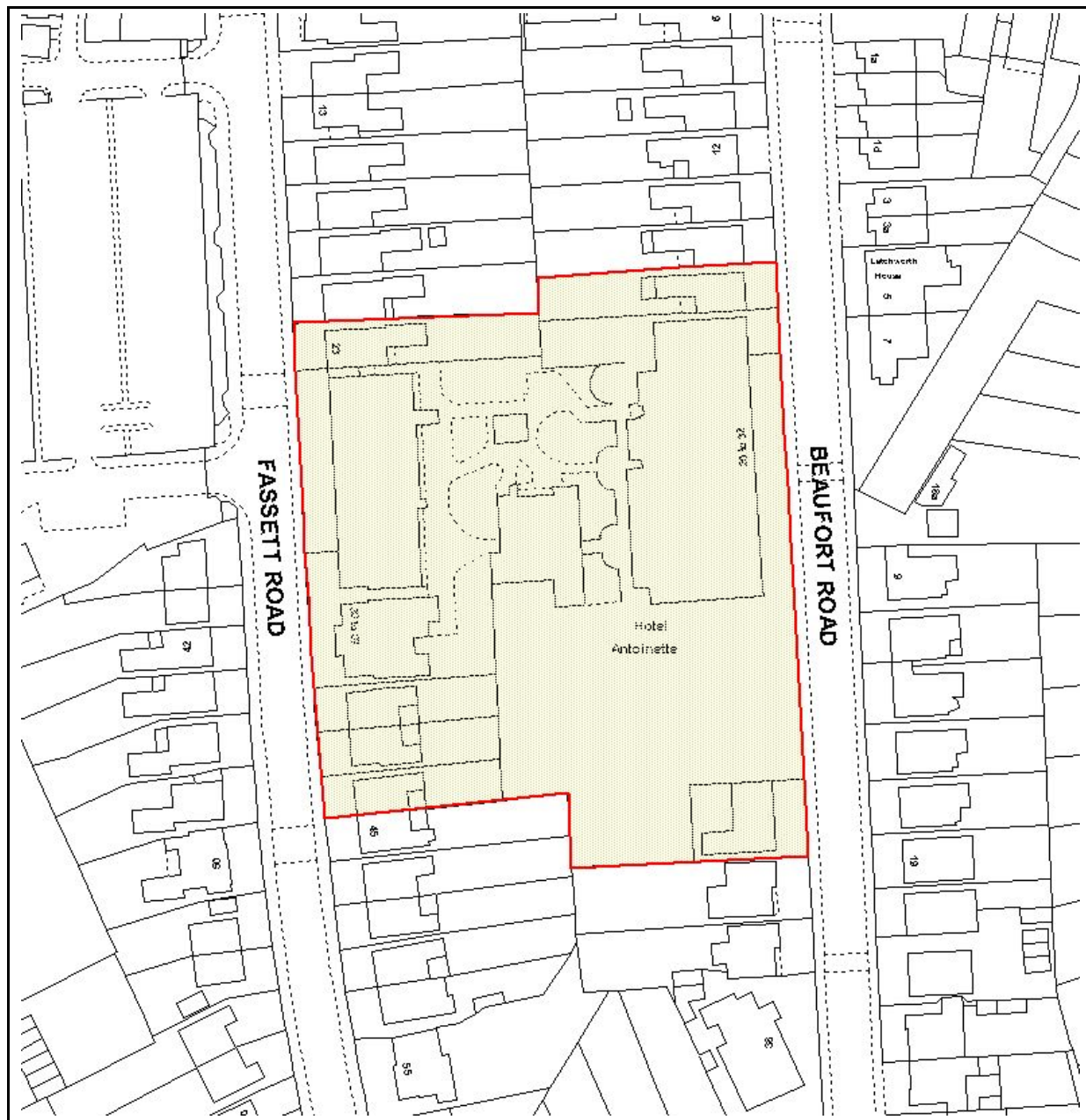


A2 Register No: 18/12928/FUL

Address: HOTEL ANTOINETTE, 18-32 BEAUFORT ROAD AND LAND AT, 23-43 FASSETT ROAD, KINGSTON UPON THAMES, KT1 2TQ



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[Please note that this plan is intended to assist in locating the development it is not the site plan of the proposed development which may have different boundaries. Please refer to the application documents for the proposed site boundaries.]

Ward: Grove

Description of Proposal: Demolition of 20-30 Beaufort Road and 25-41 Fassett Road and hotel buildings to rear. Refurbishment and conversion of 18 and 32 Beaufort Road and 23 and 43 Fassett Road, and erection of new buildings to provide a total of 20 houses and 69 flats, together with basement and surface car parking and landscaping.

Plan Type: Full Application

Expiry Date: 18/07/2019 (extension from 22/03/2019)

EXECUTIVE SUMMARY

This application seeks full planning permission for redevelopment of the Hotel Antoinette site for residential use.

Redevelopment would comprise:

- Erection of 16 new 3-storey houses comprising 12 fronting Beaufort Road and 4 internal to the site;
- Erection of 69 flats comprising 4 new 3-storey apartment buildings fronting Fassett Road and 1 single 5-storey apartment building located centrally within the site;
- Retention of 4 existing houses each with 2 surface car parking spaces;
- Basement to provide 83 car parking spaces and cycle parking spaces;
- Surface car parking for 16 cars and cycle parking spaces
- Vehicular access off Beaufort Road with turning and loading facilities within the site;
- Provision of 9 Affordable Housing units (6 affordable rent and 3 intermediate/shared ownership) within a single block on Fassett Road;

The application follows from 15/12107/FUL which was allowed at appeal and comprises revisions to that permission. Development has commenced and site buildings have been demolished.

RECOMMENDATION;

That planning permission be granted subject to imposition of planning conditions and subject to the entering into of a S106 planning agreement to secure affordable housing, carbon offset and financial contributions.

Background Information

This revised proposal is very similar to the two extant schemes on the site (15/12107/FUL allowed at appeal and 15/13251/FUL approved by the council). The application has been amended during the determination process in order to address concerns raised by officers and third party interests. In addition Nos. 25 - 41 Fassett Road have been demolished in accordance with the current proposal but in advance of grant of permission.

The key differences between the current scheme as amended and the extant permissions comprise:

- Increase in the total number of residential units from 79 to 89, compared to the 15/12107 appeal scheme. The total number of residential units has been reduced from 99 to 89 during this application.
- Removal of the basements to all 16 of the proposed three storey houses fronting Beaufort Road (reduction from 4 to 3 bedrooms);
- Rearrangement of the basement car park to accommodate the same number of car parking spaces as previously approved, and providing cycle storage in the basement;
- Re-building of 25 - 41 Fassett Road entirely (ie not retaining the façades as previously approved);
- Addition of a storey to the central block (and incorporation of a pitched roof design (as per 15/13251/FUL scheme - 15/12107 was for a 4 - storey block with flat roof)
- Deletion of all commercial (office) elements included in 15/13251/FUL;

NOTE: The initial offer of 12 mixed tenure Affordable Housing units has been reduced to 9 on an ex gratia basis following full viability appraisal (Planning Permission 15/12107 & 15/13251/FUL both included for 9 affordable units).

Conclusion

The scheme will regenerate a brownfield site just outside of Kingston town centre, returning the site to wholly residential use. It will contribute 10 more homes (compared to the appeal scheme) towards the Council's housing target. This is particularly important in light of the recently published NPPF and Kingston's Housing Delivery Figures (both February 2019).

As demonstrated in this revised submission, the proposed scheme is very similar to the extant appeal scheme (as regularised by a recent S96a application). The proposed changes have been carefully assessed and the proposal would still result in a sustainable development that accords with the Development Plan and is supported by the recently published NPPF 2019.

SCHEDULE OF UPDATED PLANNING DRAWINGS 1st JULY 2019

(prepared by MAA and BW Architecture)

Drawing ref and title:

JCT04_P_001 Location Plan

JCT04_P_002 P01 Block Plan

JCT04_P_010 P01 Site Plan - Ground floor plan as existing

JCT04_P_011 Existing plans - Fassett Road 23 & 43

JCT04_P_012 Existing plans - Beaufort Road 18 & 32

JCT04_P_031 P01 Existing Street Elevations

JCT04_P_061 P01 Site Plan – Demolition

JCT04_P_062 P01 Existing Street Elevations – demolition

18-052-DP-0001.R2 Site Layout Plan

18-052-DP-0100.R2 Basement Plan

JCT04_P_102 P14 Scheme Plan - Ground Floor

JCT04_P_103 P08 Scheme Plan - First Floor

JCT04_P_104 P09 Scheme Plan - Second Floor

JCT04_P_105 P08 Scheme Plan - Third Floor

JCT04_P_106 P08 Scheme Plan - Fourth Floor

JCT04_P_107 P07 Scheme Plan - Roof Plan

18-051-DP-2000 Proposed Site Section

JCT04_P_131 P03 Street Elevations - As proposed

18-052-DP-1500-R2 25-43 Fassett Road Ground Floor Block Plans

18-052-DP-1501-R2 25-43 Fassett Road First Floor Block Plans

18-052-DP-1502-R2 25-43 Fassett Road Second Floor Block Plans

18-052-DP-1503-R2 25-43 Fassett Road Roof Plans

18-052-DP-3000-R1 Fassett Road Street Elevation and Rear Elevation

18-052-DP-3001 Fassett Road Side Elevations

JCT04_P_301 P02 Proposed Refurbished Ground Floor and First Floor Plan (23
Fassett Road – house 17)

JCT04_P_401 P04 Ground & First Floor Plan Central Block

JCT04_P_402 P03 Second & Third Floor Plan Central Block

JCT04_P_403 P05 Fourth Floor & Roof Plan Central Block

JCT04_P_431 P06 East & West Elevations Central Block

JCT04_P_432 P02 North & South Elevations Central Block

JCT04_P_501 P02 Proposed Ground & First Floor Plan Beaufort Road East

JCT04_P_502 P02 Proposed Ground & First Floor Plan Beaufort Road West

JCT04_P_503 P03 Proposed Second Floor & Roof Plan Beaufort Road North

JCT04_P_504 P03 Proposed Second Floor & Roof Plan Beaufort Road South

JCT04_P_521 P02 Beaufort Road Sections

JCT04_P_531 P05 Beaufort Road Elevations

JCT04_P_532 P02 Beaufort Road New Build Side Elevations

18-052-DP-030 Access Core to Central Block & Cycle Storage for Fassett Road flats

JCT04_P_984 P00 Bin Storage Proposed

18-052-DW-8105 Accommodation schedule

SUPPORTING DOCUMENTS

The application as submitted in November 2018 was supported by the following documents:

- Planning applications forms and ownership certifies;
- Residential/Dwelling Units - Supplementary information form;
- CIL forms;
- Accommodation Schedule, by MAA Architects;
- Existing and proposed drawings, by MAA Architects;
- Planning Statement and Heritage Assessment, by Verve Planning;
- Design and Access Statement, by MAA Architects;
- Proposed hard and soft landscaping plans, by Neil Tully Associates;
- Health Impact Assessment, by Icen Projects;
- Transport Assessment, by Pulsar Transport Planning;
- Flood Risk Assessment, by RJ Fillingham Associates;
- Subterranean Development Structural Report, by Elliott Wood;
- Energy Statement, by Scotch and Partners;
- Sustainability Statement, by Scotch and Partners;
- BREEAM Domestic Refurbishment Pre-assessment, by Scotch and Partners;
- Preliminary Ecological Appraisal, by Greengage;
- Bat Survey Report, by Greengage;
- Daylight, Sunlight and Overshadowing Assessment, by Malcolm Hollis; and
- Viability Assessment Report, by Savills.

As the application has progressed through the determination process many of these original submission documents have been superseded, set aside or act only to inform the updated drawings and consequently would not constitute approved documents.

PLANNING POLICY AND GUIDANCE

National Planning Policy Framework (NPPF) 2019

National Planning Practice Guidance (NPPG)

Development Plan:

London Plan (Adopted March 2016)
LDF Core Strategy (Adopted April 2012)
Access for all SPD (2005)
Residential Design SPD (Adopted 2013)
Sustainable Transport SPD (Adopted 2013)
Financial viability in Planning SPD (Adopted 2016)
Planning Obligations SPD (Adopted 2017)

Policies

London Plan 2016

LP 2.15	Town centres
LP 3.10	Definition of affordable housing
LP 3.11	Affordable housing targets
LP 3.12	Negotiating affordable housing on individual private residential and mixed use schemes
LP 3.13	Affordable housing thresholds
LP 3.3	Increasing housing supply
LP 3.4	Optimising housing potential
LP 3.5	Quality and design of housing developments
LP 3.6	Children and young people's play
LP 3.8	Housing choice
LP 4.5	London's visitor infrastructure
LP 5.11	Green roofs and development site environs
LP 5.12	Flood risk management
LP 5.13	Sustainable drainage
LP 5.2	Minimising carbon dioxide emissions
LP 5.3	Sustainable design and construction
LP 5.7	Renewable energy
LP 6.1	Strategic approach
LP 6.10	Walking
LP 6.13	Parking
LP 6.3	Assessing effects of development on transport capacity
LP 6.5	Funding Crossrail and other strategically important transport infrastructure
LP 6.9	Cycling
LP 7.2	An Inclusive environment
LP 7.3	Designing out crime
LP 7.4	Local character
LP 7.6	Architecture

LDF Core Strategy Policies

CS1	Climate Change Mitigation
CS2	Climate Change Adaptation
CS5	Reducing the Need to Travel
CS6	Sustainable Travel
CS7	Managing Vehicle Use
CS8	Character, Design and Heritage
CS10	Housing Delivery
CS11	Economy and Employment
CS16	Community facilities

LDF Core Strategy Development Management Policies

DM01	Sustainable Design and Construction Standards
DM02	Low Carbon Development
DM03	Designing for Changing Climate
DM04	Water Management and Flood Risk
DM06	Biodiversity
DM08	Sustainable Transport for new Development

DM09	Managing Vehicle Use for New Development
DM10	Design Requirements for New Developments
DM11	Design Approach
DM12	Development in Conservation Areas and Affecting Heritage Assets
DM13	Housing Quality and Mix
DM15	Affordable Housing
DM17	Protecting Existing Employment Land and Premises
DM22	Design for Safety
IMP3	Securing Infrastructure

Relevant Planning History

Ref: 19/00912/NMA	Non-material amendment, to allow the original facades to not be retained, to Planning Permission 15/12107	Approved
19/00128/DEM	Demolition of 23-43 Fassett Road	Withdrawn
15/13251/FUL	Demolition of 20-30 Beaufort Road and hotel buildings to rear. Retention of 18 and 32 Beaufort Road and 23-43 Fassett Road and erection of two/three storey terraces of 12 and 4 houses fronting Beaufort Road and three/four storey building to rear to provide a total of 19 houses and 60 flats, together with basement and surface car parking and landscaping.	Granted
15/12107/FUL	Demolition of 20-30 Beaufort Road and hotel buildings to rear. Retention of 18 and 32 Beaufort Road and 23-43 Fassett Road and erection of two/three storey terraces of 12 and 4 houses fronting Beaufort Road and three/four storey building to rear to provide a total of 19 houses and 60 flats, together with basement and surface car parking and landscaping.	Refused and subsequently Allowed at appeal

Consultations

1. Neighbour consultations -

The application was advertised on site and in the press in November 2018. In addition 621 properties were notified by letter. Subsequent to receipt of amended drawings on 04.01.2019 neighbours were notified and further comments invited.

To date, the council has received 31 letters of representation. Comments can be summarised as follows:

- The proposal due to height and massing would have a detrimental impact on local heritage particularly the Grove Conservation Area, St Michael's Church a grade II listed building, and the adjoining Local Area of Special Character;
- The proposed 5 storey central block would tower over surrounding houses and trees, impacting on the skyline and would be out of character with the locality, which is characterised by lower rise 2 and 3 storey properties - the proposal has not taken account of the need to assimilate development with its surroundings;
- Apartment blocks would be out of character with traditional housing in Fassett road - affordable housing should be distributed throughout the site so as to contribute to social inclusion;
- The proposed increase in density as a result of the overly large central block and the number of apartments within Fassett Road would be out of character with the prevailing density in the locality and would result in parking pressure and potential road safety hazards in surrounding streets and would put significant strain on local infrastructure including schools, healthcare facilities, sewerage and water supply;
- The proposal would not contribute to local distinctiveness;
- The proposal would result in a poor standard of residential amenity for future occupants of the development due to the overly dense nature of the proposal, overbearing nature of the central block on neighbouring residential curtilages and the potential increase in noise and disturbance;
- Impact arising from construction;
- Provision of a basement undermines viability model, would result in overprovision of parking and fail to encourage the use of sustainable modes of transport;
- The concentration of all Affordable Housing units in a single block does not promote social inclusion - units should be dispersed throughout the development.

Note:

- No representations have been received objecting to the principle of redevelopment of the site;

- No objections have been raised in respect of loss of employment use (there being no element of office or other forms of commercial development in this amended scheme);
- Objection to the proposed demolition of houses in Fassett Road is no longer material as demolition has been undertaken. Moreover certain objectors have formed the view that new-build could be an improvement if it were to secure sensitive, complementary, period correct architectural detailing, landscaped garden frontages and screening of waste facilities all of which would contribute to an enhanced streetscene appearance;
- Objections raised in relation to the increase in height of the central block do not take into account that this element is no higher or bulkier than that permitted in accordance with 15/13251/FUL.

2. RBK Neighbourhood Engineer - No objection subject to planning conditions and financial contribution of £15,000 towards cycling improvements (reference extant consents);

3. Transport for London - No comment;

4. RBK Flood Risk Officer - No objection subject to planning conditions;

5. RBK Carbon Reduction and Sustainability Officer - No objection subject to finalisation of S106 Legal Planning Agreement relating to carbon offset prior to approval, and imposition of planning conditions;

6. RBK Nature Conservation and Ecology Officer - No objections, subject to conditions (to include a 5 year management plan);

7. RBK Environmental Health Officer - No objection subject to conditions;

8. RBK Housing Services Officer - No objection subject to legal agreement securing the provision of 9 Affordable Housing units;

9. RBK Arboricultural and landscape officer - No objection subject to conditions;

10. Surrey Police Designing out Crime officer - Concerns relating to layout, security, surveillance and access control to be addressed by condition and 'Secure by Design' (SBD) accreditation;

Site and Surroundings

9. The site is a previously developed, level brownfield site, with a total site area of 0.939 hectares and frontages to both Beaufort Road and Fassett Road.

10. The Antoinette hotel which, prior to its recent demolition, covered most of the site comprised a series of houses, many of which had been co-joined and substantially altered over many years to provide a 98-bedroom hotel with ancillary facilities including on-site parking for 133 cars in a large surface car park accessed via Beaufort Road, and on driveways and forecourts, particularly in Fassett Road. The hotel was also the head office for the Antoinette hotel group and a total of 65 staff were employed on site in head office and hotel duties.

11. The hotel closed in 2018 and following discharge of relevant pre-commencement conditions relating to 15/12107/FUL (allowed at appeal) development commenced early 2019. The hotel was demolished in 2019 together with several houses (HMO's) used for staff accommodation and residential lettings. Four Victorian dwelling houses have been retained, one in each corner of the site.

12. The site is within a predominantly residential area, characterised by a mixture of architectural styles of large terraced and semi-detached houses. To the west, and adjacent to Fassett Road is Kingston University's Penrhyn Road Campus comprising a mixture of four-storey buildings typical of late 20thC industrial style office development. A new nursing home has recently been built to the south of the site, on the corner of Beaufort Road.

13. The site borders the Grove Conservation Area to the north. Only numbers 18 and 20 Beaufort Road and number 23 Fassett Road within this site, fall within the conservation area. The site does not contain any listed buildings, although a grade II listed church lies a short distance to the north.

14. The site is located in the Controlled Parking Zone (CPZ), 'Grove Area G'. The CPZ is in operation on weekdays, between 08:30 to 18:30. The site has a Public Transport Accessibility Level (PTAL) rating of 2 and is well located within a short walk of railway stations, bus stops and all town centre uses.

15. A Thames Water pipe runs beneath the south east corner of the site. Street trees (recently pollarded London Plane Trees) are located along Beaufort Road. There are no trees currently within the site, although there are boundary trees within adjoining curtilages.

16. To the north, south, east and south-west of the site are two/three storey semi-detached and detached houses. To the west of the site on the opposite side of Fassett road, is an access to a large surface car park serving a four storey university building. The university demise falls within the boundary of Kingston Town Centre, as defined in the Local Plan and which is identified as a Key Area of Change and an area of archaeological significance. Directly to the north of the application site is the Grove Crescent Conservation Area. To the east of the site is a Local Area of Special Character.

Proposal

17. Demolition of 20-30 Beaufort Road and 25-41 Fassett Road and hotel buildings to rear. Refurbishment and conversion of 18 and 32 Beaufort Road and 23 and 43 Fassett Road, and erection of new buildings to provide a total of 20 houses and 69 flats, together with basement and surface car parking and landscaping.

The amended application seeks full planning permission for:

Residential redevelopment of the site for 89 units incorporating the following elements:

- Retention and conversion of 23 and 43 Fassett Road and 18 and 32 Beaufort Road back to family houses;
- Demolition of 25-41 Fassett Road and erection of four blocks, containing 27 flats in total). The northernmost block would contain 9 affordable units (six affordable rent and three intermediate/ shared ownership);
- Demolition of hotel buildings in the middle of the site and their replacement with a four and a half storey building containing 42 flats;
- Demolition of 20-30 Beaufort Road and erection of 12 new terraced houses with frontage onto Beaufort Road;
- Erection of four terraced houses to the north of no. 32 Beaufort Road, on the former hotel car park and set back from Beaufort Road;
- On-site car parking totalling 99 spaces, including 16 at surface level and 83 within a basement car park accessed via Beaufort Road;
- On-site secure and covered cycle parking totalling 52 spaces in the basement and 39 in a surface parking cycle store to the south of the site. In addition 38 cycle spaces would be provided within the curtilages of the houses;
- Re-instatement of eight on-street parking bays (a gain of six spaces on Fassett Road and two on Beaufort Road);
- Reinstatement of 'traditional' front gardens to both Fassett Road and Beaufort Road; and
- Communal and private gardens and communal play areas within the site.

18. Overall this application is very similar to the two extant permissions on the site, particularly the appeal scheme, with the principal differences resulting from

- Increasing the total number of units to 89, compared to 79 in the appeal scheme;
- Removing the basements to all 16 of the proposed houses fronting Beaufort Road so they are reduced from 4 to 3 bedroom properties;
- Re-arranging the basement car park to accommodate the same number of spaces;
- Re-building 25 – 41 Fassett Road entirely (ie not retaining the façades as previously approved);
- Re-configuring the new build Fassett Road fronting properties (25-41) into four detached blocks (as opposed to link attached);
- Adding a storey to the central block, and incorporating a pitched roof design as per 15/13251/FUL scheme; and
- Maintaining the offer of 9 affordable units on an ex gratia basis.

19. Overview of application following submission of revisions 10.04.2019

- numbers 25-41 Fassett Road built in four blocks containing 27 flats (compared to 36 flats in three blocks previously proposed). This element has in effect reverted to the approved appeal scheme 15/12107 (now that the Section 96a application has been approved);
- a slightly smaller and reconfigured basement below the Fassett Road flats (compared to previously proposed);
- a reduction in basement parking to 83 spaces (compared to 92 as initially proposed), to reflect the reduction in the number of units together with an element of basement level cycle parking (relocation of the northern boundary cycle parking area to basement level); and
- number 43 Fassett Road converted to a family house (compared to two flats previously proposed).

Overall, these changes result in 89 units, compared to the 99 previously proposed when this application was submitted in October 2018, and 79 in the appeal scheme.

20. The proposed change in design approach to numbers 25-41 Fassett Road is due to timing and structural implications. It will in effect result in four blocks in the same location and of the same size and design (and number of flats) that were allowed on appeal. The blocks will also be very similar to those that originally stood on the site when Fassett Road was first developed.

21. Neighbours have requested more family houses on the site. The conversion of 43 Fassett Road back to a single five bed house (as it was originally built) contributes further to the family housing stock.

22. The proposed scheme is still in accordance with Policy DM13(b), that requires development to provide a minimum of 30% of dwellings as three or more bedroom units. A total of 30 of the 89 units are now three or more beds, equating to nearly 34%.

23. The proposed density in terms of units per hectare is now 95 uph which falls within the 70 -170 uph range for urban settings.

24. All units still comply with the internal space standards for residential accommodation set out in the London Plan. In addition, over 10% of the units will still be wheelchair accessible (ie 10 of the 89 units), in accordance with Core Strategy Policy DM13.

25. The Fassett Road flats still maintain over 20m separation distances between facing windows of the Central Block.

26. The scheme will still provide a combination of private and communal amenity space for all future residents of the site. The overall area is the same as the previous submission. High quality landscaping is proposed and the final detail could be covered by condition to take account of the revised Fassett Road blocks.

27. The provision of 83 basement car parking spaces and 16 surface level spaces is still in accordance with standards. The number of basement accessible spaces (10) and electric charging points (23 passive and 23 active), is also still proposed.

28. The communal cycle parking provision for the flatted development remains as previously proposed (ie 91 communal spaces - 52 in the basement and 39 in the south store), despite a reduction in 10 residential units. The houses will still each have storage for two cycles within their gardens.

29. The refuse /recycling storage for the Fassett Road flats is in the front gardens, as per the appeal scheme and will be screened by boundary landscaping. Details of these stores are to be covered by condition. The refuse /recycling store for the flats in the Central Block remains above the basement ramp, as previously proposed. The houses still each have individual refuse /recycling storage within their gardens, also screened by boundary landscaping.

The affordable housing tenure would comprise

Unit Type	Total No.	Tenure	%
2 Bed Unit	3	Shared Ownership	33.3%
1 Bed Unit	3	Affordable Rent	66.6%
2 Bed Unit	3	Affordable Rent	
Total	9		100%

Car parking would be provided on site as follows

Use	Grade level	Basement level	Total
Residential	16	83	99

Policy Context

30. The Borough Council as Local Planning Authority has a duty under Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 to determine this application in accordance with the Development Plan unless material considerations indicate otherwise. Section 70(2) of the Town and Country Planning Act 1990 (as amended) (1990 Act) requires local planning authorities when determining planning applications to “have regard to (a) the provisions of the development plan, so far as material to the application, (b) any local finance considerations, so far as material to the application, and (c) any other material considerations”. At present in relation to this application the Development Plan consists of the Royal Borough of Kingston upon Thames LDF Core Strategy 2012 and the London Plan March 2016.

31. The latest version of the National Planning Policy Framework (NPPF) was adopted in February 2019. This document provides guidance to local planning authorities in producing local plans and in making decisions on planning applications. The NPPF is intended to make the planning system less complex and more accessible by summarising national guidance which replaces numerous planning policy statements and guidance notes, circulars and various letters to Chief Planning Officers. The document is based on the principle of the planning system making an important contribution to sustainable development, which is seen as achieving positive growth that strikes a balance between economic, social and environmental factors. The Development Plan remains the cornerstone of the planning system. Planning applications which comply with an up to date Development Plan should be approved. Refusal should only be on the basis of conflict with the Development Plan and other material considerations.
32. The NPPF states that policies in Local Plans should not be considered out of date simply because they were adopted prior to publication of the framework. However, the policies in the NPPF are material considerations which planning authorities should take into account. Due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies are to the policies in the Framework, the greater the weight they may be given).

Assessment

33. The main considerations material to the determination of this application are:
 - Principle of Proposed Development having regard to extant and partially implemented consent for residential redevelopment.
 - Loss of Employment Land
 - Housing delivery
 - Housing Quality and Mix
 - Affordable Housing
 - Viability and Affordable Housing
 - Impact on Character of Area
 - Impact on Heritage Asset
 - Impact on Neighbour's Residential Amenity
 - Highways and Parking
 - Trees
 - Health and Wellbeing
 - Sustainability
 - Flooding
 - Biodiversity
 - Legal Agreements

- Conclusion

Principle of Proposed Development

34. The NPPF highlights that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. Although Boroughs are advised to promote, enhance and protect visitor attractions in Strategic Cultural Areas, and planning decisions within these areas should contribute towards the hotel provision target, the principal of loss of the hotel has been accepted in the context of the two extant permissions.
35. Core Strategy Development Management Policy DM17 seeks to protect existing employment land and premises in a number of broad locations. Although permission 15/13251/FUL would have provided an element of employment use, the appeal decision set such need for employment use aside having prioritised the delivery of residential development in sustainable locations.
36. The NPPF identifies that within the overarching roles that the planning system ought to play, a set of core land use planning principles should underpin both plan-making and decision making. These 12 principles include that planning should seek to secure a good standard of amenity for all existing and future occupants of land and buildings. These principles are supported by Policy 7.6 of the London Plan 2016 and policies CS8 and DM10 of the Core Strategy guidance contained within the Council's Residential Design SPD (Adopted 2013).
37. The NPPF attaches great importance to the design of the built environment as a key part of sustainable development. Although planning policies and decisions should not attempt to impose architectural styles or particular tastes, they should seek to promote or reinforce local distinctiveness. Policy 7.4, 7.5 and 7.6 of the London Plan 2016 together with policies CS8 and DM10 of the Core Strategy accord with the NPPF in requiring development to have high quality design and to be well related in size, scale and character to its surroundings.
38. The NPPF supports the adoption of local parking standards for both residential and non-residential development. Parking standards are provided in the Council's Sustainable Transport SPD (adopted May 2013) and the London Plan 2016. Development proposals should comply with the appropriate guidance as set out within these documents
39. With regards to proposal which generate significant amounts of movement, the NPPF directs that they should be supported by a

Transport Statement. The NPPF further directs that decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, and that safe and suitable access to the site can be achieved for all people. The NPPF continues by stating that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Loss of Hotel / Employment Land

40. Policy DM 17 of the Core Strategy directs that the Council will protect non-designated employment land, to meet business needs and to provide employment, while recognizing the important contribution made by hotels and key drivers such as tourism in supporting London's economy.
41. Policy CS11 highlights that the Borough is well placed to capitalise on tourism, in view of its mix of historic and modern attractions, proximity to the River Thames, Royal Parks and Palaces, and a long history of Royal connections.
42. In the context of 15/13251/FUL permission was granted for the redevelopment of the application site to include mixed use including the provision of 526sqm of Office (Use Class B1a) accommodation. This would have equated to a reduction across the site of 4074sqm of accommodation. In terms of employment, the site would have reduced from supporting 56 employees (50 full-time and 6 part-time) to 35 (full time equivalent). At the time it was considered that the office element would have only partially mitigated the significant reduction of employment capacity across the site, given that Policy DM17 sets out that any proposed mixed use development scheme should not result in a net loss of employment capacity (floor space and/or land) and should not compromise the viability of the site and/or its surroundings for employment purposes.
43. Development has now commenced in accordance with appeal consent 15/12107 which was allowed at appeal for a wholly residential development. At the time the Planning Inspector considered that the need for residential land in the borough outweighed the need for retaining land in employment use and or securing mixed use development. The loss of employment use in this instance would be acceptable.

Housing delivery

44. The NPPF directs that housing applications should be considered in the context of the presumption in favour of sustainable development. It further states that planning should deliver a wide choice of high quality

homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It further states that planning should encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

45. The London Plan 2016 recognises the pressing need for more homes in London and to help boost significantly the supply of housing, the London Plan sets out the average annual minimum housing supply targets for each Borough until 2025 (Kingston 643). The London Plan further states that Boroughs should use their supply targets as minima.
46. Policy CS 10 of the Core Strategy directs that the Council, with partners, will seek to meet and exceed the Borough's annual housing target as set in the London Plan, by taking full advantage of opportunities to deliver new housing and, in particular, maximise the delivery of affordable housing. It continues by stating that new housing should be delivered in the most sustainable locations.
47. The proposed development would have a density of 95 dph (dwellings per hectare). The application site is in close proximity to Kingston Town Centre and as such is classed as being between Suburban and Urban in character. A site with a PTAL of 2 should have a density, as per Table 3.2 of the London Plan 2015, between 150-250hr/ha (suburban) and 200-450hr/ha (urban). The proposed density falls within those parameters.
48. Officers consider that the proposed residential development if approved, would assist in meeting the Borough's annual housing target in a sustainable location in close proximity to Kingston Town Centre.
49. As such, it is considered that the proposal would be in accordance with Policy CS10 of the Core Strategy 2012 and Policy 3.3 and 3.4 of the London Plan 2016.

Housing Quality and Mix

50. The Core Strategy 2012 and the London Plan 2016 direct that the Council should take full advantage of opportunities to deliver a wide choice of new high quality homes.
51. Policy DM13 states that housing developments should incorporate a mix of unit sizes and provide a minimum of 30% of dwellings as 3 or more bedroom units, unless it can be robustly demonstrated that this would be unsuitable or unviable.
52. The proposed development would deliver 28 family sized units. This is above the policy requirement for a development of this scale as set out

in Policy DM13 of the Core Strategy 2012 in respect of mix of unit types.

53. Policy DM13 of the Core Strategy states that the Council will expect proposals for new residential development to accord with London Plan policies with regard to providing adequate internal space appropriate to the intended number of occupants. Government published Technical Housing Standards - Nationally Described Space Standards in 2015 which became the benchmark by which to assess applications. This was reinforced in 2016 by publication of new London Plan standards.
54. All of the proposed units would meet the Gross Internal Area (GIA) standards as sent out in the above documents.
55. In relation to outdoor amenity space, the new build flats in the centre of the scheme have been designed with their own private terraces or balconies. However, only 12 out of the 27 units provide for the minimum amount of private amenity space, of 10sqm per flat with 1sqm per additional occupant, as per Policy Guidance 13 of the Council's Residential Design SPD. In terms of the London Plan 2015 standard of 5sqm per flat with 1sqm per additional occupant, all flats would be compliant.
56. In terms of the proposed new build flats fronting Fassett Road, all but 3 would have private amenity space and these are the smaller 1 bedroom affordable units.
57. Officers acknowledge the shortfall in the provision of private amenity space in relation to the SPD. However, by way of compensation the occupants of the flats would have access to a shared amenity space sufficiently large enough for community activities.
58. Each of the proposed dwellings would have direct access to private amenity space in accordance with the SPD.
59. London Plan Policy 3.6 states that where a development has a potential occupancy of ten or more children, the development proposals should make appropriate provision for children's play space. The proposed scheme includes communal play space in accordance with Development plan requirements.
60. The communal children's play space would run throughout the site and would be both formal and informal, using natural forms and landscape elements combined with more typical items of play equipment and child learning tools.
61. The proposal would provide the required percentage of family sized dwellings and would also provide in excess of the required amount of

outdoor children and young people's play space. Furthermore, the development would provide for a level of internal space in excess of the national standards. Although a number of the flatted units would not be provided with the required outdoor private amenity space, compensation by the way of communal open space would be provided. As such, it can be concluded that the proposal would provide a suitable mix of residential units with satisfactory standards of indoor and outdoor space to ensure a good standard of amenity for future occupants of the development in accordance with the provisions of the Development Plan.

Affordable Housing

62. There is a considerable need for affordable housing across the Borough and securing more affordable homes is a key objective of Kingston's Community Plan. As a housing authority, the Council has a role in promoting the development of additional affordable homes to meet local housing need.
63. The NPPF outlines that to deliver a wide choice of quality homes, local planning authorities should identify where affordable housing is needed and identify policies for meeting this on site, unless off-site provision or a financial contribution can be robustly justified. Policy DM15 states that the delivery of affordable housing is a key priority and the Council will seek to maximise its provision. On sites of 10 units or more the Council seeks 50% of the residential development as affordable housing, subject to viability considerations.
64. The applicant has proposed a total of 9 affordable units (as an *ex gratia* offer). Three units would be intermediate/shared ownership units and six would be affordable rent. This is clearly short of the 50% required by Policy DM15. However, the applicant has submitted a financial viability assessment, which has undergone independent assessment including a full cost review. The Council's Assessors have concluded that the proposed offer of 9 affordable units is reasonable. As such, with regards to the amount of affordable units, Officers consider that the proposal would be in accordance with Policy DM15 of the Core Strategy.
65. In relation to tenure, Policy DM15 states that the affordable housing provided on site should include a tenure split of 70/30 between affordable rent and intermediate housing. The proposed scheme would broadly comply with this requirement.

Impact on Character of Area

66. The NPPF states that great weight should be given to outstanding or innovative designs which help raise the standard of design more

generally in the area. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

67. Planning Policies contained within The Core Strategy 2012 and The London Plan 2015 attach great importance to the design of the built environment as a key part of sustainable development and that new development recognises distinctive local features and character and relates well and connects to its surroundings.
68. Policy DM12 states that the Council will: b) preserve or enhance the existing heritage assets of the Borough through the promotion of high quality design and a focus on heritage-led regeneration; and c) allow alterations which preserve or enhance the established character and architectural interest of a heritage asset, its fabric or its setting.
69. In the context of 15/12107/FUL it was recognised that Hotel Antoinette had a visibly negative impact on the character of the northern end of Fassett Road and Beaufort Road. The boundary of the Grove Crescent Conservation Area runs along the southern boundary of 23 Fassett Road and 20 Beaufort Road. The rest of the site to the south is outside the Conservation Area. The proposed development provides the opportunity to resurrect the historic pattern of the street.
70. Although the approved scheme would have retained and restored the existing building frontage on Fassett Road, maintaining the rhythm and height of buildings along this frontage, the deterioration of building fabric exacerbated by the unsympathetic co-joining of dwelling houses, erosion of front gardens and overburden of driveway parking has interrupted the continuity of the street scene on Fassett Road. The proposed scheme will see the front gardens of this area reinstated which will substantially enhance the street scene.
71. Large street trees along Beaufort Road have allowed the traditional character of the street to be maintained despite the large car park (bereft of trees) at the entrance to Hotel Antoinette. The proposed houses and flats on Beaufort Road follow established building lines with a 6m set back of the buildings and consistent roof height. The proposal seeks to reinstate the landscaped garden to these frontages helping to recover lost character and integrate the site back into the street fabric.
72. The existing subterranean trunk water mains precludes building over the south eastern portion of the site on Beaufort Road. This creates a large break to the Beaufort Road frontage that needs to be carefully addressed. The ambition to landscape this area is supported, but will be reliant on the strength of this planting to ensure that the car parking

does not dominate at this key entrance to the site. Robust landscaping conditions will be required to ensure that this is achieved.

73. The height of the proposed units on Beaufort Road is in keeping with the general roofscape of the dwellings on the street and considered acceptable. This is a high density proposal; the new development completes the street scene on both Beaumont and Fassett Road. The central row of buildings is not overly visible and does not impinge on the street scene and would only be visible to streetscene views in the narrow gaps between buildings or at the site entrance. Massing of the buildings is not inappropriate and is broken by satisfactory facade articulation.
74. Materials have been chosen to complement or match the surrounding context and the building details reference the existing adjacent buildings. The proposed green areas should provide a quality private/communal open space for residents and assist with the setting the development. The proposed cycle storage is accessible and secure and does not dominate the site. The location of the waste facilities is accessible and visually screened.
75. The central block is proposed to be five storeys in height including the top storey within the roof space (otherwise referred to as four and a half storeys). The central building would replace an existing building and although taller than surrounding buildings, would by reason of its location not unduly overbear on property external to the site and would only be visible from partially glimpsed street views and from the upper floors of certain private residential property in the surrounding area. Crucially it would not be, a readily visible feature of the street scene.

Impact on Heritage Asset

76. The NPPF states that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposed development. Great weight should be given to the asset's conservation, the more important the asset, the greater the weight should be.
77. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering applications within a Conservation Area, Local Planning Authorities must pay special attention to the desirability of preserving, or enhancing the character and appearance of the area. In accordance with this, both the NPPF and Policy 7.8 of the London Plan 2016 and Policy CS8 and Policy DM12 of the Core Strategy direct that development should preserve or enhance the character of conservation areas.

78. Three properties at the northern end of the application site lie within the Grove Conservation Area. Of those buildings, the proposal seeks to retain No. 18 Beaufort Road and No. 23 Fassett Road and demolish No. 20 Beaufort Road.
79. The Conservation Area was designated in July 1985 and extended in 1989, consisting of 350 properties in an area of 10 hectares. It is a planned mid-Victorian estate of houses of various sizes and styles, the core of which forms the Spring Grove Estate, including St John's Church A Grade II listed building, a school, and local shops.
80. The Conservation Area is divided into three separate 'character styles'. No. 23 Fassett Road, and Nos. 18 and 20 Beaufort Road lie within the 'Grove Land South Character Area'.
81. Here, the architectural character is established by the extended rhythm and pattern of the buildings and skyline along Fassett Road (1877-84) and Beaufort Road (1886). The two streets have a unified design, with a mixture of detached and semi-detached buildings, characterised by Italianate style detailing and ornamentation. The buildings have decorative red brick dressings, rectangular crenelated bays, rectangular porches and projecting bargeboards.
82. No. 18 Beaufort Road is a detached property (built c. 1886) that matches those to the north. It has been divided into flats and is in need of internal and external refurbishment. It is proposed to convert the property back to its original use as a single family house, together with sensitive internal and external refurbishment. This would preserve and enhance the character of the conservation area.
83. No. 20 Beaufort Road was originally a detached house (built c. 1886) but had been unsympathetically altered over the years in connection with the hotel use. This has been demolished and the intention is to incorporate the site of this property into the new terrace of family sized houses now being constructed along Beaumont Road. Given the condition of this property, its loss and proposed replacement with a building following the prevailing architectural style would ensure that the character of the conservation area was preserved and enhanced and would accord with the provisions of Section 12 the NPPF.
84. No. 23 Fassett Road is a detached property (built c. 1877-84) that matches those to the north. As with 18 Beaufort Road, it has been divided into flats and is in need of internal and external refurbishment. It is proposed to convert the property back to its original use as a single family house, together with associated internal and external refurbishment.
85. In terms of Section 16 of the NPPF the proposed development would

not harm the designated heritage Asset that is the Grove Conservation Area.

86. In terms of the setting of the Conservation Area, the application proposes the demolition and redevelopment of the properties fronting onto Fassett Road (outside the Conservation Area) with the exception of the southernmost property within the application site. These properties have been subject to unsympathetic alterations and contribute little to the setting of the conservation area. A similar scenario presents with the range of houses along Beaufort Road directly to the south of the retained house at No. 18 Beaumont road, the difference being that these already benefit from grant of permission for demolition and redevelopment in accordance with 15/12107/FUL.
87. The proposed replacement buildings along Beaufort Road, where possible, reinstate the building line. The scale, massing, urban grain and elevation design ensure that the building rhythm and roofscape is repeated along the frontage and sits comfortably with the adjacent properties.
88. The demolition and redevelopment of the Fassett road properties would undo a number of the existing unsympathetic alterations. Soft landscaping to the front garden areas would be reintroduced, replacing unsympathetic hard surfacing while the replacement architecture would reverse the negative impact those original buildings in their dilapidated state had on the setting of the Conservation Area.
89. Towards the centre of the site, outside of the Conservation Area, it is proposed to erect an apartment block of 5 storeys with 5th storey accommodation within the roof. Due to its siting, this building would not be readily visible from within the Conservation Area or from Beaufort or Fassett Road, although it would be visible from adjoining and certain neighbouring private curtilages. The design of the central block while different to other parts of the development would nevertheless be of high quality and would not be out of keeping with its environs.
90. It can be concluded that the proposed development would make a positive contribution to the setting of the Conservation Area including the setting of the Grade II listed St John's Church.
91. In the context of the extant consent, Kingston Town Conservation Area Advisory Committee and the Kingston upon Thames Society both objected to the size and depth of the central block and the impact on the conservation area, however, Officers whilst taking into account these views, do not consider that the central block would be harmful and taken overall consider this development to have a positive impact overall.

92. Officers conclude that the proposed development would enhance both the special character of the Conservation Area and the setting of the Listed Building, thereby complying with the statutory tests in the Planning Listed Building and Conservation Areas Act 1990. In terms of the NPPF tests, officers conclude that the proposal would not harm any designated or non-designated heritage assets.

Impact on Neighbours' Residential Amenity

93. Policy Guidance 31 of the Council's Residential Design SPD states that the distance between facing windows of habitable rooms should normally be no less than 21m. The distance between the frontage properties and those existing properties opposite on Fassett and Beaufort Road would continue to exceed 21m. The side windows of the proposed central block would be 8m from the end of the residential garden of the property to the north of the application site. This would not face a habitable room, but would allow for additional overlooking at relatively close range. As these are secondary windows to the main living space, a condition is proposed to ensure that the windows are obscure glazed below 1.7m above finished floor level.
94. Internal to the site, the distance between the central block and the rear elevations of the new proposed properties fronting Beaufort Road and Fassett Road would be no less than 21m.
95. The proposed development would not have a significant impact on daylight or sunlight to the four properties adjacent to the site to the north and south nor to the properties on the opposite side of Fassett Road and Beaufort Road. There would be some impact on sunlight to the garden of 21 Fassett Road, although this would generally be in the morning and during the winter months and the impact would not exceed the impact considered acceptable in the Building Research Establishment's Site Layout Planning for Daylight and Sunlight.
96. The Council's Environmental Health department has raised the potential of disturbance during construction activities at the application site. Planning Conditions have been recommended to address these concerns.
97. Officers conclude, subject to the imposition of suitable planning conditions, that the proposed development would secure a good standard of residential amenity for future occupiers of the proposed development and existing occupiers of neighbouring residential property. As such, the proposal would accord with Policy 7.6 of the London Plan 2016 and Policy DM10 of the Core Strategy 2012.

Highways & Parking

98. The site itself currently has on-site, at-grade parking for 133 vehicles, this is inclusive of 100 spaces within the site-based car park, 21 spaces in front of the properties on Fassett Road and 12 spaces on / in front of site based properties on Beaufort Road. Car park access and egress would be from Beaufort Road.
99. The application proposes 16 car parking spaces at-grade and 83 car parking spaces in the basement car park - total 99 car parking spaces. Included in this total would be 23 active spaces for electric vehicles and 23 spaces for passive provision for electric vehicles in the future. There would also be 9 accessible car parking spaces, 3 of which would be for electric vehicles and 23 for passive provision for electric vehicles in the future. This accords with London Plan 2016 requirements.
100. The removal of the redundant crossovers would lead to a net gain of approximately nine on-street parking spaces. The site is located in the Controlled Parking Zone (CPZ), which operates on weekdays between 08:30 to 18:30. The site has an established Public Transport Accessibility Level rating of 2. It has previously been established that the area can meet existing parking demand within its legal provision. In particular, Beaufort Road and Fassett Road would still have spare capacity of almost 50% during the evening period, 18:00 to 22:30.
101. Given the above, Officers conclude, that subject to the imposition of planning conditions and some matters secured by way of legal agreement, that the proposed development would not have a detrimental impact in terms of highway safety or capacity and would maximise the opportunities to access sustainable transport. As such the proposal is in accordance with Policy CS6 and DM 8 of the Core Strategy and Policy 6.9 and 6.13 of the London Plan 2015.

Trees

102. The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of aged or veteran trees, unless the need for, and benefits of, the development clearly outweigh the loss. Policy DM10 of the Core Strategy and Policy 7.5 of the London Plan 2015 operate together to ensure that London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.
103. Tree planting/ landscaping is proposed to the Fassett Road frontage which would be a significant improvement to the existing hard landscaped frontages. The existing street trees to Beaufort Road would be retained and additional planting would be proposed along the

Beaufort Road frontage. The tree planting proposed would more than compensate for the loss of a TPO tree that previously existed within the car park and if permission were to be recommended a condition should be attached.

104. Officers conclude that the proposed development through the provision of soft landscaping would add to the character and appearance of the area and would therefore accord with Policy DM10 of the Core Strategy 2012 and Policy 7.5 of the London Plan 2015.

Health and Well-being

105. On promoting healthy communities, the NPPF sets out that planning policies and decisions should aim to achieve places which promote safe and accessible developments, with high quality public space which encourage the active and continual use of public areas. The NPPF directs that planning policies and decisions should aim to achieve places which promote *inter alia* opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments and strong neighbourhood centres.
106. The London Plan identifies that existing or new developments should, wherever possible, extend the use of facilities to serve the wider community. Core Strategy Development Management Policy DM 24 directs that new developments should contribute towards additional infrastructure requirements and community needs resulting from the development in accordance with the Planning Obligations SPD. The Planning Obligations SPD identifies that community infrastructure covers the physical and social facilities required to support a community on a daily and a longer term basis. It continues by stating that population and housing growth place significant additional demands on a range of infrastructure provision including schools, open spaces, transport, community and healthcare facilities and utilities. New development is expected to contribute towards these additional demands through this Planning Obligations SPD, in line with relevant legislation.
107. The Mayor's (London) Social Infrastructure SPG highlights that the majority of social infrastructure will be funded by the relevant social infrastructure providers and commissioners. Where there is a funding gap, it may be appropriate to secure contributions through planning obligations (Section 106). London Plan Policy 8.2 lists priorities for planning obligations. Priorities are transport, particularly Crossrail and affordable housing. Weight is also given to tackling climate change, improving air quality and provision of social infrastructure.

104. The immediate area around the application site is relatively poorly served in terms of social infrastructure provision. To accommodate the increase in potential requirement for community facilities, the applicant is willing to contribute £100,000 towards a package of works to improve community facilities, the exact nature of which would be determined within a S106 legal agreement.
108. Officers have assessed the contribution in light of the recent changes to legislation restricting the use of S106 to the mitigation of on-site impacts and prevents pooling of contributions from a number of developments. The current tests for legal agreements are set out in Regulation 122 (2) of the CIL Regulations 2010 and the guidance within the NPPF. The three tests as set out in Regulation 122(2) require S106 agreements to be: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.
109. Officers can confirm that the proposed contribution of £100,000 would not result in the pooling of more than 5 contributions towards one specific piece of infrastructure. The infrastructure improvements required would therefore comply with CIL Regulations 122 and 123.

Sustainability

110. The submitted energy statement demonstrates how the new build part of development can meet an overall emissions reduction rate of 32% from a building regulations Part L 2013 baseline. This however falls short of London Plan Policy 5.2 which requires a 35% reduction. The strategy follows the 'lean, clean, green' hierarchy, with the proposed measures including a building regulations compliant building envelope, and Solar PV installation on the block of new build flats (contributing a further 13% emissions reduction). A likely way of increasing the carbon reduction target to 35% would be to expand Solar PV systems on to the new build houses as well as the block of flats. A planning condition is proposed in the event planning permission is granted which would require the strategy to be revised and resubmitted demonstrating how the new build development meets the required 35% target, which is expected to be reasonably feasible.
111. The refurbishment part of the scheme proposes to target BREEAM Excellent using the Domestic Refurbishment methodology. This does fall short of Policy DM1 requirements for major developments to meet BREEAM Outstanding, however it is appreciated that refurbishment schemes are constrained by existing site/ building issues, and an Outstanding rating overall is demonstrated not to be reasonably possible in this case. These reasons are provided within appendix A of the Sustainability Statement e.g. existing building fabric is difficult to improve to required acoustic insulation standards, daylighting

standards are constrained by existing building orientation and arrangement. It is demonstrated that the Energy performance of the refurbishment scheme will target equivalent performance to BREEAM Outstanding (achieving 3.5 credits under credit ENE02), therefore Officers conclude that the refurbishment element of the scheme demonstrates a high level of overall sustainability as well as being highly energy efficient for a refurbished building.

112. Water efficiency standards are incorporated into the BREEAM assessment for the refurb scheme, however the new build scheme needs to demonstrate water efficiency standards in line with Core Strategy Policy DM1. In order to ensure all the above requirements are implemented into the final design planning conditions are recommended to be included.
113. Subject to the imposition of suitable planning conditions Officers conclude that the proposal is in general accordance with planning policies relating to sustainability (energy and water).

Flooding

114. Paragraph 103 of the NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, it should be made safe without increasing flood risk elsewhere
115. In accordance with National and regional planning policy decisions on planning applications relating to major developments should ensure that SuDS for the management of run-off are put in place, unless demonstrated to be inappropriate. The NPPG states that whether SuDS should be considered will depend on the proposed development and its location, for example where there are concerns about flooding. SuDS may not be practicable for some forms of development.. When considering major development, SuDS should be provided unless demonstrated to be inappropriate. Whether a SuDS system is appropriate to a particular development proposal is a matter of judgement for the Local Planning Authority and advice should be sought from relevant flood risk management bodies, principally the Lead Local Flood Authority (LLFA).
116. The Department for Environment, Food and Rural Affairs (DEFRA) has published non-technical standards for SuDS (March 2015) which will be taken into account by the LLFA and local planning authorities in assessing the acceptability of SuDS schemes.

117. The applicant has submitted a draft drainage strategy, this has been assessed by the LLFA. The LLFA request that the applicant demonstrates a) the final proposed drainage methods for dealing with surface water runoff on and from the site (i.e. infiltration, attenuation or a combination of both, following the infiltration testing) aligned to the London Plan's drainage hierarchy (i.e. the use of sustainable drainage features where attenuation is required) and; b) a more detailed drainage maintenance programme for each of the drainage features proposed. This can be accommodated by way of a planning condition.

Biodiversity

118. The NPPF states that the Planning System should contribute to and enhance the natural and local environment by minimising impacts upon biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
119. When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:
- If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for then planning permission should be refused.
120. In addition, Circular 06/2005 states 'It is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development, is established before planning permission is granted.'
121. London Plan 2015 Policy 7.19 (Biodiversity and Access to Nature) and Policy DM6 of the Core Strategy taken together direct that development proposals should, *inter alia* wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.
122. The planning application is supported by a Preliminary Ecological Appraisal undertaken by Greengage in November 2015. The report concludes that the potential for the site to accommodate protected species is negligible - rising to low to moderate (nesting birds).
123. The Ecological Assessment proposes a number of ecological enhancement measures to be incorporated into the development, these include the incorporation of, wildlife friendly landscaping; bird and bat boxes; and invertebrate features.

124. Subject to the imposition of suitable conditions to secure the ecological enhancement Officers conclude, that the proposal would be in general accordance with planning policies in relation to biodiversity.

Legal Agreements

125. In the event of an approval, the application would be subject to a legal agreement covering the following provisions

- Affordable housing (9 units)
- A financial contribution of £100,000 towards community facilities;
- Carbon offset contribution;
- Expenses for the following provisions:-
 - Reinstating redundant crossovers on both Beaufort Road and Fassett Road.
 - Amendment to the existing TMO for the CPZ
 - Resurfacing the footway along both Beaufort Road and Fassett Road along the frontage and vicinity of the development area.
 - A contribution towards resurfacing the carriageway on both Beaufort Road and Fassett Road along the vicinity of redundant and new crossovers. The removal of large areas of concrete crossovers will dislodge and undermine the adjoining carriageway. This is likely to be in the order of £16.5k.

126. The development would be subject to the Kingston CIL and the London Mayoral CIL.

Conclusion

127. The principle of development of this site for mixed use and subsequently for wholly residential development was accepted in the context of the appeal decision and the subsequent application for a mixed use development lodged in 2015 and subsequently approved. While consideration has been given to the loss of employment capacity in conflict with Policy DM17 of the Core Strategy this has been mitigated by the delivery of both market and affordable housing, the enhancements to the Conservation Area and the setting of a Listed Building, along with a financial contribution towards social infrastructure. Officers conclude that on balance the proposal would be in general accordance with the Development Plan and other material considerations subject to conditions and the entering into of a S106 Legal Planning Agreement.

128. As there is no 5-year housing land supply, paragraph 11 of the NPPF indicates that planning permission should be granted unless (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or (ii) any adverse impacts of doing so significantly and demonstrably outweigh the benefits, when assessed against policies in this Framework taken as a whole.

Recommendation:

Approve subject to the completion of an agreement under Section 106 of the Town and Country Planning Act 1990 (as amended), as specified in the above legal agreements section, and the following condition(s) and to delegate to the Head of Planning any consequent changes to conditions (including to comply with the Section 106 obligations):

1. The development hereby permitted shall be commenced within 3 years from the date of this decision.

Reason: In order to comply with Section 91 of the Town and Country Planning Act, 1990. (As amended)

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

JCT04_P_001 Location Plan

JCT04_P_002 P01 Block Plan

JCT04_P_010 P01 Site Plan - Ground floor plan as existing

JCT04_P_011 Existing plans - Fassett Road 23 & 43

JCT04_P_012 Existing plans - Beaufort Road 18 & 32

JCT04_P_031 P01 Existing Street Elevations

JCT04_P_061 P01 Site Plan – Demolition

JCT04_P_062 P01 Existing Street Elevations – demolition

18-052-DP-0001.R2 Site Layout Plan

18-052-DP-0100.R2 Basement Plan

JCT04_P_102 P14 Scheme Plan - Ground Floor

JCT04_P_103 P08 Scheme Plan - First Floor

JCT04_P_104 P09 Scheme Plan - Second Floor

JCT04_P_105 P08 Scheme Plan - Third Floor

JCT04_P_106 P08 Scheme Plan - Fourth Floor

JCT04_P_107 P07 Scheme Plan - Roof Plan

18-051-DP-2000 Proposed Site Section

JCT04_P_131 P03 Street Elevations - As proposed

18-052-DP-1500-R2 25-43 Fassett Road Ground Floor Block Plans

18-052-DP-1501-R2 25-43 Fassett Road First Floor Block Plans

18-052-DP-1502-R2 25-43 Fassett Road Second Floor Block Plans

18-052-DP-1503-R2 25-43 Fassett Road Roof Plans

18-052-DP-3000-R1 Fassett Road Street Elevation and Rear Elevation

18-052-DP-3001 Fassett Road Side Elevations

JCT04_P_301 P02 Proposed Refurbished Ground Floor and First Floor Plan (23

Fassett Road – house 17)

JCT04_P_401 P04 Ground & First Floor Plan Central Block

JCT04_P_402 P03 Second & Third Floor Plan Central Block

JCT04_P_403 P05 Fourth Floor & Roof Plan Central Block

JCT04_P_431 P06 East & West Elevations Central Block

JCT04_P_432 P02 North & South Elevations Central Block

JCT04_P_501 P02 Proposed Ground & First Floor Plan Beaufort Road East

JCT04_P_502 P02 Proposed Ground & First Floor Plan Beaufort Road West

JCT04_P_503 P03 Proposed Second Floor & Roof Plan Beaufort Road North

JCT04_P_504 P03 Proposed Second Floor & Roof Plan Beaufort Road South

JCT04_P_521 P02 Beaufort Road Sections

JCT04_P_531 P05 Beaufort Road Elevations

JCT04_P_532 P02 Beaufort Road New Build Side Elevations

18-052-DP-030 Access Core to Central Block & Cycle Storage for Fassett Road flats

JCT04_P_984 P00 Bin Storage Proposed

18-052-DW-8105 Accommodation schedule

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

3. No development shall take place until samples of the materials to be used on the external finish of the building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance on completion of the development in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012. These details are required prior to commencement of development because the details would affect subsequent design of other elements of the scheme and must be agreed at the outset,

4. No site and building works which are audible at the site boundary shall be carried out outside of the hours of 08.00 and 18.00 Mondays to Fridays and between 08.00 and 13.00 on Saturdays and not at all on Bank Holidays and Sundays

Reason: In order to safeguard the amenities of the surrounding residential occupiers and to safeguard highway safety and the free flow of traffic in accordance with Policies DM9 (Managing Vehicle Use for New Development) and Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

5. Prior to commencement of development, a Construction Management Plan shall be submitted to the planning authority for written agreement. The development shall only be implemented in accordance with the details and measures approved as part of the construction management plan, which shall be maintained throughout the entire construction period.

The construction management plan should include the following:

- a) Statement on how the proposed development will be built, with method statements to outline how major elements of the works would be undertaken, such as basement extension and major construction build;
- b) Proposals for loading/unloading materials, site storage etc;
- c) The route to and away from site for muck away and vehicles with materials;
- d) Deliveries/collections to and from the site should use a route that is agreed with NRSWA team. The agreed route should be signed accordingly.
- e) Protocol for managing deliveries to one vehicle at a time on sites with restricted access or space;
- f) Protocol for managing vehicles that need to wait for access to the site; and
- g) Whether any reversing manoeuvres are required onto or off the public highway into the site, and whether a banksman will be provided;
- h) Temporary site access;
- i) Signing system for works traffic;
- j) Site access warning signs will be required in adjacent roads.
- k) Whether it is anticipated that statutory undertaker connections will be required into the site.
- l) Storage of plant, materials and operatives vehicles;
- m) Measures for the laying of dust, suppression of noise and abatement of other nuisance arising from development works;
- n) Location of all ancillary site buildings;
- o) Means of enclosure of the site; and
- p) Wheel washing equipment.
- q) The parking of vehicles of site operatives and visitors.

Reason: In order to safeguard the amenities of the surrounding residential occupiers and to safeguard highway safety and the free flow of traffic in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012. These details are required prior to commencement of development because

the details would affect subsequent design of other elements of the scheme and must be agreed at the outset,

6. The car parking, servicing and manoeuvring areas shown on the approved drawing shall be provided with a hard, bound, dust-free surface, adequately drained before the development is occupied for the purpose hereby permitted. The respective areas shall be kept free from obstruction at all times, and shall not thereafter be used for any other purposes other than those shown on the approved drawing.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on adjoining highways and that adequate parking servicing and manoeuvring provision is made in accordance with Policies DM9 (Managing Vehicle Use for New Development) and Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

7. The car parking identified on the approved drawings shall be reserved for car parking for the identified users and retained in perpetuity, unless otherwise agreed by the Local Planning Authority.

Reason: In order to reserve car parking spaces for the use of residents in accordance with Policies DM9 (Managing Vehicle Use for New Development) and Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

8. A Car Park Management Plan demonstrating how the use of the car park will be controlled and detailing the signage necessary within the site to direct pedestrians and vehicles shall be submitted to and approved in writing by the local planning authority before the first occupation of any of the units. The development shall be carried out in accordance with the approved details.

Reason: In order to safeguard the amenities of the surrounding residential occupiers and to safeguard highway safety and the free flow of traffic in accordance with Policies DM9 (Managing Vehicle Use for New Development) and Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

10. Before the first occupation of the units the secure cycle parking facilities hereby approved shall be fully implemented and made available for use and shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory cycle storage facilities and in the interests of highway safety in accordance with Policy DM8 (Sustainable Transport for New Developments) of the LDF Core Strategy Adopted April 2012.

11. Refuse storage facilities and recycling facilities shall be provided prior to the occupation of the development hereby permitted in accordance with details

which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site.

Reason: To ensure the provision of refuse facilities to the satisfaction of the Council in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

12. No development shall commence until a scheme to enhance the nature conservation interest of the site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in full prior to the occupation of the development hereby approved.

Reason: To safeguard and protect the sites biodiversity and nature conservation value in accordance with Policy DM6 (Biodiversity) of the LDF Core Strategy Adopted April 2012. These details are required prior to commencement of development because the details would affect subsequent design of other elements of the scheme and must be agreed at the outset.

13. Before any occupation of flats within the centre flatted accommodation block, windows within the north and south elevations of the block at 1st, 2nd, 3rd, 4th and 5th floor levels hereby permitted shall be constructed so that no part of the window framework less than 1.7m above finished floor level shall be openable. Any part below that level shall be fitted with, and retained in, obscure glazing of a patterned type which shall thereafter be retained as such
Reason: To protect the amenities and privacy of the occupiers of the adjoining residential properties in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting this Order) no windows or other openings (other than those hereby approved) shall be formed in the southern and/or northern elevation of the central flatted accommodation block hereby approved without the prior written consent of the Local Planning Authority.
Reason: To protect the amenities and privacy of the occupiers of the adjoining residential properties in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

15. Prior to commencement of the development, a detailed arboricultural method statement and tree protection plan shall be submitted to and approved by the Local Planning Authority. This submission shall include:
 - (a) A plan to a scale and level of accuracy appropriate to the proposal, that shows the positions, crown spreads and root protection areas (RPA) of

every retained tree on site, and on nearby ground or land adjacent to the site, in relation to the approved plans.

- (b) A schedule of pre-construction tree works for the above-detailed trees, where appropriate.
- (c) Details and positions of the tree root protection zones.
- (d) Details and positions of tree protection barriers and ground protection where appropriate.
- (e) Details and positions of the construction exclusion zones.
- (f) Details and positions of the existing and proposed underground service runs, to be routed to avoid root protection zones where possible.
- (g) Details and positions of any change in levels or the positions of any excavations within 5m of the root protection area of retained trees.
- (h) Details of any special engineering required to accommodate the protection of retained trees (e.g. in connection with foundations, service installation, bridging water features, surfacing).
- (i) Details of the working methods to be employed for the installation of drives, paths within the RPA's of retained trees in accordance with the principles of 'No Dig' construction. The details shall be in accordance with British Standard BS: 5837: 2005 sections 9.3, 9.2, 9, 11.7, 5.2.2 and 10 for requirements (c) to (h) inclusive.

The approved protection scheme shall be implemented prior to commencement of any work on site and maintained to the reasonable satisfaction of the Local Planning Authority until the completion of the development.

Reason: In the interests of visual amenities and so that the Local Planning Authority shall be satisfied as to the details of the development in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012. These details are required prior to commencement of development because the details would affect subsequent design of other elements of the scheme and must be agreed at the outset,

16. No unit shall be occupied until a landscaping scheme including where applicable the retention of the existing trees shall have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented within the first planting season following completion of the development and the tree planting and landscaping shall thereafter be maintained for five years to the satisfaction of the Local Planning Authority. Any trees or shrubs which die during this period shall be replaced in the first available planting season, and the area shown to be landscaped shall be permanently retained for that purpose only.

Reason: To ensure that these works are properly implemented and maintained and in the interest of visual amenity in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

17. All planting, seeding or turfing detailed in the approved landscape scheme including the communal amenity decks shall be carried out in the first planting and seeding seasons following the occupation of the first residential unit; and any trees or plants which, within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. The area shown to be landscaped shall be permanently retained for that purpose only.

Reason: To ensure that these works are properly implemented and maintained and in the interest of visual amenity in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.
18. No unit shall be occupied until a scheme detailing any street furniture and planting features to be used as part of the wider landscape plan have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be completed prior to occupation of the first residential unit.

Reason: To ensure that these works are properly implemented and maintained and in the interest of visual amenity in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.
19. No development shall take place until the details of all materials to be used for hard surfaced areas within the site including roads, driveways and car parking area have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the details so approved.

Reason: To ensure that these works are properly implemented and maintained and in the interest of visual amenity in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.
20. The play space hereby approved shall be laid out and equipped within 1 year of the completion of any of the dwelling houses and permanently retained in accordance with plans which shall have previously been submitted to and approved in writing by the Local Planning Authority and such area shall not be used for any other purpose.

Reason: In order to ensure the provision of a children's playground for occupiers of this development and to safeguard the amenities of neighbouring residential occupiers in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.
21. Prior to the first occupation of any residential unit, details of the location of the 'wheelchair user dwellings' which meet requirement M4(3) of Part M of Building Regulations shall be submitted to and approved in writing by the

Local Planning Authority. The number of wheelchair user dwelling shall total at least 10% of the total number of residential units hereby approved. The development shall then be carried out in accordance with these details.

Reason: To ensure that the development provides a range of homes to meet different needs and to ensure compliance with Policies 3.5 and 3.8 of the London Plan March 2015 and Housing Standards MALP December 2015.

22. Prior to the first occupation of any residential unit details of how the residential units comply with Part M4(2) of the Building Regulations shall be submitted to and approved in writing.

Reason: To ensure that the development provides a range of homes to meet different needs and to ensure compliance with Policies 3.5 and 3.8 of the London Plan March 2015 and Housing Standards MALP December 2015.

23. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A - The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B - The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: In the interest of conserving heritage assets in a manner commensurate with their significance in accordance with National Planning Policy contained within the National Planning Policy Framework.

24. Within 3 months of first occupation, evidence must be submitted to the council confirming that the new build development hereby approved has achieved not less than the CO2 reductions (ENE1) associated with meeting London Plan emissions requirements and internal water usage (WAT1) standards

equivalent to Code for Sustainable Homes level 4 targets. Evidence requirements are detailed in the "Schedule of evidence Required for Post Construction Stage from ENE1 & WAT1 of the Code for Sustainable Homes Technical Guide. Evidence must demonstrate a minimum 35% emissions reduction compared to 2013 part L regulations, and internal water usage rates of 105l/p/day must be submitted to and approved by the Local Planning Authority, unless otherwise agreed in writing.

Reason : In the interests of sustainability and energy conservation in accordance with Policies 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design & Construction) of the London Plan 2015 and Policy DM1 (Sustainable Design and Construction Standards) of the LDF Core Strategy Adopted April 2012.

25. No development shall commence until a copy of a letter from a person that is licensed with the Building Research Establishment (BRE) or other equivalent assessors as a BREEAM Pre-Commencement (Major refurbishment residential) assessor confirming that the development is registered with the Building Research Establishment (BRE) and a Design Stage Assessment Report demonstrating that the development will achieve not less than the standards equivalent to BREEAM Excellent has been submitted to and approved in writing by the Local Planning Authority.

Reason : In the interests of sustainability and energy conservation in accordance with Policies 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design & Construction) of the London Plan 2015 and Policy DM1 (Sustainable Design and Construction Standards) of the LDF Core Strategy Adopted April 2012.

26. Unless otherwise agreed in writing by the Local Planning Authority, within 3 months of first occupation of the development a Building Research Establishment or other equivalent assessors Final Certificate confirming that it has achieved not less than the standards equivalent to BREEAM Excellent for BREEAM Domestic Refurbishment shall be submitted to, and acknowledged in writing by the Local Planning Authority. dards equivalent to BREEAM Excellent has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of sustainability and energy conservation in accordance with Policies 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design & Construction) of the London Plan 2015 and Policy DM1 (Sustainable Design and Construction Standards) of the LDF Core Strategy Adopted April 2012.

27. Prior to commencement of any works, a District Heat Network Statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be obliged to connect to a District Heat Network where there is reasonable evidence to demonstrate to the Council's reasonable satisfaction that it is not technically possible, practical or commercially viable to do so having regard to such factors as connection charges proposed tariffs and the cost / benefit analysis of a connection. The statement must

demonstrate compliance with Heat Network Manual for London standards and incorporate the following into development plans:

- How the plant room can in future be adapted to incorporate an adequately sized heat exchanger.
- The inclusion of domestic hot water isolation valves in the hot water headers to facilitate the connection of an interfacing heat exchanger.

Reason : In the interests of sustainability and energy conservation in accordance with Policies 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design & Construction) of the London Plan 2015 and Policy DM1 (Sustainable Design and Construction Standards) of the LDF Core Strategy Adopted April 2012. This information required prior to commencement of the development as it impacts on the construction of the development.

28. Prior to commencement of any development on site, a Construction Management Plan shall be submitted to the local planning authority for written agreement. The Construction Management plan shall include, details of the method of construction, the measures which will be employed to minimise dust and noise emissions from the site, and the system which will be put in place to monitor those measures. The development shall only be implemented in accordance with the details and measures approved as part of the construction management plan, which shall be maintained throughout the entire construction period.

Reason: In order to safeguard the amenities of the surrounding residential occupiers and to safeguard highway safety and the free flow of traffic in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

29. Notwithstanding the provisions of Part 1 of Schedule 2 of the Town & Country Planning (General Permitted Development) Order, 2015 (or any Order revoking or re-enacting this Order) no extensions (including porches or dormer windows) to the dwelling houses or buildings shall be erected within the curtilage.

Reason: To safeguard the privacy and amenity of adjoining occupiers, maintain adequate amenity space and safeguard the cohesive appearance of the development in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

30. By the time the development hereby permitted is substantially complete, pedestrian/vehicular intervisibility splays of 2.8m x 3.3m shall have been provided in each direction where the access meets the back edge of footway, and shall be permanently retained free from any obstruction to visibility higher than 1.0m above ground level.

Reason: To maintain pedestrian/vehicular intervisibility in the interest of highway safety in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.

Informative(s)

- 1 In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in the Core Strategy, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.
- 2 Any vehicular crossing must be constructed in accordance with the provisions of the Highways Act 1980 by the Service Director (Planning & Transportation) (Highways), Directorate of Environmental Services, Guildhall II, Kingston upon Thames.
- 3 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced.
- 4 Highway Notes
 - Deliveries to the site should avoid school arrival and pick up times. This is due to existing congestion along Fassett Road and Beaufort Road which will be exacerbated with the proposals;
 - Deliveries to the site should where possible avoid waiting on the highway as this could result in a reduction to road safety and emergency access;
 - Any parking that cannot be contained within the site must park considerately and safely, so as not to obstruct sightlines at junctions or site accesses. The applicant should be aware that any such parking will cause unnecessary concern and agitation within the local community; Should make full use of the site accesses to maximise the availability of off street parking
 - Service parking and deliveries should not cause any damage to the verges or margins, and no parking is allowed on both.

- A license from the Compliance Team will be required to erect off site direction signs. This same team will issue the hoarding license (if necessary) and seek appropriate deposits.
- The applicant should be aware that a licence is needed for a tower crane, and should contact the Street Scene Compliance Team on 020 8547 5002. A traffic management arrangement, for the delivery, erection, dismantling and removal of a tower crane (if one were to be used) should be submitted for approval.
- The applicant should be advised to consider if a parking suspension might be needed to allow access for big delivery construction vehicles involved. To apply for parking suspension (if needed), the applicant should contact the Environment Contact Centre on 020 8547 5002.

The provision of the above information ensures that the Borough and the applicant are able to consider the construction at an early stage. This ensures that construction and any traffic management is completed in a professional and timely manner.

5. The proposals will lead to disruption to users of the highway network including the adjacent TfL and SRN in the Borough. As a result the applicant should contact the Boroughs Street Works Team (0208 547 5002). This must take place at least four month prior to works commencing due to the need to obtain TfL Network Assurance approval, and it is required under the New Roads and Street Works Act 1991, and the Traffic Management Act 2004, in order to satisfy the licensing requirements of the Highways Act 1980.
This is to ensure the amenities of the surrounding residential occupiers and to safeguard highway safety and the free flow of traffic.
6. Should the access into the site during construction not be paved, spoil could be carried from the site onto the public highway. The access into the site should be paved to minimise the carryover of spoil onto adjacent roads. We would also require the applicant to sweep and wash down the adjacent roads to ensure that the public highway is kept clear of debris. This is to ensure a satisfactory road surface for road safety reasons at all times.
7. It is highlighted that any proposed works will result in substantial movement of heavy vehicles on Fassett Road and Beaufort Road, and therefore the Council will require the applicant to undertake a road and footway condition survey before construction begins. This will take the form of a joint inspection with a member of the Street Scene Team and will involve a photographic record and visual observation of the roads, verges and margins. It would cover Fassett Road and Beaufort Road in the vicinity of the application site.

This will allow the condition of the carriageway and footway to be monitored, should any damage result from the use of heavy plant associated with this site.

8. The development approved by this planning permission will be liable to pay the Mayor of London's Community Infrastructure Levy (MCIL) and the Royal Borough of Kingston CIL (KCIL).

Payment will be due once the owner/developer serves a development Commencement Notice on the Council, and a payment Demand Notice has been received by the owner. Failure to submit a Commencement Notice will incur a surcharge of 20% of the chargeable amount or £2,500, whichever is the lower amount.

When you have discharged all pre-commencement conditions the Council will issue a Liability Notice to the owner setting out the MCIL calculation. Accompanying the Liability Notice will be a blank Commencement Notice and if necessary a blank Assumption of Liability form, both of which need to be completed and returned to the Council prior to development commencing. A failure to do so will incur a surcharge.

Should you have any questions in respect of the contents of this letter or the CIL more generally, please contact the Council's Contact Centre by email mcil@rbk.kingston.gov.uk <<mailto:mcil@rbk.kingston.gov.uk>> or phone 0208 547 5002.