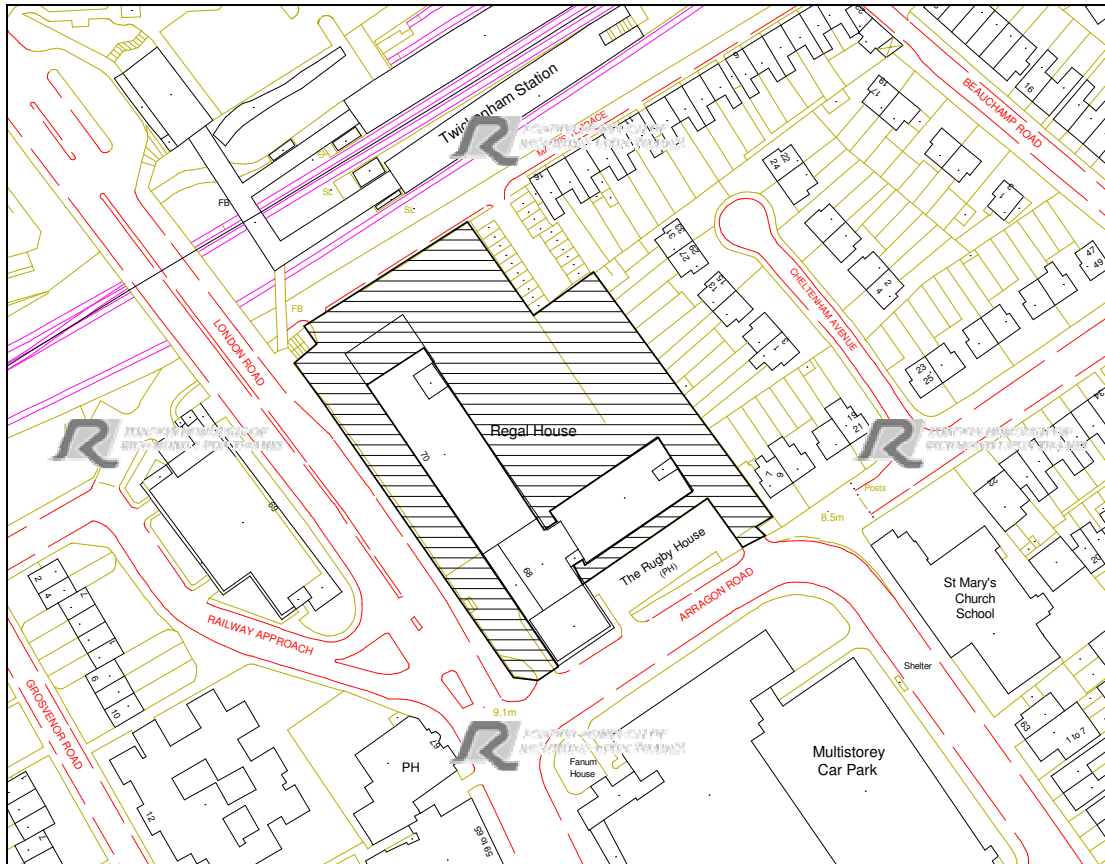


08/3063/FUL
REGAL HOUSE
70 LONDON ROAD
TWICKENHAM

TWICKENHAM RIVERSIDE WARD
Contact Officer:
S. Jones



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Proposal: Partial demolition of first floor of Regal House and the erection of a part two, part three, part six and part ten storey building to provide 111 guestroom hotel (Use Class C1).

Applicant: Moorley Pooled Pensions Ltd

Application received: 11 September 2008

Main London Plan policies: 3D.7 (Visitors accommodation and facilities), 4A.7 (Renewable energy), 4B.1 (Design principles for a compact city), 4B.5 (Creating an inclusive environment), 4B.9 (Tall buildings) and 4B.5 (Creating an inclusive environment).

Main Core Strategy policies: CP1 (Sustainable development), CP7 (Maintaining and improving the Local Environment), CP9 (Twickenham Town Centre), CP20 (Visitors and Tourism)

Main Development Plan policies: Richmond upon Thames Unitary Development Plan – First Review 2005 policies: ENV 5, 7, 10, 34, BLT 2, 4, 11, 12, 14, 15, 16, 30, TRN 2, 4, 5, EMP 4, 9, ENV37 and CCE 18

Adopted Supplementary Planning Documents/Guidance:
'Design Quality'

'Sustainable Construction Checklist'
'Design for Maximum Access'
'Recycling for New Developments'
'Planning Obligation Strategy'

Present use: Office/Public House

SUMMARY OF APPLICATION

The application proposes the partial demolition of the first floor of Regal House, and the erection of a part two, part three, part six and part ten storey building at the northern end of the site. The building would accommodate a 111 bedroom hotel with associated bar and restaurant.

The proposal has been assessed against relevant London Plan policies, the Core Strategy, and the Richmond Unitary Development Plan has been found to be acceptable for the following reasons:

- The application would provide a budget priced hotel of which there is an identified need, to be located in an area of the Borough which is specifically referred to in various policies (London Plan 3D.7, Core Strategy policy CP9 and UDP policy EMP9) as being appropriately sited to accommodate visitor and tourist accommodation;
- The scheme would provide local employment and contribute to the economic prosperity of Twickenham Town Centre and the Borough in general as required by UDP policy EMP 4;
- By reason of its appropriate siting, design, scale and massing the scheme would be compatible with this landmark building, would improve the existing appearance of Regal House and would help signpost Twickenham Town centre in close range and short views, whilst preserving the appearance of the nearby conservation area, buildings of townscape merit, the view from Richmond Hill and the area in general as required by Core Strategy policy CP7 and UDP policies ENV 5, BLT 2, 4, 11.
- The scheme has been assessed against policies BLT 15, 16, 30 and CCE18 and by reason of its appropriate and compatible scale and massing, distance to properties and gardens and orientation, and subject to safeguarding conditions, it has been found to be acceptable with respect to light, privacy, visual impact, noise and light pollution.
- The scheme provides no parking spaces for hotel guests or staff (with the exception of three designated disabled spaces), however given the site is within a controlled parking zone, the development would be exempt from applying for parking permits, the number of deliveries would be limited, refuse and recycling collections being coordinated with those of Regal House, and the site being in an area highly accessible by public transport, it is considered subject to conditions, that the scheme would not create unacceptable congestion or pose a hazard to the road network, and would therefore be in accordance with the aims and objectives of Core Strategy policy CP5 and UDP policies TRN 2 and 4.
- The scheme would not pose any undue issues with respect to flooding and subject to appropriate safeguarding conditions would be acceptable with regard to site contamination as required by UDP policies ENV 34 and 7 respectively.
- The scheme would achieve a BREAAAM rating of "Very Good", includes provision for onsite technologies to reduce the energy needs of the development by 20% and has adequately responded to all other aspects of the Sustainable Construction Checklist. Subject to conditions. The scheme is considered to comply with the aims and objectives of Core Strategy Policy CP1.

I therefore recommend PERMISSION, subject to the following conditions and informatives and subject to a s106 agreement securing monies towards transport infrastructure (£25,490.00) and the upgrade of the public stairwell adjacent to northern end of the site (£49,591.00) and subject to there being no adverse direction or call in from the GLA.

Site description

1. The application site occupies a prominent corner location at the entrance to Twickenham Town Centre bounded by London Road to the west, Arragon Road to the south, Cheltenham Avenue to the east, Twickenham train station and railway to the north, and Mary's Terrace and residents car park and garages to the north east. The houses of Mary's Terrace are locally listed as Buildings of Townscape Merit (BTM's), the site is adjacent to Amyand Park Road conservation area (to the south west of the site) and Regal House is visible from Richmond Hill, a view designated in the Proposals Map. The site is within an area of mixed use, is noted as having a part industrial land use and is in Flood Zone 1. The site sits below the level of London Road, which slopes up towards the bridge.
2. The site is occupied by Regal House, a large 'L' shaped office building, set back approximately 12.0m from London Road and 16.0m from Arragon Road. The building is ten-storey to London Road, (with plant room above) and nine-storey to Arragon Road (with plant room above). With the exception of the entrance foyer to Regal House, cycle storage area, and the public house in the south eastern corner, at ground floor level the remainder of the site is a car park. Between Regal House and Arragon Road is a two-storey building and associated car park accommodating a Public House. Pedestrian access to the building is located on London Road, and the main vehicular access to the site is via Arragon Road, with entrance points located at either end of the building.

Planning history

3. Planning permission for the original building was granted in September 1960 (ref. 809/60) with construction commencing circa 1962. It is noted that when originally approved the building was a 'U' shape, with a wing positioned adjacent to the railway in a similar location to the building proposed under this application. There have been a number of planning applications made since, none of which are relevant to the current application.

Proposal

4. The current application proposes the partial demolition of the first floor of Regal House, and the erection of a part two, part three, part six and part ten storey building at the northern end of the site. The building would accommodate a 111 bedroom hotel with associated bar and restaurant staffed by approximately 35 people (including 10 full time, 25 part time).
5. The building would be ten storeys with plant room above where fronting London Road (approximately 16.0m frontage), stepping down to six, then three storeys as the building approaches the eastern boundary. At its closest point the building would be separated from the eastern boundary by 3.50m and the nearest residential building (no. 16 Mary's Terrace) by no less than 19.0m.
6. The main pedestrian entrance to the building would be from London Road and the existing vehicle access points on Arragon road would be retained. The hotel reception would be located on the first floor of the building which sits 1.70m below the level of London Road. Steps and a wheelchair lift would bridge the change in levels.

7. The proposal would result in the loss of 36 car parking spaces associated with Regal House, reducing the number available from 222 to 186. No additional car parking would be provided for, or allocated to the hotel with the exception of three designated disabled spaces. Eight cycle parking spaces would be provided for staff, and the area of cycle storage space currently provided for Regal House cycle would be partially retained in its current location and partially relocated.

Public and other representations

8. Forty representations objecting to the proposal have been received from neighbouring residents raising the following issues:
 - Lack of parking and impact of additional deliveries/rubbish collection on road network and highway safety (particularly pedestrian)
 - Noise and general disturbance generated during construction and through the night
 - Light pollution
 - Impact on appearance of St Mary's Terrace (BTM)
 - Inappropriate scale, height and design of building
 - Increase in littering, anti social behaviour and crime
 - Building would result in loss of light and would be overbearing to neighbouring properties
 - Reduction in privacy and increased overlooking of neighbouring properties
 - Loss of safety to pedestrians/cyclists during construction phase
 - Loss of parking and its impact on viability of local businesses
 - Loss of security in relation to St Marys public stairwell to London Road
 - Impact of kitchen odours
 - Construction of new building unsustainable
9. Other non planning related issues were raised.
10. Greater London Authority: Responded on the 15/12/2008 stating that the proposal would not comply with the London Plan with respect to energy, inclusive access, transport and employment.
11. Transport for London: Responded on the 05/12/2008 stating that the development was supported in principle subject to the provision of additional information.
12. English Heritage: Responded on 11/12/2008 stating that there were some concerns with the proposals and requested further information.
13. Environment Agency: Responded on 26/11/2008 stating they had no objection to the proposal subject to conditions.

Amendments

14. Revised and additional information was received on the 03/03/2009. The revisions related to the siting, design, fenestration treatment, materials, access, height, parking layout, cycle storage areas, plant storage areas, landscaping, access arrangements, infilling of undercroft, internal layout, and amendments to the Energy Statement. An Interim Travel Plan, information on employment, details of delivery and servicing arrangements and large scale details were also provided.
15. Inaccuracies in the revised drawings were corrected and received on the 12/03/2009.

Further consultation

16. Consultation on the amendments was sent out to all neighbours, objectors and statutory consultees on the 17/03/2009.

17. 22 representations and a petition signed by 137 members of the public has been received objecting to the proposal. No additional issues, other than those reported above, were raised.
18. Greater London Authority: No further comments received.
19. Transport for London: Responded on the 29/04/2009 stating that the development was supported in principle subject to conditions.
20. English Heritage: Responded on 09/04/2009 stating that the application should be determined in accordance with national and local policy guidance and on the basis of the Councils specialist conservation advice
21. Environment Agency: Responded on the 15/04/2009 stating that they had no objection to the proposed development subject to conditions.
22. Thames Water: Responded on the 18/03/2009 and 19/03/2009 stating that they had no objection to the proposed development subject to conditions.
23. Network Rail: Responded on the 25/03/2009 stating they had no comment to make on the application.
24. Design Panel: The scheme has been considered a number of times at the Design Panel, most recently on the 18th February 2009. Their conclusion can be summarised as:
 - Mixed response to the overall quality of the elevation design;
 - Cross-sections and construction details of the cladding, windows, parapet detailing and framing need to be included with the application to ensure highest quality of design;
 - Grey zinc is simple, however, questioned whether it would be pre-weathered or laid with a standing seam, the latter of which could have a prominent line;
 - Zinc should extend to the soffit of the projecting section of the elevation facing the railway;
 - Brick at lower level was accepted;
 - If render is suitable, a through colour acrylic insulated panel was suggested as it is the best solution to give a smooth crisp finish, which is necessary;
 - Expansion joints should be carefully positioned;
 - Parapet finish should be well detailed to avoid water marks and streaking;
 - The panel queried the landscape strip, and wished to see a clearer defensible public space. Paving and lighting should work here;
 - The panel felt the planted areas were mean and should be more generous;
 - The panel felt more work was required to provide a setting for the new building and expected detailed drawings.

Professional Comments:

Land use

25. London Plan policy 3D.7 (Visitors accommodation and facilities) states that Boroughs should identify capacity for new visitor facilities in town centres and other locations such as Opportunity Areas, with good public transport access to central London and international and national transport termini.
26. The London Plan and Spatial Development Strategy Technical Report 13, GLA 2002 also supports the provision of additional hotel bedrooms and The Grant Thornton Hotel demand study (June 2006), GLA London, states that the net extra rooms required in this Borough is 1000 over the period 2007 to 2026.

27. Core Strategy policy CP9 (Twickenham town centre) seeks to revitalise Twickenham Town centre, promoting the centre as a visitor and tourist destination and identifies the station area as an area capable of accommodating tall buildings. Additionally Core Strategy policy CP20 (Visitors and Tourism) (C) directs new hotels to the Borough's town centres or other areas highly accessible by public transport.
28. UDP Policy EMP9 specifically addresses the issue of new hotels, giving favourable consideration to proposals for hotels in suitable locations. Such locations are normally in or adjacent to existing commercial centres or close to attractions and well served by public transport. However, the Council will have due regard to residential amenity, the environmental impact of a proposal and ensuring there is no conflict with other policies in the Plan. Policy EMP9 also identifies there is a particular need for middle and budget priced hotels within the borough catering for the tourist market, since high occupancy rates in existing hotels reduces the ability to retain visitor spend. The policy also specifically highlights that Twickenham would benefit from the provision of hotel accommodation, and proposal T3 of the Adopted UDP identifies the Post Office Sorting Office to provide such.
29. Policy EMP4 requires employment land, sites or premises that were last used for employment purposes to remain in employment use providing they are compatible with the amenity of the surrounding area and access to the site is adequate.
30. The scheme would result in the loss of approximately 110m² of office floor space, to be replaced with approximately 3836m² of hotel floor space. Whilst the loss of employment floor space is not normally considered acceptable, given the scheme would provide employment for approximately 35 people (10 fulltime, 25 part time) and would contribute to the economic prosperity of Twickenham and the Borough in general, the loss of this limited floor space is not considered to unacceptably harm the economic objectives of policy EMP4. Information submitted during the course of the application states that the applicant is committed to recruiting employees locally, including management and is currently a member of Local Employment Partnership Additional which encourages recruitment for entry level vacancies and the long term unemployed back to work.
31. The scheme would provide a budget priced hotel of which there is an identified need, to be located in an area of the Borough which is specifically referred to in various policies as being appropriately sited to accommodate visitor and tourist accommodation. The site is considered to be a suitable location for hotel accommodation given its proximity to Twickenham Town Centre, siting adjacent to Twickenham Railway Station and its proximity to Twickenham Rugby Ground.

Design and appearance

32. Core Strategy policy CP7 B (Maintaining and improving the local environment) states that all new development should recognise distinctive local character and contribute to creating places of high architectural and urban design quality that are well used and valued. Proposals are required to demonstrate that they:
 - are based on an analysis and understanding of the Borough's development patterns, features and views, public transport accessibility and maintaining appropriate levels of amenity;
 - connect positively with their surroundings to create safe and inclusive places through the use of good design principles including layout, form, scale, materials natural surveillance and orientation, and sustainable construction.
33. Core Strategy policy CP9 (Twickenham town centre) identifies the Twickenham station area as capable of accommodating tall buildings

34. Policy BLT 11 of the Councils Unitary Development Plan seeks to promote a high standard of design, ensuring that schemes are compatible with the scale and character of existing development. BLT 2 outlines that Council will only allow development which would contribute positively to the character, appearance or setting of the Conservation Area or leave it unharmed. BLT 4 states that the Council will seek to protect and encourage the preservation and enhancement of Buildings of Townscape Merit (BTM) and will use its powers where possible to protect their character and setting. Policy EVN5 states that the Council will seek to protect the quality of views especially those indicated on the proposals map.
35. The stand alone nature of the site and the scale and massing of the existing Regal House building, enables the height and bulk of the proposed building to sit comfortably in the location proposed. The addition would be read in conjunction with the existing buildings, particularly with the emerging cluster of taller buildings signifying the gateway to Twickenham Town Centre and would represent a 'full stop' at the northern end of the site. The northern elevation incorporates a projecting element and the front elevation incorporates a set back at the top two floors.
36. The scheme would provide a landmark building, helping to signpost Twickenham Town Centre in both close range and long views, providing a reference point for movement within the area. The character and appearance of the nearby conservation area and views from the River would not be adversely affected given the positioning, scale, massing and screening provided by existing Regal House and other buildings and the topography of the wider area.
37. The use of angular forms and projection elements are considered to help break up the volume and bulk of the proposed building without overcomplicating the simple uncomplicated block form of Regal House.
38. It is acknowledged there is a significant variation of scale between the buildings on London Road with the residentially scaled properties to the east, particularly in Mary's Terrace and Cheltenham Avenue. The scheme has sought to address such variations in form and scale by 'stepping down' the height of the building as it extends eastwards, finishing at only three storeys in height. By reason of this sympathetic step down and significant distance between the proposed building and no. 16 Mary's Terrace, it is considered that scheme achieves a compatible relationship with both the landmark building of Regal House, and the domestic properties adjacent, preserving their setting as sought by BLT4.
39. In terms of fenestration treatment the scheme proposes:
 - White render and standing seam zinc cladding to the walls
 - Dark grey powder coated aluminium windows frame
 - Frosted and clear glass
 - Grey engineering brick at ground floor
 - Metal cladded frame on front elevations
40. It is considered the white render walls will ensure the building melds with its surroundings and into the skyline and does not compete with the simple form of Regal House. The zinc cladding, whilst not a typical feature in the locality, provides visual interest to the building.
41. Regal House currently has a very horizontal emphasis on all its elevations by reason of its fenestration and cladding. The scheme respects this, particularly when viewed at the front and rear, through carefully positioned windows and detailing. By reason of the north

elevation not being 'read' with Regal House, this has been a greater opportunity to incorporate some variation in the fenestration, without it appearing too monotonous.

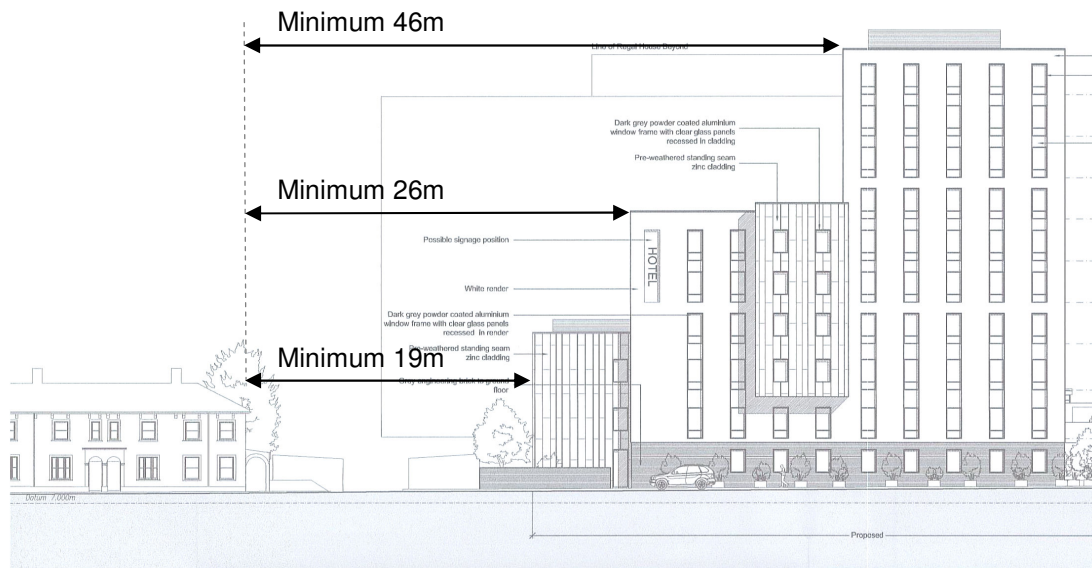
42. Conditions will be imposed to ensure the finer details of the design achieve visual rhythm, structure and interest to areas of large flat elevations through the creation of shadow lines and cill details.
43. Roof plants are proposed on the roof of the tallest and lowest part of the building. Given these are enclosed and sited off the boundaries; they will not unduly harm the profile of the building. A condition however would be recommended to prevent telecommunication developments under permitted development to ensure this profile is retained.
44. With respect to Richmond Hill, it is considered that the main viewpoints are centred towards the river and are framed by dense vegetation. Regal House and the proposed building, whilst visible, would be outside of this central view cone and would not unduly detract or compete with the focal point or reduce the predominance of the landscape character of the view. Given the height of the proposed building would not exceed that of Regal House, the skyline would not be unduly affected and the proposed building would be viewed against the backdrop of the existing. Additionally it is considered that subject to appropriate safeguarding conditions with respect to choice of materials and colour scheme, the building would blend into the skyline thereby minimising visual distinction/intrusion.
45. The site is currently all hard surfaced. The proposed scheme incorporates areas of landscaping at ground floor level adjacent to Mary's terrace, at the boundary with the garages, and at first floor level in a plant pit adjacent to the entrance off London Road. It is regrettable that the proposal fails to include significant public realm improvements or landscaping, however given the urban town centre character of the area and subject to conditions requiring the submission of a hard landscaping plan that includes planting, it is considered that the appearance of the public realm would not be harmed by the proposed scheme. The areas of soft landscaping proposed will assist in softening the presence of the building, on Mary's Terrace in particular.
46. Positioning of the entrance to the hotel at first floor level, directly accessible from London Road, would increase footfall and will result in associated benefits of increased safety onto the street and provide scope for public interest. The applicant has agreed to contribute towards the environmental improvements and improving the security of the steps adjacent to the site connecting Marys Terrace with London Road. This improvement would benefit both visitors to the hotel, particularly those accessing the site by coach (as further discussed below) and residents of the surrounding areas. This contribution will be achieved through a Section 106 Agreement.
47. In summary, by reason of the stand alone nature of Regal House and the site, the existing scale, height and form of Regal House, the distance to residential properties to the east, and the acceptable siting, height, scale and design of the proposed building, the scheme will preserve the character, appearance and setting of the adjacent BTM's, the conservation area and locality in general.

Affect on neighbouring amenity

48. Policy BLT 15 of the UDP seeks to protect neighbouring properties from loss of daylight and sunlight caused by new development. With respect to light the Council is guided by the standards set out in Site Layout, Planning for Sunlight and Daylight, and in Sun on Ground Indicators (BRE 1991). Policy BLT 16 ensures that no unreasonable loss of privacy and visual intrusion are experienced by adjacent residents due to built schemes. Whilst EMP 9 encourages the provision of hotels in suitable locations, due regard must

be given to residential amenity and environmental impact. Policies BLT 30 and CCE 18 similarly require new development to avoid unacceptable increases in noise or pollution levels.

49. Marys Terrace consists of 16 residential terraced properties positioned perpendicular to the application site. The nearest property, no. 16 Marys Terrace, would be separated from the proposed building by no less than 19.0m and the existing resident's car park and garages. The proposed building would face the blank windowless elevation of no. 16. Marys Terrace and extend approximately 5.0m beyond the rear elevation.
50. The building would also be sited approximately 23.0m from the rear boundaries of properties in Cheltenham Avenue, at an oblique angle; and 89.0m approximately from properties to the north in Cole Park Gardens (beyond railway).
51. In terms of the relationship with commercial premises the new building would be approximately 35.0m from offices on the opposite side of London Road, 48.0m from the 'southern wing' of Regal House and project approximately 21.0m beyond the rear wall of the Regal House (fronting London Road).
52. The building has been stepped in height to achieve an acceptable design and to ensure effects on the residents of Marys Terrace would not be unacceptable. Whilst ten-storey to the London Road frontage, the building would drop to six-storey, then three-storey in height as it approaches the eastern boundary. The following diagram demonstrates the separation distances involved. It is worth noting that the relationship between the proposed building and no. 16 Marys Terrace would be no worse than the existing relationship between Regal House and no. 7-9 Amyand Park Road.



Elevation A - North West Elevation

53. Whilst there is no doubt the new building would be visible from the gardens of Mary's Terrace, a judgment needs to be made as to whether this is an acceptable impact in the buildings context. By reason of the presence of the existing Regal House building, the stepping down of the building to a more domestic scale, the separation between the sites and the limited rearward projection, on balance, the proposal is not considered to appear unacceptably overbearing to an extent that warrants a refusal.

54. With respect to the properties in Cheltenham Avenue and Amyand Park Road, by reason of the 'enclosure of rear gardens' by Regal House, the orientation and stepping down of the building and the separation distance, this relationship is also considered to be acceptable.
55. There is a significant distance between the proposed building and properties beyond the railway in Cole Park Road. This distance should mitigate any potential harm.
56. With regard to nearby commercial properties on and adjacent to the site, by reason of the distances between the proposed building and the 'southern wing' of Regal House and 69 London Road, the amenities of these occupiers would remain acceptable.

Privacy

57. Supplementary Planning Guidance relating to Small and Medium housing sites states that in order to ensure the privacy of occupiers is respected the windows of main facing habitable rooms should be preferably no less than 20m apart. Further, where principle windows face a wall that contains no windows separation distances can be reduced down to 13.5m. Regal House's rear elevation currently has in excess of 180 windows above ground floor level. The rear elevation proposes a number of windows serving bedrooms (habitable rooms) and circulation areas/stairwells (non-habitable rooms). Whilst it is acknowledged that the proposal may result in an increased level of overlooking of all surrounding properties, given the adequate separation distances that are proposed, the majority of potential views of rear gardens being oblique, the existing levels of overlooking that currently occur from Regal House and a condition requiring all non-habitable room windows to be obscurely glazed, the scheme is not considered to result in an unacceptable level of actual and perceived overlooking beyond the existing situation.

Light

58. With respect to light, the BRE guidance recognises the importance of light in gardens and open spaces. To ensure gardens have adequate access to sunlighting the BRE guidance states that no more than two-fifths, and preferably no more than a quarter of outdoor amenity areas should be in shade when calculated on the equinox (21st March). Additionally guidance states that if light to a garden is already obstructed, the proposed development should not be reduced to less than 0.8 times its former size. An assessment has been made with respect to the rear garden of no. 16 Marys Terrace (worst case scenario) and it has been found that the effect on this property would not be unacceptable.
59. No's. 1-33 Cheltenham Avenue (odd) and 7-21 Amyand Park Road (odd) are two storey semi-detached maisonettes located to the east and south-east of the proposed building. These properties would be separated from the development by a minimum of 25m with the closest house located no less than 45m from the rear elevation of the proposed building. A BRE assessment has been carried out with respect to light, and it has been determined that there would be no unacceptable loss of light to these properties resulting from the proposed scheme.
60. It is noted that the 4th to 10th floors of Regal House have a window in the flank elevation of the building facing the train station. It is not considered that the loss of this window would unacceptably alter the level of light entering offices in this end of the building given windows on both the front and rear elevations would be retained. The proposed projection of the 3rd to 5th storeys of the building beyond the rear building line of Regal House may restrict some light entering offices in the northern end of the building, however it is considered that the unaffected windows in the front elevation would provide sufficient light to ensure adequate access to light was maintained. Given the adequate

separation distance between the proposed building and the southern wing of the building (48.0m), it is considered that levels of light to these offices would not be unacceptably affected.

61. St Marys Church School would be separated from the proposed building by no less than 100m and largely obscured from view by existing vegetation, residential properties and the Regal House building. As such it is considered that there would be no unacceptable affects on the amenity of pupils and staff at this property. Similarly, the separation distances involved and orientation of buildings would ensure that there would be no unacceptable loss of light to residential properties on Cole Park Gardens and offices in 69 London Road.

Noise

62. A noise report has been submitted with the application with respect to potential noise emitted from the buildings plant rooms, specifically cooling equipment. A survey of the existing background noise has found that the prevailing noise associated with the site is generated by traffic on London Road, and to a lesser extent, noise associated with the railway. The report concludes that subject to conditions the noise emitted would not exceed the background noise level. The Councils Environmental Health Officer raises no objection to the proposed development subject to the imposition of conditions requiring the submission of further information. Whilst vehicles will access the site from the existing entrance on Arragon Road, given the size of the existing car park and associated vehicular movements, the proposed traffic generation is not considered to cause unacceptable noise and disturbance to adjoining occupants.

Light Pollution:

63. The shape of the building has been designed to minimise the number of guest rooms and ancillary functions omitting light toward residential properties. With respect to Marys Terrace, the orientation of these houses would ensure that any internal light visible from the proposed building would be minimal. When compared with the existing levels of light currently omitted from Regal House and considering the separation distances involved it is unlikely that properties on Cheltenham Avenue, Amyand Park Road and Cole Park Gardens would be unacceptably affected by light pollution as a result of the proposed development. Additionally the use of occupancy sensors in all back-off houses spaces and power for lighting linked to door access card would keep internal lighting to a minimum.

Transport and highways

64. Core Strategy policy CP5 (Sustainable Travel) aims to reduce the need for travel by providing employment, shops and services at the most appropriate level locally, within the network of town centres. With respect to car parking and travel the policy seeks to discourage commuter parking particularly by giving priority to residents' needs. UDP policy TRN 2 (Transport and new developments) states that new development, or changes of use will only be allowed where it can be demonstrated that the transport infrastructure can accommodate it, or be adapted to do so, without creating congestion and hazards on the road network. Car and cycle parking standards are detailed in appendix 1 of the UDP. Hotel developments in Controlled Parking Zones are to provide a maximum of one car parking space per five bedrooms and a minimum of one cycle parking space is required per two units of staff accommodation. The standards also require one coach parking/setting down space per 100 bedrooms, and allowance must be made for setting down by taxis. Office developments in Controlled Parking Zones are to provide a maximum of one car parking space per 600m² and a minimum of one cycle parking space per 200m².

65. The site benefits from a Public Transport Accessibility Level of 5 (high) and is in walking distance of Richmond train station, Twickenham town centre and a number of bus routes. The site is located within a Controlled Parking Zone (CPZ) which restricts parking between the hours of 0830 and 18:30 Monday to Saturday.
66. The development would be car free with the exception of three disabled car parking spaces. No car parking permits would be issued to the development which would be secured by a Section 106 Agreement. The scheme would necessitate the removal of 36 car parking spaces associated with Regal House, reducing the number available from 222 to 186 which still represents an overprovision of 166 spaces (a maximum of 20.1 car parking spaces is required to meet the current standards). The scheme adequately provides cycle parking areas for staff of, and visitors to the hotel, and would increase the cycle parking facilities associated with Regal House (additional 15m² provided).
67. Deliveries, servicing, taxi drop offs and access to the disabled parking bays will be provided by the existing albeit improved eastern entrance point off Arragon Road. Taxis would also be permitted to pick and drop off hotel users from the western entrance point, however waiting onsite would not be allowed.
68. A Delivery and Servicing Plan has been provided which states that the development is likely to result in a maximum of three additional delivery vehicle movements a day associated with the new development. A condition would be imposed to restrict the hours in which deliveries are allowed to take place. Refuse and recycling collection would be coordinated with the existing collection methods employed at Regal House.
69. The developer has not included provision for coach parking on site, however has identified a nearby facility for coach pick up/drop off within 5 minute walking distance of the hotel should this be required. This area is located on the opposite side of London Road on Station Yard/Station Approach. It is noted that the policies of the hotel operator would discourage arrival of guests by coach.
70. Additionally, the application has submitted an Interim Travel Plan which details a set of initiatives and measures aiming to promote sustainable travel choices and reduce reliance on single occupancy vehicle travel. These measures would include encouraging walking and cycling, encouraging travel by public transport and discouraging car use. Detailed measures would include (list not exhaustive):
- providing information at reception and on staff notice boards giving directions and walking times to key destinations such as public transport interchanges and Twickenham Centre
 - provision of cycle storage areas for both staff and visitors and ensure designated provision of showers changing facilities
 - induction session information on public transport routes, timetables and prices (for staff)
 - provision of journey planning advice by public transport to the hotel and information on parking restrictions in the vicinity of the site when making hotel reservations.
 - Look to recruit locally to ensure staff do not have to travel long distances to work.
71. Given the scheme provides no parking spaces for hotel guests or staff (with the exception of three designated disabled spaces), the site being within a controlled parking zone, the development being exempt from applying for parking permits, the number of deliveries being limited, refuse and recycling collections being coordinated with those of Regal House, the site being in an area highly accessible by public transport and close to Arragon Road car park, it is considered that subject to conditions, that the scheme would not create unacceptable congestion or pose a hazard to the road network.

72. Transport for London and the Councils Transport and Highways Departments have been consulted and have no objection to the proposed development subject to conditions.

Inclusive access

73. London Plan Policy 4B.5 requires all future development to meet the highest standards of accessibility and inclusion. Core strategy Policy CP20 (Visitors and Tourism) requires accommodation and facilities to be accessible by all. UDP policy BLT12 (Accessible to all) states that all applications for the development of buildings used for employment will be required to provide full access for all users including people with disabilities and others with mobility difficulties.
74. The scheme includes the provision of accessible and ambulant bedrooms at a ratio of 1:20 (eight rooms total) as required by the London Plan, located within close proximity to, and accessible using, the proposed lifts. Additionally three disabled car parking spaces would be provided in close proximity to the lift entrances at ground floor level. A wheel chair lift would be located adjacent to the London Road entrance.
75. In response to a number of issues raised by the GLA the proposal has been configured to meet the requirements of the London Plan. This involved moving one of the disabled parking bays closer to the entrance to the building and introducing bollards to separate the disabled car parking spaces and delivery bay. The GLA also raised concerns regarding the width of corridors to allow adequate wheelchair passing areas. The agent has responded to this stating "As there is only 1 accessible guest room per floor and it is located close by the lift lobby, there should be no need to provide wheelchair passing areas in corridors". Although it would have been preferable for the development to meet this requirement, the justification provided by the developer appears reasonable, and in any case, refusal of the application on this point alone would be unlikely to be sustained at appeal.
76. As such it is considered that the proposal would satisfy the aims and objectives of the aforementioned policy and overcome the issues raised by the GLA.

Site Contamination

77. The application was accompanied by a desk study including a preliminary contaminated land risk assessment, identifying risks to human health, controlled waters and plant life and buildings/structures. All risks are identified as between 'low' and 'moderate low'; however the report recommends an intrusive site investigation be carried out prior to the commencement of works to determine the need for and scope of any remedial design measures necessary to ensure the safe redevelopment and subsequent occupation of the site. This information has been reviewed by the Councils Scientific Officer within the Environmental Health Department who agrees with the conclusions and recommendations of the report subject to conditions. The Environment Agency has also reviewed the information and has raised no objection to the proposed development subject to conditions.

Flooding

78. The Environment Agency's most recent indicative floodplain mapping categorises the application site as being within Flood Risk Zone 1 which implies that no part of the site is at risk from fluvial flooding up to the 1 in 1000 year event. The Environment Agency has been consulted on the proposed application and has no objection (subject to conditions relating to contaminated soil).

Sustainability

79. The Spatial Strategy recognises Twickenham as one of LBRuT most sustainable options for development based on its accessible location and established range of services. CP1

(Sustainable Development) of the Core Strategy states that development will be required to conform to the Sustainable Construction checklist, including a requirement to meet the BREEAM “excellent” rating. Additionally CP1 and the Sustainable Construction Checklist requires proposals to demonstrate a reduction in carbon dioxide emissions of 20% from on site renewable energy generation. It is recognised however that the requirement for 20% renewables will be difficult to meet in certain schemes. The Council will therefore apply the above measures with some degree of flexibility, where appropriate, and in particular recognise that increases in energy efficiency may offset (or partially offset) the renewables requirements.

80. The Sustainable Construction Checklist has been informed by the Mayor of London’s Supplementary Planning Guidance on Sustainable Design and Construction and is based on national planning guidance including Planning Policy Statement (PPS) 1: Delivering Sustainable Development, PPS23: Planning and Pollution Control, PPS25: Renewable Energy, and Planning Policy Guidance (PPG) 25: Development and flood risk. The schemes response to the 18 elements of the checklist (not already addressed), are outlined in the table below:

1	Environmental Rating
<p>The development would achieve 68% of available BREEAM credits (improved from 65% at initial application stage), gaining an overall rating of “very good”. To meet the “excellent” target required by policy, an overall score of 70% must be achieved. Whilst the scheme would fall short of the policy target, detailed reasoning has been provided by the applicant to explain the shortfall. This has been assessed by the Councils sustainability adviser who considers these explanations reasonable and that the shortfall in credits is not attributable to a failure of the design, but is instead results from trade offs between credits (i.e. including collection of rainwater, therefore rendering green/brown roof unfeasible) and site constraints.</p>	
2.	Site Contamination
<p>Previously addressed</p>	
3	Site Ecology
<p>Given the nature of the site being predominately hard surfaced the ability of the scheme to enhance ecology/biodiversity is limited. It is considered that more landscaping could have been accommodated into the design to enhance the site ecology, however given the urban town centre character of the area, this is not unexpected or unacceptable.</p>	
4.	Energy Saving
<p>The applicant has provided an Energy Statement which describes the passive design and efficiency measures proposed to be used in the scheme. These would include:</p> <ul style="list-style-type: none"> - improvement in building fabric (20% reduction in U-values) - improvement in air-tightness - low energy lighting - occupancy sensing in all back-off houses spaces - power for lighting and power for rooms linked to door access card - reduced domestic hot water heating through low flow fittings - low temperature distribution for heating - high temperature cooling distribution - heat recovery of ventilation air - improved insulation for domestic hot water storage <p>Overall the energy saving measures proposed are predicted to result in 26%</p>	

	reduction in overall CO ² emissions (when compared to the Building regulations Part L notional building). It is noted that a number of these measures represent improvements beyond the conventional specifications of the hotel operator. This has been assessed by the Councils sustainability advisor and is considered acceptable in meeting the requirements of policy CP1.
5	Renewable energy
	The Sustainable Construction Checklist requires carbon emissions from the total energy needs (heat and power) of the development to be reduced by at least 20% by the on site generation of renewable energy. The scheme proposes the installation of a ground source heat pump which is expected to achieve a 20% reduction in emissions. Should the installation of the ground source heat pump prove unfeasible/unable to meet the 20% target at the detailed design stage, the applicant proposes the installation of a combination of combined heat and power unit (predicted 14.4% reduction) and photovoltaic panels (predicted 3.6% reduction). The Councils sustainability advisor has assessed the submitted information and found this to be acceptable subject to conditions to ensure the development achieves these targets.
6	Construction materials
	Information submitted with the application states the design of the building has “rationalised the layouts, column positions and span distances to minimise the amount of material used in the structure of the building” and that “the main, load bearing structure would be most efficient as a steel frame construction with concrete and blockwork lift core”. Conditions would be imposed to ensure all external materials used would be submitted to and approved prior to construction.
7	Water Saving/Recycling
	<p>A Water Strategy and Assessment Report has been submitted with the application which details the water saving/recycling measures proposed to be employed in the development. These include:</p> <ul style="list-style-type: none"> - Raising guest and staff awareness - Installing water efficient fixtures and appliances such as dual flush toilets, low flow taps and showers and efficient washing machines and dishwashers. - Install a rainwater harvesting system <p>The report predicts that these measures would reduce potable water usage by approximately 36%. This information has been reviewed by the Councils sustainability advisor who deems this to be acceptable.</p>
8	Recycling
	Refuse and recycling storage facilities would be provided onsite, collected by the operator of the building, and the times and frequency of collection coordinated with those of Regal House. The storage has been provided at an appropriate capacity and has been designed to be external, ventilated, securely enclosed and easily accessible as required by Council standards. This has been assessed by the Councils Transport department and is considered acceptable.
9	Surface Water Run-off
	As mentioned above, the scheme proposes the installation of a rainwater harvesting system which would collect water falling on the buildings roof for reuse in the buildings non-potable applications, which in this development comprise toilets and external irrigation. A 10m ³ tank would be installed, which the applicant considers could hold 99% of the total rainwater falling on the roof. This system has been

assessed by the Councils sustainability advisor who considers this system adequate to address this aspect of the checklist.	
10	Microclimate
The effects of the proposed development on the solar gain of neighbouring properties has been assessed under the BRE guidance and found to be acceptable. It is considered that effects on wind patterns within the site would be improved by the reduction of undercroft areas of the existing building provide barrier to potential wind tunnels.	
11	Public Transport
Previously addressed	
12	Cycling and Walking
Previously addressed	
13	Green and Open Spaces
Given the hard surfaced nature of the site there would be no loss of green or open space associated with the proposal. The proposal would include some areas of hard landscaping with vegetation incorporated into the design. Given the urban centre location of the site this is considered acceptable.	
14	Secure Design
The applicant has adopted a number of crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. These would include the reduction in undercroft area, installation of external lighting and surveillance, passive surveillance of public spaces, namely Marys Terrace and car park management and contribution toward improvements to the stairwell between London Road and Marys Terrace The scheme is considered to increase the security of the area.	
15	Light Pollution
Previously addressed	
16	Flood resistant design
Previously addressed	
17	Access
Previously addressed	
18	Construction Process
To achieve additional credits under the BREEAM assessment, the applicant has opted to employ a number of management techniques which will improve the construction process on the quality of the site and its surroundings, including entering into the Considerate Constructor Scheme. It is considered that all other effects of development can be adequately dealt with by conditions or other relevant bodies of legislation.	

Planning Obligations

81. The Council has adopted Supplementary Planning Guidance on 'Planning Obligation Strategy', which seeks contributions towards community safety, health, public realm, open space and transport, all where necessary and commensurate with the scale of the development. Based on the current proposal the following payment would be expected:

- Transport: £25, 412.15

- Contribution to the improvements to stairwell to north of site connecting London Road and Marys Terrace: £49,591.00 (75% of the total cost).
82. Such payments will be secured through a Section 106 Agreement. The agreement would also remove access to business or operation parking permits within the CPZ, and prevent coaches accessing the site.

Summary:

83. The application proposes the partial demolition of the first floor of Regal House, and the erection of a part two, part three, part six and part ten storey building at the northern end of the site. The building would accommodate a 111 bedroom hotel with associated bar and restaurant.
84. The proposal has been assessed against relevant London Plan policies, the Core Strategy, and the Richmond Unitary Development Plan has been found to be acceptable for the following reasons:
- The application would provide a budget priced hotel of which there is an identified need, to be located in an area of the Borough which is specifically referred to in various policies (London Plan 3D.7, Core Strategy policy CP9 and UDP policy EMP9) as being appropriately sited to accommodate visitor and tourist accommodation;
 - The scheme would provide local employment and contribute to the economic prosperity of Twickenham Town Centre and the Borough in general as required by UDP policy EMP 4;
 - By reason of its appropriate siting, design, scale and massing the scheme would be compatible with this landmark building, would improve the existing appearance of Regal House and would help signpost Twickenham Town centre in close range and short views, whilst preserving the appearance of the nearby conservation area, buildings of townscape merit, the view from Richmond Hill and the area in general as required by Core Strategy policy CP7 and UDP policies ENV 5, BLT 2, 4, 11.
 - The scheme has been assessed against policies BLT 15, 16, 30 and CCE18 and by reason of its appropriate and compatible scale and massing, distance to properties and gardens and orientation, and subject to safeguarding conditions, it has been found to be acceptable with respect to light, privacy, visual impact, noise and light pollution.
 - The scheme provides no parking spaces for hotel guests or staff (with the exception of three designated disabled spaces), however given the site is within a controlled parking zone, the development would be exempt from applying for parking permits, the number of deliveries would be limited, refuse and recycling collections being coordinated with those of Regal House, and the site being in an area highly accessible by public transport, it is considered subject to conditions, that the scheme would not create unacceptable congestion or pose a hazard to the road network, and would therefore be in accordance with the aims and objectives of Core Strategy policy CP5 and UDP policies TRN 2 and 4.
 - The scheme would not pose any undue issues with respect to flooding and subject to appropriate safeguarding conditions would be acceptable with regard to site contamination as required by UDP policies ENV 34 and 7 respectively.
 - The scheme would achieve a BREAAAM rating of "Very Good", includes provision for onsite renewable technologies to reduce the energy needs of the development by 20% and has adequately responded to all other aspects of the Sustainable Construction Checklist. Subject to conditions, the scheme is considered to comply with the aims and objectives of Core Strategy Policy CP1.

I therefore recommend PERMISSION, subject to the following conditions and informatives and subject to a s106 agreement securing monies towards transport infrastructure (£25,490.00) and the upgrade of the public stairwell adjacent to northern

end of the site (£49,591.00) and subject to there being no adverse direction or call in from the GLA.

Standard Conditions:

- AT01 - Development within 3 years
- BD04 - Details to a specified scale (insert 1:10 sections/cross-sections – doors, windows, all elevations, external lighting)
- BD12 - Details - Materials to be approved (insert samples and colours)
- DV29C - Potentially contaminated sites
- DV11 - Use of roof restricted
- DV15 - Windows obscure glazed and non-openable (insert north east elevation, all non-habitable windows)
- DV18A - Refuse arrangements
- DV27A - Recycling - Details required
- DV30 - Refuse storage
- DV42 - Details of foundations - piling etc
- LA11A - Landscaping required-hard and soft
- LA30 - Landscape works-Implementation
- LA32 - Replacement tree planting
- PK02A - Parking/loading/turning Insert parking spaces and VE01_P_006 C
- PK04 - Spaces for specified users (insert disabled spaces, PL-100 Rev:B)
- PK06A - Cycle parking
- RS05 - Restriction – air cooling
- RS11 - Restriction on use of hotel bar
- RS04 - Extraction Equipment restaurant
- DV46 - BREEAM ratings for non-housing devt. (insert “very good”)

Non standard conditions:

- NS01 - Noise Control- Air Handling Plant / Kitchen Extraction System:

Before any air handling plant and kitchen extraction systems to which the application refers are used on the premises, a scheme shall be submitted to and approved in writing by the local planning authority which demonstrates that the following noise criteria can be complied with and shall thereafter be retained as approved.

The cumulative measured or calculated rating level of the noise emitted from the Air Handling Plant / Kitchen Extraction System to which the application refers, shall be equal to the existing background noise level or 5dB(A) below if there is a particular tonal or discrete component to the noise, at all times that the Air Handling Plant / Kitchen Extraction System operates.

The measured or calculated noise levels shall be determined at the boundary of the nearest ground floor noise sensitive premises or 1 meter from the facade of the nearest first floor (or higher) noise sensitive premises, and in accordance to the latest British Standard 4142;

Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas.

An alternative position for assessment /measurement may be used to allow ease of access, this must be shown on a map and noise propagation calculations detailed to show how the design criteria is achieved.

REASON: To protect the amenity of occupiers of residents of nearby properties

- NS02 - Odour and other effluvia - Extraction System/Air Handling Units:
Prior to the first use of the premises details of a scheme for the extraction and treatment of fumes and odours generated from cooking or any other activity undertaken on the premises shall be submitted to and approved in writing by the local planning authority. Any equipment, plant or process approved pursuant to such details shall be installed prior to the first use of the premises and shall be operated and retained in accordance with the approved details and operated in accordance with manufacturers instructions.

REASON: To protect the amenity of occupiers of residents of nearby properties

- NS03 - Activity Condition Deliveries
Deliveries (including loading and unloading) shall not take place to or from the site other than between the hours of 07.00 & 21.00 Monday to Saturday and 09.00 to 18.00 on Sundays or Bank or other Public Holidays.

REASON: In the interests of residential amenity

- NS04 - Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. REASON: This is to ascertain the effectiveness of the remedial strategy in minimising risk to controlled waters.

- NS05 - If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. REASON: To protect controlled waters

- NS06 - Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details. REASON: Piling could create a pathway that could allow for pollution to controlled waters.

- NS07 - Travel plan requirements:
Within 3 months of occupation a full travel plan based on results of staff and visitor travel surveys shall be submitted and approved in writing by the Local Planning Authority. The travel plan shall include SMART targets and an action plan. The survey results shall be submitted to iTRACE by the Travel Plan Co-ordinator. The travel plan must conform to Transport for London's 'Guidance for Workplace Travel Planning for Development' (2008) and the survey methodology shall be submitted and approved by the Local Planning Authority prior to it being carried out.

- NS08 - Construction method statement
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 approved Statement shall be adhered to through the construction period. The Statement shall provide for:
- i) the parking of vehicles of site operatives and visitors;
 - ii) the loading and unloading of plant and materials;
 - iii) the storage of plant and materials used in construction the development;
 - iv) the erection and maintenance of security hoarding;
 - v) measures to control the emission of dust and dirt during construction;
 - vi) a scheme for recycling and disposing of waster resulting from demolition an construction work.
 - vii) hours of construction working
 - viii) details, routes and access of all construction traffic
- REASON: To protect the amenities of local residents and road users.
- NS09 - Prior to the commencement of development, the developer shall submit to the Local Authority for approval (to be referred to TfL), a construction logistics plan in line with London Freight Plan 2008. This should aim for load consolidation and avoid peak rush hour to work delivery times. Further information in this regard can be found at <http://www.tfl.gov.uk/businessandpartners/freight/11422.aspx>
- REASON: To improve the safety and reliability of deliveries to a site, reduce congestion and minimise the environmental impact during construction.
- NS10 - Details required- improvements to access road
Detailed drawings of the improved access road at the south-eastern entrance point to the site from Arragon Road, shall be submitted to and approved in writing by the Local Planning Authority; such drawings to show method of delineation of two way traffic at this junction. No part of the development shall be occupied until the works of construction have been carried out in accordance with the drawings so approved. REASON: To ensure the provision of a satisfactory convenient and safe form of development.
- NS11 - Prior to the commencement of works a services survey shall be submitted to and approved in writing by the Local Planning Authority. REASON: To ensure that the borehole system associated the ground source heat pump would not disrupt underground utilities, a services survey would have to be conducted prior to construction
- NS12 - Renewable Energy
Prior to the commencement of the development, detailed drawings (showing siting and elevations design) of the heat and power unit, photovoltaic panels, ground source heat pump and rainwater harvesting system (where applicable) shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be implemented other than in accordance with the approved scheme. REASON: To preserve the character, appearance and amenities of the site and area in general.
- NS13 - Restrict telecommunications
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order) no telecommunications equipment shall be erected on or attached to the building(s) hereby approved.

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

Standard informatives:

- IE05A - Noise control – building sites.
- IE06 - Details of piling-EHO consultation
- IH03A - Vehicle crossover
- IH06B - Damage to public highway.
- IL02 - Advertisements
- IL10A - Building regulations required.
- IL12A - Approved drawings No.'s: 'Site location plan' PL-001 Rev: A, 'Demolition drawing' PL-002 and 'Existing site and parking layout' PL-003 received 21/10/2008, 'Ground floor plan' PL-100 Rev: B, 'First and second floor plan' PL-101 Rev: B, 'Third and fourth floor plan' PL-102 Rev: B, 'Fifth and sixth floor plan' PL-103 Rev: B, 'Seventh and eighth floor plan' PL-104 Rev: A, 'Ninth floor and roof plan' PL-105 Rev: B, 'North west and south west elevation' PL-110 Rev: A and 'Skin section' PL-200 all received 03/03/2009, 'North east and south east elevation' PL-11 Rev: B and 'Section AA and BB' PL-120 Rev A received 12/03/2009.
- IL13 - Section 106 agreement
- IL16F - Relevant plans and policies: London Plan policies: 3D.7 (Visitors accommodation and facilities), 4A.7 (Renewable energy), 4B.1 (Design principles for a compact city), 4B.5 (Creating an inclusive environment), 4B.9 (Tall buildings) and 4B.5 (Creating an inclusive environment), Core Strategy policies: CP1 (Sustainable development), CP7 (Maintaining and improving the Local Environment), CP9 (Twickenham Town Centre), CP20 (Visitors and Tourism), Development Plan policies: Richmond upon Thames Unitary Development Plan – First Review 2005 policies: ENV 5, 7, 10, 34, BLT 2, 4, 11, 12, 14, 15, 16, 30, TRN 2, 4, 5, EMP 4, 9, ENV37 and CCE 18 and Adopted Supplementary Planning Documents/Guidance titled 'Design Quality', 'Sustainable Construction Checklist', 'Design for Maximum Access', 'Recycling for New Developments' and 'Planning Obligation Strategy'
- IL19 - Reasons for granting permission: see summary above
- IM01 - Disabled persons
- IT06 - Nature Conservation

Non-standard informatives:

- NI01 - A highway condition survey is required before works are carried out on the site. The applicants are advised to contact the Highways Inspector for their area within the Highway Management Group with regard to this survey, which will include but may not be limited to photographs of the public highway surrounding the site.
- NI02 - With respect to condition NS02 (Odour and other effluvia - Extraction System/Air Handling Units) please refer to guidance produced by DEFRA: Control of Odour and Noise from Commercial Kitchen Systems 2004. The document can be downloaded from the DEFRA website <http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>
- NI03 - Construction / Demolition Noise: 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 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 of London Borough of Richmond upon Thames, Commercial Environmental Health, 7B Parkshot, Richmond, Surrey TW92RT. Tel 02088917994

- NI04 - The applicants are advised to follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- NI05 - The applicants are advised to refer to the Environment Agency Guidance on Requirements for Land Contamination Reports for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, e.g. human health. Refer to Environment Agency website at www.environment-agency.gov.uk for more information.
- NI06 - The applicants are advised that contaminated soil that is excavated, recovered or disposed of, is controlled waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:
- Duty of Care Regulations 1991
 - Hazardous Waste (England and Wales) Regulations 2005
 - Waste Management Licensing Regulations 1994 (as amended)
 - Pollution Prevention and Control Regulations (England and Wales) 2000
 - Landfill (England and Wales) Regulations 2002
- NI07 - Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed off site operations is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.
- NI08 - Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- NI09 - The developer and its representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development. The applicant is advised to contact TfL for more information.
- NI10 - The applicants are advised with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

Background papers:

Submitted forms and application

Letters of representation

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