

Supplementary Planning Document

Friars Lane Car Park Planning Brief

Adopted February 2006



**If you need this leaflet in Braille,
large print, audio tape,
or another language,
please contact us on
020 8891 7322
or minicom 020 8831 6001**

Nese keni veshtersi per te kuptuar kete botim, ju lutemi
ejani ne recepcionin ne adresen e shenuar me poshte ku ne
mund te organizojme perkthime nepermjet telefonit.

Albanian

إذا كانت لديك صعوبة في فهم هذا المنشور، فنرجو زيارة الإستقبال في
العنوان المعطى أدناه حيث بإمكاننا أن نرتب لخدمة ترجمة شفوية
هاتفية.

Arabic

এই প্রকাশনার অর্থ বুঝতে পারায় যদি আপনার কোন সমস্যা হয়, নিচে দেওয়া
ঠিকানায় রিসেপশন-এ চলে আসুন যেখানে আমরা আপনাকে টেলিফোনে দোভাষীর
সেবা প্রদানের ব্যবস্থা করতে পারবো।

Bengali

اگر در فهمیدن این نشریه مشکلی دارید لطفاً به میز پذیرش
در آدرس قید شده در زیر مراجعه نمایید تا ترتیب ترجمه
تلفنی برایتان فراهم آورده شود:

Farsi

જો તમને આ પુસ્તિકાની વિગતો સમજવામાં મુશ્કેલી પડતી હોય તો, કૃપયા
નીચે જણાવેલ સ્થળના રિસેપ્શન પર આવો, જ્યાં અમે ટેલિફોન પર ગુજ
રાતીમાં ઇન્ટરપ્રિટીંગ સેવાની ગોઠવણ કરી આપીશું.

Gujarati

ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਪਰਚੇ ਨੂੰ ਸਮਝਣ ਵਿਚ ਮੁਸ਼ਕਲ ਪੇਸ਼ ਆਉਂਦੀ ਹੈ ਤਾਂ ਹੇਠਾਂ
ਦਿੱਤੇ ਗਏ ਪਤੇ ਉੱਪਰ ਰਿਸੈਪਸ਼ਨ 'ਤੇ ਆਓ ਜਿੱਥੇ ਅਸੀਂ ਟੈਲੀਫੋਨ ਤੇ ਗੱਲਬਾਤ
ਕਰਨ ਲਈ ਇੰਟਰਪ੍ਰਿਟਰ ਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

Punjabi

پہا کو اس اشاعت کو سمجھنے میں کوئی مشکل ہے تو، براہ کرم نیچے دیئے ہوئے ایڈریس کے استقبال پر جا کر ملیئے، جہاں
پہا کیلئے ٹیلیفون انٹرپریٹنگ سروس (ٹیلیفون پر ترجمانی کی سروس) کا انتظام کر سکتے ہیں۔

Urdu

Policy & Design Section
Environment Directorate
London Borough of Richmond upon Thames
Civic Centre
44 York Street
Twickenham
Middlesex TW1 3BZ

Telephone 020 8891 7322

Fax 020 8891 7768

Website www.richmond.gov.uk



CONTENTS

- 1.0 INTRODUCTION
- 2.0 ANALYSIS OF SITE AND SURROUNDINGS
- 3.0 PLANNING POLICY FRAMEWORK
- 4.0 SITE STRATEGY
- 5.0 PLANNING APPLICATION DETAILS
- 6.0 SUSTAINABILITY APPRAISAL

APPENDICES

- 1. Location plan
- 2. Plan of Site & Surroundings

1 INTRODUCTION

1.1 The site is owned by the Council and is allocated in the Unitary Development Plan First Review (UDP) for housing - Proposal Site R4. This Planning Brief provides further guidelines for the future development of this site, in line with the UDP proposal site description.

No	SITE	PROPOSAL	JUSTIFICATION
R4	FRIARS LANE CAR PARK	HOUSING	Sufficient parking elsewhere in town, redevelopment for residential use will enhance the conservation area and improve the amenities of residents. Adequate replacement parking spaces for the disabled will be provided on-street at Richmond Green.

1.2 The Council considers that there is the opportunity at the site to deliver an exemplar scheme to meet housing needs in the Borough and showcase the Council's commitment to high quality design.

1.3 The Brief was adopted on 27 February 2006. Following consideration of the responses to the draft, it will be adopted as a Supplementary Planning Document. Any proposal for the Site will be required to have regard to this guidance, which will be a material consideration in determining any planning applications.

2.0 ANALYSIS OF SITE AND SURROUNDINGS

2.1 This site is in a prominent location close to the historic riverside of Richmond town centre. Within a conservation area, visible from the River Thames and within the Thames Policy Area and surrounded by listed buildings it is a highly sensitive and constrained site. Any redevelopment proposals will have a significant impact on the character and appearance of the surrounding area and will have to be of the highest design quality.

2.2 Historically most of this site was occupied by a large brewery building. This is shown surrounded by residential development on the 1886-93 O S map of Surrey, most of which can still be seen today. The main differences are the replacement of Queensbury Villa with the inter-war Queensbury House development of flats and the infill of some of the open space to the north west of the site at the western end of the Retreat.

2.3 The site has in more recent times been used as a car park. It was accepted by the Inspector at the UDP Inquiry that there are sufficient parking facilities elsewhere in town and that subject to adequate replacement parking spaces for the disabled being provided at Richmond Green its development 'would offer a rare opportunity to enhance the Conservation Area' (IR 11.37).

Site characteristics

2.4 Friars Lane forms the western, and part of the southern boundary of the site. It is an important route connecting Richmond Green with the riverside. It has an area of 1524 sqm. The

topography of the area gently slopes down towards the river and this is an important consideration that any development will need to address.

2.5 Generally properties front onto Friars Lane. Friars Lodge and the properties of Queensberry Place form a consistent building line set back behind shallow front gardens with boundary walls defining the edge to the lane. Queensberry house on the opposite side of Friars Lane to the car park site provides a hard edge enclosing the street space its impact softened by a verge and trees to the boundary. The curve in Friars Lane at the outside corner of this site is an important feature of the local townscape with the gazebo of Queensbury House an important element drawing pedestrians down from the Green of the riverside. The street edge is defined here by the tall brick boundary walls of the rear gardens of the properties fronting the river.

2.6 The site is surrounded on all sides by Grade 2 listed 18th and early 19th century buildings of architectural and historic interest (see annotated map). The character of the area is urban with a generally fine grain of houses on relatively small plots providing a domestic scale. Buildings of 2-2.5 storeys surrounding the site to the north with a generally larger scale of 2-3 storey houses fronting the river to the south. There are a variety of architectural styles but an overall degree of consistency in the use of materials. The great majority of buildings have been built in a brown or yellow brick, with some render/stucco to houses in Queensberry Place and Retreat Road.

Constraints

2.7 There are a variety of constraints, which need to be taken into account in considering the future development of the site:

- Given the importance of the setting of this site and the historic interest of the surroundings any development will have to preserve and enhance the character and appearance of the Richmond Riverside Conservation Area. In particular any proposals will need to have regard to the following:
 - views into the site from the surrounding area. This will include views north and southwards along Friars Lane, from the riverside (See Thames Policy Area note below) and in between properties from Retreat Road.
 - Impact on the character and appearance of this part of Friars Lane. Any proposals will need to have regard to the nature and characteristics of the surrounding development in particular building lines, scale and massing, its relationship with the street and the nature of boundary treatments.
- Development will need to respect the setting of the adjoining and nearby Grade II listed buildings which include Queensberry Place terrace, St Helena's Terrace, St Helena's House, Nos. 1-3 Cholmondeley Walk and the gazebo to Queensberry House. It will also need to respect the setting of Queensberry House, on the opposite side of Friars Lane and Nos 1 & 2 Retreat Road to the north east of the site, all designated Buildings of Townscape Merit
- Any proposals will need to take account of the location of the site within the Thames Policy Area. This will include the impact on views from the river itself, and from both banks of the river looking northwards up Friars Lane between the riverside terraces: the treatment of the termination of this view will be of particular importance. Views from the riverside through the gap to the rear of the White Cross Hotel and from Richmond Bridge

will also be of importance and any proposal must look to not only relate appropriate with the surrounding building but acknowledge that there may be a public face to any building here.

- Given that the surrounding land rises up from the riverside, it is likely there will be public views of the roofscape of development on this site from certain vantage points, for example the railway line, as well as from neighbouring properties. Any proposals will need to show they have addressed this as part of their design response.
- Effect on neighbouring residential amenity will need to be taken into account on all of the site boundaries;
- Given the nature of the street any proposals will need to consider the impact on sightlines and the provision of a safe vehicular access into the site. Any proposals must look to deal with highway matters in a positive way as part of an integrated urban design approach (see 'transport' in section 4).
- There is a flood defence wall around the site, which is brick at the bottom and concrete on the top and the defence continues. The Environment Agency will need to be consulted on any planning application for the site and should be contacted at an early stage to discuss the development of the site and the implications on the effectiveness and maintenance of the flood defences and potential improvement of these. Any scheme will have to provide a flood risk assessment (further details available from the Environment Agency or the Council). The design of any proposals will need to deal with the possibility of flooding in a positive manner as an integral part of the design response of the buildings as well as the surrounding open spaces and highway.
- Previous land use may have given rise to the need for decontamination

3.0 PLANNING POLICY BACKGROUND

National and Regional Planning Policy

3.1 Plans and guidance of particular relevance to this Site is included within: -

National and Regional Policies

PPS1: Creating Sustainable Communities

PPG3: Housing

PPG13: Transport

PPG15: Planning and the Historic Environment

The London Plan

Joint CABE/DETR companion guide to PPS1, 'By Design'

Building in Context (joint EH/CABE publication)

Local Policies

London Borough of Richmond upon Thames Unitary development Plan: First Review

Richmond Riverside Conservation Area Study

Thames Landscape Strategy Hampton to Kew

3.2 The key principles encapsulated in this guidance of relevance to the Site are as follows: -

- Promoting high quality urban design and architecture
- Protecting the character and appearance of conservation areas
- Protecting the setting of listed buildings
- Protecting the character of historic parks, gardens and landscapes
- Protecting the environment.
- Providing well designed housing which should make a contribution to improving the quality of life to create attractive, high-quality living environments.

Local Planning Policy Context

3.3 The whole of the site subject to this Brief is allocated in the recently adopted UDP: First Review (March 2005) as proposal site R17 for housing.

Whilst all UDP policies apply, attention is drawn particularly to the Council's policies for: -

3.4 Built environment

- The whole of the Site is within a conservation area and any development should preserve or enhance the character or appearance of the conservation area, under the provisions of Policy BLT2. The archaeological significance of the site will need to be assessed and suitable provisions made (BLT8 and 9)
- The whole of the site is within the Thames Policy Area and any development will need to accord with the criteria set out in policy ENV 26. This includes the protection and enhancement of views and vistas and the character of individual reaches as well as ensuring high quality design for new development.
- The need to preserve and enhance the setting of Listed Buildings, BLT3 and Buildings of Townscape Merit BLT 4
- Matters relating to the design quality of spaces and buildings are covered in detail in BLT 11 and BLT14 respectively. The need to provide adequate levels of accessibility and look at ways of designing out crime at the early stages of a project are covered in BLT12 and BLT 17 respectively.

3.5 Housing

- Issues relating to residential density in the Borough are covered in detail in policy HSG 11, which requires that the majority of units in town centre developments should be small;
- As outlined in Policy HSG 6 the Council will expect the provision of 40% affordable units on sites capable of providing 10 or more units (or 0.3 ha or more) to include both social rented housing and housing for key workers and shared ownership.
- Policy HSG 8 requires 10% of housing to be designed for wheelchair housing on developments of more than 10 units. The designated units should be shown on any plans, with turning circles and dimensions clearly shown to demonstrate that our

supplementary planning guidance in Design for Maximum Access has been taken into account.

- The Backland and Infill Development (HSG 12) and Quality of the Residential Environment (HSG 17) policies are also relevant.

3.6 Proposals at the Site will also be considered in the context of the following Supplementary Planning Guidance:

Design Quality SPD
Small and Medium Housing Sites SPD
Conservation Area Study for Richmond Riverside
The Thames Landscape Strategy
Affordable Housing
Planning Obligations Strategy
Buildings of Townscape Merit - Guidance
Recycling for new developments
Redevelopment of potentially contaminated sites
Security by design
Trees: Legislation and Procedure
Draft Sustainable Construction Checklist

Design Guidelines

Historic Buildings
Nature Conservation and Development
Trees: Landscape Design, Planting & Care

3.7 There are planning opportunities close to the site; these are identified towards the end of Section 5

4.0 SITE STRATEGY

4.1 The intention of this brief is not to prescribe a particular approach to the site but rather establish the parameters within which to develop a design response and against which the quality of a scheme will be judged. The Council will require the submission of a Design Statement which should include a comprehensive site analysis and explanation of the site response and evolution of the scheme. Proposals will need to respond positively to the constraints listed in Section 2 and develop a site-specific response, which celebrates the inherent qualities of the site.

4.2 The aim of any proposals should be to set a new standard for schemes in the Borough. Any development on this site will have to be of the highest urban design and architectural quality commensurate with its prominent position in a historic and prominent part of Richmond town centre riverside. This will need to influence all aspects of the design from site planning to the detailed design and materials of the buildings and open spaces. Any future housing development on this site will have to respond sensitively to its historic and landscape surroundings to provide a bespoke design. The aim is to create true sense of place here that is distinctive and specific to Richmond.

4.3. The acceptability of the height of any scheme will depend on its detailed design and on it being of the highest design quality. It is unlikely, however, that any element of the scheme,

which exceeds the height of Queensberry Terrace, to the north of the site, will be appropriate. A taller element may be acceptable if it is justified as an integral part of the architectural and urban design response to the site and in terms of its positive contribution to the overall townscape.

4.4 Any proposals will have to provide an inclusive environment and this will need to be reflected in the mix of units and type of accommodation provided as well as ensuring the scheme is fully accessible. The Council will expect the submission of an accessibility statement.

4.5 The landscape proposals for the private and public space will need to be considered from the outset as part of a comprehensive proposal. The scheme will need to consider the amount, siting, orientation and detailed design of amenity space for residents. There will need to be a clear defensible distinction between public and private spaces. In line with Council policy well designed refuse and recycling storage will need to be provided as an integral part of any design proposal.

4.6 Issues relating to crime and security will need to be considered from the outset to form an integral part of the design proposals rather than be considered as 'add-ons' at a later date.

4.7 The developer will need to provide details of anticipated dwelling numbers, flow rates and foul water flow rates to Thames Water. Surface water will need to drain to the ground, watercourses or surface water sewer and not to the foul sewer. The council encourages water efficiency measures and will look for the use of permeable hard surfacing where possible; further information can be found direct from the Environment Agency National Water Demand Management Centre (www.environment-agency.gov.uk) or the Thames Water website: www.thames-water.com/waterwise.

Opportunities

4.8 This important site generates key opportunities, which any proposal should address:

- To design a site-specific response of its time that reflects best practice and will add to the rich heritage of quality architecture that can be found throughout the Borough.
- To enhance the character and appearance of the conservation area through the redevelopment of the currently unsightly car park, to return a built frontage and sense of enclosure to Friars Lane, screen the flank wall of No 5 Queensbury Place and improve the view from the riverside northwards up Friars Lane.
- To promote best practice in terms of a design approach, which embraces principles that look to minimise the environmental impact of development at the outset of the design process through integral design solutions, look to actively reduce energy emissions and encourage the use of renewable energy sources. This should form the basis for the site planning and layout and could inform an original and logical architectural response. The proximity of the site to the public transport facilities of central Richmond should be used positively to encourage additional use of public transport;
- The potential to accommodate residential units as effectively as possible on site as part of a design of exceptional quality that meets all the site constraints. Different approaches

will be considered providing a mix of housing units; the appropriate mix of units will depend of the overall design approach. However schemes that would result in the overdevelopment of the site or provide poor accommodation will not be acceptable.

- There is an opportunity to introduce a new building line with an active frontage maximising the number of windows and doors onto the lane not only to contribute to the architectural qualities of the proposals but also to provide passive overlooking of the public space. An inward looking scheme that turns its back on the public realm will not be acceptable.

Transport

Access to the site

4.9 The site is on a double bend on a narrow two-way road. There are no footways on the south western side of the road opposite the site and it is highly unlikely that footways could be provided here, a footway would be sought around the site from the development and its width and design will depend on the overall landscape response. The buildings will have to be set back from the site boundaries to allow for sightlines/inter-visibility between vehicles on the bend. (Standards for these types of sightlines are set out in Government publications such as Design Bulletin 32 and these must be taken into account).

4.10 Whilst the site does enjoy an existing access on its north west boundary, once a building(s) is provided on site, sightlines from the site to Friars Lane, (especially to the part of the road south east of the access point), will be diminished and an accident black spot could be created. However, the Council will remain open minded to design solutions to keep traffic to a minimum speed at the southern end of the street, and/or some type of light or barrier to allow vehicles to exit the site safely. The visual impact of any parked cars on the site should be minimised through the design approach.

4.11 The site is within a Controlled Parking zone and developers should follow the parking standards as set out in the UDP Appendix A and the interim standards (approved July 2005), which is a maximum of 1 space for units of 1-2 bedrooms and 2 spaces for units of 3+ bedrooms. CPZ resident's permits would not be available to any residents of the development as the zone is already oversubscribed.

4.12 In view of the potential problem of a restricted visibility for vehicular access to and from the site one possibility would be to have no car parking on-site (subject to meeting the needs of people with disabilities). If this approach were taken the developer would need to enter into a Section 106 agreement to ensure that buyers would not be eligible for CPZ residents permits as the zone is already oversubscribed.

Planning opportunities

4.13 The Council's Planning Obligations Strategy will apply to any proposals for this site and this document sets out in detail what financial contributions will be expected. In relation to the public realm specific contributions would include those towards improvements to Richmond Green and the riverside.

4.14 The Council will work with developers to ensure that any redevelopment scheme:

- Accords with planning policy requirements;

- Has the support of the local community;
- Addresses the site constraints and maximises potential opportunities
- Is viable and commercially deliverable.

5.0 PLANNING APPLICATION DETAILS

5.1 The Council will not accept an outline planning permission for the development of this site. In support of a full planning application, the Council will require the submission of the following information:

5.2 A Design Statement showing how the proposals have resulted from a response to the qualities of the site and its surroundings. This will need to include a thorough site analysis, clear explanation of the design response to the site and of the evolution of the scheme itself. It will also need to illustrate how the scheme has been designed within the constraints identified in section 2.

5.3 In accordance with the relevant Regulations regard will also need to be given to whether an Environmental Statement is required to support a planning application.

6.0 SUSTAINABILITY APPRAISAL

Legal requirements

6.1 Under the Planning and Compulsory Purchase Act 2004, sustainability appraisal (SA) is mandatory for Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). The SA will incorporate the requirements of the Strategic Environmental Assessment Directive through the carrying out of a single appraisal process.

6.2 In order to test that the objectives of this draft Planning Brief are in accordance with sustainability principles they have been tested for compatibility with the Council's Draft SA objectives (See Table 1). A draft framework for assessing possible sustainability implications is set out in the Draft Sustainability Scoping Report, shortly due out for consultation. For more information please use the following link: http://www.richmond.gov.uk/home/environment/planning/local_development_framework/sustainability_appraisal_ldf.htm

6.3 The strategy for Friars Lane Car Park takes account of these SA objectives and the Council will require the submission of further detailed information and studies as set out in Paragraph 6.1 in support of an application for planning permission.

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 water quality and reduce the risk of flooding.	=
	6) To promote sustainable energy use through improved energy efficiency reduced energy use and increased use of renewable energy.	+
	7) Conserve and enhance biodiversity avoiding irreversible losses, through responsible management of key wildlife sites.	+
	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 and more secure 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

Environmental Considerations

Health and well-being

- 6.4 Well-being will be enhanced through public safety improvements (see creation of Safer Communities below) and general improvement of local environment.

Conservation and enhancement of biodiversity

- 6.5 The site currently consists of hardstanding (from the car parking use). The proposals should include areas of soft and green landscape that will add to the biodiversity of the site.

Preservation and enhancement of landscape

- 6.6 The Brief requires and proposals to be of the highest urban design and architectural quality in Para 2.1.
- 6.7 The Brief recognises at Para 2.7 that the site is within a Conservation Area and that any development should preserve or enhancement the appearance of the Conservation Area.
- 6.8 The Brief recognises that the site is within the Thames Policy Area in Para 2.8.
- 6.9 The need to improve the quality of open spaces is recognised as a key opportunity from the Brief (Para 4.4), which requires this to be an integrated part of the design response.

Sustainable energy use and waste management

- 6.10 The proposals would be subject to the policies of the UDP Review in these respects. Para 4.7 explicitly refers to sustainable energy matters in relation to the potential to generate an architectural response, and 4.5 to the design of refuse and recycling facilities.

Traffic congestion and pollution

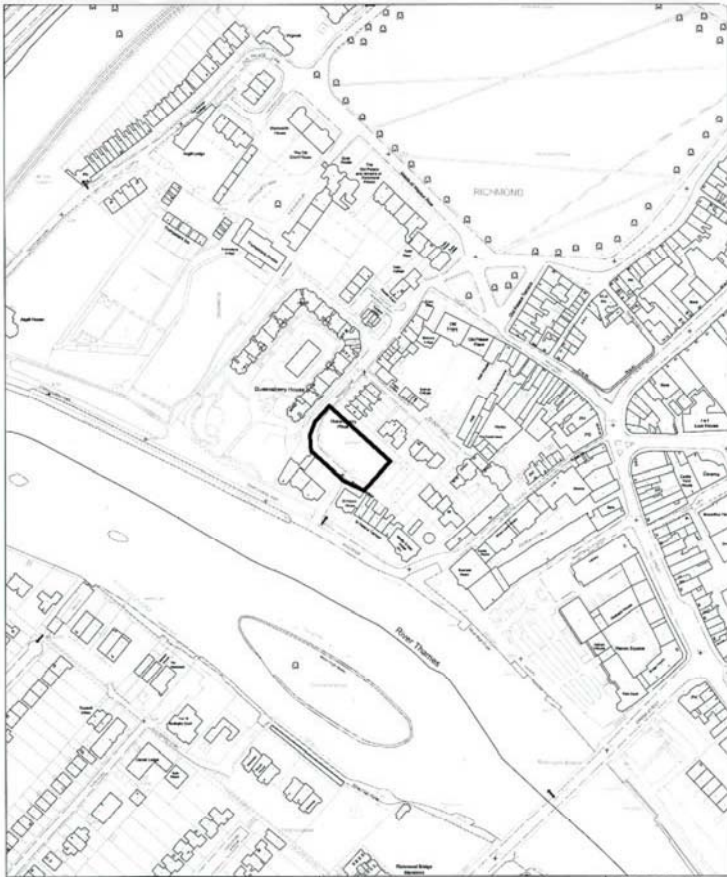
- 6.11 If any parking is provided on site it will be for residents only. The brief refers to the possibility of a car free development in Para 4.10. The site is close to the public transport infrastructure of central Richmond.

Creation of safer communities.



6.12 The introduction of further residential accommodation on this site will increase levels of passive overlooking as noted in Para. 4.6.

Other matters

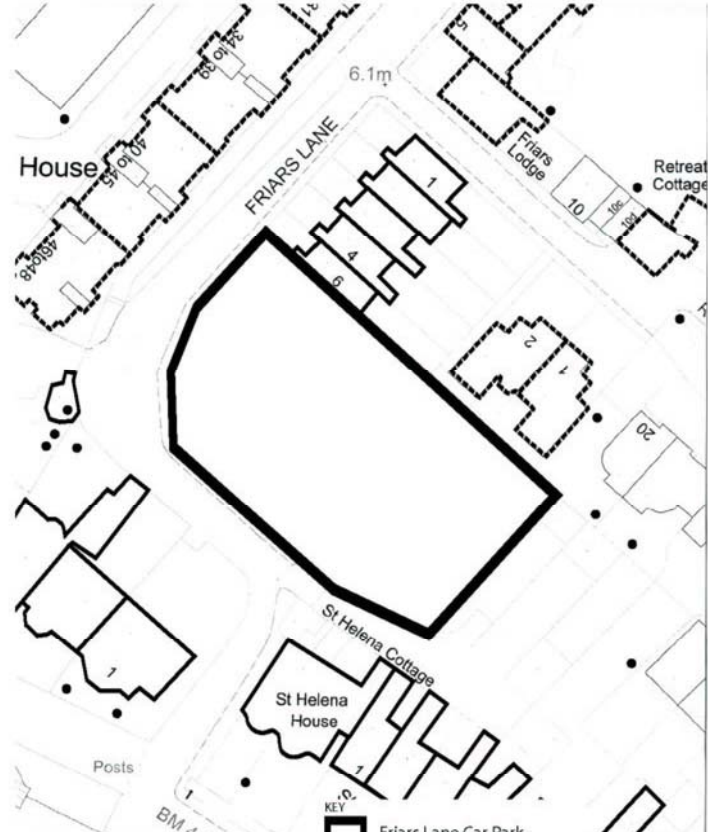
6.13 It is not considered that the Brief will have significant implications in relation to matter such as vitality and viability of town centres, promotion of a buoyant and diverse economy or provision of commercial development opportunities. It actively encourages the provision of new homes close to the commercial centre.




LONDON BOROUGH OF RICHMOND UPON THAMES
 Environment Directorate
 CIVIC CENTRE, 44 YORK STREET
 TWICKENHAM, TW1 3BZ
 TEL: 020 8891 1411, TEXTPHONE: 020 8891 7120
 www.richmond.gov.uk

KEY  Friars Lane Car Park			
Co-ordinates at centre of map: Easting: 518061 Northing: 174118			
Scale	Date	Section	Drawn
1: 2500	16/08/05	LUP&D	JC
 Produced using Datamap, the directorate's Geographic Information System (GIS).			

Reproduced from Ordnance Survey material with permission of Her Majesty's Stationary Office.
 (c) Crown Copyright.
 Unauthorised reproduction infringes crown copyright & may lead to prosecution or civil proceedings.
 LB Richmond Upon Thames 100019441 2005
 For reference purposes only
 No further copies may be made.



R LONDON BOROUGH OF RICHMOND UPON THAMES
Environment Directorate

CIVIC CENTRE, 44 YORK STREET
TWICKENHAM, TW1 3BZ
TEL: 020 8891 1411, TELEPHONE: 020 8891 7120.
www.richmond.gov.uk

KEY
 Friars Lane Car Park
 Listed building
 BTM
 TPO

Co-ordinates at centre of map:
Easting: 518081 Northing: 174118

Scale	Date	Section	Drawn
1: 500	16/08/05	LUP&D	JC

Produced using Datastore, the directorate's Geographic Information System (GIS).

Reproduced from Ordnance Survey material with permission of Her Majesty's Stationary Office.
© Crown Copyright.
Unauthorized reproduction infringes crown copyright & may lead to prosecution or civil proceedings.
LB Richmond Upon Thames 1000/9441 2005
For reference purposes only. No further copies may be made.