

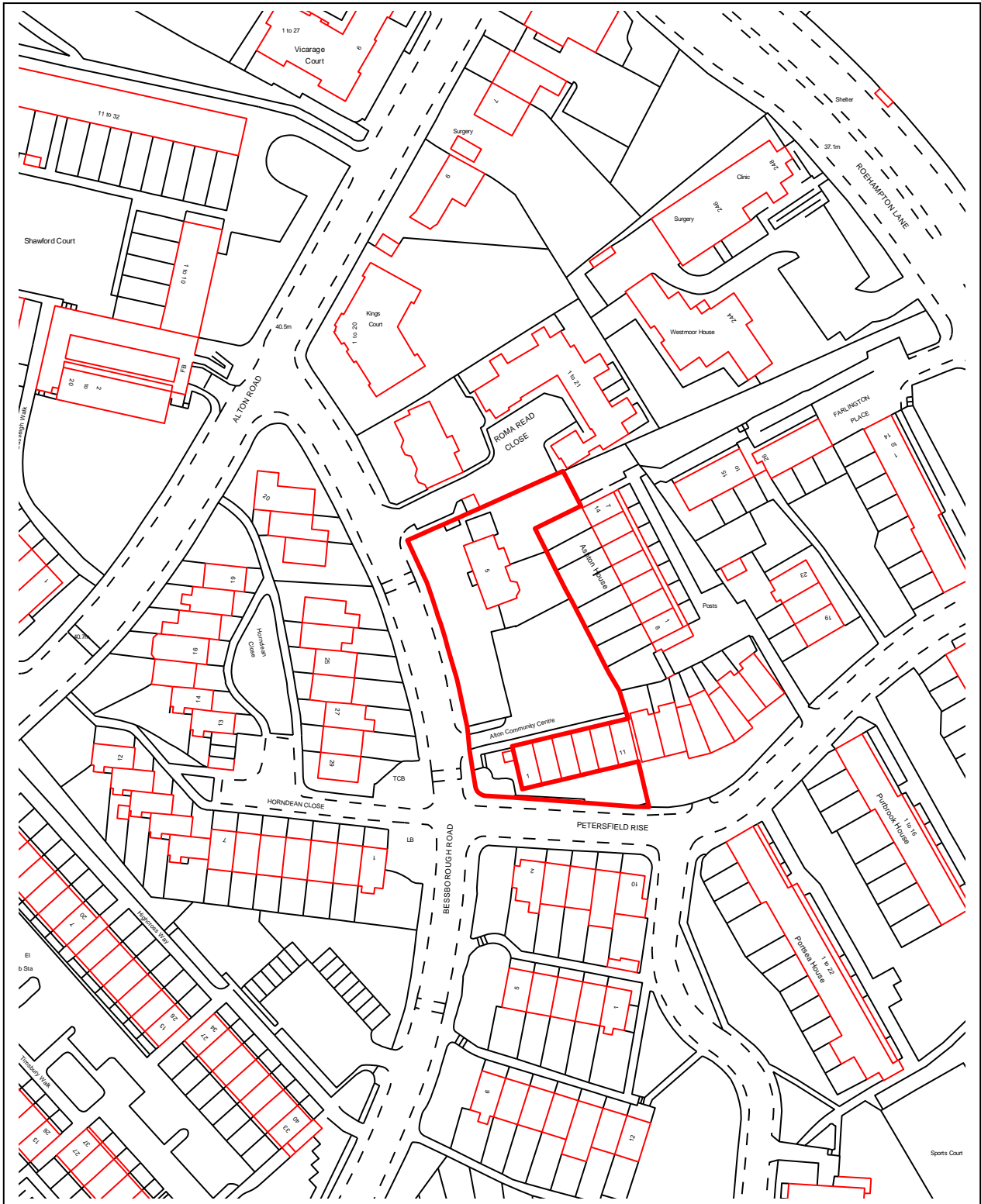
Committee Date:	26/06/2018		
Item No.	5		
Site Address:	Petersfield Rise/Bessborough Road SW15 4AE		
Application Number:	2017/6977	Date Validated:	05/01/2018
Ward:	Roehampton and Putney Heath	Officer:	Joanna Chambers
Application Type:	Application for Full Permission		
Proposal:	The demolition of Sherwood Lodge and associated outbuildings and the construction of a four-storey building, comprising 10 residential (Class C3) units, plus improvements to existing open space and public realm, vehicular and cycle parking and refuse and recycling stores.		
Recommendation Summary:	Approve Subject to Legal Agreement		

SITE DETAILS:

The site extends to 0.24 ha and is bounded to the west by Bessborough Road, to the north by Roma Reed Close and to the south by Petersfield Rise. The site adjoins the rear gardens of Ashton House a residential block to the east and to the south a retail parade (1-11 Petersfield Rise) containing 6 retail units with the Alton Community Hall situated on the first floor above fronting Petersfield Road. In summary, the site comprises:

- Sherwood Lodge (1-4 Bessborough Road), a two storey residential building constructed in the late 1930s and converted to 4 residential apartments in 2005;
- An area of public green space fronting Bessborough Road;
- An area to the rear of the retail units fronting Petersfield Road which is currently used informally for car parking and has the capacity to accommodate approximately 20 cars and is also used by delivery vehicles serving the retail units on Petersfield Road;
- Pedestrian access to the retail units and community hall and a paved area in front of the retail parade fronting Petersfield Road and the junction with Bessborough Road.

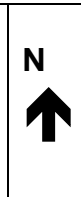
The site is served by two access points. A vehicle and pedestrian access to the south of the site which also provides access to the rear of the retail units fronting Petersfield Road and a separate pedestrian and vehicle access to the north serving Sherwood Lodge



Application No:
2017/6977

Address:
Petersfield Rise/Bessborough Road SW15
4AE

Scale:
1:1349



REASON FOR REFERRAL:

The application is referred to PAC by reason of the following section of the paper Scheme of 'Delegations to the Assistant Director, Planning & Transport':

(3) Requires a legal agreement.

(4) Approval of new building of 500 sqm non-residential floor area/five or more residential units.

(5) Formation of new dwelling through extension/conversion with 3 or more objections.

CONSTRAINTS:

Archaeological Priority Area

The site is not in a conservation area and there are no TPOs on or near the site.

RELATED PLANNING APPLICATIONS:

No relevant planning history.

APPLICATION DETAILS:

The planning application is submitted as a Full Planning Application for the demolition of Sherwood Lodge and associated outbuildings and the construction of a four storey building comprising 10 residential (Use Class C3) units plus improvements to existing open space and public realm, 5 parking spaces (including 1 disabled parking space), secure cycle parking for 20 bicycles and refuse and recycling stores. The proposed development will be 100% affordable and will meet the planned decant housing needs arising from the first phase of the Alton Estate regeneration. The precise split of affordable housing tenure will be determined at a later stage to meet the needs of the affected residents.

Proposed Dwellings (Gross) by Tenure and Size

Tenure	Unit Size					Total
	Studio	1 bedroom	2 bedroom	3 bedroom	4+ bedroom	
Market						0
Affordable			3	7		10
						0
Total	0	0	3	7	0	10

Proposed Floorspace by Use

Use	Floorspace sq ms GIA		
	Existing	Proposed	Net
Market Housing	0	0	0
Social Housing	252	977.3	725.3
Office (A2, B1)	0	0	0
Retail (A1, A3-A5)	0	0	0
Education or Health	0	0	0
Other	0	0	0
Total	0	977.3	725.3

Community Infrastructure Levy Estimate

The proposed development will be 100% affordable housing and therefore exempt from CIL charges. A CIL liability form has been submitted in support of the application and a second CIL Form 'Claiming Exemption of Relief' will be submitted prior to commencement.

CONSULTATION:

Number of letters sent	4,500
Site Notice	4
Press Notice	Yes
Number of responses received	20
Number of objections	17
Number of letters of support	3

Consultation Summary

A public consultation leaflet was delivered to 4,500 surrounding properties which provided details of the planning application and proposed development and how comments could be made to the planning authority and contact details of the case officer.

A total of 20 responses were received.

3 objections were received from local residents associations and organisations:

Kimpton House Residents Association: Object to proposal on grounds of parking and cumulative impact of this development and proposed development of Pocklington Court (ref: 2018/0272). If the Controlled parking Zone on the other side of Roehampton Lane (CPZ (R2)) is extended, any overspill parking will end up on the Alton Estate further adding to parking problems. Car parking restrictions should be applied to safeguard existing residents' future parking interests. Benefits to the existing Alton Community are unclear.

Hersham Close Residents Association- Object to proposed development on grounds of A) inadequate consultation – previous responses have been ignored; B) adverse impact on car parking in surrounding area- upto 19 spaces will be lost as a result of development and existing streets are already under pressure with inadequate capacity to meet additional demand; C) Pincer car parking problems- Hersham Close will be impacted on both sides by University (which does not provide parking for students) and new development; D) Development is being promoted as part of the Alton Estate Regeneration but does not appear to benefit residents; E) S106 car parking restriction- Alton Estate should have parking restrictions. Need to consider cumulative impacts of developments on parking demand and provision in area

Alton Regeneration Watch: Object on grounds of 1) insufficient support for current and potential disabled access- only one unit will be wheelchair accessible and no lift 2) no mention of what tenure the housing will be 3) insufficient consideration given to meeting existing residents' parking requirements and increased pressures on car parking 4) application cannot be considered in isolation from application ref: 2018/0272 for Pocklington Court, Alton Road and cumulative impacts should be considered including public transport.

14 individual objections have been received. The principal ground for objection relates to the level of car parking provision, loss of existing parking and cumulative impacts on existing provision. Comments may be summarised as follows:

- Consultation with local residents has been inadequate.
- The proposed development will result in a loss of existing parking and no re-provision of displaced parking. The level of provision for new residential units is inadequate for the number and size of homes proposed and will exacerbate existing parking problems in area to detriment of existing residents.
- The reduction in parking provision will not encourage use of public transport. The area is poorly served by public transport. The proposed development will not deliver improvements to public transport services.
- Regeneration and improved living standards will increase car ownership in area in future
- Existing parking pressures in area are exacerbated by Roehampton University and lack of provision for student parking on site. There area also impacts of commercial vehicles associated with the wholesale business on Petersfield Rise which need to be regularised. There is a requirement for introduction and enforcement of controlled parking to protect existing residents. Restrictions need to be implemented to ensure that occupiers of new development will not be eligible for a parking permit.
- Buses have problems accessing Bessborough Rd/ Alton Rd due to parked cars and there is concern about disruption to services due to increased on-street parking.
- Need to consider cumulative benefits of development and other developments in area on parking provision notably Pocklington Court.
- The development provides little community benefit or planning gain beyond improvements to area around bus stop. This does not compensate for increasing parking pressures. The opportunity should have been taken to improve access to Alton Community Centre through the provision of a lift to enable use of building by elderly and less able.
- The building is higher than other buildings in the area and will overlook maisonettes to rear
- The design is soulless and not in keeping with adjacent properties. The design should be more in keeping with character of road.
- It is unclear what tenure the housing will be and confirmation is required that it will be social housing.
- The development will result in noise and disruption given the scale of development proposed and other development taking place in the area.
- Lack of disabled access to flats and community centre- both should be provided with lifts.
- The design could be amended to introduce under-croft parking and increase the number of wheel chair accessible units with the installation of a lift from the outset.
- Provision should be made for electric vehicle charging points or for this to be future proofed.
- Need for secure cycle parking provision to encourage less car use.
- Provision of play area is welcomed.

Two letters of support for the proposed development have been received which consider the overall proposals to be good but raise concerns about the level of parking provision and

impacts on the surrounding area. One letter of support has been received stating that the development makes use of all available space and is a better use of space.

Statutory Consultation

Historic England: No archaeological requirement- proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Thames Water: No objection with regard to sewerage and water infrastructure capacity. Recommends conditions in relation to surface water drainage, piling and use of petrol/ oil interceptors and minimum water pressure levels.

Transport for London: No objection subject to conditions/ informatives. TfL is the highway authority for the London Road Network (TLRN) and are concerned about any proposal which may affect the performance and/or safety of the TLRN. It is critical that any vehicles associated with the development do not obstruct the operation of the Petersfield Rise bus stop. The improvements to the public realm surrounding the bus stop will provide a more attractive waiting area for bus service users which is supported in line with draft London Plan policy T2. The footway and carriageway must not be blocked during the development and all vehicles associated with the development must only park/stop at permitted locations.

Putney Society: The Putney Society as the amenity society for Putney and Roehampton would like to welcome an application for new social rented housing as a first step in the Alton regeneration. The design is considered to be dull. The Council should take this opportunity to show that regeneration will improve Roehampton by making the Alton Community Centre fully accessible. Concerns about parking. Parking provision does not meet current standards.

Parks Development & Biodiversity Manager: The area is known to host protected species (bats) which frequently make use of buildings for roosts. There is still insufficient information to determine use of the site by bats. Technically the impact of a positive planning determination cannot be fully understood with the current level of information provided and further surveys are required. These cannot be provided until mid-summer due to the seasonal behaviour of the species concerned. A condition is therefore required to ensure these surveys are undertaken and any necessary mitigation actioned prior to the commencement of development.

Arboricultural Officer: No objection subject to conditions. Proposals are reasonable including protection of retained trees, removal of low quality trees and replanting to improve public amenity.

Waste Strategy Manager: Recommends conditions regarding waste storage, collection and recycling.

RELEVANT PLANNING POLICIES:

National Planning Policy Framework (NPPF) (March 2012).

National Planning Practice Guidance (NPPG)

The Draft London Plan was published for consultation on 1 December 2017 and will run until 2 March 2018. While the Draft London Plan is a material planning consideration, it currently holds less weight compared to the London Plan adopted March 2016.

London Plan (Adopted March 2016 – Consolidated with alterations since 2011):

1.1 - Delivering the strategic vision and objectives for London; 3.3 - Increasing housing supply; 3.4 - Optimising housing potential; 3.5 - Quality and design of housing developments; 3.15 - Coordination of housing development and investment; 5.1 - Climate change mitigation; 5.2 - Minimising carbon dioxide emissions; 5.3 - Sustainable design and construction; 5.7 - Renewable energy; 5.8 - Innovative energy technologies; 5.9 - Overheating and cooling; 5.10 - Urban greening; 5.11 - Green roofs and development site environs; 5.12 - Flood risk management; 5.13 - Sustainable drainage; 5.14 - Water quality and wastewater infrastructure; 5.15 - Water use and supplies; 5.16 - Waste self-sufficiency; 5.18 - Construction, excavation and demolition waste; 5.21 - Contaminated land; 6.1 - Strategic approach; 6.3 - Assessing effects of development on transport capacity; 6.9 – Cycling; 6.10 - Walking; 6.12 - Road network capacity; 6.13 - Parking; 7.1 - Building London's neighbourhoods and communities; 7.2 - An inclusive environment; 7.3 - Designing out crime; 7.4 - Local character; 7.5 - Public realm; 7.6 – Architecture; 7.8 – Heritage Assets and Archaeology; 7.13 - Safety, security and resilience to emergency; 7.14 - Improving air quality; 7.15 - Reducing noise and enhancing soundscapes; 8.1 – Implementation; 8.2 - Planning obligations.

Core Strategy (adopted March 2016)

PL1 (Promoting attractive and distinctive neighbourhoods and regeneration initiatives), PL2 (Flood risk), PL3 (Transport); PL5 (Provision of new homes), IS1 (Sustainable development), IS2 (Sustainable design, low carbon development and renewable energy), IS3 (Good quality design and townscape), IS4 (Protecting and enhancing environmental quality), IS5 (Achieving a mix of housing including affordable housing) and IS7 (Planning Obligations).

Development Management Policies Document (DMPD - adopted March 2016)

DMS1 (General development principles), DM3 (Sustainable design and low-carbon energy), DMS5 (Flood risk management), DMS6 (Sustainable drainage systems), DMH3 (Unit mix in new housing), DMH4 (Residential development including conversions), DMH6 (Residential space standards), DMH7 (Residential gardens and amenity space), DMO1 (Protection and enhancement of open space), DMO4 (Nature conservation), DM05 (Trees), DMT1 (Transport impacts of development) and DMT2 (Parking and servicing).

Wandsworth Supplementary Planning Documents (SPD):

Housing SPD (adopted November 2016); Planning Obligations SPD (adopted March 2015); Refuse and Recycling SPD (adopted February 2014); Access to Buildings and Spaces for People with Disabilities (adopted November 2003).

Mayor of London, London Plan Supplementary Planning Guidance (SPG):

Housing SPG (March 2016), Accessible London: Achieving an Inclusive Environment (October 2014), The Control of Dust and Emissions during Construction and Demolition (July 2014), Character and Context (June 2014), Sustainable design and construction (April 2014).

PLANNING CONSIDERATIONS

The main considerations material to the assessment of this/these application/s have been summarised as follows:

1. Principle of Development
2. Housing Provision, Tenure and Unit Mix
3. Massing and Scale
4. Design
5. Access and Parking
6. Servicing and Delivery
7. Heritage Significance and Impact
8. Sustainable Design
9. Waste Management
10. Residential Amenity
11. Flooding and Drainage
12. Trees and landscaping
13. Ecology and Biodiversity
14. Open Space, Recreation Space and Amenity
15. Community Facilities
16. Ground Conditions

1. Principle of Development

- 1.1 The site is located in a predominantly residential area and is in existing residential use. Sherwood Lodge is sub-divided into 4 flats and the existing density is low at 16.76 units/ha. The proposed development would increase the number of residential units on the site from 4 to 10. In accordance with the NPPF and the Core Strategy, the best use should be made of previously developed land. The principle of development is therefore considered acceptable.

2. Housing Provision, Tenure and Unit Mix

- 2.1 The proposed scheme will deliver 10 flats and maisonettes (Use Class C3) comprising the following:

- 5 No 3 bedroom/5 person maisonettes over two storeys each with own entrance and garden. One maisonette will be designed to wheelchair accessible standards;
- 2 No 3 bedroom/5 person flats with balconies/ roof terraces;
- 2 No 2 bedroom/4 person flats with balconies/roof terraces;
- 1 No 2 bedroom/ 3 person flat with balcony

2.2 The proposed unit mix and tenure has been designed to accommodate residents currently living on the Alton Estate who will be required to be relocate to enable the first phase of construction of the larger regeneration scheme. The residents are a mix of existing leaseholders and council tenants with the exact households to move to the development subject to confirmation. The Council intends to offer existing leaseholders on the Alton Estate the opportunity for an intermediate affordable housing product and existing tenants would be offered a social rented property on the basis of their housing need. The planning application therefore proposes a 100% affordable scheme with the precise split between intermediate and social rented units to be agreed at a later stage when there is confirmation of the households that will be decanted.

2.3 The proposal will provide 30% x 2 bedroom units 70% x 3 bedroom units of which one will be a wheelchair accessible unit which will meet the 10% policy requirement. The proposed mix is based on a housing needs survey of the first phase of the Alton Estate and an assumption of the most likely sizes that will be required. The mix of unit sizes is considered to be acceptable given that the proposed unit mix has been designed to accommodate existing residents who will be affected by the first phase of the wider regeneration scheme.

2.4 Minimum internal space standards set in the Minor Alterations London Plan (MALP) and specified in the LB Wandsworth DMPD have been met and exceeded.

3. Massing and Scale

3.1 The surrounding area is characterised by a variety of architectural styles, scales (with buildings ranging from 2 -4 storeys in height), materials and typologies. The proposed development seeks to respond to the local context and to reinforce the overall urban character of the area. The massing has been designed to minimise its effect on neighbouring properties by aligning its mass along the western edge to existing building line, by steeping the volume down to the adjacent buildings and by respecting the distances between proposed and existing buildings to allow more light in and views out from existing windows without compromising privacy.

3.2 The front to front distances between the proposed development on Bessborough Road and the two storey properties opposite range from 27m to 40m. To the east, is Ashton House a four storey residential block with a minimum front to back distance of 18m. To the north is the entrance into Roma Reed Close where a 3 storey villa is located with a side to side distance of 15m. To the south, the side to rear distance along Petersfield Rise is 14m. These distances between the proposed development and existing context are considered to be acceptable in terms of massing and privacy and overlooking.

3.3 The proposed height of three storeys in the main façade with a fourth storey setback along Bessborough Road is considered an appropriate massing response to the

adjoining buildings. In order to reduce the impact of such a strong linear mass, the building has been further articulated by visually splitting it into two separate but interconnected volumes by the location of a centrally located transparent core which affords views through the building to the gardens at the rear of the site. This further articulation enhances the 'villa' like character of the existing buildings to the north of the site.

- 3.4 The density of development is 163.52 hr/ha or 41.92 units/ha. This is in line with the current Sustainable Development Residential Quality (SRQ) Density matrix in the London Plan which states that the density of developments within a suburban setting with a PTAL rating of 3 should be within the range of 150-250 hr/ha or 35-65 units/ha.

4. Design

- 4.1 The development comprises a single building of four storeys which create a strongly defined edge to the street and give continuity to the street frontage.
- 4.2 The top floor will step back from the main three storey façade to reduce the building's impact in relation to neighbouring properties. The step back is particularly prominent towards the existing villa off Roma Reed Close to the north and the retail parade to the south. The building mass is broken down into two smaller volumes to reduce the visual impact through the positioning of a central external glazed stairwell to reflect the existing 'villa' typology to the north. The building responds to orientation and proximity of adjoining buildings to maximise privacy and daylight.
- 4.3 The western façade of the building aligns with existing buildings on either side of the site to consolidate and reinforce the Bessborough Road streetscape. The building will be set back from the existing pavement to retain and enhance the existing open green space that fronts onto Bessborough Road. The existing mature A-category trees will be retained.
- 4.4 The proposed massing of the building reflects the internal organisation of the dwellings. Horizontally there is a two storey bottom reflecting the maisonettes on the ground and first floor, a middle defined by the single storey flats at the second floor which have inset balconies and the top section demarcated by the set back of the single storey flats. The central glazed stairwell will provide views from Bessborough Road of the amenity space to the rear. The stairwell will provide controlled access to the flats and has space for future lift provision if necessary. The maisonettes will have their own front door and garden area accessed from the eastern elevation.
- 4.5 A consistent design approach has been taken to the front and back of the building to ensure visual cohesion. The principal elevational material will be brick which reflects the prevalence of brick in the area. It is proposed that two contrasting coloured brick types will be used; one lighter than the other to reinforce and articulate the idea of the elevational hierarchy. Both brick types will be selected to resemble the stock brick present in the adjacent area. The primary brick will be the lighter of the two which will resemble the buff coloured tones of the adjacent villa whilst the darker colour will reflect the red/brown tones used further south of the site. It is proposed that white glazed bricks or tiles will be used in areas of the main street elevation such as the communal entrance areas and entry porches to the maisonettes. This will create

architectural interest and an individual character to the proposed development. The use of step backs, visual breaks and contrasts in materials and colours will articulate the proposed building and reduce its visual impact.

- 4.6 Windows are generally set back into the façade to give depth to the building appearance. Externally these are anodised dark bronze to complement the buff brick colour and emphasise the size of the window openings. The development includes a range of recessed balconies, deckways to access upper homes and roof terraces on the third floor formed by setbacks in the overall building mass. Balustrades to brickwork facades are all detailed as simple vertical glazed panels.
- 4.7 Bike and bin stores are provided within the secure communal area to the rear within an independent galvanised steel cage with green roof located on the eastern boundary adjacent to the car park area.
- 4.8 The proposed strategy for access and circulation has been designed to maximise homes with dual aspects. All homes on the upper level will be accessible from the main entrance. The ground floor units have individual front doors creating activity along the Bessborough Road frontage. The design meets the Secured by Design requirements. The building has an external core which contains a single stair and is secured at ground floor level with glazed screens with entry points towards the front and rear of the proposed development. The core provides a visual connection between the street and the communal amenity space at the rear. Homes on the upper floors are accessed via external horizontal deck ways from the central stair well. There is flexibility within the core to allow for the installation of a passenger lift if that should become necessary in the future.
- 4.9 The communal amenity space to the rear is accessed via the core of by secured gates at the north or south. The bicycle and refuse storage areas can be accessed from this secured area. The bin storage area can be accessed from the car park area.
- 4.10 A design led approach has been followed in accordance with Policy DMS1 which optimises the potential of the site and the layout and arrangement of the building ensures a high level of physical integration with its surroundings. The scale, massing and appearance of the development provide a high quality sustainable design which contributes positively to local character.

5. Transport Impact

- 5.1 This proposed development is located in an area with a moderate public transport accessibility level of 3. The site is located close to a number of bus routes on Alton Road, Roehampton Lane and Bessborough Road which provide access to Putney and Barnes railway stations. It is approximately 170 m from the A306 Roehampton Lane which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and are concerned about any proposal which may affect the performance and/or safety of the TLRN. Petersfield Rise bus stop is located adjacent to the site providing access to two bus services. TfL has confirmed that subject to conditions and informatives relating to the need to protect the performance and safety of the TLRN, the proposed development would not result in an unacceptable impact on the TLRN.

- 5.2 A Transport Statement has been submitted which examines the current use of the site and the impacts of the proposed development which seeks to demonstrate that the proposed development can be accommodated without any significant detrimental impact on the local transport network. The proposed development layout can be safely accessed and serviced from the existing highway network. The Transport Statement uses the TRICS database to assess the potential trip generation of the existing site and the estimated trip generation of the proposed development. There would therefore be a negligible impact on the existing highway network. The impact on pedestrian movements and public transport demand would also be negligible. The Transport Assessment also includes a swept path analysis of the proposed new vehicular access to the car park. This analysis is considered acceptable and turning traffic to and from the site will have no detrimental impact on existing traffic movements.
- 5.3 The development will deliver improvements to the area around the bus stop on Bessborough Road which are welcomed and will benefit the wider area. The improvements will provide a more attractive waiting area for bus users which is supported in line with draft London Plan policy T2. The design and layout of the proposed off-street car park is also considered acceptable and there is sufficient space for vehicles to turn within the site.
- 5.4 It is predicted that the proposed development would generate around 7 trips by all modes of public transport in the AM peak hour and 4 trips by public transport in the PM peak hour. Pedestrian and cycle trips would account for around 1 trip in each of the peak hours.
- 5.5 The site can be accessed by public transport with regular bus services within walking distance of the site on Bessborough Road and Alton Road. These bus routes provide frequent services to and from the surrounding areas and provide good connectivity to and from the site. Pedestrians and cyclists are catered for by good access to the walking and cycling routes. The proposed development provides cycle parking facilities in conformance with the required standards.
- 5.6 It is considered that the numbers of additional pedestrian, cyclist and public transport trips associated with the proposed development are able to be accommodated by the existing local infrastructure.
- 5.7 The Council's Transportation officer has raised no objection to the proposed development subject to conditions requiring the submission of a Delivery and Servicing Plan and exclusion of the development from any future Controlled Parking Zone and a Section 278 agreement relating to highway improvements. If the development proceeds, the applicant will be required to enter into a s278 agreement with the Council to carry out highway works, including the provision of the vehicular crossover at the applicant's expense.

6. Access and Parking

- 6.1 The site will be accessible from the two existing points of access on its western boundary. The first entry point is located towards the north and is for pedestrians only. The second is for pedestrian and vehicle use behind the retail parade to the south.
- 6.2 The site is not located within a controlled parking zone (CPZ) and there is uncontrolled on-street parking in Bessborough Road, Petersfield Rise and other roads surrounding the site.
- 6.3 Concerns have been expressed in the representations received about the potential increased demand for on-street parking in the area around the proposed development resulting from the development of the site.
- 6.4 The site is currently used on an informal basis for parking with space for up to 20 cars. The site is also used for access by delivery vehicles serving the retail units on Petersfield Rise. However, it is not designated as a parking area for surrounding residents or businesses and it is only possible to use the site for this purpose at the present time because there are no existing restrictions in place. On street parking is available within walking distance of the site.
- 6.5 The applicant has carried out a parking demand survey on the roads and parking areas in the vicinity of the site which included all roads within a 200m walking distance of the site. This took into account the use of the existing parking spaces on the application site. The survey was carried on Tuesday 3 and Wednesday 4 October 2017 in order to understand local daytime and overnight parking demand. The surveys took place at 04:30 and 11:00 on 3rd October and at 04:00 and 14:00 on the 4th October in order to compare the daytime and night time usage of the site. The overnight surveys showed a maximum occupation of 94% of on-street spaces on the Tuesday night and 88% on the Wednesday night. Day time parking occupancy levels were considerably lower. A further survey was carried out in November 2017 to assess the usage of the existing car park. Nine vehicles (out of 20 available spaces) were observed parked all day in the car park and other vehicles were observed being parked for either the entire morning peak period of afternoon / evening peak period. Whilst there are roads within the vicinity of the site that have high parking occupancy rates, the survey results indicate that any displacement of existing parking from the site to the surrounding roads can be accommodated. It is therefore considered that there is a reasonable level of spare capacity to cater for any residents and visitors who may seek to park on street overnight, and that there is sufficient on-street space to cater for vehicles displaced from the car park during the daytime.
- 6.6 The design and layout of the proposed off street parking spaces is considered to be acceptable and there is sufficient space for vehicles to turn within the site. The proposed development will provide a total of 5 parking spaces for the new development one of which will be accessible by wheelchair users based on a ratio of 0.5 spaces/ unit. This is considered adequate based on car occupancy rates from the 2011 Census. No other car parking is to be provided as part of this development.
- 6.7 There are currently no proposals to introduce a CPZ in the area but the Council's Transportation team advise that as a matter of principle, It should be conditioned that future residents of the proposed development would be unable to obtain residents'

parking permits in the event of a CPZ being introduced in the future. Following discussions with the Council's Housing Team, whilst a condition of this nature would normally be applied, it is not considered that it would be reasonable for this to apply to residents relocating into the development from elsewhere on the Alton Estate.

- 6.8 Secure cycle storage will be provided in the communal courtyard area for the flats (2 cycle spaces/ unit). The ground floor maisonettes will have cycle storage (2 spaces/ unit) located in their garden areas. This meets the requirements of the London Plan and DMPD Policy DMT2.

7. Servicing and Delivery

- 7.1 The existing vehicular access off Bessborough Road will be retained and the applicant proposes that this will provide access to the new development and to the rear of the retail units for servicing and refuse collection. Refuse vehicles and larger delivery vehicles would be required to reverse into the car park from Bessborough Road and could potentially block entry and exit to the car park. Furthermore, refuse collection from the retail units on Petersfield Rise would also take place from this car park area. The applicant is investigating whether Petersfield Rise could be used for deliveries to and servicing of the retail units.
- 7.2 Further information is required regarding servicing and delivery and the Council's Transportation Officer advises that the applicant should be required to submit a Delivery and Servicing Plan for approval, given the constraints of this site.

8. Heritage Significance and Impact

- 8.1 There are no listed buildings on in the immediate vicinity of the site. However, the site is immediately adjacent to and therefore within the setting of the Alton Conservation Area and the Roehampton Village Conservation Area. The design of the development has been informed and by and seeks to respond sensitively to local character and context. In particular, properties in the adjoining Conservation Areas range in height from 2-4 storeys and provide a context of scale and materials. The surrounding areas are also characterised by open spaces and wider tree planted verges between the roads and buildings. This has been considered in the landscape strategy for the site. In line with surrounding buildings, the principal elevational material will be brick.
- 8.2 The NPPF requires LPA's to pay special regard to the desirability of preserving or enhancing Heritage Assets. The development has been assessed in relation to this special regard test and it is considered that the well designed replacement building and landscaping would preserve the character of the adjoining conservation areas. The area is characterised by a range of architectural styles, scales, materials and typologies and the proposed development responds sensitively to the character and context of the adjoining conservation areas.
- 8.3 The site is located within an Archaeological Priority Area and an Archaeological Desk based Assessment has been undertaken and submitted in support of this application. The results of this assessment area as follows:

- No designated or non-designated archaeological assets as defined in the NPPF are recorded on or in close proximity to the site
- A 1993 archaeological investigation approximately 60 m north from the site revealed only later post-medieval evidence
- The potential for significant well preserved archaeological remains predating the post-medieval modern period is considered to be low
- Foundations and services associated with the buildings currently and previously occupying the site are considered to have had a cumulative negative impact on the natural geological level and on any potential archaeological level and on any potential archaeology cut into or overlaying the geology

8.4 Overall, the proposed development will not impact any known archaeological assets but it does have low to moderate potential to impact any as yet to be discovered non-designated assets. If present any such archaeology is most likely to be of local archaeological interest.

8.5 The Greater London Archaeological Advisory Service (GLASS) of Historic England has reviewed the submitted information and considered the proposals with reference to information held in the Greater London Historic Environment Record and has concluded that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No archaeological requirement has been recommended.

9.. Sustainable Design

9.1 An Energy and Sustainability Strategy Review has been undertaken and assessed on behalf of the Council by Climate Integrated Solutions (CIS). As a major residential development the following is required:

- 35% reduction in emissions on part L 2013 on site
- Zero carbon homes through onsite reductions and carbon offset payment
- An internal water use of 105L/person/day or less

9.2 The development has been modelled in SAP software. Copies of the calculations have been provided. The results of the assessment are summarised below:

Energy and CO2:

A 35% reduction in emissions has been reported

Energy Efficiency Measures (Be Lean):

Details of the proposed specification have been included. A 10% reduction in emissions has been reported at this stage.

Energy Supply (Be Clean):

There are no existing or proposed district heat networks within a suitable distance for the development to connect to. Allowance has been made for a future plate heat exchanger plant room adjacent to the refuse store and space in the internal riser for pipework to enable future connection if a scheme is implemented at a later date. Given the size of the development this is acceptable. The feasibility of CHP has been assessed under the Be Green stage. Communal heating has been ruled due to the

size of the proposed development and no reduction in emissions has been reported at this stage.

Renewable Energy (Be Green):

Feasibility has been assessed. Solar PV has been recommended. A roof plan has been provided. Further detail such as kWp orientation, pitch and if there will be 1 array feeding the communal spaces or multiple arrays dedicated to units should be required. The system will be 11.16kWp, at a 30degree pitch. The panels will be connected to the landlord supply. Cross referencing with other drawings shows the panels appear to be 50% SE facing and 50% NW facing. It is assumed the panels will be mounted on A-frames. A 25% reduction in emissions has been reported at this stage.

Overheating:

Overheating analysis has been carried out in line with TM52. This shows a number of areas failing. The report suggests further modelling will be carried out and a pre-commencement condition will be required relating to this modelling and ensuring all areas pass.

Carbon offsetting:

It is estimated that in the region of 12.2 tonnes require offsetting. This has been calculated to result in a £21,932.82 payment. As built calculations will be required to determine the final amount.

Internal water use:

The report states an internal water use of 105L/person/day or less will be achieved. Information has been provided for 2 typical dwelling types. Both show an internal water use below 105L/person/day.

Home Quality Mark:

The applicant is encouraged to assess the development under the Home Quality Mark.

10. Waste Management

- 10.1 Communal bin storage will be provided in a dedicated external structure located within the semi-public amenity space to the rear of the building.
- 10.2 Bin storage capacities are based on a weekly collection and assume the following:
 - Refuse: 150 litres per unit: 2 No. 1100 litre Eurobins
 - Recycling: 70 litres per unit: 1 No. 1280 litre Eurobin
- 10.3 It is proposed to locate a hard standing space for bulky items of waste next to the bin store. It is assumed that collection vehicles will be within 25 m of bin storage collection points and within 10m of bulk bin collection points.
- 10.4 Both businesses that occupy the retail parade on Petersfield Rise store waste in plastic Eurobins to the rear of these properties. This is collected by a commercial waste contractor once a week. Heanen Wholesale Butchers stores its organic refuse internally and this is collected through the front of the retail unit, Provision is required for a single 1100 litre bin for commercial refuse to serve the retail units. Further details

are required of the waste management strategy and the Waste Strategy Manager advises that the final design and specification of the waste storage and collection arrangements should be subject to a pre-commencement condition.

11. Residential Amenity

Amenity Space

- 11.1 The following minimum private amenity space areas will be provided for each residential unit using balconies, terraces or garden space:
- 2 bed/ 3 person flat- 10 sqm
 - 2bed/ 4 person flat – 10 sqm
 - 3 bed/5 person flat- 15 sqm
 - 3 bed/5 person flat- 15 sqm
- 11.2 This is in accordance with Policy DMH7. All private outdoor amenity space will be accessed via a living space, kitchen/ dining room or circulation area, not solely from a bedroom.
- 11.3 The maisonettes have private rear gardens which are the full width of the unit. These will be paved with concrete pavers with a patio of at least 180mm deep and planting beds to each side of the garden of 750 mm deep.

Daylight and sunlight

- 11.4 The building is lineal with a north-south orientation, maximising the sunlight and daylight potential for the proposed residential units.
- 11.5 The proposed scheme has been designed to safeguard the daylight amenity of surrounding residential properties. The Daylight and Sunlight Report shows that there is only one instance of ground floor rooms at Ashton House which would experience some proportionate change that would marginally derogate from the rigid application of BRE guidance. However, notwithstanding the changes in daylight, the retained levels surpass the BRE recommended standards for those rooms' observed use and will retain a 'predominantly daylit appearance' once the development has been constructed. The proposed scheme therefore demonstrates compliance with BRE standards.
- 11.6 Full technical analysis indicates that all residential properties experience alterations in APSh well-within the BRE recommendations, meaning that the occupants will not notice a change in their existing levels of sunlight. The proposed scheme demonstrates full compliance with BRE guidance in terms of sunlight amenity.

Noise

- 11.7 A noise survey and assessment has been undertaken to determine the impact of the prevalent noise climate on the proposed development at Bessborough Road, The level of sound insulation to be provided has been determined and where required, recommendations have been made to ensure that resultant internal noise complies with relevant criteria. External noise levels are predicted to exceed applicable criteria

in the amenity areas facing the dominant noise sources on Bessborough Road but this is a common occurrence at sites within urban areas and is not considered a constraint, External sound pressure levels in the amenity area in the north-east part of the site are predicted to be below applicable criteria thereby providing an alternative quieter amenity area for residents of the proposed development. Appropriate mitigation measures have also been recommended to ensure that external sound pressure levels within amenity areas such as balconies are reduced as far as practically possible.

- 11.8 Noise emanating from the existing plant located on the rear wall of the retail parade on the southern boundary is predicted to exceed the representative background noise level at external areas of the proposed development and is considered to represent a significant adverse impact in accordance with the guidance detailed in BS4142 (2014). It is recommended that an acoustic wall is constructed to mitigate the impacts of the existing plant.
- 11.9 It is proposed to conceal all existing plant and air-conditioning units behind a protective screen. The screen will be 4m in height and 1.5m from the face of the existing elevation. The screen will finish approximately 1.9m below the windows of the community hall. The erection of the screen will visually improve the façade of the building and provide acoustic attenuation of the existing plant equipment. The screen will not impact on the emergency escape route from the Alton Community Centre which will be maintained clear.

Air Quality

- 11.10 An Air Quality Assessment has been undertaken. The assessment has found that during the operation phase, modelling predicts no exceedances of the National Air Quality Objectives (NAQC) at sensitive receptors and as such, no mitigation would be required at the site.

11. Flooding and Drainage

- 11.11 A flood risk statement has been submitted in support of the application. The site is located in Flood Risk Zone 1 and does not have a history of recent flooding. The potential for flooding due to existing drains, sewers, fluvial and pluvial flooding and artificial water bodies, tidal breaches or tidal overtopping is considered low with appropriate development.
- 11.2 There remains a potential for groundwater flooding and a risk from failure of the drainage infrastructure. Appropriate sustainable drainage strategies (SUDs) and flood mitigation/ attenuation should therefore be considered as part of any redevelopment of the site.

12. Trees and Landscaping

- 12.1 A tree survey has been undertaken and the likely impacts on trees as a result of the development have been established. Two trees have been categorised as A, one as B and a further 11 trees as C. This has influenced the design and layout of the development

- 12.2 The site is not within a conservation area and there are no TPOs on site or nearby. The proposal includes the removal of eight trees, the retention of four trees and the replanting of 14 trees. All trees will be felled except for the two category A trees and one category C tree on site and two category C trees that are just off the site. Therefore, one category B tree and 8 category C trees will be removed.
- 12.3 The two Category A trees to be retained are located on the Bessborough Road frontage and contribute to the character and amenity of the area. There will be impacts within the Root Protection Areas of the retained trees and protection of these trees will be required with strict adherence to a Tree Protection Plan.

13. Ecology and Bio-diversity

- 13.1 A preliminary ecological assessment was undertaken which concluded that the site and its surroundings are likely to support protected ecological species and that some of these are likely to be affected by the proposals. The Council's Parks Development and Biodiversity manager advised that there was insufficient information to determine use of the site by bats and that technically the impact of a positive planning determination could not be fully understood with the level of information provided. Further surveys were therefore recommended.
- 13.2 Dusk/dawn surveys were conducted in May 2018 and a further bat survey report has been submitted (June 2018) which indicates that Sherwood House is used as a bat roost. A third dusk survey is to be undertaken an application will need to be made to Natural England for a bat impact/mitigation licence. The recent bat survey report has been reviewed and the outline mitigation plan demonstrates that the impacts on bats could be reasonably offset for this development site. In the event of planning permission being granted, the licence application to Natural England can only be made after all conditions that might relate to bats such as landscaping and lighting have been discharged and when granted, the licence may impose restrictions on when demolition can commence. Incorporation of mitigation measures including bat roosts will be necessary and will need to be designed and built into the scheme. This requirement can be addressed by a condition to ensure a suitable mitigation plan has been agreed and implemented prior to the commencement of development

14. Open Space, Recreation Space and Amenity

- 14.1 The landscape design strategy has been informed by the following key principles:
- To unify and enhance the existing open space fronting Bessborough Road, reinforcing the green corridor and retaining the Category A trees;
 - To protect private amenity areas with boundary walls, railings and defensible planting;
 - To optimise opportunities for on-site play for the 0-5 age group;
 - To increase the biodiversity value of the site;
 - To provide a range of access routes for residents promoting ease of access;
 - To upgrade and improve the area in terms of visual amenity and access.

- 14.2 In addition to the provision of private amenity space, a communal amenity space of 360 sqm will be provided to the rear of the development together with a play area of 60 sqm and 860 sqm of open space facing onto Bessborough Road. This is 310 sqm in excess of the minimum policy requirement for the scheme. The communal amenity spaces are designed to be accessible to all residents including wheelchair users.
- 14.3 The existing open space to the rear of the site will be retained and converted into a private communal amenity space along with private garden spaces and a secured play area for the development. Play provision requirements have been calculated using the standard of 10 sqm per child derived from the London Plan and the SPG 'Shaping Neighbourhoods: Play and Informal Recreation' published in 2012. The play space requirement totals 170 sqm.
- 14.4 It is proposed that 60 sqm of designated doorstep play will be provided on site. This will consist of informal play features, planting and seating. There will be no on-site play provision for the 5-11 or 12+ age groups given the size of the development. There are opportunities for these age groups within the area and the regeneration proposals for the Alton Estate will include new and enhanced play provision.

15. Community Facilities

- 15.1 Concern has been expressed in some of the responses received to consultation on the planning application that the proposed development will result in limited benefits for existing residents in the area. In particular, it has been suggested that the development should have included the provision of lift access to the Alton Community Centre which is located on the first floor of the retail parade in Petersfield Rise (but outside the application boundary) to improve access for the elderly and for people with disabilities. The provision of lift access has been considered by the applicant but is not considered to be feasible as part of this development. It is important to acknowledge that the development enables and forms part of the wider regeneration proposals for the Alton Estate and the provision of community facilities on the Alton Estate will be considered as part of the wider regeneration strategy for the estate on which separate significant consultation has taken place.

16. Ground Conditions

- 16.1 The Geotechnical and Geoenvironmental Desktop Study has identified that the site is considered to lie in an area of Very Low environmental sensitivity with respect to controlled waters but the proposed development with both private and communal gardens is considered to be of High end user sensitivity. The site is considered to present a generally low risk in relation to contamination issues based on the absence of significant current or historically potentially contaminating land uses but is considered low-moderate in areas of proposed private and communal gardens. An investigation into ground conditions will be required and any necessary remediation undertaken prior to occupation of the development.

17 SECTION 106 AGREEMENT

- 17.1 In accordance with Core Strategy Policy IS7 the following matters, subject to approval by committee, for obligations under an Agreement to be entered into under S106 of the Town and Country Planning Act 1990.

The following Heads of Terms are proposed:

1. Affordable Housing	
2. Council Offsite highway works	Council S278 works: Works to the pavement and road.
3. Maintenance of Open space	Maintenance of Public Open Space and Internal Roads at Owner's expense.
4. Local Employment Agreement	The Owner shall enter into a Local Employment Agreement (LEA) to be agreed between the Applicant, LPA and EDO which would include provisions to ensure that the Owner will work with the Council to maximise business, employment and training opportunities for local people and businesses. This will be in line with the Council's Planning Obligations SPD.
5. Connection to District Heating	Owner to covenant with the Council that the development will be future proofed to enable connection to a future District Heat Network (DHN). Owner to submit a DHN Statement to the LPA for approval, to set out how the development will connect to a DHN and how energy demands would be met prior to any connection to a DHN.
6. Provision of CCTV cameras	Future proof development for possible future provision of CCTV if it should be decided at a later date to implement this including an agreement to link up with the Council's own CCTV surveillance system.
7. Carbon Off-set payment	This has been calculated to result in a £21,932.82 payment. As built calculations will be required to determine the final amount.
8. Monitoring fees	Enter into an agreement for the purpose of monitoring and administering the implementation of the S106 in line with the Council's Planning Obligations SPD, March 2015.

18. CONCLUSIONS

- 18.1 The assessment of the proposed development has taken into account all policies referred to in the policy section and throughout this report. Extensive consultation has been undertaken and a newsletter providing information about the application was widely distributed to properties in the surrounding area. A number of representations

have been received in relation to the application and these have been carefully considered in the assessment of the application. The effects of the development on the environment, parking and access, heritage assets and adjoining land users have been fully considered and it has been concluded that there would be no significant effects on the environment and that any residual effects can be mitigated through the use of conditions.

- 18.2 The proposed development will enable the first phase of construction of the larger Alton Estate regeneration scheme to take place by providing new housing for a specific group of residents currently living in the intervention area whose existing housing is proposed to be replaced in the early phases. A planning application for the wider regeneration scheme is programmed to be submitted later in the summer.
- 18.3 Officers have assessed the supporting information and consider them to be generally robust. The requirement for additional technical surveys and assessment can reasonably be covered by condition.
- 18.4 The proposed development is of a high design quality. A design led approach has been followed in accordance with Policy DMS1 which optimises the potential of the site and the layout and arrangement of the building ensures a high level of physical integration with its surroundings. The scale, massing and appearance of the development provide a high quality sustainable design which contributes positively to local character. The area is characterised by a range of architectural styles, scales, materials and typologies and the proposed development responds sensitively to the character and context of the adjoining conservation areas and the character and appearance of those areas would be preserved.
- 18.5 Concerns have been expressed in responses received from local residents who have been consulted on the proposed development about the impact on parking provision in the area due to the loss of existing parking on the site and the level of parking proposed. The site is not designated for parking and existing parking takes place on an informal basis. Whilst there are roads within the vicinity of the site that have high parking occupancy rates, survey results indicate that any displacement of existing parking from the site to the surrounding roads can be accommodated. It is considered that there is therefore a reasonable level of spare capacity to cater for any residents and visitors who may seek to park on street overnight, and that there is sufficient on-street space to cater for vehicles displaced from the car park during the daytime. The level of parking proposed is in accordance with policy guidance.
- 18.6 The development includes amenity and play spaces and retains the existing green space and Category A trees on the Bessborough Road frontage. The development will result in the loss of existing trees but these will be replaced on site and the two category A trees on the Bessborough Road frontage will be retained. The development provides private and shared amenity space and an on-site play area for young children. Furthermore the retention and protection of the existing Category A trees and new tree planting and landscaping will enhance the amenity and biodiversity value of the site.
- 18.7 A preliminary ecological assessment concluded that the site and its surroundings are likely to support protected ecological species and the Council's Parks Development

and Biodiversity manager advised that further surveys were required to determine use of the site by bats. Dusk/dawn surveys have been conducted in May 2018 and a report has been submitted to the Council which indicates that Sherwood House is used as a bat roost. A third dusk survey is to be undertaken to support an application to Natural England for a bat impact/mitigation licence. The licence application can only be made after all conditions that might relate to bats such as landscaping and lighting have been discharged and the licence when granted may impose restrictions on when demolition can commence. Incorporation of bat roosts in the development will be necessary and need to be designed and built into the scheme. It is considered that this can be addressed by a suitable condition to ensure an appropriate mitigation plan has been agreed and implemented prior to the commencement of development

- 18.8 The proposed development would provide a high quality of residential accommodation and all the units would be affordable. As such, it represents an addition of 10 high quality affordable units to the Council's housing stock.
- 18.9 Having considered national, regional and local policy, the representations received in response to this planning application and other material considerations, the development is considered to be generally in line with the NPPF and existing and emerging local policies.

RECOMMENDATION: Approve Subject to legal Agreement:

Approve subject to S106 to cover the heads of terms set out in this report and conditions set out below.

DRAWING NOS:

3472-D-00P5; 3472-D-01P3; 3472-D-02P4; 3472-D-03P54; 3472-D-04P5; 3472-D-05P9;
3472-D-06P5; 3472-D-08P5; 3472-D-10P9; 3472-D-11P9; 3472-D-12P9; 3472-D-13P9;
3472-D-14P6; 3472-D-20P6; 3472-D-21P6; 3472-D-50P5; 3472-D-51P5; 3472-D-52P2;
3472-D-53P2; 3472-D-54P5; 3472-D-55P5; 3472-D-56P5; 3472-D-57P5; 3472-D-58P5;
3472-D-59P5; 3472-D-60P5

DOCUMENTS:

Archaeological Desk Based Assessment (December 2017)
Daylight and Sunlight Report (December 2017)
Air Quality Assessment (December 2017)
Design and Access Statement (December 2017)
Drainage Impact Assessment (December 2017)
Energy & Sustainability Statement (December 2017)
Geotechnical and Geoenvironmental Desk Study (December 2017)
Noise Assessment (December 2017)
Preliminary Ecological Assessment (December 2017)
Bat Survey Report (June 2018)
Tree Survey Report and Tree Constraints Plan (December 2017)
Tree Protection and Arboricultural Impact Assessment (December 2017)
Transport Statement (December 2017)

CONDITIONS AND REASONS

1. Condition CN01 - 3 years

This development shall be begun within 3 years from the date of this permission.

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

2. Condition NC28 - In accordance with drawings

The development shall be carried out in accordance with the approved drawings and specifications, unless approved otherwise in writing by the local planning authority.

Reason: To ensure a satisfactory standard of development, and to allow the local planning authority to review any potential changes to the scheme.

3. Condition NC08 - Details of materials

Notwithstanding any materials specified in the application, details and samples of materials proposed to be used on all external surfaces of the development shall be submitted to and approved by the local planning authority prior to commencement of works above ground level. The development shall be carried out in accordance with the approved materials.

Reason: In order to assess the suitability of the proposed materials, in the interests of the appearance of the locality, in accordance with Council policy DMS1.

4. Condition NC29 - Parking to be provided and retained

The car parking spaces and the cycle parking spaces at ground level shown on the approved plans shall be provided before the occupation of any part of the development, and shall be retained for parking purposes for the users of the development and for no other purpose.

Reason: To ensure adequate arrangements are made for off-street parking in accordance with Council policy DMT2.

5. Condition NC40 - No telecommunications equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any future re-enactment of that Order, no satellite dishes, telecommunications masts or equipment or associated structures, shall be installed on the building without the prior written approval of the local planning authority.

Reason: To protect the appearance of the building, and accord with Council policy DMS9.

6. Condition NC41 - No structures on the roof

No water tanks, plant, lift rooms or other structures, other than those shown on the approved plans, shall be erected upon the roof(s) of the approved building(s) without the written approval of the local planning authority.

Reason: To control the appearance of the building(s) and safeguard the appearance of the area, in accordance with Council policy DMS1.

7. Condition NSTD- Ground Conditions Investigation and Testing

- A) Prior to the commencement of development, an intrusive investigation into ground conditions with geotechnical testing is required to confirm the underlying geology, groundwater regime and engineering properties of the underlying material. The ground investigation should be designed based on the requirements of Eurocode 7 Part 2 (and the associated national annex) and should be undertaken in accordance with the Bessborough Road Geotechnical and Geoenvironmental Desktop Study (Campbell Reith, December 2017). The report of the investigation and proposals for any

remediation required shall be submitted to and approved in writing by the local planning authority.

- B) As soon as reasonably practical and before the occupation of any remediated area of the site, a validation report shall be submitted to and approved by the local planning authority stating that works were undertaken and that the remedial scheme was completed in accordance with the approved remediation strategy.

Reason: To safeguard the public, the environment and surface and ground water as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans or the environment.

8. Condition NSTD - Construction and Environmental Management Plan

No development shall commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and been approved in writing by the Local Planning Authority. The CEMP shall include measures to mitigate the construction traffic effects as part of a coordinated and collaborative approach with surrounding developments, and shall include specific details for:-

- a) the control of construction noise and vibration during hours of noisy activities;
 - b) a construction waste and material management, transportation and disposal strategy, including construction delivery booking and construction vehicle holding arrangements, and targets and arrangements for maximising the use of the river for material removal and material delivery where feasible;
 - c) air quality measures for the control and monitoring of dust, fine particles and odours;
 - d) construction traffic routing through the area, including details of signage;
 - e) a low emission strategy for construction traffic and machinery;
 - f) piling or other penetrative methods of foundation design in relation to risks to underlying groundwater;
 - g) measures to protect controlled waters from construction processes and contamination;
 - h) measures to minimise cross contamination on site;
 - i) measures to deal with unexpected contamination on site;
 - j) details of security of the construction site in relation to adjacent sites;
 - k) details of coordination of construction activities with neighbouring development sites;
- The development shall not be undertaken otherwise than in accordance with the CEMP approved in writing by the Local Planning Authority.

Reason: To ensure construction works and traffic impacts are minimised, to protect amenities of neighbouring occupiers and occupiers of the new residential units within the development itself, in accordance with Core Strategy policy IS4, and DMPD policies DMS1 and DMS3.

9. Condition NSTD- Piling Method Statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

10. Condition NSTD - Air Quality Neutral (AQN) Assessment

Prior to the commencement of development an Air Quality Neutral (AQN) Assessment shall be submitted to and approved in writing by the local planning authority.

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policy 5.3 and 7.14 and NPPF para 109,120 and 124.

11. Condition NTSD- Air Quality and Dust Management Plan (AQDMP)

Prior to the commencement of development, an Air Quality and Dust Management Plan (AQDMP), based on an AQDRA (Air Quality and Dust Risk Assessment) shall be submitted to and approved in writing by the local planning authority. The AQDMP will need to be in accordance with The Control of Dust and Emissions during Construction and Demolition SPG. The AQDMP will need to detail the measures to reduce the impacts during the construction phase. The development shall be undertaken in accordance with the approved plan.
Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policy 5.3 and 7.14 and NPPF para 109,120 and 124.

12. Condition NSTD- Monitoring of Dust

Prior to the commencement of development, a scheme for monitoring dust on site , emissions and air quality shall be submitted to and approved in writing by the local planning authority. Techniques to be used will depend on the development (real-time monitoring may be required). This monitoring must be undertaken for a reasonable period before, during and after the construction movements.
Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with London Plan policy 5.3 and 7.14 and NPPF para 109, 120 and 124.

13. Condition NSTD-Reduction of Emissions

Prior to the commencement of development, a method statement for the reduction of emissions from construction vehicles shall be submitted to and approved by the local planning authority. All mobile vehicles associated with the demolition/ construction should comply with the standard of the London Low Emission Zone.
Reason: To achieve appropriate sustainability standards in accordance with policy DMS3 and to accord with London Plan policy 5.3 and 7.14 and NPPF para 109,120 and 124.

14. Condition NSTD- Details of site levels

Prior to the commencement of any works (other than site clearance and demolition), full details of proposed site levels shall be submitted to and approved by the local planning authority. The development shall thereafter be carried out in accordance with the approved details.
Reason: To ensure the development relates satisfactorily to its surroundings and in accordance with Council Policy DMS1.

15. Condition NSTD - Delivery and Servicing Management Plan

Prior to occupation of the development, a Delivery and Servicing Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Plan should include: emergency vehicle route; handling the relationship between private and service vehicles and a full delivery and servicing strategy provide details of deliveries and collections, servicing trips, including maintenance of office machinery, boilers and lifts. The development shall not be operated otherwise than in accordance with the Parking Management Strategy, Car Park Management Plan and Delivery & Servicing Plan as may be approved.
Reason: To ensure adequate servicing arrangements and vehicle access, in line with council policy DMT2.

16. Condition NSTD - Development Management Plan

Prior to occupation of the development, a Development Management Plan shall be submitted to the Local Planning Authority for approval in writing, which shall include details of how the development will be managed and maintained including security measures entering the building and between the office and residential uses; and management procedures; tenant forum/complaint procedures. The Development Management Plan shall thereafter be implemented as approved, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory management of the development in accordance with Council policy DMS4.

17. Condition NSTD – Bat Mitigation Plan and Method Statement

Prior to the commencement of any site clearance, any internal or external stripping, any demolition or development, a bat mitigation plan and detailed method statement written by a suitably qualified ecologist shall be submitted to and approved by the local planning authority demonstrating that impacts can reasonably be offset by the proposed development by including, but not limited to sufficient species survey information, timing of works, plan of deconstruction areas, detailed design and location of new roost sites (in new building/s) and details of proposed cladding or lining materials for new roofs.

Reason: To mitigate the impacts of development on protected species using the site and ensure the biodiversity of the borough will be protected in accordance with policy DMO4.

18. Condition NSTD – External Lighting

Prior to the commencement of any site clearance, any internal or external stripping, any demolition or development submit for approval full details of external lighting to include but not limited to type of light fitting, location, height, lux levels, details of any timers and automated cut-offs.

Reason: To ensure a satisfactory appearance and to ensure the to ensure the biodiversity of the borough will be protected in accordance with policy DMO4

19. Condition NSTD- Energy Strategy

The development shall be built in accordance with the Energy Strategy approved by the local planning authority, demonstrating how the development will follow the hierarchy of energy efficiency, decentralised energy and renewable energy technologies to secure a minimum 35% reduction in CO2 emissions below the maximum threshold set in Building Regulations Part L 2013. Prior to occupation, evidence (e.g. photographs, copies of installation contracts and as-built worksheets prepared under SAP) should be submitted to the Local Planning Authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved Energy Strategy unless otherwise agreed by the Local Planning Authority in writing.

Reason: To ensure the implementation of sustainable, low carbon and renewable energy in accordance with Core Strategy policy IS2 and DMP policy DMS3.

20. Condition NSTD- Water Use Efficiency

Prior to first occupation of the building(s) evidence (schedule of fittings and manufacturer's literature) should be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with the approved internal water use calculations.

Reason: To ensure the efficient utilisation of water resources in accordance with London Plan policy 5.15.

21. Condition NSTD- Surface Water Drainage

Prior to the commencement of the works, a detailed surface water drainage scheme based on the approved drainage strategy (December 2017), shall be submitted to and approved in writing by the local planning authority. The drainage scheme should demonstrate how storm water flows will be attenuated or regulated into the receiving public network through on or off-site storage. If 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 will not be permitted for the removal of groundwater.

Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

22. Condition NSTD-Accessible and adaptable units

Nine of the units shall meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and one of the Building regulation M4(3) 'wheelchair user dwellings' in accordance with the approved area schedule.

To ensure satisfactory residential accommodation is provided, including for people with disabilities

23. Condition NSTD- In accordance with Flood Risk Statement

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Statement prepared by Campbell Reith (Drainage Impact Assessment Appendix G (December 2017)). The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/ phasing arrangements embodied in the scheme or within any period as may subsequently be agreed in writing by the local planning authority.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties.

24. Condition NSTD- Tree Protection

Existing trees will be retained in accordance with the approved drawings and specifications and the retained trees shall be protected in accordance with the approved Tree Protection Plan contained in the Arboricultural Impacts Assessment and Tree Protection Plan (Verdant Ecology, December 2017). Paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the first occupation of the development.

- a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved drawings and specifications without the written approval of the local planning authority. Any pruning shall be carried out in accordance with British Standard 3998:2010 Tree Work and in accordance with the arboricultural method statement.
- b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species and shall be planted at such time as may be specified in writing by the local planning authority.
- c) Tree protection shall be maintained in-situ and not moved or removed until all construction has finished and equipment, materials and machinery removed from site.
- d) All arboricultural protection information and plans submitted as part of the application and listed in the approved drawings condition shall be implemented and adhered to at all times during the construction process unless otherwise agreed in writing with the local planning authority. This shall include a comprehensive timetable of arboricultural site supervision.

- e) No retained tree shall be felled, pruned or relocated prior to the commencement of development unless otherwise agreed in writing by the local planning authority.

Reason: To safeguard trees and hedges on the site in the interests of visual amenity and the character of the area, having regard to policy DM05 (b) and the requirements of para 17 and 109 of the NPPF 2012.

25. Condition NSTD- Details of Landscaping

Prior to the commencement of any site clearance, any internal or external stripping, any demolition or development, details of hard and soft landscaping shall be submitted to and approved in writing by the local planning authority, including but not limited to location, numbers and species of new tree, shrub and herbaceous planting; any existing plants/trees to be retained and details of how these habitats will be protected during construction and habitat features for protected species. These details will include tree planting pit cross-sections with full details of soil volume provision (quantities and location for each species). All planting, seeding or turfing included in the approved details shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the local planning authority.

Reason: To ensure a satisfactory appearance, provide replacement tree planting and to ensure biodiversity is protected and enhanced in accordance with policies DMS1, DMO4 and DM05.

26. Condition NSTD- Replacement of Landscaping

Any trees or shrubs planted as part of a landscape scheme approved as part of this decision or arising from a condition imposed on this decision, which within a period of five years from the completion of the development is found to be dead, removed or becomes seriously damaged or diseased, shall be replaced in the next planting season with others of similar size or species.

Reason: To safeguard the appearance of the development in accordance with Council policies DMS1 and DMS4

27. Condition NSTD- Sustainable Waste Strategy

Prior to the commencement of development, details of a sustainable waste strategy shall be submitted to and approved by the local planning authority. The development shall not be implemented other than in accordance with the sustainable waste strategy approved by the Council.

Reason: To ensure appropriate provision is made for storage and disposal and to minimise the environmental impacts from that waste in accordance with DMPD policy DMS1.

28. Condition NSTD- Details of refuse storage and collection

Prior to the commencement of above ground works, details of the storage, management and collection of refuse and recyclables from the development and the retail parade on Petersfield Rise shall be submitted to and approved by the local planning authority. The waste storage and collection areas shown shall be constructed in accordance with the approved details and made available for use prior to the first occupation of the development. They shall be retained as such unless otherwise agreed by the local planning authority. The waste and recyclables from the development shall be managed and made available for collection in accordance with the approved details in perpetuity.

Reason: To ensure adequate refuse storage is provided on site and can be readily collected to accord with the Refuse and Recyclables in Development SPD.

29. Condition NSTD- Details of Noise Mitigation

Prior to the commencement of any works, full details of noise mitigation measures shall be submitted for approval in writing by the local planning authority in accordance with the Bessborough Road Noise Assessment (Campbell Reith Hill LLP, December 2017).

Reason: To protect the occupiers of the residential property in accordance with Core Strategy policy IS4 and DMPD policy DMH4(ii) and to ensure no conflict of use arises with adjoining properties.

30. Condition NSTD- Acoustic Enclosure

Prior to the commencement of any works, full details of the acoustic enclosure to be constructed on the southern boundary of the site to the rear of the retail parade in Petersfield Road shall be submitted to and approved by the local planning authority. Access must be retained for to the rear entrances of the retail parade in Petersfield Rise.

Reason: To protect the occupiers of the residential property in accordance with Core Strategy policy IS4 and DMPD policy DMH4(ii) and ensure no conflict of use arises with adjoining properties and to ensure a satisfactory standard of development..

31. Condition NSTD- Details of Photovoltaic Panels

Details of the location, layout and specification of the Photovoltaic Panels to be installed on the roofs of the buildings as detailed in the Energy and Sustainability Statement shall be agreed in writing by the local planning authority and installed prior to the occupation of the development.

Reason: To ensure the implementation of sustainable design, low carbon development and renewable energy in accordance with Core Strategy policy IS2 and DMPD policy DMS3.

32. Condition NSTD- Details of Boundary treatment

Details of materials to be used in the boundary treatment including any access gates shall be submitted to and approved by the local planning authority prior to their installation on site. The boundary treatment shall be installed in accordance with the approved details prior to the first occupation of the development and retained as such.

Reason: To ensure a satisfactory appearance, in the interests of neighbour amenity and to accord with Council policy DMS1.

33. Condition NSTD- Car Parking Permits

The applicant shall submit prior to occupation an undertaking that any new residents will be prohibited from applying for or securing a car parking permit, save in the case where a resident is relocating from elsewhere within the Alton Estate or has an existing car park permit and will thus be eligible to transfer that permit, under any present or future CPZ operating at this location.

Reason: In the interests of highway safety and to promote sustainable travel.

Informative: The footpath and carriageway on the A306 Roehampton Lane must not be blocked during the development. Temporary obstructions must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A306 Roehampton Lane.

Informative: No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the

footway whilst undertaking this work, separate licenses may be required with TfL. Please see <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

Informative: Where the applicant proposes to discharge to a public sewer, prior approval from Thames Water will be required. The contact number is 0800 009 3921.

Informative: The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss details of the piling method statement.

Informative: 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 Water's pipes. The applicant should take account of the minimum pressure in the design of the proposed development.

Informative: Air Quality Neutral (AQN)

The Mayor of London has published Supplementary Planning Guidance on Sustainable Design and Construction. This includes a requirement that new developments in London are air quality neutral. All major new developments, taken to be 10 or more dwellings or 1,000 sq metres or more floor space for all other developments, will have to calculate the building and transport emissions and compare these with a benchmark for development. The calculations cover the emissions of nitrogen oxides and PM₁₀. The guidance also sets emission limits for boilers and centralised energy plant. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. An AQN shall:

- Determine the relevant Building Emission Benchmarks (BEBs) for NO₂ and PM₁₀ for the development based on its land use class and location (see Appendices 5 and 6 in the *Sustainable Design and Construction SPG* and the GLA's *Air Quality Neutral Planning Support Update*);
- Calculate the site's NO_x and PM₁₀ emissions from the buildings and compare them with the BEB(s);
- Determine the relevant transport emission benchmarks (TEBs) for NO_x and PM₁₀ for the site;
- Calculate the site's NO_x and PM₁₀ emissions from the transport and compare them with the TEBs;
- The BEBs and the TEBs should both be met for both NO_x and PM₁₀ to achieve the air quality neutral requirement. In line with the policy context in London, the development shall be at least 'air quality neutral'. Developers shall mitigate the residual impacts and provide local mitigations to deal with any adverse air quality impacts associated with development proposals including if the development fails to meet one or more of the AQN (Air Quality Neutral) benchmarks.

Informative: Air Quality and Dust Management Plan (AQDMP)-

An AQDMP:

- May be integrated within a wider Construction and Environmental Management Plan (CEMP);
- Include as a minimum full details of relevant and appropriate dust monitoring processes and mitigation measures to address any negative impact on air quality and receptors in the vicinity;
- Include maintenance schedule of the dust mitigation measures.

Informative: Monitoring of Air Quality and Dust

A reasonable monitoring period of at least 3-6 months is required prior to the commencement of construction works. Parameters to be monitored, period, locations and monitoring techniques shall be approved by the local planning authority.

Informative: To allow the proposed demolition a bat mitigation/impact licence from Natural England will be needed. This can only be applied for once planning consent has been acquired and any conditions that might affect bats (e.g. landscaping or cladding details) have been discharged. To acquire a licence three tests must be met. These are:

- 1) There is no reasonable alternative.
- 2) It is in the over-riding public interest; and
- 3) The conservation status of the bats will be maintained/enhanced.