



Supplementary Planning Document
September 2006

**London Borough of Richmond
upon Thames**

**FRONT GARDEN AND
OTHER OFF STREET
PARKING STANDARDS**



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1 Introduction

1.1. Richmond upon Thames is one of London's most attractive Boroughs with many buildings being listed or located in conservation areas, which impose design constraints. High priority is placed on the street-scene and preservation of the Borough's unique character. Parking in front gardens can impact on the appearance of an area and the Council is keen that this is done in the best possible way. This document provides detailed advice on the legal and design issues when creating a parking area in your front garden and access to it from the highway.

1.2. This document is in line with Government Guidance, The London Plan, the Borough's Transport Strategy and the Unitary Development Plan 2005. This document is a "Supplementary Planning Document" to the UDP and will be taken as a "material consideration" when considering planning applications.

2 Front Garden Parking

Taking account of the street-scene:

2.1. The London Borough of Richmond upon Thames is primarily residential in character and enjoys a high standard of environment, which the Council seeks to maintain and improve. The increase in population and car ownership in general has resulted in more and more vehicles needing to find a parking space. Parking presents difficulties in many residential areas of the Borough, particularly where houses are not able to have garages and can be especially inconvenient where there is insufficient on and off street parking leading to increased demand for front garden parking.

2.2 The space between the road and the buildings fronting it is an important part of the environment, which can be seriously affected by the introduction of front garden parking. This can be especially intrusive in front of modest terraced housing, Listed Buildings, Buildings of Townscape Merit and in Conservation Areas. As the traditional front garden is replaced by hard surfaces and parked vehicles, the harmony and continuity of the street frontage is interrupted, and enjoyment of the buildings themselves can suffer as well as resulting in a reduction of wildlife habitats and permeable surfaces.

2.3 It is therefore important that front garden parking, in the limited cases where it would be acceptable in principle, should be designed to cause minimum intrusion and harm. With a little thought the visual impact of such parking and the adverse effect on wildlife can be reduced, whilst still blending in more satisfactorily with the neighbourhood, often without involving extra work or cost, as in figure 1. Caravans, boats and other vehicles, which are larger than a private car, should not be parked in front gardens.



Figure 1.

Planning Permission:

2.4. In many cases alterations to front gardens fall within the terms of 'permitted development', in which case planning approval is not required and therefore the Council has little or no control over the creation of forecourt parking. However, planning permission from the Local Authority is required in the following cases:

1. If a vehicle crossover and hard-standing is proposed to be created from a Classified Road (a list of roads is available in Appendix 2) A separate application to the Highway Authority for the construction of the crossover will be required **after** planning permission has been granted. **(There are separate costs involved for each application, see Appendix 4).**
2. If the property is not a single family house ie flats, bed-sits or commercial uses, and car parking is proposed in the front garden.
3. If the property is a listed building, the boundary wall and other structures within the curtilage may also be listed. Listed building consent will be required for any works or alterations affecting the character of the building.

4. If the property is within a conservation area, consent will be required for the substantial demolition of any structure exceeding 115m³ and the demolition of the whole of the front boundary walls, fences and railings or any continuation of these, over 1.0m in height.

5. If the proposals affect any trees, especially those with a Tree Preservation Order, in a Conservation Area or trees on the public highway the advice of the Council's Arboricultural Section must be sought prior to the commencement of any works.

6. If a boundary wall, railings, fence or trellis over 1.0m in height is to be erected adjacent to a highway or 2.0m elsewhere.

2.5. In conservation areas the Council is able to restrict permitted development rights which normally benefit dwelling-houses by making Article 4(2) Directions. These directions are made where they are considered necessary to preserve the character of the conservation areas to which they relate and prohibit most development to the front elevations and front gardens of houses without an express grant of planning permission. A number of these directions have been made and their provisions normally include a restriction on the demolition of front boundary walls and fences with the consequence that parking cannot take place if access is otherwise unavailable. It should be noted that such a direction cannot remove parking facilities which pre-date it.

Whether or not planning permission is required the following design principles should be taken into account:

Design Principles:

2.6 The Richmond upon Thames Supplementary Planning Document on Design Quality states:

'the Borough is valued not only for the design of it's buildings but also the spaces in between, including the public realm and private gardens and spaces'

while the Borough's Public Space Design Guide states:

'putting quality first, in terms of design and materials, we are committed to preserving the special character of the different places that make up our borough'.

Fundamental to both documents is that the materials used enhance rather than detract from the street scene and together with appropriate planting and landscaping, add to the visual experience of residents and visitors as well improving the built and natural environment.

Overall Aims:

2.7. The general aim of any design for parking in front gardens should be to maintain as much sense of enclosure as is practical through the retention, where possible, of existing walls, fences, railings or hedging, the minimization of hard, impermeable surfacing and the provision of gates and generous planting. If this can be achieved, the appearance and character of the street will be maintained and the negative visual impact of additional hard surfaces will be diminished.

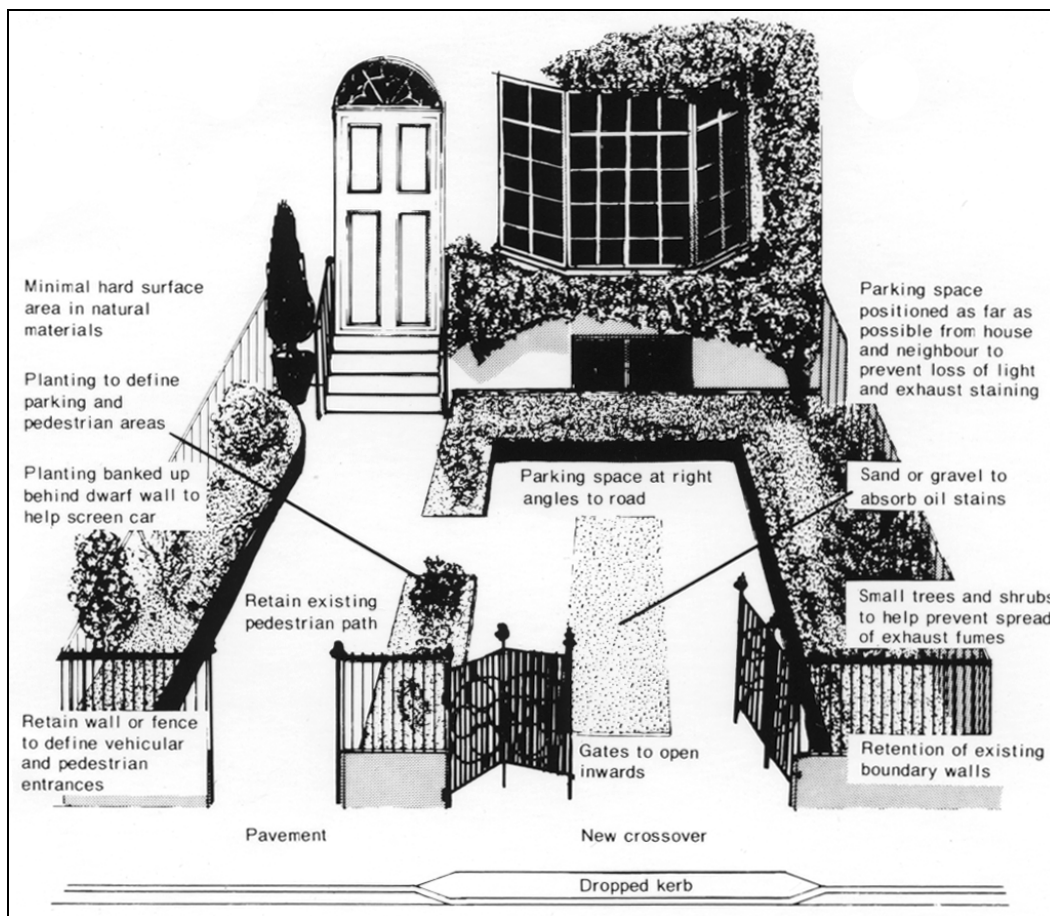


Figure 2.

Figure 2, shows a parking configuration, which maintains existing planting/walls/railings and provides additional planting and gates in keeping with the locality.

Materials and landscaping in the front garden:

The following guidelines will generally be applicable although each case will be looked at on its own merits and problems and solutions will vary from site to site:

2.8 Native planting should be used wherever possible to encourage wildlife habitats and existing habitats should, as far as practicable, not be disturbed. Paving over of the whole front garden should be avoided if possible. A list of suitable species of plants is provided in Appendix 1.

2.9 The sub-base and finished surface should be laid at a slight gradient and be of a permeable material, to allow the satisfactory drainage and absorption of rainwater. Water should not be allowed to drain from the property onto the footway therefore either a length of drain or soak-away may be required at the site boundary to prevent this or a connection to a surface water sewer with the agreement of the Water Authority.

2.10 A bed of loose gravel sited in the centre of the parking space could be provided to help with the disbursement of oil and a 'lip' should be provided around the gravel 'pit' or at the property boundary to prevent spillage onto the public highway.

2.11 A separate pedestrian footpath should be allowed for, as well as an area where refuse and re-cycling bins can be stored. Refuse and re-cycling store doors should not open out into the parking area. A parked car will prevent collection of the bins if doors cannot be opened sufficiently wide.

2.12 When choosing materials for use in the front garden, regard should be had to the colours and textures of the house and the character of its surroundings. Where forecourts adjoin, a joint approach or at least a choice of similar materials would be preferred. In general traditional materials such as brick or stone are preferred as they weather well and mellow to complement existing buildings. This is particularly important where historic buildings and conservation areas are concerned. Small paving units are preferred as large slabs are easily broken. Suitable materials include:

1. Paving bricks

2. York stone slabs or setts (imitation York stone should be avoided as it rarely looks good)
3. Granite or other stone setts or cobbles
4. Concrete paving blocks such as Tegula (strident colours should be avoided)
5. Gravel needs to be contained to prevent spillage onto the footway and planted areas. Less graded aggregates such as Bredon gravel can be compacted by rolling.
6. Open blocks or other paving products that allow grass to grow through. Asphalt and concrete should be avoided where possible.
(All the above materials should be laid on sand or granular material, which is permeable to aid drainage)

2.13 Where an opening has to be made in an existing wall, railing or fence, it should be made good at both ends to match existing materials and details, such as timber posts and piers. Where possible inward opening gates should be provided and visibility splays to the footway will be a requirement. These are discussed in Section 3, Vehicle Crossovers. In order to meet visibility splay requirements, it may be necessary to recess a gateway and/or splay a boundary wall or fence.

2.14 It should be noted that existing crossovers do not set a precedent for the provision of new crossovers in a street however, where a crossover is approved it will be constructed as per the Public Space Design Guide.

2.15 The amount of hard, impermeable surface used for parking and the width of the vehicle entrance should be kept to a minimum, generally 2.4m will allow a car to access a site and should always attempt to avoid disturbance to existing trees or significant established plants or hedges. The use of permeable materials is particularly important in areas that are prone to flooding or within a designated flood risk area.

2.16 Where a crossover application is successful but the public footway is narrow (1.4m or less), the crossover will be constructed across the whole width of the footway so as to minimize inconvenience to pedestrians.

* A crossover is the dropping of the footway kerb, to the same level as the adjacent carriageway for a short length to allow a vehicle to access the front garden of a property.

3 Vehicle Crossovers

How to apply for your crossover:

Highway Authority Permission:

3.1 **If your property is not on a Classified Road**, an application should be made directly to the Highway Authority for the construction of the crossover. The crossover will be considered against the requirements of this document. There will be an administration fee charged as well as a charge for the construction of the crossover if the application is approved.

If an application is refused the applicant has the right of appeal to the Highway Authority. The administration fee is not refundable in this case.

The following is a link to the Crossover Application Form on the Council Website <http://www.richmond.gov.uk/crossoverapplicationform.doc>

It should be noted that construction of the crossover will be carried out by the Council's appointed contractor.

For more information contact Highways Management Customer Services on **020 8891 7083**

Planning Permission:

3.2 Planning permission will be required for a new vehicular access onto a Classified Road and where changes to boundary walls etc are made as outlined in this document.

For more information on the cost of a planning application and/or to verify that your proposals will require planning permission please ring The Contact Centre on 08456 122 660

The following is a link to the Planning Application Forms on the Council Website

http://www.richmond.gov.uk/home/environment/planning/planning_applications/making_your_planning_application/planning_and_building_application_forms.htm

Once planning permission has been granted an application must be made to the **Highway Authority** for approval of the crossover as per paragraph 3.1 above.

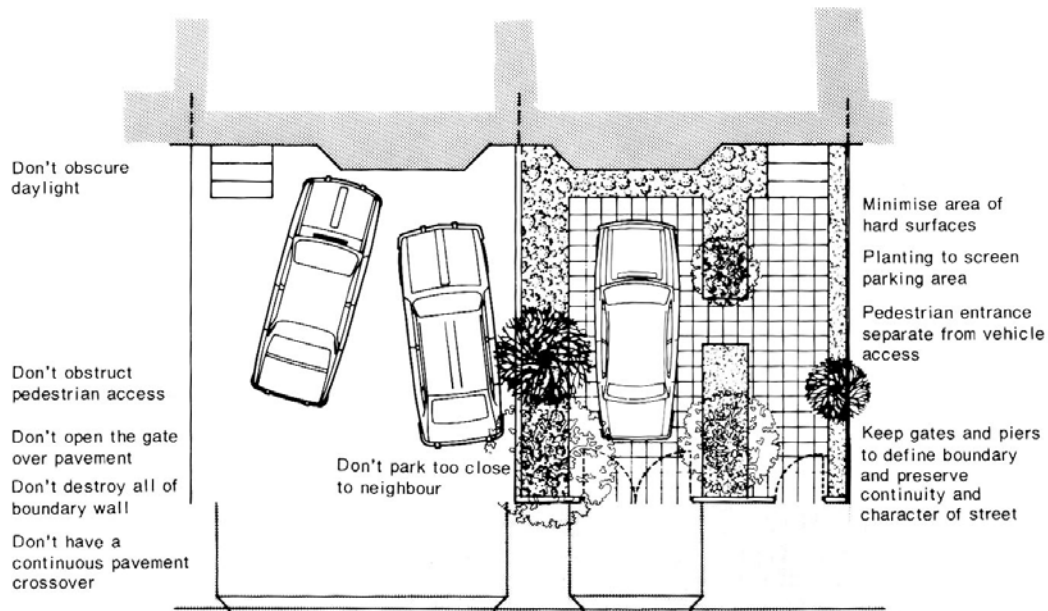
Single, front garden parking spaces:

When constructing a vehicle crossover the Highway Authority will have regard to the safety and convenience of other highway users and the standards required for the provision of a crossover to a property. These standards are set out below and have been formulated using Design Bulletin 32: Residential Roads and Footpaths as a basis and also having regard to the street scene requirements outlined in section 2 above.

3.3. On non-classified roads, the front garden must be able to accommodate a car parked at 90° to the footway and the car-standing area must be a minimum size of 2.4m wide and 4.8m long see Figure 3,. The parking space should not be sited in front of the main door to the house, although it may be acceptable where a minimum of 1.0m can be provided between the parking area and the front door and the parking area and any bay window. This will maintain access to the building for all pedestrians, people with disabilities and in case of emergencies. The size of the parking space will allow most vehicles to be parked without overhanging the footway. If gates are to be used they must not open outwards if they would obstruct the footway and this may require a longer space unless sliding or folding gates are used see Figure 3.

3.4 Where the front garden slopes, a crossover will not be provided where the gradient of the garden is greater than 1:10.

3.5. For classified roads within the Borough, a vehicle crossover to a front garden will only normally be approved if it can be demonstrated that a vehicle can enter and leave the site in forward gear. This is because classified roads are heavily trafficked, support cycle and bus routes and therefore are also prone to heavy pedestrian traffic. Turning on site will avoid vehicles being reversed onto these busy roads, creating a road safety hazard. While each application will be considered on its own merits, a front garden turning area of 8.0 x 10.0m is desirable for single dwellings. The use of turntables within front gardens to enable a vehicle to turn on site may be acceptable in some cases and planning permission is required prior to construction, both for the turntable, the boundary access opening and vehicular crossover to a classified highway.



“Do’s and don’ts”

Figure 3.

Visibility and Sightlines:

3.6 Visibility splays must be provided in accordance with national guidelines as described in Design Bulletin 32 or any succeeding document. As a minimum, pedestrian sightlines of 2.1m x 2.4m, as shown in Fig 4, will be required at a property boundary with the public highway. Boundary treatment and landscaping within pedestrian and vehicle sightline envelopes, should not normally exceed 0.6m in height, although a 0.6m wall with railings above may be acceptable. This will ensure that pedestrian and vehicular sightlines are unimpeded, so enabling safe entry and exit from a property.

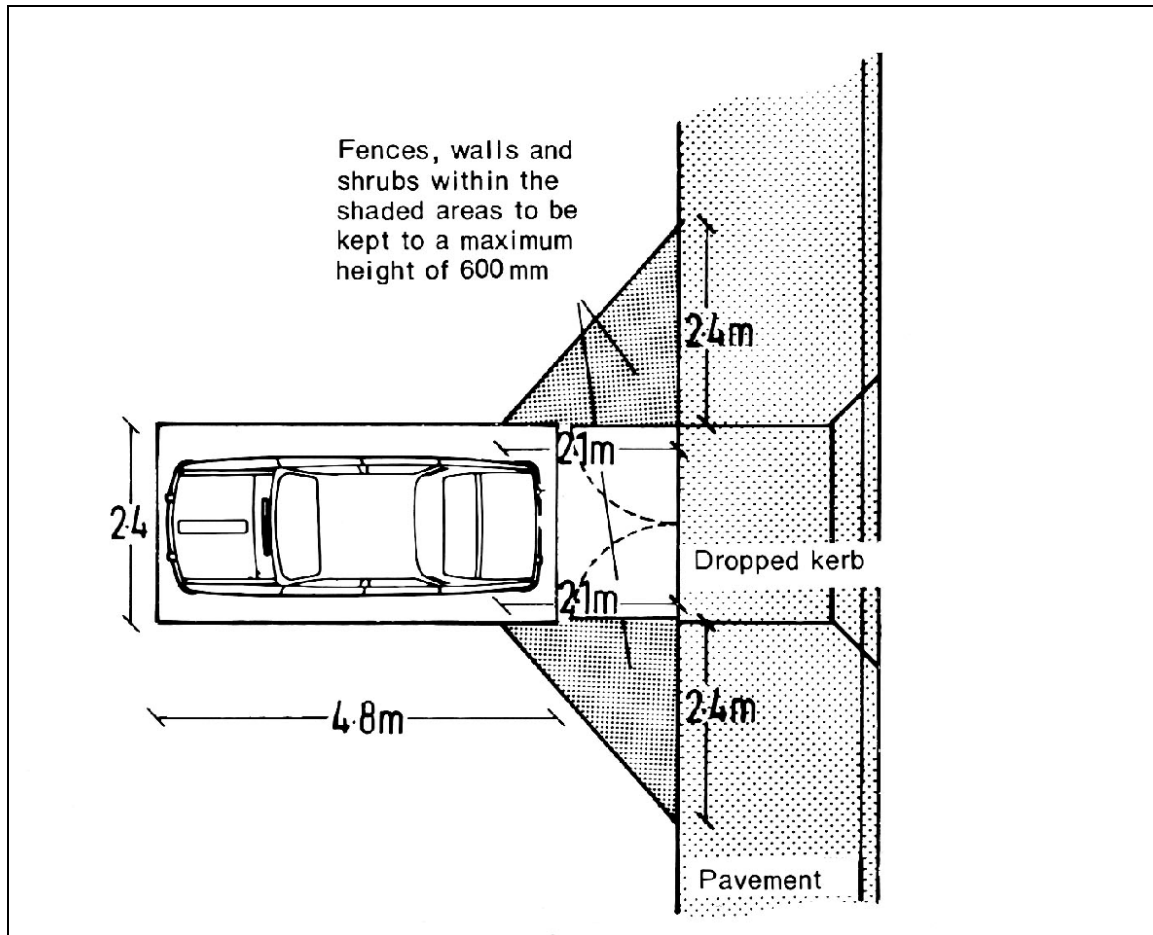


Figure 4.

Requirements for crossover provision:

3.7. Crossovers will not be constructed within 10.0m of a road junction (measured from the edge of the kerb). Road safety is compromised by the proximity of a private vehicle access to a road junction, including opposite a junction, as it will generate conflicting traffic movements. A vehicle's turning movements into a private drive could be misinterpreted by other drivers or pedestrians, and could lead to an increase in accidents.

3.8. Only one vehicle crossover will normally be allowed per property. Provision of a second crossover will be considered only when exceptional circumstances can be demonstrated due to the age/appearance of the property, a disabled driver living at the property or it is in the interest of public safety. Multiple crossovers cause hazards to pedestrian road users, particularly vulnerable groups such as the elderly, disabled and children. They are also detrimental to the street-scene where they result in all or most of the front garden being made into hard-standing.

3.9 Crossovers will not be constructed within the lines of a bus cage or within 10.0m of a bus stop where they would be likely to interfere with buses stopping to pick up/set down passengers. This also takes into account the likelihood of the bus stop being extended to meet the requirements of the Disability Discrimination Act.

3.10 Applications for crossovers within the zig-zag lines of road crossings and school keep clear markings will not be agreed to, as they cause hazards close to where a high number of vulnerable pedestrians may be expected to congregate.

3.11 Approval for a vehicle crossover will not normally be given where its construction requires a part of a grass verge (the verge being 1.0m in width or more), to be removed. The removal of part of the verge will have an adverse effect on the street-scene and visual amenity of the road.

3.12. Normally, a single crossover will be provided at a width of 2.4m with 0.5m ramps on either side. The maximum width of a crossover (flat section) allowed will not exceed 3.5m. This is considered suitable to enable two vehicles to park on a forecourt, given that the additional 0.5m ramped sections either side will give an overall crossover width of 4.5m. This will standardise the size of accesses, avoid large lengths of footway being made over to crossovers and minimise their visual impact on the street-scene.

3.13. White lines to mark crossovers will not be provided and where removed as part of highway maintenance, will not be reinstated. White lines are un-enforceable and have now been superseded by powers under the 8th Local Authorities Act, which allows a 'penalty charge notice' to be issued to vehicles parked across or obstructing a vehicle access. White lines are also detrimental to the visual impact of the crossover and can dilute the impact of other essential lines.

3.14 Where a property has the benefit of garage at the front or rear of the property, a second crossover will not be approved if the garage is accessed directly from the public highway for the reasons given in 3.11 above. A crossover can be provided at another location if the existing crossover is reinstated to footway. The applicant will be asked to fund both the reinstatement and the new crossover in these cases.

3.15. In many areas of the Borough on street parking is in short supply either due to lack of off street parking availability or reduced on street space and capacity because of narrow roads or existing accesses. Provision of a crossover, in an already heavily parked area**, demonstrated through surveys and permit sales/parking availability, either in or out of a Controlled Parking Zone where on street parking will be lost, will not normally be agreed to unless exceptional circumstances can be demonstrated. This will maximise the benefit to all residents and their visitors by maintaining access to and maximising the available on street parking.

3.16. Where a new development is built as a row of houses on a plot of land adjacent to a publicly maintained footway and vehicle accesses are required, these will be paired to a maximum width of 4.8m flat section. Between each pair a 5.0m gap/footway width must be provided, which will allow a safe area for:

- pedestrians to stand whilst waiting for manoeuvring vehicles
- locating street furniture and utility boxes
- maintaining a useable on street parking space.

These crossovers will not normally be considered for extension to 3.5m (flat section) unless exceptional circumstances can be demonstrated, so as to maintain the quality of the street-scene, on street parking availability and sufficient footway areas for pedestrians and utility access.

3.17. Where a crossover is required to be provided for a new garage directly from a footway, the garage must be set back 5.0m from the boundary of the footway with the site, so that a vehicle can pull off the road. This will prevent obstruction of the road or footway while the garage doors are opening. The sightline requirements for garages and the provision of gates remain as previously set out in this document. Dimensions for new or re-built garages are 2.75m x 5.5m. The measurements are clear internal dimensions and will allow most vehicles to park and the doors to open sufficiently for passengers to alight.

*for the purposes of this document heavily parked is where 90% of the available kerbside parking space is already used for vehicle parking

3.18. For crossover provision to a single or two underground parking spaces accessed directly from a footway, a minimum level standing area (maximum gradient 1:20) of 3.0m within the site, adjacent to the footway is required. This will enable a vehicle to achieve the required sightlines before emerging onto the footway and road.

3.19. Footway crossovers grouped together for more than 2 vehicles in a row, will not be permitted on publicly maintained highways. Sightlines from these spaces are diminished and they present a large area of crossover for pedestrians to negotiate, as well as removing on street parking.

3.20. On estates that have been built with open plan front gardens that have no formal boundaries between them and the gardens form an integral part of the landscaping of the estate, crossovers will be resisted so as to ensure the continuity of appearance of the estate. For avoidance of doubt and as an example of such an estate, photographs are included in appendix 3.

3.21 Where a crossover provision requires the relocation of a lamp column, telegraph pole or utility box, the cost of the relocation will be met by the applicant in all cases.

4 Highway Trees and Verges

Location of street trees:

4.1 Existing street trees are considered an asset and the provision of trees can significantly enhance the street-scene. With such a large number of street trees within the borough, a number of crossover applications will be refused if their construction would either require the tree to be felled or would potentially damage the tree or its roots.

4.2 Where there are street trees, applicants, should ensure that the position of the crossover (including 0.5m taper), will not be within 4 times the circumference of the tree, measured 1.5m above the footway level. Approvals for new crossovers within this zone would only be given if the tree in question is deemed to be dead, dying or dangerous by the Arboricultural Officer. This will avoid damage to a street tree that could bring about its premature death and possibly cause instability of the tree threatening the health and safety of the public.

4.3 Trees can often suffer if the roots are cut which may lead to damage and loss of the structural integrity of the tree, as well as adversely affecting the environment if it is removed. If roots greater than 25 mm in diameter are encountered when constructing the crossover then the Council's Arboricultural Officer may order the work to stop and the footpath replaced. The crossover would then be abandoned and any payments to the Council by the applicant in respect of the actual construction costs (not processing fee) will be refunded. Cutting of roots greater than 25mm can lead to premature death. If roots are left in situ then there is the likelihood that the root will continue to grow and cause damage to the crossover leading to a hazard for pedestrians.

4.4 In exceptional circumstances it may be necessary to remove a street tree. The decision on whether to remove a street tree will be made by the Director of Environment in consultation with the Cabinet Member for Environment. Where a tree is removed the applicant will be asked to fund the planting of an additional tree, the location of which is to be determined by the Director of Environment in consultation with the Arboricultural Officer. This will help to preserve the overall appearance of the street-scene and ensure healthy mature trees are not removed from the street environment.

APPENDIX 1

NAME	COMMON NAME	SOME CHARACTERISTICS & USES
Garden Trees (small to medium trees suited to front garden planting)		
<i>Acer negundo</i> 'Variegatum'	Box Elder	Fast growing, white edged leaves
<i>Acer griseum, rufinerve</i>	Ornamental maples	Peeling /striped bark, autumn colour
<i>Alnus species</i>	Alder	Riverside tree, fast growing
<i>Betula species</i>	Birch	Native, light crown and bark
<i>Gleditsia</i> 'Sunburst'	Gleditsia	Delicate soft yellow foliage
<i>Koelreutheria paniculata</i>	Indian rain tree	Late flowering, yellow flowers
<i>Malus species</i>	Crab	Spring flowers, autumn colour
<i>Prunus species</i>	Cherry, Almond, Plum	Wide variety including native trees
<i>Rhus typhina</i>	Sumach	Leaf shape, autumn colour, very small
<i>Sorbus aucuparia</i>	Mountain Ash	Flowers & berries, autumn colour
Hedges (all species below are native. Hawthorn hedges are particularly attractive to wildlife and may be mixed with other plants such as Field Maple & Holly)		
<i>Acer campstre</i>	Field Maple	Spring & autumn foliage colours
<i>Carpinus betulus</i>	Hornbeam	Retains dead leaves in winter
<i>Crataegus monogyna</i>	Hawthorn	Berries, flowers, wildlife
<i>Fagus sylvatica</i>	Beech	Retains dead leaves in winter
<i>Ilex aquifolium (E)</i>	Holly	Berries, some have variegated leaves
<i>Taxus baccata (E)</i>	Yew	Formal character
Shrubs (a mixture of deciduous and evergreen shrubs is usually most effective)		
<i>Buddleia</i>	Buddleia	Attractive to butterflies, flowers
<i>Choisya ternata (E)</i>	Mexican orange	Spring flowers, aromatic leaves
<i>Cornus</i>	Dogwood	Some have coloured stems, autumn colour
<i>Cotoneaster (E)</i>	Cotoneaster	Berries, vast range of shrubs
<i>Escallonia (E)</i>	Escallonia	Late flowering evergreen
<i>Lavandula (E)</i>	Lavender	Summer flowers, fragrance
<i>Mahonia (E)</i>	Mahonia	Winter flowering evergreen

Shrubs (continued)		
<i>Pinus mugo</i> (E)	Mountain Pine	Shrubby pine, texture 7 contrast
<i>Philadelphus</i>	Mock Orange	Dense fragrant flowers, summer
<i>Rosa</i>	Rose	Vast variety, flowers, good on walls
<i>Viburnum</i> (some E)	Viburnum	Some winter flowering
<i>Vinca</i> (E)	Periwinkle	Useful ground cover, flowers
Wall Plants (suitable for planting against buildings, other walls and fences)		
<i>Ceanothus</i> (E)	Ceanothus	Blue flowers, fast growing
<i>Clematis</i> (some E)	Clematis	Vast flower range
<i>Hedera</i> (S, E)	Ivy*	Wide variety, shade
<i>Hydrangea petiolaris</i> (S)	Climbing Hydrangea	White flowers, shade
<i>Lonicera</i> (some E)	Honeysuckle	Scented flowers
<i>Magnolia grandiflora</i>	Magnolia	Flowers, tree-like form
<i>Parthenocissus</i> (S)	Virginia creeper	Autumn colour
<i>Pyracantha</i> (E)	Firethorn	Flowers, berries
<i>Robinia hispida</i>	Rose Acacia	Pink flowers, spring
<i>Wisteria</i>	Wisteria	Lilac or white flowers
*best avoided on historic buildings and walls		
E = evergreen S = self-clinging climbers		

APPENDIX 2

'A' Classified Roads		
DESCRIPTION	ROAD No.	WARD
BARNES HIGH STREET	A3003	Barnes
BRIDGE STREET	A305	Twickenham Riverside
BROAD STREET	A313	Teddington
CASTELNAU	A306	Barnes
CHURCH ROAD	A3003	Barnes
CHURCH STREET	A311	Hampton
CROSS DEEP	A310	South Twickenham
CROWN ROAD	A3004	St Margaret's and North Twickenham
ETON STREET	A307	South Richmond
FERRY ROAD (Part - Twickenham Road to Kingston Road)	A313	Teddington
GEORGE STREET	A307	South Richmond
HAMPTON COURT ROAD	A308	Hampton
HAMPTON ROAD	A313	Fulwell and Hampton Hill
HAMPTON ROAD	A311	West Twickenham
HAMPTON ROAD EAST	A312	Hampton North
HANWORTH ROAD	A314	Whitton
HEATH ROAD	A305	South Twickenham
HIGH STREET	A310	Hampton Wick
HIGH STREET	A313	Teddington
HIGH STREET (Part - Wellington Road to Church Street)	A311	Fulwell and Hampton Hill
HIGH STREET (Part -Thames St to Church St)	A3008	Hampton
HILL STREET	A307	South Richmond
KEW ROAD	A307	North Richmond and Kew
KING STREET	A305	Twickenham Riverside
KINGSTON BRIDGE	A308	Teddington
KINGSTON ROAD	A310	Hampton Wick
LOWER RICHMOND ROAD	A3003	Mortlake and Barnes Common
MANOR ROAD	A310	Teddington
MORTLAKE HIGH STREET	A3003	Mortlake and Barnes Common

PARADISE ROAD (Part - Eton Street to Sheen Road)	A305	South Richmond
PARADISE ROAD (Part - Eton Street to Red Lion Street)	A307	South Richmond
PARK ROAD (Part - High Street to Bushy Park Entrance)	A309	Teddington
PARK ROAD	A313	Fulwell and Hampton Hill
PETERSHAM ROAD	A307	Ham Petersham and Richmond
RED LION STREET	A307	South Richmond
RICHMOND BRIDGE	A305	Twickenham Riverside and South Richmond
RICHMOND ROAD	A305	Twickenham Riverside
RICHMOND ROAD	A307	Ham Petersham and Richmond
ROCKS LANE	A306	Barnes/Mortlake
SHEEN ROAD (Part - Eton Street to U.R.R.West)	A305	South Richmond
SHEEN ROAD (Part - Eton Street to The Square)	A307	South Richmond
St MARGARET'S ROAD	A3004	North Richmond
STAINES ROAD	A305	West Twickenham
STRAWBERRY VALE	A310	South Twickenham
THAMES STREET	A308	Hampton
THE CAUSEWAY	A3007	Teddington
THE GREEN (Southside)	A311	South Twickenham
THE GREEN (Northside)	A305	South Twickenham
THE QUADRANT	A307	South Richmond
THE SQUARE	A307	South Richmond
THE TERRACE	A3003	Mortlake and Barnes Common
TWICKENHAM ROAD	A310	Teddington
TWICKENHAM ROAD	A305	West Twickenham
UPPER HAM ROAD	A307	Ham Petersham and Richmond
UPPER RICHMOND ROAD WEST (Part - Sheen Road to Clifford Avenue)	A305	East Sheen
UPPER SUNBURY ROAD	A308	Hampton
UPPER TEDDINGTON ROAD	A310	Hampton Wick
UXBRIDGE ROAD	A312	Hampton North
WALDEGRAVE ROAD	A309	Teddington
WELLINGTON ROAD	A311	Fulwell and Hampton Hill



YORK STREET	A305	Twickenham Riverside
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'B' Classified Roads		
DESCRIPTION	ROAD No.	WARD
CHURCH GROVE	B359	Hampton Wick
CHURCH ROAD	B360	Fulwell and Hampton Hill, Teddington
CHURCH ROAD (Part - Mount Ararat Rd to Sheen Rd)	B322	South Richmond
FRIARS STILE ROAD	B322	South Richmond
HAM GATE	B352	Ham, Petersham
HILL RISE	B321	South Richmond
HOSPITAL BRIDGE ROAD	B358	Heathfield
HOUNSLOW ROAD (Part -Kneller Rd to borough boundary)	B361	Whitton
KEW GARDENS ROAD	B353	Kew
KNELLER ROAD	B361	Whitton
LONSDALE ROAD	B350	Barnes
MANOR ROAD	B353	North Richmond
MILL HILL ROAD	B349	Mortlake and Barnes Common
MOUNT ARARAT ROAD (Part - Friars Stile Road to Church Road)	B322	South Richmond
NELSON ROAD (Part - Hanworth Road to Hospital Bridge Road)	B358	Heathfield
PARK ROAD (Part - Church Grove to Sandy Lane)	B358	Hampton Wick
PARK ROAD (Part - Bushy Park Entrance to Sandy Lane)	B358	Teddington
QUEENS RIDE	B306	Mortlake and Barnes Common
QUEENS ROAD	B353	South Richmond
QUEENS ROAD	B358	Teddington
RICHMOND HILL	B321	Ham, Petersham
SANDY LANE	B358	Teddington
SANDYCOMBE ROAD	B353	Kew
SHACKLEGATE LANE (Part - Church Road to Waldegrave Road)	B360	Fulwell and Hampton Hill
SHEEN LANE	B351	East Sheen
SIXTH CROSS ROAD	B358	West Twickenham
SOUTH ROAD	B358	South Twickenham
STANLEY ROAD (Part - South Road to Broad Street)	B358	Fulwell and Hampton Hill
STAR AND GARTER HILL	B353	Ham, Petersham



STATION ROAD	B349	Mortlake and Barnes Common
WHITTON ROAD	B361	Whitton

'C' Classified Roads Un-numbered	
DESCRIPTION	WARD
BROAD LANE (Part - Oak Avenue to Uxbridge Road)	Hampton
CHURCH ROAD ((Part - Sheen Road to Kew Road)	South Richmond
CHURCH TERRACE (Part - Red Lion Street to Wakefield Road)	South Richmond
CROMWELL ROAD	Hampton Wick
FIFTH CROSS ROAD	West Twickenham
FULWELL ROAD	Fulwell and Hampton Hill
GLOUCESTER ROAD	Hampton
HANWORTH ROAD	Hampton North
HIGH PARK ROAD	Kew
HIGH STREET	Whitton
HOUNSLOW ROAD (Part -Kneller Road to Nelson Road)	Whitton
JUBILEE AVENUE	Heathfield
KINGSTON LANE (Part - Cromwell Rd to Kingston Rd)	Hampton Wick
LEWIS ROAD	South Richmond
LEYBORNE PARK	Kew
LICHFIELD ROAD	Kew
LOWER SUNBURY ROAD	Hampton
MEADWAY	West Twickenham
NELSON ROAD (Part - Hospital Bridge Road to Warren Road)	Whitton
OAK AVENUE	Hampton North
PERCY ROAD	Heathfield
PERCY ROAD	Hampton
POPES AVENUE (Part Vicarage Road to Popes Grove)	South Twickenham
POPES GROVE	South Twickenham
POWDER MILL LANE	Heathfield
PRIESTS BRIDGE	Mortlake & Barnes Common
SHACKLEGATE LANE (Part - Church Road to Stanley Road)	Fulwell and Hampton Hill
STATION APPROACH	Kew
STATION PARADE	Kew

STATION ROAD	Hampton
STATION ROAD	Teddington
TUDOR ROAD (Part - Wensleydale Road to Station Road)	Hampton
VICARAGE ROAD	South Twickenham
WAKEFIELD ROAD	South Richmond
WARREN ROAD	Whitton
WENSLEYDALE ROAD (Part - Gloucester Road to Tudor Road)	Hampton
WHITE HART LANE	Mortlake & Barnes Common

APPENDIX 3

Cadogan Close, Teddington



Planting and landscaping of the front gardens is an integral part of the estate and should be maintained.



APPENDIX 4

Table 1: Appraisal of SPD against Draft SA objectives (Objectives taken from the Draft Sustainability Appraisal Scoping Report)		
		impact of SPD
E N V I R O N M E N T A L	1) To promote sustainable waste management, including reducing waste and waste disposal, promoting recovery, reuse and recycling.	=
	2) To make the most efficient use of land and to reduce contamination and safeguard soil quantity and quality.	=
	3) Reduce air and noise pollution, including greenhouse gases, and ensure air quality improves.	=
	4) Minimise congestion and pollution by reducing the need to travel, encourage alternatives to the car and making best use of existing transport infrastructure.	=
	5) To maintain or where possible improve water quality, conserve water and reduce the risk of and from flooding.	=
	6) To promote sustainable energy use through reduced energy use, improved energy efficiency and increased use of renewable energy.	=
	7) Conserve and enhance biodiversity avoiding irreversible losses, through responsible management of key wildlife sites connecting and other areas.	+
	8) Promote high quality places, spaces and buildings & conserve and enhance the landscape and townscape character of the borough including historical features for the benefit of both residents and visitors	+
	9) to make best use of previously developed land and existing buildings, encouraging sustainable construction practices	=
S O C I A L	10) to provide new housing opportunities and sufficient affordable housing that meets local needs.	=
	11) to create and maintain safer, more secure and more cohesive communities.	=
	12) To facilitate the improved health and well-being of the population, including enabling people to stay independent and ensuring access to those health, education, sport, leisure and recreation facilities and services that are required.	=
E C O N O M I C	13) To increase the vitality and viability of existing town centres, local centres and parades.	=
	14) To promote and encourage a buoyant and diverse economy that will provide sustainable economic growth.	=
	15) provide appropriate commercial development opportunities to meet the needs of the local and sub-regional economy.	=

key to potential impacts:

+ positive

=

neutral or no impact

+/- both positive & negative impacts