

Our Ref: AB/CJ/5733/LPA250315

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Development Control
Development and Street Scene
London Borough of Richmond upon Thames
Civic Centre
44 York Street
Twickenham, TW1 3BZ

25th March 2015

Dear Sir/Madam,

**Application for determination as to whether prior approval is required
Churcham House, 1 Bridgeman Road, Teddington, TW11 9AL**

On behalf of my clients, Churcham House LLP, whose address is Churcham House, 1 Bridgeman Road, Teddington, TW11 9AL, please find enclosed a revised application for a determination as to whether prior approval is required for the proposed conversion of the existing building from Use Class B1a (offices) to 10 flats (1 x studio, 4 x 1 bed and 5 x 2 bed).

This application is a resubmission of an earlier prior approval application (ref. 14/1396/P3JPA), which was withdrawn by the then agents in May 2014 to enable a parking survey to be undertaken.

This application comprises the following documentation, electronic copies of which can all be found on the accompanying CD ;

- Completed application form for prior approval.
- Completed CIL form.
- This supporting letter prepared by Cunnane Town Planning LLP, setting out a written description of the proposed development, including contact details of both the developer and the developer's agent (Cunnane Town Planning LLP).
- Drawing No. CH-02 – lower ground floor and ground floor existing office floor plan.
- Drawing No. CH-03 – first and second floor existing office floor plan.
- Drawing No. PL 001 – proposed lower ground floor plan.
- Drawing No. PL 002 – proposed ground floor plan.
- Drawing No. PL 003 – proposed first floor plan.
- Drawing No. PL 004 – proposed second floor plan.
- Drawing No. PL 005 – 1:500 scale location plan with application site outlined in red.
- Drawing No. PL 006 – proposed site plan.
- Transport Technical Note/Parking Assessment Report prepared by Paul Mew Associates.
- Zipcar brochure.

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A cheque for the sum of £80.00, payable to the London Borough of Richmond upon Thames, is also enclosed as payment of the statutory application fee, as it is recognised that prior approval applications do not benefit from the 'free go' provisions.

Under Class J of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013, from 30th May 2013 development consisting of the change of use of a building and any land within its curtilage to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria, namely;

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the use of the building falling within Class C3 (dwellinghouses) was begun after 30th May 2016;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building or a scheduled monument.

Such permitted development is also subject to the condition that prior to commencing the development, the developer shall apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to-

- transport and highway impacts of the development;
- contamination risks on the site; and
- flooding risks on the site.

Assessment of proposal

The application site comprises a part three, part four storey building, including floorspace at lower ground floor level, situated on a corner plot on the north-west corner of the junction of Bridgeman Road and Station Road, to the south of Teddington town centre.

The current and lawful use of the building is as offices (Use Class B1(a)), and the site is not, nor forms part of, either a military hazard area or a military explosives storage area. The building is neither a listed building nor a scheduled monument, and nor does it fall within Article 1(6A) land.

The developer proposes to convert the existing office building into 10 self-contained flats, comprising 1 studio flat, 4 x 1 bedroom flats and 5 x 2 bedroom flats. It is intended that the residential use of the building will begin prior to 30th May 2016.

Accordingly, the development satisfies all of the criteria set out in Class J.1 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013.

Transport and highway impacts of the development

The application site does not currently provide off-street car parking, nor is the provision of off-street car parking proposed by this application. The existing office occupiers currently hold 16 on-street business parking permits for the surrounding area.

The application site benefits from a Public Transport Accessibility Level (PTAL) of 3, i.e. medium, and is under 5 minutes walk from bus stops served by bus services 33, 281, 285, 481, R68 and X26 travelling in both directions. The application site is also within 3 minutes walk of Teddington railway station, which is served by regular services into London Waterloo.

The application site and the surrounding area also fall within Teddington Controlled Parking Zone (CPZ), which was first implemented in June 2008 and the operational hours of which are between the hours of 08.30.00 and 10.30 on weekdays. This suggests that the intention of this CPZ is to deter commuter parking.

The Council's adopted maximum parking standards, as set out in Appendix 4 of the adopted Development Management DPD (adopted November 2011), require, for a site within a CPZ, a maximum provision of 9 car parking spaces for the proposed residential scheme, and a minimum provision of 10 cycle parking spaces.

This revised application is accompanied by a Transport Technical Note/Parking Assessment Report prepared by Paul Mew Associates, incorporating a parking survey carried out in accordance with the Council's methodology, and this should be read in conjunction with this supporting letter. The note/report and survey demonstrate that;

- The average overnight parking stress of kerb side parking space within the CPZ in the identified survey area where local residents can legally park is 76%.
- Based on census data for the local area, the worst case scenario is that the proposal would generate a demand for an additional 9 cars parked on-street, which would increase the parking stress of permit holder kerb space by 5% to 81% for the CPZ within the study area.
- As the 16 business permits associated with the existing office use of the application site would be surrendered (and not transferrable to residential occupiers), and in light of the close proximity (under 5 minutes walk) of the site to both bus and train services, any additional vehicles parked on the adjoining highway network as a result of the proposals will have no material impact on existing parking capacity.
- The applicant is also willing to provide a Zipcar welcome pack for each flat, with that pack entitling the occupier to 5 years' free car club membership for the existing Zipcar located near the entrance to Teddington train station.
- Potential amendments to the CPZ are being considered by the Council, which if all implemented would increase the number of on-street spaces available for resident only parking by 16 spaces.

In light of the conclusions of the note/report and associated parking survey, the applicant is agreeable to entering into a legal agreement, once dialogue has taken place with the Case Officer to establish the precise heads of terms of that agreement. I can confirm the Council's reasonable legal costs for approving and registering the agreement and any associated monitoring fee costs will be met.

22 cycle parking spaces are provided within an existing room on the lower ground floor of the building, accessed from the external curtilage of the application site, thereby providing a level of secure cycle parking considerably in excess of relevant local standards.

The proposals also incorporate the reconfiguration of the front curtilage of the application site to provide a communal bin store, which can be easily accessed by both residents and refuse collectors.

Accordingly, the proposed conversion would not result in any material increase or material change in the character of traffic in the vicinity of the application site. Therefore, having regard to the advice set out in paragraph 32 of the National Planning Policy Framework, the residual cumulative impacts of the proposed development are negligible, and certainly not severe, and therefore this proposal should not be prevented on transport grounds.

Flooding risks on the site

Given that the building is situated within Flood Zone 1, the proposed change of use will not increase the risk of flooding, either on the site or elsewhere.

Contamination risks on the site

The application site does not fall within the definition of 'contaminated land' as described in Part 2A of the Environmental Protection Act 1990. Furthermore, there are no historic uses of the site that indicate any possibility of any part of the site being contaminated. Accordingly there are no contamination risks associated with the proposed change of use.

Conclusion

This revised application fully addresses the comments and concerns raised by the Council (relating to traffic and parking considerations) on the previous prior approval application (ref. 14/1396/P3JPA).

I look forward to receipt of a written notice from the Council confirming that either prior approval is not required, or that prior approval has been given in accordance with the details submitted, within 56 days of the date of this application being received. Notwithstanding this, I look forward to productive dialogue with the appointed Case Officer during the determination period, particularly with regard to the terms of any legal agreement.

In the meantime should any further clarification, additional information or assistance be required please do not hesitate to contact me.

Yours faithfully,



Adam Beamish
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[Encl.]