked from windows at upper floor levels in the rear of the building, therefore resulting in a threat to privacy.
9. However, I note that the appellant has offered to incorporate partial obscure glazing to the windows in question in order to prevent overlooking. From the information before me, undisputed by the Council, the partial use of obscure glazing as a means of avoiding overlooking has been accepted by the Council in relation to a previously approved alternative scheme for the same site, albeit of lesser scale.
10. With this fall back position in mind, I am not persuaded that the proposal, subject to the inclusion of obscure glazing, would result in any material harm to the living conditions of residents with particular regard to actual or perceived overlooking of nearby gardens. I therefore find no conflict with Policy 7.6 of the LP; Policy DM 1 of the DMP or with the SPD insofar as they seek to protect the living conditions of residents with respect to overlooking and privacy.

Parking Demand

11. The appellant proposes to make no provision for car parking within the scheme, although an alternative is suggested whereby a disabled car parking space

would be incorporated to serve one of the proposed units. It is undisputed that planning permission has previously been granted for a development of three terraced dwellings on the site, in relation to which no on-site parking space would be provided. It seems likely to me that, given their scale would be suited to family occupation, these approved dwellings would be occupied by car owners. Accordingly there would have been a small demand for parking associated with that development that would have resulted in a degree of additional on-street parking.

12. By contrast it is likely that the proposed studio scheme, involving smaller units of accommodation, would be occupied by single residents more likely therefore to be dependent on public transport and less so on a private car. I therefore concur with the appellant that car ownership levels associated with the proposed scheme would be commensurate with that associated with the scheme already approved.
13. However, even if the proposal were to result in a net increase in parking demand compared with the previously approved scheme, I am not persuaded that the difference would be significant. Furthermore, having regard to the unchallenged findings of the appellant's parking survey, it seems to me that any modest increase in parking demand associated with the proposal could be satisfactorily accommodated within nearby residential streets without resulting in undue car parking stress. I am not therefore persuaded, having regard to the Council's officer report and reference to development plan policies therein, that it is necessary to make provision for car parking within the site.
14. I am mindful that the Council's Highway Authority has not commented on the proposal and drawing the aforementioned considerations together conclude that the proposal would not cause material harm to highway safety and the free flow of traffic resulting from parking demand. Accordingly I find no conflict with Policy DM 42 of the DMP and the London Plan insofar as they seek to limit car parking provision for 1 – 2 bed developments to less than one space per unit. Furthermore there would not be conflict with the National Planning Policy Framework (the Framework) insofar as it states that development should only be prevented on transport grounds where the residual cumulative impacts are severe.

Conditions

15. The Council has not suggested the imposition of any conditions in the event of the appeal being allowed. A condition requiring compliance with the approved plans is needed to provide certainty and to ensure appropriate floor levels in the interests of mitigating flood risk. Conditions requiring details of external materials, landscaping and boundary treatments are needed to protect the character and appearance of the area. A condition requiring drainage details is needed to ensure the satisfactory drainage of the site. A condition requiring a construction method statement is needed in the interests of highway safety and the living conditions of nearby residents. Conditions requiring rear elevation windows at upper floor levels to be obscure glazed and prohibiting side elevation windows facing the rear of Pinner Road properties are needed to prevent overlooking and harm to privacy.

Conclusion

16. Whilst I acknowledge that an objection to the proposal was raised on the grounds that there was felt to be sufficient multi-property development in Harrow already, I have not been provided with any further details in this regard. I am also mindful that the Framework sets out the objective of boosting significantly the supply of housing. Therefore given that I have found the proposal to be acceptable, this consideration should not weigh against the development.
17. For the above reasons and, having had regard to all other matters raised, I conclude that the appeal should succeed and planning permission be granted.

Roy Merrett

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan (Page 1 of 8) Rev 1; Site Synthesis (Page 2 of 8) Rev 1; Existing Site Plan (Page 3 of 8) Rev 1; Proposed Ground Floor Plan (Page 4 of 8) Rev 1; Proposed Floor & Roof Plans (Page 5 of 8) Rev 1; Proposed Elevation 1 (Page 6 of 8) Rev 1; Proposed Elevation 2 (Page 7 of 8) Rev 1; Proposed Elevations 3 and 4 (Page 8 of 8) Rev 1.
- 3) No development shall commence until details of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- 4) No development shall commence until there shall have been submitted to and approved in writing by the local planning authority a scheme of hard and soft landscaping. All planting, seeding or turfing comprised in the approved details of soft landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. Hard landscaping works shall be carried out in accordance with the approved details before any part of the development is first occupied and shall be retained thereafter.
- 5) No development shall commence until details of the boundary treatments have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the

approved details before any part of the development is first occupied and shall be retained thereafter.

- 6) The building hereby permitted shall not be occupied until foul and surface water drainage works shall have been implemented in accordance with details that shall first have been submitted to and approved in writing by the local planning authority. Before any details are submitted to the local planning authority an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system, having regard to Defra's non-statutory technical standards for sustainable drainage systems (or any subsequent version), and the results of the assessment shall have been provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:
- i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii) include a timetable for its implementation; and,
 - iii) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.
- 7) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The Statement shall provide for:
- i) the parking of vehicles of site operatives and visitors;
 - ii) loading and unloading of plant and materials;
 - iii) storage of plant and materials used in constructing the development;
 - iv) wheel washing facilities;
 - v) measures to control the emission of dust and dirt during construction;
 - vi) delivery, demolition and construction working hours.
- The approved Construction Method Statement shall be adhered to throughout the construction period for the development.
- 8) The building hereby permitted shall not be occupied until all of the proposed windows at first floor and second / loft floor levels in the rear elevation of the building (as shown on Drawing: Proposed Elevation 2), have been fitted with obscured glazing to a height of no less than 1.7 metres above the floor of the room in which it is installed, in accordance with details to be submitted to and agreed by the local planning authority in writing. No part of any of the approved windows that are less than 1.7 metres above the floor of the room in which they are installed shall be capable of being opened. Once installed the obscured glazing shall be retained thereafter.

- 9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no windows shall be constructed on the side elevation of the building denoted as Elevation 3 (as shown on Drawing: Proposed Elevations 3 and 4).

END OF SCHEDULE OF CONDITIONS

Your Ref:
Our Ref: 17/02313/FUL



Mr Owen Mulholland
c/o Mr David Lewis
18 Shirley Avenue
Sutton
SM1 3QT

6th October 2017

DECISION NOTICE

Dear Mr Owen Mulholland

TOWN AND COUNTRY PLANNING ACT 1990.

PERMISSION FOR DEVELOPMENT

The London Borough of Lambeth hereby permits under the above mentioned Acts and associated orders the development referred to in the schedule set out below **subject to any conditions imposed** therein and in accordance with the plans submitted, save in so far as may otherwise be required by the said conditions.

In accordance with the statutory provisions your attention is drawn to the statement of Applicant's Rights and General Information attached.

Application Number: 17/02313/FUL **Date of Application:** 15.05.2017 **Date of Decision:** 06.10.2017

Proposed Development At: 75 Haverhill Road London SW12 0HE

For: Conversion of existing house to 2 self-contained flats.

Approved Plans

OS MAP; Site Plans (1772-PL-5, revA); Existing Floor Plans (Proposed Floor Plans (1772-PL-2, revB); Roof Plans (1772-PL-3, revA); Elevations (1772-PL-4, revA)

Conditions

1 The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice.

Reason: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990.

2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Lambeth Planning
Phoenix House
10 Wandsworth Road
SW8 2LL

Telephone 020 7926 1180
Facsimile 020 7926 1171
www.lambeth.gov.uk
planning@lambeth.gov.uk

Reason: For the avoidance of doubt and in the interests of proper planning.

3 The cycle parking shown on the approved plans 1772-PL-2 revB and 1772_PL-6 revB shall be implemented in full prior to the commencement of the use hereby permitted and show thereafter be retained solely for its designated use.

Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport (policies T1, T3 and Q13 of the London Borough of Lambeth Local Plan (2015)).

4 The waste and recycling storage shown on the approved plan 1772-PL-2 revB shall be provided prior to the commencement of the use hereby permitted, and shall thereafter be retained solely for its designated use.

Reason: To ensure suitable provision for the occupiers of the development, to encourage the sustainable management of waste and to safeguard the visual amenities of the area (policies Q2 and Q12 of the London Borough of Lambeth Local Plan (2015)).

Notes to Applicants:

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework (2012) to work with the applicant in a positive and proactive manner. The council has made available on its website the policies and guidance provided by Lambeth Local Plan (2015) and its supplementary planning documents. We also offer a full pre-application advice service in order to ensure that the applicant has every opportunity to submit an application that's likely to be considered acceptable.

1. This decision letter does not convey an approval or consent which may be required under any enactment, by-law, order or regulation, other than Section 57 of the Town and Country Planning Act 1990.

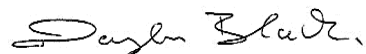
2. Your attention is drawn to the provisions of the Building Regulations, and related legislation which must be complied with to the satisfaction of the Council's Building Control Officer.

3. Your attention is drawn to the provisions of The Party Wall Act 1996 in relation to the rights of adjoining owners regarding party walls etc. These rights are a matter for civil enforcement and you may wish to consult a surveyor or architect.

4. Your attention is drawn to the need to comply with the requirements of the Control of Pollution Act 1974 concerning construction site noise and in this respect you are advised to contact the Council's Environmental Health Division.

5. You are advised of the necessity to consult the Council's Highways team prior to the commencement of construction on 020 7926 9000 in order to obtain necessary approvals and licences prior to undertaking any works within the Public Highway including Scaffolding, Temporary/Permanent Crossovers, Oversailing/Undersailing of the Highway, Drainage/Sewer Connections, Hoarding, Excavations (including adjacent to the highway such as basements, etc), Temporary Full/Part Road Closures, Craneage Licences etc.

Yours sincerely



Doug Black

Interim Assistant Director Planning & Development
Regeneration, Planning and Neighbourhoods
Neighbourhoods and Growth

Date printed: 6th October 2017

INFORMATION FOR APPLICANTS GRANTED PLANNING PERMISSION SUBJECT TO CONDITIONS, OR WHERE PERMISSION HAS BEEN REFUSED.

General Information

This permission is subject to due compliance with any local Acts, regulations, building by-laws and general statutory provisions in force in the area and nothing herein shall be regarded as dispensing with such compliance or be deemed to be a consent by the Council thereunder.

Your attention is drawn to the provisions of the Building Regulations 1985 and related legislation which must be complied with to the satisfaction of the Council's Building Control Officer, Phoenix House, 10 Wandsworth Road, SW8.

The Council's permission does not modify or affect any personal or restrictive covenants, easements, etc., applying to or affecting the land or the rights of any person entitled to the benefits thereof.

STATEMENT OF APPLICANT'S RIGHTS ARISING FROM THE REFUSAL OF PLANNING PERMISSION OR FROM THE GRANT OF PERMISSION SUBJECT TO CONDITIONS.

Appeals to the Secretary of State

If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development or to grant permission or approval subject to conditions, he may appeal to the Secretary of State in accordance with Section 78 of the Town and Country Planning Act 1990 within six months from the date of this notice. Appeals must be made on a form which is obtainable from The Planning Inspectorate, Room 3/13 Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN. Alternatively an Appeal form can be downloaded from their website at www.gov.uk/government/organisations/planning-inspectorate. The Secretary of State has power to allow longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements, to the provisions of the development order, and to any directions given under the order.

Purchase Notice

If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or by the Secretary of State for the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonable beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the London Borough of Lambeth a purchase notice requiring that Council to purchase his interest in the land in accordance with the provisions of Section 137 of the Town and Country Planning Act 1990.

Compensation

In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State for the Environment on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 120 and related provision of the Town and Country Planning Act 1990.

Mr Terence Kearney
T Kearney Architects
217 Mortlake Road
Richmond
TW9 4EW
United Kingdom

Letter Printed 15 December 2017

FOR DECISION DATED

15 December 2017

Dear Sir/Madam

**The Town and Country Planning Act 1990, (as amended)
Decision Notice**

Application: 17/1072/FUL
Your ref: 422 Upper Richmond Road revis...
Our ref: DC/LUS/17/1072/FUL/FUL
Applicant: Sheen Property Holdings Ltd
Agent: Mr Terence Kearney

WHEREAS in accordance with the provisions of the Town and Country Planning Act 1990 and the orders made thereunder, you have made an application received on **17 March 2017** and illustrated by plans for the permission of the Local Planning Authority to develop land situated at:

422 Upper Richmond Road West East Sheen London

for

Extension and alterations to existing 2 no. retail units and 1 no. 3-bedroom residential unit to provide 1 no. A1/A2/B1 unit and 4 no. residential units, including provision of lower ground floor level and rear dormers.

NOW THEREFORE WE THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF RICHMOND UPON THAMES acting by the Council of the said Borough, the Local Planning Authority HEREBY GIVE YOU NOTICE pursuant to the said Act and the Orders made thereunder that permission to develop the said land in accordance with the said application is hereby **GRANTED** subject to the conditions and informatives summarised and listed on the attached schedule.

Yours faithfully



Robert Angus
Head of Development Management

SCHEDULE OF CONDITIONS AND INFORMATIVES FOR APPLICATION 17/1072/FUL

APPLICANT NAME

Sheen Property Holdings Ltd
Ranelagh Studios
Ranelagh Gardens
London
SW6 3PA

AGENT NAME

Mr Terence Kearney
217 Mortlake Road
Richmond
TW9 4EW
United Kingdom

SITE

422 Upper Richmond Road West East Sheen London

PROPOSAL

Extension and alterations to existing 2 no. retail units and 1 no. 3-bedroom residential unit to provide 1 no. A1/A2/B1 unit and 4 no. residential units, including provision of lower ground floor level and rear dormers.

SUMMARY OF CONDITIONS AND INFORMATIVES

CONDITIONS

AT01	Development begun within 3 years
U35414	Approved drawings/documents
BD14A	Materials to match existing
DV49	Construction Method Statement
DV42	Details of foundations - piling etc
U35415	Restricted Roof Use
PK06A	Cycle parking
DV30	Refuse storage
DV18A	Refuse arrangements
DV51	Water Consumption
DV45B	BREEAM Domestic Refurbishment -Conv'~
LT09	Hard and Soft Landscaping Required
U35416	Shopfront detailing
U35417	A1/A2/B1 use

INFORMATIVES

U20661	Composite Informative
U20662	NPPF APPROVAL - Para. 186 and 187
U21157	Section 106 agreement
IL29	Construction Management Statement
IE06	Details of piling-EHO consultation

DETAILED CONDITIONS AND INFORMATIVES

DETAILED CONDITIONS

AT01 Development begun within 3 years

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

U35414 Approved drawings/documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents, where applicable: Location Plan, dwg. no. 2016/4/PL1, Sustainable Construction Checklist, Energy Statement, Water Efficiency Calculations and the BREEAM Domestic Refurbishment Pre-Assessment Report, all received on 17th March 2017, dwg. no. 2016/4/PL3 Rev. A, received on 22nd November 2017.

REASON: To accord with the terms of the application, for the avoidance of doubt and in the interests of proper planning.

BD14A Materials to match existing

No new external finishes (including fenestration), including works of making good, shall be carried out other than in materials to match the existing.

REASON: To ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

DV49 Construction Method Statement

No development shall take place, including any works of demolition, until a Construction Management Statement (to include any demolition works) has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The Statement shall provide for:

1. The size, number, routing and manoeuvring tracking of construction vehicles to and from the site, and holding areas for these on/off site;
2. Site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;
3. Details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
4. Details and location where plant and materials will be loaded and unloaded;
5. Details and location where plant and materials used in constructing the development will be stored, and the location of skips on the highway if required;
6. Details of any necessary suspension of pavement, roadspace, bus stops and/or parking bays;
7. Details where security hoardings (including decorative displays and facilities for public viewing) will be installed, and the maintenance of such;
8. Details of any wheel washing facilities;
9. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works (including excavation, location and emptying of skips);
10. Details of measures that will be applied to control the emission of noise, vibration and dust including working hours. This should follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites;
11. Details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);
12. Details of the phasing programming and timing of works;
13. Where applicable, the Construction Management Statement should be written in conjunction with the Arboricultural Method Statement, and in accordance with British

Statement 5837:2012 'Trees in relation to design, demolition and construction - recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7;

14. A construction programme including a 24 hour emergency contact number;

15. See also TfL guidance on Construction Logistics Plans.

REASON: In the interests of highway and pedestrian safety together with the amenity of the area.

DV42 Details of foundations - piling etc

No material start shall take place on the development hereby approved until written notice of the intention to commence work has been sent to the Development Control department of the Council. Such notice shall be sent to that department not less than 21 days prior to a material start on the development and shall give details of the intended method of constructing the foundations, including method and equipment for piling, if applicable. (See informative IE06 on this notice which gives advice on foundation construction that minimises nuisance to neighbours).

Reason: To ensure that the local planning authority has sufficient notice of the commencement of work and the methods of foundation construction to enable measures to be taken, if appropriate, to protect the amenities of neighbouring occupiers

U35415 Restricted Roof Use

The roof of the buildings shall not be used for any purpose other than as a means of escape in emergency or for maintenance of the building, except for identified terraces.

REASON: To safeguard the amenities of the adjoining premises and the area generally.

PK06ACycle parking

No building/dwelling/part of the development shall be occupied until cycle parking facilities have been provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority, such drawings to show the position, design, materials and finishes thereof.

REASON: To accord with this Council's policy to discourage the use of the car wherever possible.

DV30 Refuse storage

No refuse or waste material of any description shall be left or stored anywhere on the site other than within a building or refuse enclosure.

REASON: To safeguard the appearance of the property and the amenities of the area.

DV18ARefuse arrangements

None of the buildings hereby approved shall be occupied until arrangements for the storage and disposal of refuse/waste have been made in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

REASON: To safeguard the appearance of the property and the amenities of the area.

DV51 Water Consumption

The dwelling(s) hereby approved shall not be occupied other than in accordance with the water consumption targets of 105 litres or less per person per day, and 5 litres or less per head per day for external water use.

Reason: In the interests of water efficiency in accordance with Policy DMSD9 of the Development Management Plan (2011).

DV45BBREEAM Domestic Refurbishment -Conv'~

The dwelling(s) hereby approved shall achieve BREEAM Domestic Refurbishment Rating Excellent in accordance with the terms of the application & the requirements of the BREEAM Guide (or such national measure of sustainability for house design that

replaces that scheme). REASON: In the interests of promoting sustainable forms of developments and to meet the terms of the application.

LT09 Hard and Soft Landscaping Required

(A) No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the local planning authority. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artifacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing utility services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant; a program or timetable of the proposed works

(B) Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); detailing the quantity, density, size, species, position and the proposed time or programme of planting of all shrubs, hedges, grasses etc, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance. All tree, shrub and hedge planting included within that specification shall be carried out in accordance with BS 3936:1986 (parts 1, 1992, Nursery Stock, Specification for trees and shrubs, and 4, 1984, Specification for forest trees); BS 4043: 1989, Transplanting root-balled trees; and BS 4428:1989, Code of practice for general landscape operations (excluding hard surfaces).

(C) All hard and soft landscape works shall be carried out in accordance with the approved details and in any event prior to the occupation of any part of the development.

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

U35416 Shopfront detailing

The development shall not be carried out other than in accordance with detailed drawings to a scale of not less than 1:50; which shall be submitted to and approved in writing by the Local Planning Authority, such details to show the shopfront including details of materials.

REASON: To ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

U35417 A1/A2/B1 use

The A1/A2/B1 use hereby approved shall solely be on the ground and lower ground floor of the premises as shown on approved drawing no. 2016/4/PL3 Rev. A, received on 22nd November 2017.

REASON: To comply with the terms of the consent sought and to safeguard the residential amenity of adjoining occupants.

DETAILED INFORMATIVES

U20661 Composite Informative

Reason for granting:

The proposal has been considered in the light of the Development Plan, comments from statutory consultees and third parties (where relevant) and compliance with Supplementary Planning Guidance as appropriate. It has been concluded that there is not a demonstrable harm to interests of acknowledged importance caused by the development that justifies withholding planning permission.

Principal Policies:

Where relevant, the following have been taken into account in the consideration of this proposal:-

National Planning Policy Framework (2012)

DCLG 'Technical Housing Standards' - nationally described space standard (2015)

The London Plan (2015)

Policy 3.5 Quality and design of housing developments

Policy 5.2 Minimising Carbon Dioxide emissions

Policy 6.13 Parking

Core Strategy (2009)

CP1 Sustainable Development

CP2 Reducing Carbon Emissions

CP3 Climate Change - Adapting to the Effects

CP5 Sustainable Travel

CP7 Maintaining and Improving the Local Environment

CP14 Housing

CP15 Affordable Housing

Development Management Plan (2011)

DM DC1 Design and layout

DM DC2 Layout and Design of Mixed Use Schemes

DM DC5 Neighbour amenity

DM DC6 Balconies and Upper Floor Terraces

DM TC 2 Local and Neighbourhood Centres and Areas of Mixed Use

DM TC3 Retail Frontages

DM TC4 Local Shops, Services and Public Houses

DM TP2 Transport and New Development

DM TP8 Off-street Parking

DM HO1 Existing Housing

DM HO4 Housing Mix and Standards

DM HO6 Delivering Affordable Housing

DM SD1 Sustainable Construction

DM SD 2 Renewable Energy and Decentralised Energy Networks

DM SD3 Retrofitting

DM SD 4 Adapting to Higher Temperatures and Need for Cooling

DM SD9 Protecting Water Resources and Infrastructure

Publication Local Plan (December 2016)

LP1 Local Character and Design Quality

LP8 Amenity and Living Conditions

LP10 Local Environmental Impacts, Pollution and Land Contamination

LP11 Subterranean developments and basements

LP20 Climate Change Adaptation

LP22 Sustainable Design and Construction

LP24 Waste Management

LP25 Development in Centres

LP26 Retail Frontages

LP27 Local Shops, Services and Public Houses

LP34 New Housing

LP35 Housing Mix and Standards

LP36 Affordable Housing

LP38 Loss of Housing

LP45 Parking Standards and Servicing

Supplementary Planning Documents (SPDs)

'House Extensions and External Alterations' (2015)

'Design Quality' (2006)

'Residential Development Standards' (2010)

'Sustainable Construction Checklist' (2011)

'Affordable Housing' (2014)
'Front Garden and Other Off Street Parking Standards' (2006)
'Refuse and Recycling Storage Requirements' (2015)
'East Sheen Village Planning Guidance'
'Revised Lifetime Home Standards' (2010)

Building Regulations:

The applicant is advised that the erection of new buildings or alterations to existing buildings should comply with the Building Regulations. This permission is NOT a consent under the Building Regulations for which a separate application should be made. For application forms and advice please contact the Building Control Section of the Street Scene department, 2nd floor, Civic Centre, 44 York Street, Twickenham, TW1 3BZ. (Tel: 020 8891 1411).

If you alter your proposals in any way, including to comply with the Building Regulations, a further planning application may be required. If you wish to deviate in any way from the proposals shown on the approved drawings you should contact the Development Control Department, 2nd floor, Civic Centre, 44 York Street, Twickenham, TW1 3BZ. (Tel: 020 8891 1411).

Damage to the public highway:

Care should be taken to ensure that no damage is caused to the public highway adjacent to the site during demolition and (or) construction. The Council will seek to recover any expenses incurred in repairing or making good such damage from the owner of the land in question or the person causing or responsible for the damage.

BEFORE ANY WORK COMMENCES you MUST contact the London Borough of Richmond upon Thames, 44 York Street, Twickenham TW1 3BZ, Telephone 020 8891 1411 to arrange a pre-commencement photographic survey of the public highways adjacent to and within the vicinity of the site. The precondition survey will ensure you are not charged for any damage which existed prior to commencement of your works.

If you fail to contact us to arrange a pre commencement survey then it will be assumed that any damage to the highway was caused by your activities and you will be charged the full cost of repair.

Once the site works are completed you need to contact us again to arrange for a post construction inspection to be carried out. If there is no further damage then the case will be closed. If damage or further damage is found to have occurred then you will be asked to pay for repairs to be carried out.

Noise control - Building sites:

The attention of the applicant is drawn to the requirements of section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise and vibration on construction and demolition sites. Application, under section 61 of the Act for prior consent to the works, can be made to the Environmental Health Department.

Under the Act the Council has certain powers to control noise from construction sites. Typically the council will limit the times during which sites are permitted to make noise that their neighbours can hear.

For general construction works the Council usually imposes (when necessary) the following limits on noisy works:-

Monday to Friday 8am to 6pm
Saturdays 8am to 1pm
Sundays and Public Holidays- No noisy activities allowed

Applicants should also be aware of the guidance contained in British Standard 5228;2009- Noise and vibration control on construction and open sites.

Any enquiries for further information should be made to the Commercial Environmental Health Team, 2nd Floor Civic Centre, 44 York Street, Twickenham TW1 3AB.

U20662 NPPF APPROVAL - Para. 186 and 187

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Richmond upon Thames Borough Council takes a positive and proactive approach to the delivery of sustainable development, by:

- o Providing a formal pre-application service
- o Providing written policies and guidance, all of which is available to view on the Council's website
- o Where appropriate, negotiating amendments to secure a positive decision
- o Determining applications in a timely manner.

In this instance:

- o The application was amended following negotiations with the Council to ensure the scheme complied with adopted policy and guidance, and a decision was made without delay.

U21157 Section 106 agreement

This planning permission has a Section 106 Agreement dated 03.11.2017 which must be read in conjunction with it.

IL29 Construction Management Statement

The applicants are advised that when drafting the Construction Management Statement, as secured via condition, each 'point' of the condition should form a sub-heading in the Statement. Where a point is not applicable please state this, with justification.

IE06 Details of piling-EHO consultation

The attention of the applicant is drawn to the requirements of section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise and vibration on construction and demolition sites. Application, under section 61 of the Act for prior consent to the works, can be made to the Environmental Health Department. Where developments include foundations works require piling operations it is important to limit the amount of noise and vibration that may effect local residents.

There are a number of different piling methods suitable for differing circumstances. Guidance is contained in British Standard BS 5228 Noise control on Construction and Open Sites - Part 4: Code of Practice for noise and vibration control applicable to piling operations.

Where there is a risk of disturbance being caused from piling operations then the council under section 60 Control of Pollution Act 1974 can require Best Practicable Means (BPM) to be carried out. This may entail limiting the type of piling operation that can be carried out.

The types of piling operations which are more suitable for sensitive development in terms of noise and vibration impact are;

- * Hydraulic Piling
- * Auger Piling
- * Diaphragm Walling

Mr Thomas Tighe
Prime Architecture
76 New Kings Road
Fulham
London
SW6 4LT

Letter Printed 2 March 2018

FOR DECISION DATED
2 March 2018

Dear Sir/Madam

The Town and Country Planning Act 1990, (as amended)
Decision Notice

Application: 17/4002/FUL
Your ref: 228 Kingston Road
Our ref: DC/FAM/17/4002/FUL/FUL
Applicant: Mr Brent Lawson
Agent: Mr Thomas Tighe

WHEREAS in accordance with the provisions of the Town and Country Planning Act 1990 and the orders made thereunder, you have made an application received on **8 November 2017** and illustrated by plans for the permission of the Local Planning Authority to develop land situated at:

228 Kingston Road Teddington

for

Reversion of the existing premises (2 flats) back into a single family dwelling house involving construction of a new two storey rear extension, rear loft extension and alterations to the existing front dormer.

NOW THEREFORE WE THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF RICHMOND UPON THAMES acting by the Council of the said Borough, the Local Planning Authority HEREBY GIVE YOU NOTICE pursuant to the said Act and the Orders made thereunder that permission to develop the said land in accordance with the said application is hereby **GRANTED** subject to the conditions and informatives summarised and listed on the attached schedule.

Yours faithfully



Robert Angus
Head of Development Management

SCHEDULE OF CONDITIONS AND INFORMATIVES FOR APPLICATION 17/4002/FUL

APPLICANT NAME

Mr Brent Lawson
228 Kingston Road
Teddington

AGENT NAME

Mr Thomas Tighe
76 New Kings Road
Fulham
London
SW6 4LT

SITE

228 Kingston Road Teddington

PROPOSAL

Reversion of the existing premises (2 flats) back into a single family dwelling house involving construction of a new two storey rear extension, rear loft extension and alterations to the existing front dormer.

SUMMARY OF CONDITIONS AND INFORMATIVES

CONDITIONS

U39389	Solar Panals
U39390	Sedum roof
AT01	Development begun within 3 years
U39391	Approved drawings
DV49	Construction Method Statement
U39392	Refuse arrangements
DV43B	Parking Permits Restriction - GRAMPIAN
PK06A	Cycle parking
BD14A	Materials to match existing
DV11	Use of roof restricted
DV51	Water Consumption
LT08	Soft Landscaping Required

INFORMATIVES

U22760	NPPF approval
U22759	Composite informative

DETAILED CONDITIONS AND INFORMATIVES

DETAILED CONDITIONS

U39389 Solar Panels

Prior to completion, Photo-Voltaic panels shall be provided on the roof slope in accordance with drawing numbered A3014 04 and the submitted details received on 1 March 2018.

REASON: To improve sustainability and to mitigate against the loss of one residential unit.

U39390 Sedum roof

Prior to the commencement of development, details of the sedum roof shall be submitted and approved in writing by the Local Planning Authority. The development shall then be completed in accordance with approved details.

REASON: To improve sustainability and to mitigate against the loss of one residential unit.

AT01 Development begun within 3 years

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

U39391 Approved drawings

The development hereby permitted shall be carried out in accordance with the following approved plans and documents, where applicable.

A0001 01, A1102 01, A1010 01, A1011 01 , A1012 01, A1013 01, A1014 01 received on 8 November 2018 and A0002 02, A3010 03, A3011 03, A3012 03, A3013 03, A3203 03, A3204 03, A3102 03, A3104 03, A3201 03, A3202 03 received on 3 January 2018 and A3014 04 received on 1 March 2018.

REASON: To accord with the terms of the application, for the avoidance of doubt and in the interests of proper planning.

DV49 Construction Method Statement

No development shall take place, including any works of demolition, until a Construction Management Statement (to include any demolition works) has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The Statement shall provide for:

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

10. Details of measures that will be applied to control the emission of noise, vibration and dust including working hours. This should follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites;

11. Details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);

12. Details of the phasing programming and timing of works;

13. Where applicable, the Construction Management Statement should be written in conjunction with the Arboricultural Method Statement, and in accordance with British Standard BS5837:2012 'Trees in relation to design, demolition and construction - recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7;

14. A construction programme including a 24 hour emergency contact number;

15. See also TfL guidance on Construction Logistics Plans.

REASON: In the interests of highway and pedestrian safety together with the amenity of the area.

U39392 Refuse arrangements

The building hereby approved shall not be occupied until arrangements for the storage and disposal of refuse/waste have been made in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

REASON: To safeguard the appearance of the property and the amenities of the area.

DV43B Parking Permits Restriction - GRAMPIAN

Before the development hereby permitted begins a scheme shall be agreed in writing with the local planning authority and be put in place to ensure that, with the exception of disabled persons, no resident/commercial occupier of the development shall obtain a resident/commercial parking permit within any controlled parking zone which may be in force in the area at any time.

REASON: To ensure that the development does not generate an increased demand for on-street car parking to the detriment of the free flow of traffic, the conditions of general safety along the neighbouring highways, the amenity of the area and to accord with the Council's car parking policy and standards.

PK06A Cycle parking

No building/dwelling/part of the development shall be occupied until cycle parking facilities have been provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority, such drawings to show the position, design, materials and finishes thereof.

REASON: To accord with this Council's policy to discourage the use of the car wherever possible.

BD14A Materials to match existing

No new external finishes (including fenestration), including works of making good, shall be carried out other than in materials to match the existing.

REASON: To ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

DV11 Use of roof restricted

The roof of the building shall not be used for any purpose other than as a means of escape in emergency or for maintenance of the building.

REASON: To safeguard the amenities of the adjoining premises and the area generally.

DV51 Water Consumption

The dwelling(s) hereby approved shall not be occupied other than in accordance with the water consumption targets of 105 litres or less per person per day, and 5 litres or less per head per day for external water use.

Reason: In the interests of water efficiency in accordance with Policy DMSD9 of the Development Management Plan (2011).

LT08 Soft Landscaping Required

(A) No development shall take place until full details of soft landscaping works have been submitted to and approved in writing by the local planning authority such details to include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment) and shall specify the quantity, density, size, species, position and the proposed time or programme of planting of all shrubs, hedges, grasses etc, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance.

(B) All tree/plant/shrub planting included within the approved specification shall be carried out in accordance with that specification and in accordance with BS 3936:1986 (parts 1, 1992, Nursery Stock, Specification for trees and shrubs, and 4, 1984, Specification for forest trees); BS 4043: 1989, Transplanting root-balled trees; and BS 4428:1989, Code of practice for general landscape operations (excluding hard surfaces).

(C) All soft landscaping works shall be carried out in accordance with the approved details and in any event prior to the occupation of any part of the development

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

DETAILED INFORMATIVES

U22760 NPPF approval

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Richmond upon Thames Borough Council takes a positive and proactive approach to the delivery of sustainable development, by:

- o Providing a formal pre-application service
- o Providing written policies and guidance, all of which is available to view on the Council's website
- o Where appropriate, negotiating amendments to secure a positive decision
- o Determining applications in a timely manner.

In this instance:

- o The application was amended following negotiations with the Council to ensure the scheme complied with adopted policy and guidance, and a decision was made without delay.

U22759 Composite informative

Reason for granting:

The proposal has been considered in the light of the Development Plan, comments from statutory consultees and third parties (where relevant) and compliance with Supplementary Planning Guidance as appropriate. It has been concluded that there is not a demonstrable harm to interests of acknowledged importance caused by the development that justifies withholding planning permission.

Principal Policies:

Where relevant, the following have been taken into account in the consideration of this proposal:-

Core Strategy

- o CP1 Sustainable Development
- o CP2 Reducing Carbon Emissions
- o CP3 Climate Change - Adapting to the Effects
- o CP7 Maintaining and Improving the Local Environment
- o CP14 Housing
- o CP15 Affordable Housing

Development Management Plan

- o Policy DM DC 1 Design Quality
- o Policy DM DC 4 Trees and Landscape
- o Policy DM SD 1 Sustainable Construction
- o Policy DM DC 5 Neighbourliness, Sunlighting and Daylighting
- o Policy DM SD 2 Renewable Energy and Decentralised Energy Networks
- o Policy DM SD 7 Sustainable Drainage
- o Policy DM TP 8 Off Street Parking - Retention and New Provision
- o Policy DM TP 9 Forecourt Parking
- o Policy DM HO 4 Housing Mix and Standards
- o Policy DM HO 6 Delivering Affordable Housing
- o Policy SD 3 Retrofitting

Local Plan Publication Version for Consultation

- o Policy LP 1 Local Character and Design Quality
- o Policy LP 5 Views and Vistas
- o Policy LP 8 Amenity and Living Conditions
- o Policy LP 16 Trees, Woodlands and Landscape
- o Policy LP 17 Green roofs and walls
- o Policy LP 34 New Housing Policy
- o LP 35 Housing Mix and Standards Policy
- o LP 36 Affordable Housing Policy
- o LP 37 Housing Needs of Different Groups

Building Regulations:

The applicant is advised that the erection of new buildings or alterations to existing buildings should comply with the Building Regulations. This permission is NOT a consent under the Building Regulations for which a separate application should be made. For application forms and advice please contact the Building Control Section of the Street Scene department, 2nd floor, Civic Centre, 44 York Street, Twickenham, TW1 3BZ. (Tel: 020 8891 1411).

If you alter your proposals in any way, including to comply with the Building Regulations, a further planning application may be required. If you wish to deviate in any way from the proposals shown on the approved drawings you should contact the Development Control Department, 2nd floor, Civic Centre, 44 York Street, Twickenham, TW1 3BZ. (Tel: 020 8891 1411).

Damage to the public highway:

Care should be taken to ensure that no damage is caused to the public highway adjacent to the site during demolition and (or) construction. The Council will seek to recover any expenses incurred in repairing or making good such damage from the owner of the land in question or the person causing or responsible for the damage.

BEFORE ANY WORK COMMENCES you MUST contact the London Borough of Richmond upon Thames, 44 York Street, Twickenham TW1 3BZ, Telephone 020 8891 1411 to arrange a pre-commencement photographic survey of the public highways adjacent to and within the vicinity of the site. The precondition survey will ensure you are not charged for any damage which existed prior to commencement of your works.

If you fail to contact us to arrange a pre commencement survey then it will be assumed that any damage to the highway was caused by your activities and you will be charged the full cost of repair.

Once the site works are completed you need to contact us again to arrange for a post construction inspection to be carried out. If there is no further damage then the case will

be closed. If damage or further damage is found to have occurred then you will be asked to pay for repairs to be carried out.

Noise control - Building sites:

The attention of the applicant is drawn to the requirements of section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise and vibration on construction and demolition sites. Application, under section 61 of the Act for prior consent to the works, can be made to the Environmental Health Department.

Under the Act the Council has certain powers to control noise from construction sites. Typically the council will limit the times during which sites are permitted to make noise that their neighbours can hear.

For general construction works the Council usually imposes (when necessary) the following limits on noisy works:-

Monday to Friday 8am to 6pm

Saturdays 8am to 1pm

Sundays and Public Holidays- No noisy activities allowed

Applicants should also be aware of the guidance contained in British Standard 5228:2009- Noise and vibration control on construction and open sites.

Any enquiries for further information should be made to the Commercial Environmental Health Team, 2nd Floor Civic Centre, 44 York Street, Twickenham TW1 3AB.

END OF SCHEDULE OF CONDITIONS AND INFORMATIVES FOR APPLICATION
17/4002/FUL
