1.0 SUMMARY

1.1 The applicant seeks planning approval for 34 new residential apartments on land located on the southern side of Park Road currently used as a builder’s merchant. The scheme would reach 4 storeys in height stepping away from the southern side of the site at upper floor level and would be served by 30 parking spaces to the south of the site accessed via Park Road.

1.2 The scheme would provide 34 new dwellings without compromising any policies relating to land use and the proposed building is considered to be sensitively designed and located to ensure it does not detract from the character of the area. A suitable standard and mix of units is proposed with a policy compliant level of affordable housing provision and the scheme is considered not to give rise to any significant concerns in terms of impact on the local highways network or neighbour amenities.

Approval of the planning application is therefore recommended subject to the completion of a Section 106 Legal Agreement.
2.0 SITE DESCRIPTION

2.1 The application site currently contains a builders merchants located off and accessed via the southern side of Park Road. The site contains a number of modest sized single storey buildings associated with its current use. The are no planning constraints associated with the site, though it has been identified as having an industrial history.

2.2 The surrounding area is predominantly residential, with 2 storey dwellings immediately to the south west of the site and larger 4 storey blocks to its northeast, southeast and south.

2.3 Hanworth Park, Green Belt land also containing the Hanworth Park Conservation Area is located to the west of the site, an access to the park is located opposite the site.

3.0 HISTORY

3.1 The recent planning history on the site is limited to an application approved in 2009 for the erection of a new showroom, sales area and offices (ref: 00859/22/P8). This scheme does not appear to have been implemented.

4.0 DETAILS

4.1 The application proposes to construct a 4 storey building containing 34 flats (15 x 1 bed, 18 x 2 bed and 1 x 3 bed). The building would be set back a short distance from the Park Road frontage and be accessed via
an existing crossover leading to a parking area to the south of the building itself, which contains 30 parking spaces.

4.2 A modest area of amenity space is provided on the eastern and southern side of the building together with further provision on the roof, with each upper floor flat having access to a balcony area.

4.3 The building itself would be located on the north eastern side of the site and would have an L shaped footprint, stepping further away from the south western boundary of the site as the building rises above the ground floor level. The building appears to be a mixture of brick and render, though details of materials have been largely reserved at this application stage.

4.4 14 affordable units would be provided with the scheme (41%), 10 affordable rent and 4 intermediate primarily located at the southern end of the site.

5.0 CONSULTATIONS

5.1 163 neighbouring properties were consulted on 8 March 2016, a site notice erected on 23 March 2016 and a press notice advertised. 4 letters of objection were received, commenting as follows:

<table>
<thead>
<tr>
<th>Objection</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overlooking/ Loss of Privacy</td>
<td>The building has been designed to ensure that sufficient separation distance is retained between the new units and neighbouring properties (in access of 21 metres) to avoid significant levels of loss of privacy</td>
</tr>
<tr>
<td>Environmental Credentials</td>
<td>The environmental credentials of the scheme have improved during the consideration of the application to the satisfaction of the Councils Sustainability Consultant.</td>
</tr>
<tr>
<td>Design out of keeping/ absence of information on materials</td>
<td>The scale and design of the building is considered to be sympathetic to the site and surrounding area, as outlined</td>
</tr>
</tbody>
</table>
### Traffic/ Parking/ Risk to pedestrians

The same access point would be used as the existing builders merchant. Road safety as a result of a residential use is considered to be an improvement over an industrial use and the site lines are considered acceptable. Parking and trip generation levels have been accepted by Council Transport Planners.

### Absence of boundary treatment

Such details may be secured by condition.

### Additional residents would be to the detriment of the local environment

In the context of policies requiring housing growth these would not form grounds for refusing the application.

5.2 Concerns were also raised over noise and disturbance resulting from building works, which do not provide planning grounds for refusing the application.

5.3 Transport for London were consulted on the application and raised no in principle objections to the scheme subject to the following:

- Active and passive vehicle charging points should be secured by condition
- Suggested a reduction in overall parking spaces
- Level of cycle parking is acceptable, subject to detailing

### 6.0 POLICY

**Determining applications for full or outline planning permission**

6.1 The determination must be made in accordance with the development plan unless material considerations indicate otherwise. Local finance considerations must also be assessed.
The National Planning Policy Framework

6.2 The National Planning Policy Framework (NPPF) came into force on 27 March 2012, and from April 2014 National Planning Practice Guidance (NPPG) in the form of an online guidance resource to support the NPPF came into effect. The Local Planning Authority (LPA) considers that, where pertinent, the NPPF and NPPG are material considerations and as such, will be taken into account in decision-making as appropriate.

The Development Plan


The Local Plan documents can be viewed on the Planning Policy pages of the Hounslow website.

Relevant Local Plan Policies

- **SC1** Housing Growth
- **SC2** Maximising the Provision of Affordable Housing
- **SC3** Meeting the Need for a Mix of Housing Size and Type
- **SC4** Scale and Density of New Development
- **SC5** Ensuring Suitable Internal and External Space Provision
- **ED2** Maintaining the Boroughs Employment Land Supply
- **CC1** Context and Character
- **CC2** Urban Design and Architecture
- **EC2** Developing a sustainable local transport network
- **EQ1** Energy and Carbon Reduction
- **EQ2** Sustainable Design and Construction
- **EQ3** Flood Risk and Surface Water Management
- **EQ4** Air Quality
- **EQ5** Noise
- **EQ7** Sustainable Waste Management
7.0 PLANNING ISSUES

7.1 The planning issues to consider are:

- Principle of development
- Design and the impact on the character of the wider area
- Impact on nearby occupiers
- Suitability of Accommodation
- Traffic and Parking
- Environmental Considerations
- Trees
- Planning Obligations

The Principle of Development

7.2 The application site is currently occupied by a builders merchants, which appears to be the lawful use of the site. The proposal involves the change of use away from this employment use to a residential use, the site is not designated as a Strategic Industrial Location or a Locally Significant Industrial Site.

7.3 Policy ED2 of the Local Plan seeks to maintain the boroughs employment land supply, requiring proposals for a change away from ‘B’ Class (Office/Industrial) uses outside Key Existing Office locations to provide at least one year of marketing evidence, information to demonstrate the introduction of a non-employment use is necessary to secure a viable scheme and evidence to suggest surrounding employment uses are not undermined.

7.4 In response to these policy requirements the applicant provided the following information:

- Information to show the site was marketed since August 2014 including responses and a statement why respondents did not follow up on their interest
- A statement relating to why other non employment uses were no longer viable, including site constraints (vehicular access, conflict with residential surrounds, lack of demand)
• A statement outlining why surrounding employment uses would not be compromised

7.5 When placing the above information in the context of the clear constraints of the site, which include the nature and proximity of neighbouring properties and the significant highway safety issues that result from large vehicular movements on and outside the site the scheme is considered to comply with the aims and objectives of Local Plan policies.

7.6 In the context of policies requiring additional units of residential accommodation new housing on the site is considered to be a suitable replacement use.

7.7 The mix of units proposed as part of the scheme includes 15 one bedroom flats (44%), 18 two bedroom flats (53%) and a single 3 bedroom flat (3%). The number of 3/4 bedroom units falls below the mix outlined within policy SC3 of the Local Plan. However it is considered that, on this occasion the mix of residential units is appropriate pursuant to the applicant having demonstrated the difficulties in providing larger flats/housing on the site. There is limited room for the provision of private amenity space as part of the scheme, which would generally be required for larger family sized units due to the modest scale of the site and area required for parking spaces. The significant reduction in overall provision of units required to add family sized dwellings would compromise policies concerning overall housing provision and affordable housing provision and as such is considered acceptable on this occasion.

7.8 The scheme meets policy requirements for affordable housing with the provision of 10 affordable rent and 4 shared ownership apartments. This equates to a provision of just over 40% of total provision and a 70/30 split in favour of affordable rent.

**Design and the impact on the character of the wider area**

7.9 Policy 7.1 of the London Plan requires the design of new buildings and the spaces around them to reinforce or enhance the character of the neighbourhood. Policy 7.4 requires the design of the building to respond appropriately to the local character. Policy 7.6 requires high quality architecture and materials.

7.10 Local Plan policies CC1 and CC2 require all new development to preserve and enhance the special qualities and heritage of an area and state that the Council will promote and support high quality urban design and architecture to create attractive, distinctive, and liveable places.
7.11 The area around the application site is varied, with 2 storey dwellings located to the west, garages and 4 storey flats to the north, south and east and open land to the north west. In response to the makeup of the area the applicant has designed the scheme to create a buffer zone between the 2 storey properties to the south west of the site and then stepping the upper floors away from this side to ensure the bulk of the building is viewed in the context of the larger blocks to the east and north of the site.

7.12 The building has been set back a modest distance from the Park Road street frontage to create a buffer and space for landscaping while additional planting is proposed to soften the hard landscaping around the site.

7.13 The building itself would be L shaped in design wrapping around the parking area on its eastern end with a mix of materials, fenestration and balconies to break up the bulk of the elevations of the property and provide visual interest. On the basis of this design approach the building is considered not to appear overly blocky or bulky, neither dominating the plot or surrounding area and is therefore considered to be acceptable in design terms.

7.14 Details of materials may be secured by condition.

**Impact on nearby occupiers**

7.15 Policy CC2 of the Local Plan states that new development should protect the amenities of existing occupiers.

7.16 The application site is bordered by 2 storey dwellings (26 – 34 Park Road) to the south west and blocks of 3 storey flats within ‘The Hollands’ development to the south, east and north.

7.17 A distance in access of 21 metres separates the main facing windows within the proposed units and the dwellings to the south west to maintain privacy. Though balconies look towards these dwellings it is considered that conditions requiring screening may overcome potential concerns. This separation distance is considered sufficient to ensure there would be no undue loss of light or outlook to these properties and though concerns have been raised over the absence of proposed boundary treatment this information may be secured at a conditions stage.

7.18 The separation distances retained is also considered sufficient to ensure there would be no undue impact on light, outlook or privacy to the flats that surround the site. The block on the northern side has a wall facing the site that appears to serve a stair core and the land to the south east is
primarily amenity space. The block to the south west would look onto the proposed scheme but the new flats would be orientated to ensure no windows would look towards this site and the bulk of the scheme is set back from this boundary.

7.19 As such the proposed scheme is considered not to detract from neighbour amenities.

**Suitability of Accommodation**

7.20 All new units have been designed to meet internal space standards contained within the London Plan. Each flat has access to an area of private amenity space in the form of balconies or gardens and an area of communal amenity space is provided at roof level. In addition to this amenity space it has to be acknowledged that the new units will have immediate access to Hanworth Park directly opposite the site to make up for any shortfall in provision.

7.21 The applicant has provided limited information pertaining to wheelchair housing at ground floor level. As such a condition is recommended to secure further details of this.

7.22 As such the standard of accommodation is considered to be acceptable.

**Traffic and Parking**

7.23 The application site is located within an area that has a Public Transport Accessibility Rating of 1b (poor). On this basis the applicant has submitted a Transport Statement including information pertaining to trip generation, parking impact and overall parking provision in order to justify the level of parking provided.

7.24 30 parking spaces would be provided for the scheme, including 3 disabled bays. No objections have been raised by Hounslow Council Transport Planners with parking layout and provision pursuant to the provision of additional information submitted after concerns being raised by both Transport for London and Council Transport Planners. The scheme complies with Local Plan policies and as such the level of parking provided is considered to be acceptable.

7.25 The existing access point would be used as part of the new scheme and the Transport Assessment included details of speed surveys to demonstrate site lines are sufficient, which was agreed with Transport Planners.
7.26 Acceptable details relating to cycle parking and bin storage remain outstanding but may be secured by condition. Additional conditions relating to vehicular charging points and a Construction Management Plan are also recommended ensure disruption is minimised during the construction process, a Travel Plan may be secured via a S106 agreement.

**Environmental Considerations**

*Noise*

7.27 The applicant has submitted a noise assessment which is considered to be acceptable for the scheme. It is not located within a Heathrow Noise contour, Park Road itself is not a busy through road and there are no noise sensitive uses in the immediate vicinity of the site.

*Air Quality*

7.26 An Air Quality Assessment has been submitted with the scheme, outlining that this is not an overly sensitive site and that mitigation measures, outside of cycle storage and vehicular charging points would not be required. This is therefore considered to be acceptable for the development proposed.

*Sustainability*

An Energy Statement has been submitted with the scheme which outlines energy efficient measures included within the scheme and outlines the renewable energy solution, which in this case involves PV panels on the roof. This information is considered sufficient to demonstrate the scheme broadly complies with the requirements of Local Plan policies and may be secured by condition.

*Contamination*

No objections were raised to the scheme by the Council Land Quality Team subject to the inclusion of a suitable planning condition.

*Flood Risk/ Drainage*

A Flood Risk Assessment has been submitted with the scheme considered to be acceptable for the development proposed, the property is not located within an area at risk of flooding.
At time of writing this committee report technical issues relating to drainage on the site remained outstanding. Should concerns remain they will be reported via an addendum.

**Trees**

7.28 There are trees on and within close proximity to the application site, though none are protected by virtue of a Tree Preservation Order or a Conservation Area designation. The landscaping proposed as part of the scheme is considered sufficient to ensure a suitable level of planting is proposed, further details of which may be secured by condition,

8.0 **EQUALITIES DUTIES IMPLICATIONS**

8.1 In response to its Equalities Duties and the Equality Act 2010, following a relevance test, available at:

http://www.hounslow.gov.uk/index/council_and_democracy/equality/eias/environment_eias.htm

it is considered that there are no relevant implications that the Council needs to assess further in this case and that, in determining this application, the Council have complied with its duties.

9.0 **PLANNING OBLIGATIONS**

**S106 agreement**

The recommendation to approve this application is subject to the successful completion of a Section 106 agreement with the following Heads of Terms:

- Affordable Housing Provision (14 units)
- Job Brokerage and Construction Training
- Travel Plan
- Considerate Contractor Scheme

**CIL**

Some new developments granted planning permission will be liable to pay Community Infrastructure Levy (CIL) to the Mayor of London and Hounslow.
CIL is payable on m$^2$ of new floor space or where a new dwelling is created or the net floor area increase exceeds 100 m$^2$

<table>
<thead>
<tr>
<th>Mayors £35 per m$^2$</th>
<th>Hounslow</th>
<th>Housing East £200 m$^2$</th>
<th>Supermarkets, Central £110 m$^2$</th>
<th>Superstores and retail warehousing £155 m$^2$</th>
<th>Health care, education and emergency services facilities £0</th>
<th>All other uses £20 m$^2$</th>
</tr>
</thead>
</table>

Should the application be approved this proposal would be liable to pay Community Infrastructure Levy.

10.0 Conclusion

10.1 The proposal would provide 34 units of accommodation of a suitable standard, 14 of which would be affordable without compromising employment policies, adversely impacting on the character of the area, neighbour amenities, environmental conditions or the local highways network.

11.0 RECOMMENDATION:

That planning permission be granted subject to the following conditions and securing the abovementioned planning obligations by prior completion of a satisfactory legal agreement or unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 and any other legislation, the exact terms of which shall be negotiated by appropriate officers in the Department of Regeneration, Economic Development & Environment on the Head of Governance’s advice.

The satisfactory legal agreement or unilateral undertaking outlined above shall be completed and planning permission issued by 16th December 2016 or such extended period as may be agreed in writing by appropriate officers within the Department of Regeneration, Economic Development & Environment or Head of Governance’s Office.

If the legal agreement or unilateral undertaking is not completed by the date specified above (or any agreed extended period), then the Director Regeneration, Economic Development & Environment or Assistant Director – Community Safety, Environment and Regulatory Services or the Head of Development Management is hereby authorised to refuse planning permission for the reason that the proposal should include planning obligations required to make the development acceptable in planning terms in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010, development plan policies and the Planning Obligations SPD described above.
Following the grant of planning permission, where (a) requested to enter into a deed of variation or legal agreement in connection with the planning permission hereby approved and by the person(s) bound by the legal agreement authorised in paragraph 1 above, and (b) where the planning obligations are not materially affected, and (c) there is no monetary cost to the Council, the Director Regeneration, Economic Development & Environment or Assistant Director – Community Safety, Environment and Regulatory Services or the Head of Development Management is hereby authorised (in consultation with the Chair and upon the advice of the Head of Governance) to enter into a legal agreement(s) (deed of variation) made under Sections 106 and/or 106A of the Town and Country Planning Act 1990 and or other appropriate legislation.

If planning permission is refused, the Director Regeneration, Economic Development & Environment or Assistant Director – Community Safety, Environment and Regulatory Services or the Head of Development Management (in consultation with the Chair) is hereby authorised to approve any further application for planning permission or listed building consent validated within 12 months of the date of refusal of either application, provided that it (a) duplicates the earlier application, and (b) that there has not been any material change in circumstances in the relevant planning considerations, and (c) that a satisfactory legal agreement or unilateral undertaking securing the obligations set out in the report is completed within any specified period of time:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
   Reason: To accord with the provisions of Section 92 (1) of the Town and Country Planning Act 1990.

2. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details
   Reason. In order that the Council may be satisfied as to the details of the development in the interests of the visual amenity of the area and to satisfy the requirements of policies CC1 and CC2 of the adopted Local Plan.

3. The proposed development shall be carried out in all respects in accordance with the proposals contained in the application and the plans submitted (Site Location Plan, 01A, 1127-103, 1127-104 and 1127-105 received on 25 February 2016, 1127-101 rev A and 1127 – 102 rev A received on 13 June 2016, 1127 – 109 rev A received on 16 June 2016 and 1127-106 rev B, 1127 – 107 rev B and 1127-108 rev B received on 20
June 2016) therewith and approved by the Local Planning Authority, or as shall have been otherwise agreed in writing by the Local Planning Authority before the building is used.

Reason. To ensure the development is carried out in accordance with the planning permission.

4. Prior to the occupation of the units hereby approved a scheme shall be submitted to and approved in writing by the Local Planning Authority providing details of screening to be installed to balconies to restrict overlooking. The proposal shall be implemented in accordance with the approved scheme and prior to first occupation of the units.

Reason: To prevent overlooking of the nearby premises

5. The use hereby permitted shall not be begun until details of the arrangements for storing of waste and recycled materials have been submitted to and approved by the Local Planning Authority. The arrangements for storing waste and recycled materials shall not be carried out otherwise than in accordance with any approval given and shall be completed before any part of the accommodation hereby permitted is occupied.

Reason: To safeguard the amenities of the area and in accordance with policies CC1, CC2 (New Development) and EQ7 and WLWP (Recycling Facilities in New Developments) of the adopted Local Plan

6. Prior to first occupation of the units hereby approved full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include (proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing material; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (eg drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant). Soft landscape works shall include (planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme)

Reason In the interest of biodiversity, sustainability, and to ensure
that a satisfactory standard of visual amenity is provided and maintained in accordance with policy CC1, CC2 (New Development) of the adopted Local Plan.

7. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied or in accordance with a timetable agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To safeguard the visual amenities of the locality and privacy of adjoining properties in accordance with policy CC1, CC2 (New Development) of the adopted Local Plan.

8. Prior to first occupation of the units hereby approved the following details shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented prior to first occupation of the site:

- Cycle parking
- A Car Park Layout Plan
- Vehicle Charging Points

Reason: To ensure the scheme does not give rise to highway safety concerns and accords with the aims and objectives of the Council's sustainable transport agenda in accordance with policy EC2 of the Local Plan.

9. "Before the development hereby permitted commences:

a. A contaminated land Phase 1 desk study report shall be submitted to, and approved in writing by the Local Planning Authority. Should the Phase 1 report recommend that a Phase 2 site investigation is required, then this shall be carried out and submitted to, and approved in writing by the Local Planning Authority. The site shall be investigated by a competent person to identify the extent and nature of contamination. The report should include a tiered risk assessment of the contamination based on the proposed end use of the site. Additional investigation may be required where it is deemed necessary.

b. If required, a scheme for decontamination of the site shall be submitted to the Local Planning Authority, for written approval. The scheme shall account for any comments made by the Local Planning Authority.
Authority before the development hereby permitted is first occupied.

During the course of the development:

c. The Local Planning Authority shall be notified immediately if additional contamination is discovered during the course of the development. A competent person shall assess the additional contamination, and shall submit appropriate amendments to the scheme for decontamination in writing to the Local Planning Authority for approval before any work on that aspect of development continues.

Before the development is first brought into use:

d. The agreed scheme for decontamination referred to in clauses b) and c) above, including amendments, shall be fully implemented and a written validation (closure) report submitted to the Local Planning Authority for approval.

Reason: Contamination is known or suspected on the site due to a former land use. The Local Planning Authority (LPA) therefore wishes to ensure that the development can be implemented and occupied with adequate regard for public and environmental safety in accordance with policy EQ8 of the adopted Local Plan.

Supporting notes:

a. An initial phase 1 desk study must be submitted with the original application and will include the aims and objectives, data collection, site reconnaissance (walk over survey), and development of the initial Conceptual Model (CM), which identifies all potential pollutant linkages on the site. The report should also make recommendations for the further gathering of information and or intrusive investigation. The full site investigation must include intrusive testing for soil and groundwater contamination, soil gasses, and leachate. The investigation shall be carried out at such points and at such depths as the LPA may stipulate. Risk assessments must adhere to current UK guidance and best practice.

b. The scheme for decontamination shall provide details of how each potential pollutant linkage, as identified in the conceptual model, will be made safe.

c. In some instances the LPA may require work on site to be ceased whilst the nature of additional contamination is investigated.
fully.

d. The validation report shall revisit the site conceptual model, and provide evidence that each aspect of the decontamination scheme was carried out correctly and successfully. This report shall prove that the development is suitable for its new use.

e. We request that site investigation reports or site plans be sent electronically to landquality@hounslow.gov.uk or by post on a cd or dvd wherever possible

11. No development shall take place until a Construction Environmental Management Plan covering both the demolition and construction stages has been submitted to and approved in writing by the Local Planning Authority. The plan shall cover:

1. Parking of vehicles of site operatives and visitors;
2. Pedestrian and cyclist protection;
3. Proposed temporary traffic restrictions;
4. Arrangements for turning vehicles;
5. The routeing of vehicles to the site, access and egress arrangements and waiting areas;
6. Safety measures and strategy to segregate school pupils and construction vehicle route to minimise risks of conflicts during its construction phase
7. Boundary treatment and measures to ensure they are maintained in a secure and tidy condition;
8. The contractor's compound;
9. Noise Mitigation measures in accordance with best practice as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites (to be used to minimise noise disturbance from construction works).
10. Either an undertaking to operate during all phases of demolition and construction a considerate contractor scheme in accordance with the Considerate Constructors' Scheme Code of Considerate Practice (see http://www.ccscheme.org.uk/index.php/company-registration/how-to-be-very-considerate/company-code-of-considerate-practice or such other methods for achieving these objectives the details of which shall first have been submitted to and approved in writing by the local planning authority;

All work on site shall be carried out in accordance with the approved details.

Reason: To protect neighbours' living conditions and road safety in accordance with adopted development plan polices CC1, CC2, EQ5, EQ7 and EC2.
12. A Construction Logistics Plan shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of development. The development shall be carried out in accordance with the approved details.

Reason. In order that the Local Planning Authority may be satisfied as to the details of the development and to ensure that parking spaces are available in accordance with policies CC1, CC2, and EC2 of the adopted Local Plan.

13. No development shall take place until details of wheelchair accessible rooms have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure flexible, accessible and adaptable homes appropriate and changing needs, in accordance with Policy 3.8 of the London Plan. It is necessary for the information to be submitted prior to commencement of development as it will be integral to the construction of the units.

14. The development shall be implemented in accordance with the approved Energy Strategy and shall not commence above ground until full Design Stage calculations under the Standard Assessment Procedure have been submitted to and approved in writing by the Local planning Authority to show that the development will be constructed in accordance with the approved Energy Strategy, and any subsequent approved revisions.

Prior to first occupation of the building(s) evidence (e.g. photographs, installation contracts and As-Built certificates under the Standard Assessment Procedure should be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with the approved Energy Strategy, and any subsequent approved revisions.

Reason: To ensure that the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan Policy 5.2 and the London Borough of Hounslow Local Plan Policy EQ1.

15. The development hereby permitted shall not commence until a finalised design specification for the proposed solar photovoltaic system has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan Policy 5.2 and the London Borough of Hounslow Local Plan Policy EQ1.
16. Prior to first occupation of the building(s) evidence (schedule of fittings and manufactures literature) should be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with the approved internal water use calculations.

Reason: in order to protect and conserve water supplies and resources in accordance with London Plan Policy 5.15 and the London Borough of Hounslow Local Plan Policy EQ2.

17. (1) No development shall take place until details have been submitted to and approved by the Local Planning Authority that:
- At least three of the key elements of the building envelope (external walls, windows roof, upper floor slabs, internal walls, floor finishes/coverings) are to achieve a rating of A+ to D in the Building Research Establishment (BRE) The Green Guide of specification.
- At least 50% of timber and timber products are to be sourced from accredited Forest Stewardship Council (FSC) or Programme for the Endorsement of Forestry Certification (PEFC) scheme.
- No construction or insulation materials are to be used which will release toxins into the internal and external environment, including those that deplete stratospheric ozone.

(2) The building(s) shall not be occupied until evidence (e.g. photographs and copies of installation contracts) has been submitted to the Local Planning Authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved details.

Reason: in order to ensure that the development has an acceptable level of sustainably sourced materials in accordance with London Plan Policy 5.3 and the London Borough of Hounslow Local Plan Policy EQ2.

Informatives:

1. Approved in accordance with pre – application advice

2. A S106 agreement is attached to this scheme.