

DESIGN & ACCESS STATEMENT

ON BEHALF OF

G. KINGSBURY AND SON LTD.

DEMOLITION OF THE EXISTING CAR SHOWROOM AND
ANCILLARY WORKSHOPS, AND REDEVELOPMENT OF THE SITE
TO PROVIDE A NEW CAR SHOWROOM, ANCILLARY WORKSHOPS,
AND EIGHT RESIDENTIAL DWELLINGS.

45-49 STATION ROAD
HAMPTON, MIDDLESEX, TW12 2BU

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- 1.0 INTRODUCTION
- 2.0 DOCUMENTS SUBMITTED
- 3.0 DOCUMENTS NOT SUBMITTED
- 4.0 THE SITE
 - 4.1 CHARACTER OF THE SITE AND SURROUNDING AREA
 - 4.2 SITE PHOTOS
 - 4.3 SITE CONSTRAINTS AND OPPORTUNITIES
- 5.0 DESIGN STATEMENT
 - 5.1 RESPONSE TO THE SITE CONTEXT
 - 5.2 APPEARANCE
 - 5.3 MATERIALS
 - 5.4 PRIVACY, OUTLOOK AND AMENITY
 - 5.5 LANDSCAPE DESIGN
 - 5.6 HERITAGE STATEMENT
 - 5.7 RESIDENTIAL STANDARDS STATEMENT
 - 5.8 ACCESSIBLE AND ADAPTABLE DWELLINGS STATEMENT
 - 5.9 SUSTAINABILITY AND ENERGY
- 6.0 TRANSPORT STATEMENT
 - 6.1 CAR PARKING
 - 6.2 RESIDENTIAL PARKING

- 6.3 COMMERICAL PARKING
- 6.4 DISABLED PARKING PROVISION
- 6.5 ELECTRIC VEHICLE CHARGING POINTS
- 6.6 DELIVERIES
- 6.7 CYCLE PARKING
- 7.0 WASTE AND RECYCLING
 - 7.1 RESIDENTIAL
 - 7.2 CAR SHOWROOM AND REPAIR WORKSHOPS
- 8.0 AFFORDABLE HOUSING STATEMENT
- 9.0 CONSTRUCTION MANAGEMENT STATEMENT
 - 9.1 MAIN CONSTRUCTION ACTIVITIES
 - 9.2 METHODS TO MINIMISE DISTRUPTION DURING CONSTRUCTION
 - 9.2 IMPACT ON LISTED BUILDINGS
- 10.0 PLANNING PRE-APPLICATION
 - 10.1 POST PLANNING PRE-APPLICATION DESIGN REVISIONS
- 11.0 PUBLIC CONSULTATION STATEMENT
 - 11.1 POST PUBLIC CONSULTATION DESIGN REVISION
- 12.0 CONCLUSION
- 13.0 APPENDICIES
 - APPENDIX 1
 - APPENDIX 2

APPENDIX 3

APPENDIX 4

APPENDIX 5

APPENDIX 6

LIST OF FIGURES

FIGURE 1: Existing Car Showroom, Thames Street frontage

FIGURE 2: Existing Car Showroom, Station Road frontage

FIGURE 3: 51-61 Station Road

FIGURE 4: 33-41 Station Road

FIGURE 5: 54 and 56 Thames Street

FIGURE 6: Proposed Site Plan with Context Analysis

FIGURE 7: Illustrative Proposed Street Elevation to Station Road - Materials

FIGURE 8: Proposed Thames Street Elevation, Extract of submitted drawing SRH-10A

FIGURE 9: Public Consultation, event photograph

LIST OF TABLES

TABLE 1: On-site parking provision – Disabled spaces are shown in brackets, e.g.(2)

TABLE 2: Cycle parking / storage requirements and proposed provision

1.0 INTRODUCTION

This Design and Access Statement is submitted to the London Borough of Richmond upon Thames (LBRuT) to support a planning application to redevelop 45-49 Station Road, Hampton, herein referred to as 'The Site'.

The proposals seek to demolish all buildings on the site and create a new build mixed use development. New buildings on this site will provide: A car showroom with associated workshops (Use Class Sui Generis), and eight residential dwellings; two, two-bedroom apartments and six, three-bedroom houses (Use Class C3(a)).

This document should be read in conjunction with all other submitted supporting documents and drawings, as detailed in Section 2.0, 'Documents Submitted' of this Design and Access Statement.

2.0 DOCUMENTS SUBMITTED

The following documents are submitted as supporting documents to this planning application, in accordance with National and Local Validation requirements, relevant to the Application Site:

- Application form, including completed Certificate B.
- Completed Community Infrastructure Level (CIL) form.
- Site Location Plan, by Clive Chapman Architects.
- Existing Survey Drawings, by Twickenham Surveys.
- Proposed Drawings, by Clive Chapman Architects.
- Design and Access Statement (this document), by Clive Chapman Architects. Including:
 - Heritage Statement
 - Transport Statement
 - Public Consultation Statement
 - Affordable Housing Statement
 - Residential Standards Statement
 - Accessible and Adaptable Dwellings Statement - Building Regulation M4(2)
 - Construction Management Statement
- Planning Statement, by WYG.
- Geo-Environmental Desk Study and Preliminary Risk Assessment Report, by Jomas Associates Ltd. Including:
 - Land Contamination
- Sustainable Construction Checklist, by Clive Chapman Architects.
- Energy Report (Residential), by Clive Chapman Architects. Including:
- Sustainability and Energy Statement (Commercial), by Metropolis Green. Including:
 - Energy Report (Commercial)
 - BREEAM Pre-Assessment (Commercial)
- Structural Basement Impact Assessment, by Fothergill Consulting Engineers.
- Daylight Assessment, by Clive Chapman Architects
- Arboricultural Information, by ACS.
 - Tree Protection Plan
 - Tree Protection and Management Statement

3.0 DOCUMENTS NOT SUBMITTED

In accordance with the parameters set out within the LBRuT Local Validation Checklist, this application is not considered a major development¹. With the exception of a supporting Planning Statement, those documents required only for major developments are not submitted with this application.

The Site is within Flood Zone 1 and the site area is 0.26ha (2681m²). In accordance with the National Planning Policy Framework (NPPF), a Flood Risk Assessment (FRA) is only required to be conducted and submitted for proposed developments in this zone with a site area greater than 1ha². In addition, the Local Validation Checklist requires an FRA for zone 1 sites if there is evidence of a 'risk from surface water, ground water and sewer flooding'³, which is not highlighted as a concern within the Geo-Environmental Desk Study, which is submitted as a supporting statement to this application (Refer to 2.0 Documents Submitted).

On the above basis, an FRA is not required to be conducted and is not submitted with this application.

Any other validation dependent documents relating to land uses, site constraints, and / or site conditions, which are neither existing nor proposed as part of this application, are not submitted with this application.

¹ Less than 10 units, site area is less than 0.5ha, commercial space is less than 1000m²: LBRuT. 2015. Local Validation Checklist for all Applications, April 2015, updated September 2015, p.11.

² DCLG. 2012. National Planning Policy Framework (NPPF), Section 10, Paragraph 103, Footnote 20.

³ LBRuT. 2015. Local Validation Checklist for all Applications, April 2015, updated September 2015, p.6.

4.0 THE SITE

The Site is located at 45-49 Station Road, with frontages to Station Road (north) and Thames Street (south). The Existing Land use is Sui Generis and the existing buildings on the site operate as a Car Showroom (G. Kingsbury and Son Ltd.), with associated Repair Workshops. The existing buildings appear as three visually separate masses, connected at ground floor level. The three masses are: The Car Show room, directly along Station Road; a two storey ancillary block, to the centre of the site, and; double height workshops to the rear of the site, towards Thames Street.

The existing site access and buildings on the site are shown the submitted Topographical Site Survey, drawing I41765x.

4.1 CHARACTER OF THE SITE AND SURROUNDING AREA

The site is within the Hampton Village Conservation Area (CA12), and was partly designated within the original CA boundary of 1969, which was extended to include the northern part of the site in 1982⁴.

To the west of the site, and within the Conservation Area, the character of the streets leading up to Hampton Village Green, could be considered a mixed arrangement, resulting in an overall grain typical of Tight Knit Houses⁵, where properties are relatively tightly packed, predominantly two-storey and with varying gaps between strong and consistent building lines.

To the east and south of the site, the pinch point of roads at the junction of Thames Street and High Street, and the proximity of the winding River Thames, has resulted in a less formal arrangement of buildings. This arrangement reflects the non-residential use of many of these buildings, including the Water Works and boatyards running along Thames Street; shops,

⁴ LBRuT. Hampton Village Conservation Area 12, p.3 (map). [accessed online 28th August 2015]

⁵ LBRuT. 2006. SPD: Small and Medium Housing Sites: Adopted February 2006. p.17

offices, and pubs along High Street; as well as denser residential developments along Station Road, High Street, and Thames Close.

The variety in plot sizes, land uses, and the clearly organic nature of development, within this part of Hampton, creates an overall quality which is characterised by diverse building styles, mixed architectural detailing, and varying roof and eaves lines, the majority of which is reflective of the era of construction. These variations are bound together by the implementation of a simple and limited palette of building materials, which is crucial to achieve a comprehensive character for the area as a whole. Common facing materials to this location include Stock yellow and red bricks, alongside white and colourful painted brick and render.

There are a number of Buildings of Townscape Merit (BTM) and Listed Buildings within the proximity of the site, and within the Conservation Area as a whole, some of which are highlighted within Section 3.3 of this statement.

THE SITE

The Site has frontages to both Station Road and Thames Street, with a vehicular access point at Station Road only, for access to the existing Car Showroom and ancillary spaces. The Site is characterised by semi-industrial / industrial building forms set within a largely hard landscaped area, associated with car parking and Car Showroom sales vehicles. The industrial character of the buildings is reinforced by a palette of materials, which includes corrugated metal cladding and roofing materials.

The Car Showroom display area is located along Station Road, within a glass frontage, pitched roof, semi-industrial building (Figure 1). The street frontage to Thames Street is formed of high timber boarding and signage for the Car Showroom (Figure 2). As a whole, the existing site contributes little, if anything, to the Conservation Area.

There is limited soft landscaping on the site, which is only apparent along some boundary edges, but it is not organised, considered or well maintained.

4.2 SITE PHOTOS



FIGURE 1: Existing Car Showroom, Thames Street frontage



FIGURE 2: Existing Car Showroom, Station Road frontage

4.3 SITE CONSTRAINTS AND OPPORTUNITIES

The primary constraints for any potential development on the site are the site location within a Conservation Area, the proximity of a number of Heritage Assets, the Site Topography, and potential for Site Contamination.

CONSERVATION AREA

As explored within Section 3.1 of this Statement, the Conservation Area has particular qualities and characteristics, very particular to this part of the borough. The distinctiveness of the local area should be promoted and enhanced, appropriately and sensitively in consideration of the Conservation Area as a whole, and the immediately adjoining properties to the site.

The conditions of the site, whereby the plot connects and faces both Thames Street and Station Road, generates an opportunity for development proposals to address and enhance the street scene along both of these vehicular routes. However, the character, grain of development and the building context of these two roads, where they adjoin the site, are somewhat contrasting and careful consideration should be made to the proposed scale and mass of any new buildings adjacent to varying contextual conditions.

HERITAGE ASSETS

There are several notable buildings immediately adjacent to and within the vicinity of the site. At 51-61 Station Road, directly adjacent to the site, is a terrace of six Victorian cottages, all of which are classified as BTMs (LBRuT Ref 91/00164-69/BTM) (Figure 3). Significant features of this terrace include brightly coloured painted render finishes, deep-set recessed box timber sash windows, recessed and articulated arched porch details, and a corrugated eaves profile. Also along Station Road, and directly adjacent to the other side of the site, is another row of Victorian cottages, at 33-41 Station Road, which are also classified as BTMs (LBRuT Ref 83/02678-82/BTM) (Figure 4). Whilst this row holds some element of traditional charm, in both scale and materiality, it possesses few, if any, of the architectural features or details that are present within the terraces at 51-61 Station Road.



FIGURE 3: 51-61 Station Road



FIGURE 4: 33-41 Station Road

Along Thames Street, the site is located between two Listed Building entries, Canister House, 60 Thames Street (Historic England Ref: 1261239), which is heavily screened along Thames Street, and 54 and 56 Thames Street (Historic England Ref: 1253009) (Figure 5). Historic England describes Canister House as stock-brick property built c1740 with later alterations and an extension built in the mid C19th. 54 and 56 Thames Street are noted as a pair of C18th 2-storey brick houses with parapets.

Whilst these various Heritage Assets present a constraint to any potential redevelopment of the application site, they also provide an opportunity to enhance the character and quality of the Conservation Area.



FIGURE 5: 54 and 56 Thames Street

SITE TOPOGRAPHY

Access to the site from Station Road is level and remains level, well in to the depth of the site. However, beyond the line of the existing buildings on the site, the ground quickly slopes down to Thames Street, creating a level change of around 3m, equivalent to a fall of around one in 14, to the back of the pavement line along Thames Street. Any development on the site needs to deliver an intelligent approach to overcoming this level change, sympathetic to the immediate contextual conditions.

GROUND CONTAMINATION

Please refer to the Geo-Environmental Desk Study and Preliminary Risk Assessment Report produced by Jomas Associates Ltd. and submitted with this application as a supporting document. The Desk Study indicates a 'Moderate' risk estimation, which is shown on Table 4.3 of that Report.

SUMMARY OF SITE OPPORTUNITIES

- Respond to the Listed Buildings and BTMs in a more sensitive way than the existing building on the site currently affords.
- Respond to both the residential and commercial nature of the surrounding area.
- Re-establish the building lines along Thames Street and Station Road.
- Re-establish the Car Showroom on the site.
- Utilise the site topography for innovative building arranges.
- Incorporate development which seeks to remove any contamination on the site.

5.0 DESIGN STATEMENT

5.1 RESPONSE TO THE SITE CONTEXT

It is acknowledged that none of the existing buildings on the site sit comfortably within the predominantly residential context of neighbouring streets and the Conservation Area as whole, in terms of scale, massing or style. However, a Car Showroom entity on the site is considered appropriate given the proximity of shops, retail, and commercial buildings along Station Road and High Street.

On that basis it is proposed to demolish all buildings on the site. The Car Showroom and associated workshops will be re-established within a new purpose built building on the site, and the remainder of the site will be redeveloped for residential use, to part-fund the new Car Showroom. Redevelopment of the site will also facilitate the opportunity to create a series of purpose built buildings that place a higher emphasis on sustainable construction and low-energy building fabric, rather than adapting the existing structures to provide uses beyond those that were originally perceived of the building fabric, which is dated, industrial, and temporary in its nature.

The proposed development has been designed to address frontages along both Station Road and Thames Street, whilst also creating development further into the depth of the plan, as the site shape and constraints permit. As such, the proposed development is divided into three principle building masses; Car Showroom, Thames Street Houses, and Crescent Houses.

The arrangement of the proposed development can be reviewed in further detail on the Proposed Site Plan, submitted drawing SRH-05E, an extract of which is shown in Figure 6.

The Car Showroom building will have a street frontage to Station Road, with associated workshops to the rear, and two, two-bedroom apartments above the Showroom. Along Thames Street the proposals include the creation of two, three-bedroom semi-detached family homes, which reflect the more formal and architecturally high quality nature of housing along Thames Street, particularly the directly adjacent Listed Buildings at 54 and 56 Thames Street,

and Canister House, 60 Thames Street. The Crescent Houses, located within the central part of The Site and accessed from Station Road, respond to the quality of the Thames Street houses whilst recognising the denser grain of residential areas further north and the character of development across the Conservation Area. These Crescent Houses comprise four, three-bedroom family houses.

Vehicular access for the whole site is from Station Road, with parking for the residential uses maintained separate to those associated with the Car Showroom and Repair Workshops. Parking provision is discussed in further detail within section 7.0 of this document.

Policy DM HO 4 notes that the 'housing mix should be appropriate to the location' and it is considered that the proposed redevelopment of the site to include eight dwellings, where 75% are larger family sized dwellings, accords with Policy DM HO 4 of the Development Management plan for LBRuT.

As summarised in the supporting Planning Statement, produced by WYG, the 'mixed use development of the application site will ensure the continuation of the historic commercial use of the site, through the provision of brand new, high specification facilities, whilst also providing eight dwellings, the majority of which will be family sized units and all of which will exceed relevant local and regional standards.'⁶

⁶ WYG. 2015. Planning Statement, para 8.2.



FIGURE 6: Proposed Site Plan with Context Analysis

5.2 APPEARANCE

The distinctiveness of the local area is highlighted within sections 4.1 and 4.3 of this statement, which are supported by the themes raised within the Conservation Area appraisal. In order to reinforce the local character, it is recognised that there is a need to acknowledge the materials, massing and scale of development within the locality of the site, and that new buildings should be created from an appropriate palette of materials and finishes. It is also considered that there should be an honest architectural robustness to contemporary development, which does not dwell on historical precedents but that seeks to establish an informed and modern approach, appropriate to the very particular and unique conditions of each and every site.

Section 7, Paragraph 20 of the National Planning Policy Framework states that planning decisions should 'not attempt to impose architectural styles or particular taste and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles' and that it is 'proper to seek to promote or reinforce local distinctiveness'⁷. It is therefore considered that an appropriate approach to design, in both urban design and architecture terms, has been demonstrated within the redevelopment proposals forming this application, and that the scheme seeks to enhance the local distinctiveness through sensitive building massing and a limited, relevant palette of materials.

Along Station Road, the proposed building has been massed and broken up to reflect the grain of the adjacent rows of terraced cottages. 'Bay' construction allows the rhythm of the street to continue and for the new building to sit appropriately and comfortably with the directly adjacent neighbours. The pitched roof further reflects the character of this part of the site and the immediate context, with references to the residential and commercial uses within the local area. See Figure 7 for an illustrative elevation of the proposed street scene along Station Road.

⁷ DCLG, 2012. NPPF: Section 7: Requiring Good Design, paragraph 20.



FIGURE 7: Illustrative Proposed Street Elevation to Station Road - Materials

Along Station Road, the pair of semi-detached houses is very much reflective of the quality of the residential dwellings directly adjacent. The roofline steps down from 60 Thames Street, so as to bridge the drop to 54 and 56, on the other side of the site. The parapet flat roof construction is considered against the parapet roofline of 54 and 56 Thames Street, whilst also being appropriate to create a contemporary yet sensitive architectural statement. Refer to Figure 8 for an extract of the proposed elevation to Thames Street.



FIGURE 8: Proposed Thames Street Elevation, Extract of submitted drawing SRH-10A

5.3 MATERIALS

The principle material for the proposed redevelopment is yellow stock brick, which will be the base material for all of the proposed buildings.

The Car Showroom street frontage also includes a glazed 'shop-front' at ground level, with a polyester-powder coated (PPC) aluminium framing system, canopy, and elements of structural glazing. The PPC frame extends to the first floor level, where it provides a trim to areas of coloured composite panelling, between brickwork piers. This coloured composite panel has been selected to reflect the colourfully painted brickwork of the adjacent BTMs at 51-61 Station Road (Figure 7).

Both the proposed Crescent Houses and Thames Street Houses include structural glazing elements, which form contemporary 'bay window' features to elevations along Thames Street and the proposed crescent (Figure 8). These glazed features respond to the massing and scale of the windows to the adjacent Listed Buildings at Canister House (60 Thames Street), and 56 Thames Street.

Windows across all residential elements of the proposed development are to be durable timber construction, with PPC aluminium facings, to provide further longevity and for easy maintenance.

5.4 PRIVACY, OUTLOOK AND AMENITY

The existing site constraints enforce a secure and contained area of land, and the close proximity of residential properties along both Station Road and Thames Street requires careful planning, design and consideration to ensure privacy for all residents.

The proposed buildings along Thames Street and Station Road are arranged and orientated to reinforce the existing building lines along the two roads. This approach is considered appropriate for the local context and affords maximum privacy to all residents.

All of the proposed dwellings on the site will be able to make use of their own private amenity spaces, and all of the new houses will have private front and rear gardens. The two bedroom apartments over the Car Showroom have private terraces to the rear, each 15m² in area. The line of the terrace is set back from the building line on either side in consideration of the close proximity to neighbouring private gardens at 44 and 51 Station Road. This will prevent overlooking to / from the terraces and the adjacent private gardens.

5.5 LANDSCAPE DESIGN

The existing site offers little landscape value and the proposed redevelopment of the site seeks to address this through a number of landscape design ideas and values.

SOFT LANDSCAPING AND PLANTING

The proposed landscape design seeks to address the variety of uses and building characters on The Site. The Thames Street Houses sit within a very private, self-contained area of the site – where private gardens provide greenery and open visual amenity along Thames Street. This provides a visual and secure buffer to the pedestrian footpath and the road beyond.

The Crescent Houses, arranged along a shared surface for vehicles and pedestrians, has a more visually open and accessible quality. Tree screening and low planting winds around the parking bays, which provides further privacy against the boundary with 60 Thames Street (Canister House). The rear gardens of the Crescent Houses are arranged and focused on a Mature Grade B Sycamore. As noted on the Tree Survey Schedule (See Appendix of the submitted Arboricultural Method Statement), this Sycamore (ref: T1) currently makes a 'low' level of landscape contribution but by establishing it's role as a focal point for this part of the development this will enhance it's contribution to the private gardens and landscape setting of The Site as a whole.

The flat roofs of the Repair Workshops and the Thames Street Houses, will also be planted to provide an extensive sedum roof. This will allow for the inclusion of wild planting and sedum species, to promote bio-diversity on the site.

HARD LANDSCAPING

The impact of areas of proposed hard landscaping is significantly reduced by the inclusive of sensitive and appropriate soft landscape design ideas across the site. Hard landscaping is broken up by green verges and edges to the access road, parking and buildings, along the shared surface within the residential and visitor car parking areas. All areas of hard landscaping will be provided through permeable materials – the specification of which is to be confirmed.

A schematic proposed landscape design is shown on the proposed site plan, drawing SRH-05. It is considered that detailed landscape information and a planting schedule may be conditioned as part of any approval relating to this site.

5.6 HERITAGE STATEMENT

The location of The Site within a Conservation Area and adjacent to a number of Heritage Assets, as discussed in Section 4.0 of this statement, poses both constraints and opportunities on any proposed development.

It is considered that the proposed scheme seeks to implement a development that contributes to the enhancement of the Conservation Area, through appropriate massing, building uses and a select and appropriate palette of materials – inspired through clear and defined exploration of the local context and surrounding areas.

The contemporary architectural features and details complement the character of the Conservation Area, without compromising the exceptional Heritage Asset examples, which provides a robust architectural intent, appropriate to the location.

5.7 RESIDENTIAL STANDARDS STATEMENT

All dwellings have been designed to meet the residential design standards set out in either the LBRuT Supplementary Planning Guidance: Design Development Standards (SPG:DDS), or the London Housing Design Guide (LHDG), whichever is higher or affords more space to the occupant. As such, all proposed dwellings will meet the following baseline area requirements.

Proposed two-bedroom, four-person apartments:

- Will be at least 70m², Gross Internal area (SPG:DDS and LHDG).
- Will have a combined Kitchen / Dining / Living area of at least 27m² (LHDG).
- Will have a private amenity space of at least 7m² (SPG:DDS and LHDG), contained within a space which is a minimum 1500mm in depth and width (LHDG).

Proposed three-bedroom, five-person houses:

- Will be at least 102m², Gross Internal area (LHDG).
- Will have a combined Kitchen / Dining / Living area of at least 29m² (LHDG).
- Will include one bathroom with a WC and a separate WC (LHDG).

ALL proposed dwellings (LHDG):

- All single bedrooms to be at least 8m².
- All double bedrooms to be at least 12m².
- All double and twin bedrooms to be at least 2.75m in width (for the most part).

5.8 ACCESSIBLE AND ADAPTABLE DWELLINGS STATEMENT

All proposed residential dwellings on the site will be designed in detail to comply with Part M4(2) of the Building Regulations as a minimum standard. Approval of this will be sought in the usual way, through either Building Control or an Approved Inspector.

5.9 SUSTAINABILITY AND ENERGY

A series of separate supporting documents are submitted with this application, which relate to sustainability and energy. These documents should be read in conjunction with this Design and Access Statement. The proposed redevelopment includes provision for PV Panels and MVHR systems, to reduce energy consumption, along with robust detailing of the building fabric to ensure appropriate air tightness. Please refer to those relevant documents listed within Section 2.0 (Documents Submitted) of this statement.

6.0 TRANSPORT STATEMENT

The Site has a PTAL rating of 2⁸. The site is served by Public Transport, with Hampton station located 700m from the site. Local buses within walking distance of the site serve Hampton Court, Heathrow, Kew, Staines, Sunbury and Kingston. Please refer paragraphs 2.7 and 2.9 of the submitted Planning Statement for further detail regarding existing transport links.

As part of the pre-application process, which is discussed in further detail within Section 10.0 of this report, the client and their design team have been involved in an ongoing discussion with Senior Transport Planner, Lindi Louw, at the Highways and Transport department of the LBRuT. This dialogue and guidance from the LBRuT has enable us to progress the scheme and to ensure that parking provision, and all other modes of transport available to the site, will meet the needs of the new residents, their visitors, as well as the staff and visitors of the Car Showroom and Repair Workshops.

The proposed trip generation for the site will be significantly lower than existing. This is based on the reduced scale of the Car Showroom and Repair Workshops, which will limit the number of staff, visitors and customers to this part of the site. In addition, the allocated private parking for residents and their visitors will further reduce the vehicle activity on site, compared to the current use and layout of the site.

⁸ TFL, 2011. WebCAT. <https://tfl.gov.uk> [Accessed 28.10.2015]

The proposed redevelopment considers provision for cars, deliver vehicles and cycles as the primary modes of transport for residents and visitors to the site, the details of which are contained within the following sections.

6.1 CAR PARKING

Parking on-site has been arranged to service the two primary uses of the mixed use development; Residential, and Car Showroom with associated Repair Workshops. The site is not within a Controlled Parking Zone (CPZ)⁹.

There are 25 proposed spaces across the whole of the site, arranged in consideration of the needs of the various users and there is at least one disabled space within each of the parking categories (residential, visitors, and staff). The parking layout is shown on the Proposed Site Plan, drawing SRH-05C, and a breakdown of the parking provision, including allocation of disabled parking spaces, across the whole site is shown in Table I.

TABLE I: On-site parking provision – Disabled spaces are shown in brackets, e.g.(2)

ALLOCATION	USE	Residential (C3)	Car Showroom	Repair Workshops	TOTALS
Residents		8 (2)			8 (2)
Visitors / Customers		3 (1)	4 (1)		7 (2)
Staff			1	2	3 (1)
Workshop Vehicles				7	7
TOTALS		11	5	9	25 (5) Total

⁹ LBTuT. 2015. Controlled Parking Zones and Car Parks Borough Map. <http://www.richmond.gov.uk> [accessed 28.10.2015]

6.2 RESIDENTIAL PARKING

The proposed residential parking provision is based on one space per two-bedroom apartment, plus 1.5 spaces per three-bedroom house, where one space per house will be allocated and the remainder are unallocated visitor spaces, which is in accordance with the LBRuT Development Management Plan (DPM)¹⁰.

This generates a total of 11 spaces for the sole use of the residents and their visitors, where eight are allocated to residents and three are unallocated for visitors.

6.3 COMMERCIAL PARKING

STAFF PARKING PROVISION

Staff parking provision is based on one space for every two staff, for both the showroom and workshops combined, which is in accordance with the LBRuT Development Management Plan (DPM)¹¹.

It is anticipated that the combined staff numbers for the Car Showroom and Repair Workshop will require the need for three staff parking spaces in total.

CAR SHOWROOM VISITOR PARKING PROVISION

Parking for the Car Showroom is based on at least one visitor space per 75m² of car display area, which is in accordance with the LBRuT Development Management Plan (DPM)¹². The internal display area of the proposed Car Showroom is 219m², which generates a need for three visitor parking spaces. There are four visitor spaces provided.

REPAIR WORKSHOP VEHICLES PARKING PROVISION

¹⁰ LBRuT. 2011. Development Management Plan: Adopted November 2011, Appendix 4 – Parking Standards.

¹¹ LBRuT. 2011. Development Management Plan: Adopted November 2011, Appendix 4 – Parking Standards.

¹² LBRuT. 2011. Development Management Plan: Adopted November 2011, Appendix 4 – Parking Standards.

Car servicing within the Repair Workshops is by appointment only, which ensures that the workshops operate efficiently and effectively. Based on projections of the current business operations, it is anticipated that this approach will generate the need for seven parking spaces for vehicles waiting servicing at the Repair Workshops.

6.4 DISABLED PARKING PROVISION

The pre-application response comments noted a requirement for 10% of spaces on site to be disabled, which equates to a minimum of three spaces across the whole site.

Given the zoned breakdown of parking on site, a logical approach has been taken to ensure that there is provision for one disabled space to each of the parking areas, for staff and visitors to the Car Showroom. As such, three spaces are provided within the residents parking area, whereby one may be allocated to a resident and the other two are to remain available for visitors. One disabled space is allocated for staff parking and a further space is allocated for Car Showroom Visitors. This provides a total of five disabled spaces on-site, above the requirement as outlined in policy, but appropriate for the needs of the site.

6.5 ELECTRIC VEHICLE CHARGING POINTS

The proposals seek to include provision for two electric vehicle charging points, the location of which is shown on the submitted Proposed Site Plan, drawing SRH-05E.

6.6 DELIVERIES

Deliveries to the Car Showroom and associated Repair Workshops will be received at the rear of the building, via the access road leading from Station Road and the car parking area associated with this part of the site. New Car Showroom display and sale vehicles will be taken through the Repair Workshop into the Car Showroom via a double opening set of doors. Please refer to the submitted proposed ground floor plan, drawing SRH-06.

Refuse and Recycling collection vehicles will also access the site in the same way to collect from all areas of the site. The location of Refuse and Recycling collection points is discussed in further detail within Section 7.0 of this statement.

A three point turning head is shown on Proposed Site Plan, drawing SRH-05E, to allow for site access and manoeuvring of all larger vehicles on site.

6.7 CYCLE PARKING

Cycle parking and cycle storage areas are provided across the site, appropriate to the various uses. Please refer to the proposed site plan, drawing SRH-05 for locations.

Residential dwellings will have private stores, which are located within private gardens for the houses, and within a communal store for the apartments above the Car Showroom located at ground floor level – please refer to submitted drawing SRH-06 for further detail.

The proposed cycle parking / provision is four times greater than the requirement, but deemed appropriate for the site in consideration of the likely need for the proposed large family dwellings to accommodate more than the requirement for one per dwelling.

TABLE 2: Cycle parking / storage requirements and proposed provision

USE	CYCLE PROVISION (Total) ¹³	Proposed Provision (Total)
Residents (2b3p)	2	2
Residents (3b5p)	1	12
Staff	3	6
Customers	-	4
TOTALS	6	24

¹³ LBRuT. 2011. Development Management Plan: Adopted November 2011, Appendix 4 – Parking Standards

7.0 WASTE AND RECYCLING

It is acknowledged that 'for mixed use developments, the commercial and residential waste must be stored and collected separately' and that 'commercial waste storage area should be clearly separate from the storage area for residential waste, with separate access to each'.

As such, refuse and recycling for the residential dwellings are to be maintained separately to the Car Showroom refuse.

7.1 RESIDENTIAL

Refuse and recycling provision for the various residential dwellings is separated into three different communal areas, and two private, which is in consideration of the various locations of the dwellings themselves, and the potential access for refuse vehicles.

The two apartments above the Car Showroom are serviced by a refuse store at ground level, below the access stair leading up to one of the most westerly apartments. This collection point is directly adjacent to the access road. Refuse stores for the 'Crescent Houses' is split between two points, which are located to either side of the end of terrace properties. Collection for the two dwellings on Thames Street is on-street, with private stores to each property. Locations of all of the refuse collection points / stores can be viewed in further detail on submitted drawing, Proposed Site Plan, SRH-05D.

7.2 CAR SHOWROOM AND REPAIR WORKSHOPS

Refuse and recycling for the Car Showroom will be provided to the rear of the ancillary workshops, within the vicinity of the parking area, to the southeast corner of the site. This can be viewed in more detail on submitted drawing, Proposed Site Plan, SRH-05D.

8.0 AFFORDABLE HOUSING STATEMENT

Due to the low numbers of residential development on site, the proposals are unable to incorporate any affordable housing provision on site. As noted within the Planning Statement, 'we also confirm the applicant's agreement to enter into a legal agreement relating to payment of a financial contribution to the Council's Affordable Housing Fund. As with conditions, we look forward to finalising the content and form of such an agreement with the Council during the determination of this planning application'.

9.0 CONSTRUCTION MANAGEMENT STATEMENT

9.1 MAIN CONSTRUCTION ACTIVITIES

The following points outline the main phases of work from start to completion:

- Hoarding erected, scaffold platform and dust screens installed
- Survey, make safe and remove services
- Demolition of existing buildings
- Excavation and ground works for sub-basements / basements and new road
- Foundation construction
- Road Works to new road on site
- Erection of concrete frames, floor slabs and external walls
- Construction of roofs
- Internal fit out
- Landscaping

9.2 METHODS TO MINIMISE DISTRUPTION DURING CONSTRUCTION

There will inevitably be some local disruption, however, the Project Team, will aim to minimise the impact of the work through:

PUBLIC LIAISON

The site information located on erected hoarding to protect the site will contain contact details for local residents or those affected by the work, to raise concerns.

WORKING HOURS

Construction works will be restricted to 07:30 to 18:00, Monday to Friday, and 08:00 to 13:00 on Saturdays. No work will be carried out on site on Sundays or Bank Holidays. There may be a requirement for oversized deliveries to occur out of hours to minimise disruption to the road network during usually busy times.

MANAGING NOISE AND VIBRATION

The Contractor will adhere to the Noisy Working Standards set by the Local Authority Environmental Health Department and Best Practice Guidance BS 5229 (part 1 and 2) to minimise noise and vibration impacts during the construction works.

CONTROL OF DUST AND NOISE

The Contractor will ensure that access to the main highway will be kept from mud and debris and will carry out damping down of areas with water if and when a problem of dust pollution is anticipated.

MINIMISING WASTE AND WASTE MANAGEMENT

A Site Waste Management Plan (SWMP) will be developed for the project, by the Contractor, to ensure that all waste is handled efficiently and managed appropriately, disposed of legally and waste streams reduced.

9.2 IMPACT ON LISTED BUILDINGS

A Structural Basement Impact Assessment has been undertaken by Fothergill Consulting Engineers, on the basis that proposed works are proposed adjacent to the Listed Buildings along Thames Street. Please refer to this report, as listed in Section 2.0 of this statement, for further information.

10.0 PLANNING PRE-APPLICATION

A formal pre-application consultation was instigated in 2013 (ref: 13/P0036/PREAPP), which was lead by the Client's Planning Consultant. The Local Planning Authority (LPA) at LBRuT provided details on relevant Policy, but advised that further information regarding the proposed development, including drawings, would be required before further comments could be coordinated and collated.

In February 2015, following the appointment of Clive Chapman Architects, an initial set of proposed drawings was submitted to the LPA for their comments, as part of the ongoing pre-application consultation. Please refer to Appendix I for the submitted drawings, SRH-SK04a (Site Plan), SRH-07 (Showroom Plans) and 14176LSx (Topographical Survey).

The pre-application consultation process highlighted the primary areas for further consideration, which could be summarised as:

- Car Parking: The Highways and Transport department at the LBRuT advised on the requirements for residential, Car Showroom areas and disabled parking provision.
- Access Road: The Highways and Transport department at the LBRuT advised that the access road was narrow at 4.1m for the proposed traffic and use, and that further consideration should be given to the manoeuvring of delivery and refuse vehicles.
- Cycle Storage: The Highways and Transport department at the LBRuT advised on the requirements of cycle parking for the different users of the site.
- Access: The Highways and Transport department at the LBRuT advised on information regarding crossovers and access points that was required to be shown on the drawings

10.1 POST PLANNING PRE-APPLICATION DESIGN REVISIONS

Further to the most recent pre-application some minor design revisions have been incorporated into the design proposals, as such:

- The car parking provision has been reviewed and arranged logically and appropriately for those different site users whom it serves. Refer to Section 6.0 for further information and details.
- The access road has been increased in width to 4.6m with a dedicated footpath for pedestrians, which is 1.5m in width.
- Cycle storage has been allocated and provision exceeds the requirement four-fold.
- The relocated primary access location is highlighted on all drawings.

In addition to providing a design response to those areas for consideration raised by the LPA, the proposals also include an additional house within the 'Crescent Houses' area of the site, and the overall landscaping strategy has been developed to complement the redevelopment as a whole.

11.0 PUBLIC CONSULTATION STATEMENT

A local exhibition of the development proposals was held at the existing G. Kingsbury Car Showroom, 45-49 Station Road, on Wednesday 23rd September 2015 between 16:00 and 20:00. Feedback forms and an attendance book were made available and representatives of the applicants and Clive Chapman Architects were present to answer queries from attendees.

Invitations to attend the exhibition were distributed by letter drop one week in advance of the event. The event flyer and distribution map are included within Appendices 2 and 3, respectively. Local Councillors S. Nicholson, G. Roberts and P. Sale, and the Pre-Application Planning Officer, D. Tanner, were also invited via e-mail on Friday 28th August 2015.

The Exhibition Boards presented at the Public Consultation event are shown in Appendix 4, the register of attendees to the local exhibition is included within Appendix 5, and written comments can be observed within Appendix 6 of this statement.



FIGURE 9: Public Consultation, event photograph

The primary comments raised at the Public Consultation are summarised as:

- An improvement, sympathetic, in keeping and an enhancement
- Better views for adjoining / nearby residents
- Building lines should respect existing / adjoining buildings
- Would like to see further detail regarding design of Thames Street Houses
- Would like to see further information regarding landscaping and planting

11.1 POST PUBLIC CONSULTATION DESIGN REVISION

The Public Consultation process has been incredibly useful for the application, to establish local support for the progress of their business and the potential redevelopment of The Site.

Local residents were engaged and wanted to know more regarding the finer detail related to the architecture and landscape. We hope this is demonstrated within the documents and drawings submitted in support of this application.

As the result of such a positive consultation process, no significant alterations or amendments have been made to the drawings or contents of the application. However, further detail has been show on the Site Plan, Elevations, and within this Design and Access Statement, relating to car parking provision and street elevations.

12.0 CONCLUSION

This Design and Access Statement, together with all other submitted supporting documents, seeks to demonstrate that the redevelopment of The Site is sensitive, appropriate and respectful of the immediate and local context. It is considered that the Layout, Scale, and Appearance of the scheme are reflective of the quality and nature of the Conservation Area, which the proposals aim to enhance. On that basis we trust the proposals will be approved by the Local Planning Authority, with conditions as outlined within this statement at the Planning Statement.

13.0 APPENDICIES

APPENDIX 1

Drawings Submitted for pre-application:

- Topographical Survey
- Site Plan
- Car Showroom, Flats Plans

APPENDIX 2

Public Consultation Invitation Flyer

APPENDIX 3

Public Consultation, Distribution Map

APPENDIX 4

Public Consultation, Exhibition Boards

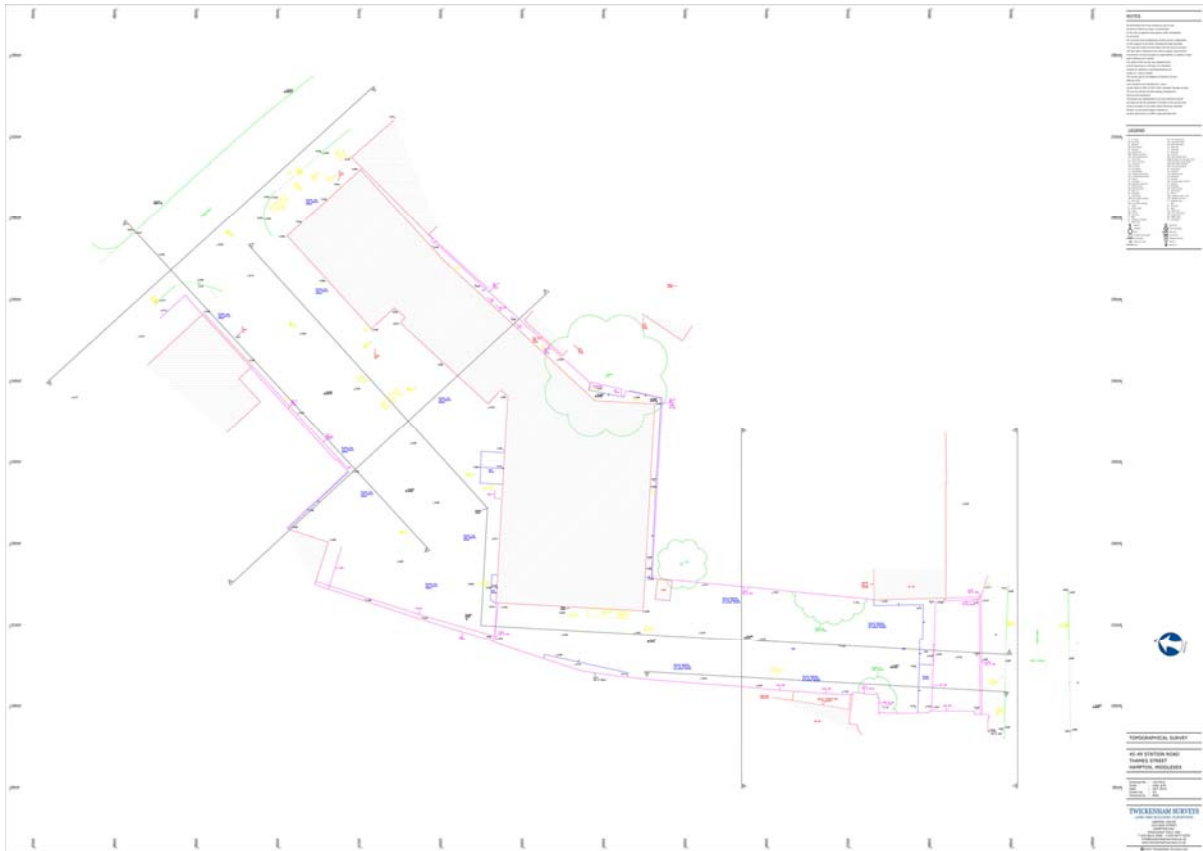
APPENDIX 5

Public Consultation, Register of Attendees (Redacted)

APPENDIX 6

Public Consultation, Comments Forms (Redacted)

Appendix I – Drawings submitted for pre-application

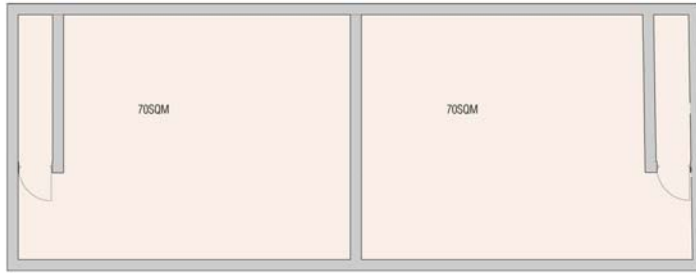


SCHEDULE OF ACCOMMODATION

UNIT	TYPE	NR	GROSS INT
			NET / GMA
CAR SHOWROOM AND ASSOCIATED OFFICE			
0		100%	373
TOTAL		0	373
PRIVATE HOUSING			
2 No.	TYPE 1 HOUSE 3B	5	119%
1 No.	TYPE 2 HOUSE 3B	5	119%
2 No.	TYPE 3 HOUSE 3B	5	119%
2 No.	TYPE 4 FLAT 2B	3	171%
TOTAL		29	626
TOTAL CAR SHOWROOM AND PRIVATE HOUSING		29	1046
NO. RESIDENTIAL UNITS TOTAL - 7			
TOTAL NUMBER OF HABITABLE ROOMS - 30			
SITE AREA - 0.26 HA			
PARKING RESIDENTIAL 16 (1 DISABLED)			
SHOWROOM 16			
TOTAL 32			

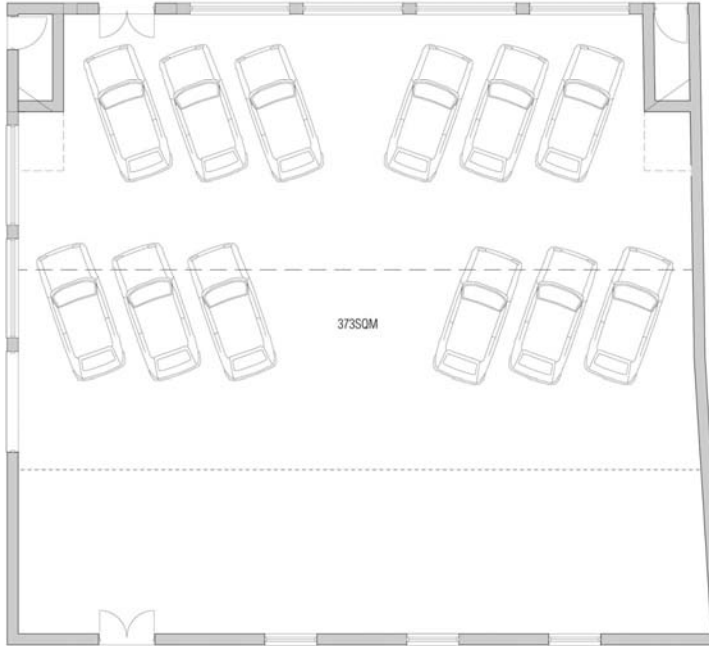
- KEY**
- SITE BOUNDARY
 - EXISTING TREES
 - PROPOSED TREES TO BE PLANTED

6-45 ESTATON ROAD, HAMPTON
 PROPOSED SITE PLAN
 09/06/21 1:20:04 02.02.2015



FIRST FLOOR PLAN

FLAT TYPE 4
2B4P 70 SQM



GROUND FLOOR PLAN

CAR SHOWROOM UNIT 373 SQM

Project 45-49 STATION ROAD, HAMPTON			CLIVE CHAPMAN ARCHITECTS RICHMOND ROAD 4 BEL FLE CHLAND RICHMOND ROAD RICHMOND, S.E. 15 10000 TELEPHONE 020 894 4949 FACSIMILE 020 894 1132 E MAIL C@CLIVECHAPMAN.CO.UK
Drawing CAR SHOWROOM & FLATS			
Drawing No. SRH-SK07	Scale 1:100 @ A3	Date 02.02.2015	

LOCAL EXHIBITION OF DEVELOPMENT PROPOSALS

G. Kingsbury and Son Ltd. invite you to attend a local exhibition of their proposals for the redevelopment of 45-49 Station Road, Hampton, Middlesex, TW12 2BU.

THE SITE

G. Kingsbury and Son car showrooms and workshops fronting onto Station Road and Thames Street. The site is located in the Hampton Village Conservation Area, and close to a number of Listed Buildings

THE PROPOSALS

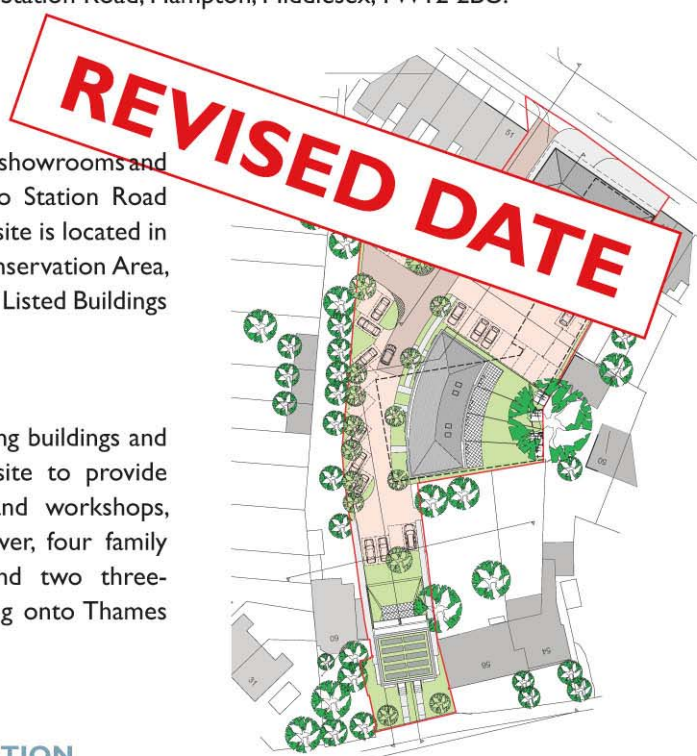
The demolition of existing buildings and redevelopment of the site to provide new car showrooms and workshops, with two apartments over, four family houses to the rear, and two three-bedroom houses fronting onto Thames Street.

THE LOCAL EXHIBITION

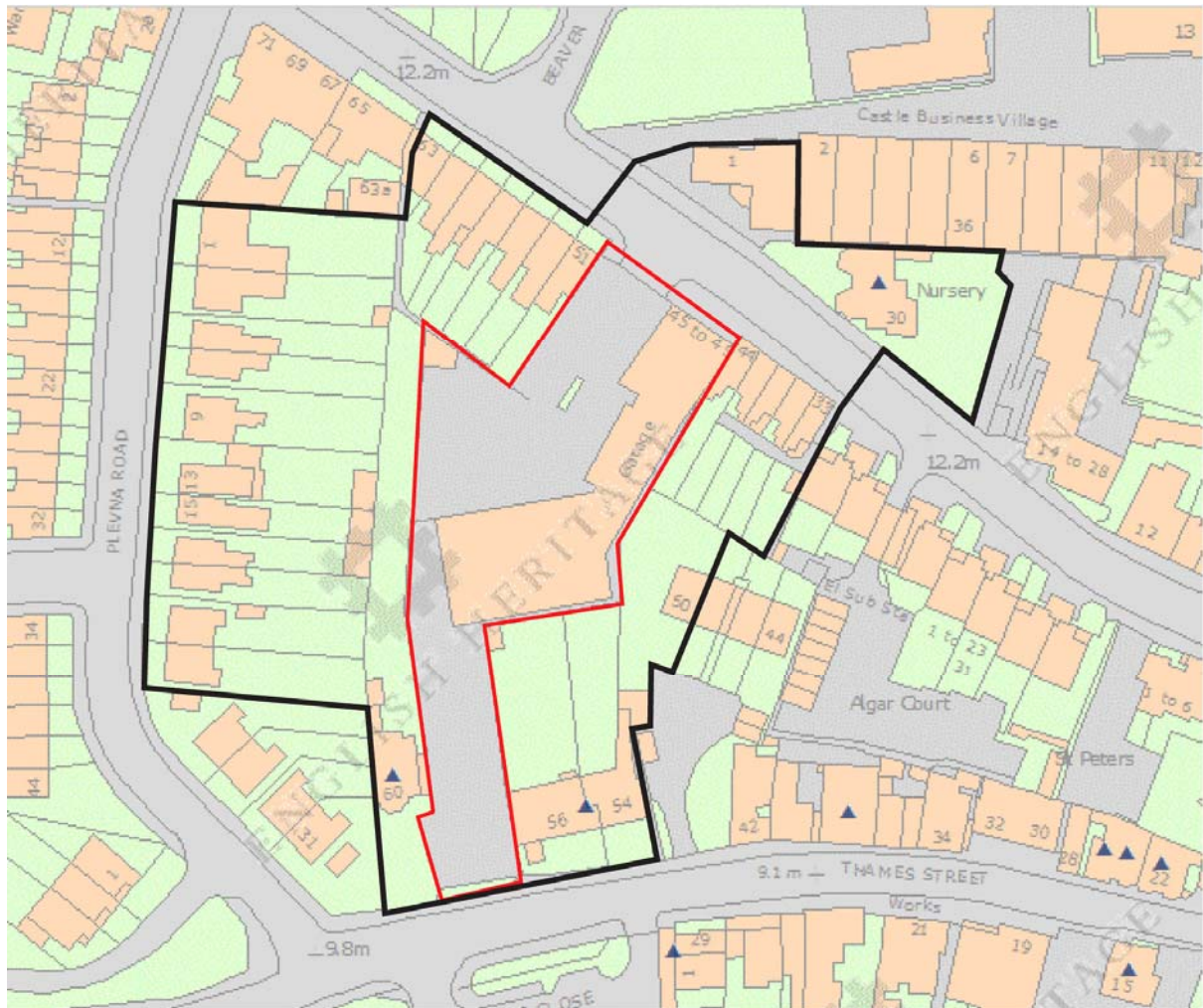
The local exhibition will be held at the existing G. Kingsbury Car Showroom on **Wednesday 23rd September between 4pm and 8pm**. This will provide an opportunity for you, as local residents and members of the community, to comment on the plans prior to the submission of a formal planning application to the London Borough of Richmond upon Thames.

Feedback forms and an attendance book will be available at the exhibition. Representatives from the client and their architects, Clive Chapman Architects, will be present to answer any queries you may have. We hope that you are able to attend and we look forward to discussing our proposals with you.

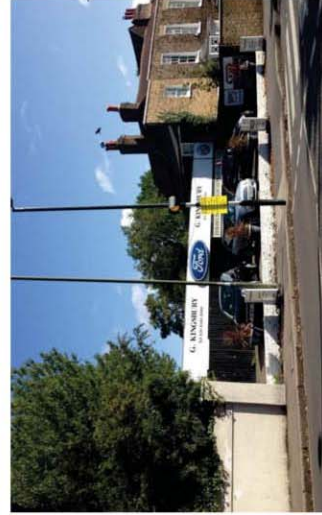
The exhibition will be wheelchair accessible with access from Station Road.



Appendix 3 – Public Consultation, Distribution Map



01 G. KINGSBURY AND SON LTD : 45-49 STATION ROAD, HAMPTON



2. VIEW OF THE SITE FROM THAMES STREET



1. VIEW OF THE SITE FROM STATION ROAD

INTRODUCTION

Welcome to the public exhibition for the proposals to redevelop 45-49 Station Road, Hampton, which is owned and occupied by G. Kingsbury and Son Ltd.

The design proposals are to build a new substantial car showroom with associated workshops, which will be made viable by the inclusion of some residential development on the site. The client, G. Kingsbury and Son Ltd, propose to develop the site for their own occupation, and retain the business along Station Road. The six houses and two apartments will be for private sale.

PROGRAMME

Following this exhibition and any required design review of the scheme, the client would like to submit a planning application to the London Borough of Richmond upon Thames, in October 2015, with the aim of commencing work on site in June 2016.

"WE ARE THE LONGEST ESTABLISHED FAMILY BUSINESS STILL OPERATING IN HAMPTON"

CLIENT STATEMENT

"G. Kingsbury and Son Ltd was established by my great grandfather in 1887 as a bicycle shop in Red Lion Square, Hampton. My late father and I inherited the company on the death of our grandfather in 1975. In the 1980s, the business prospered and employed over 300 staff. After a thirty year association, the premises were sold in 2005 to a new company. The client is a family business that has been successful because the former business model is no longer viable due to cars becoming more reliable and services interests much longer. Hence, the business is over facilitated.

G. Kingsbury and Son Ltd requires to move with the time, encompassing new technologies to satisfy customers' current and future expectations, in line with the changing face of the motor industry (i.e. electric hybrid and hydrogen cars).

This year G. Kingsbury and Son Ltd celebrates its 118th anniversary of looking after the people of Hampton's transport needs with the sales and repairs to their bicycles, motor cars, and lorries. We are the longest established family business still operating in Hampton."

Nick Kingsbury, G. Kingsbury and Son Ltd.

HOW CAN YOU HELP?

Please do feel free to take your time reviewing the information shown at this exhibition, and if you wish, you may go online after the event and view the proposed scheme at www.ccar.co.uk

We really encourage you to register your attendance at this event, and to fill in a comments form, which are available at this exhibition. Please put the completed form in the ballot box. Alternatively, you may wish to take a form away with you and e-mail us your comments at the email address, and with the subject heading, as shown on the comment form.

Following this exhibition, the client and their design team will review the proposals in light of any comments received from you, the local residents and members of the community, and prepare the information required to submit a planning application.

A short summary of the community feedback will be included within the Design and Access Statement submitted, which will accompany the planning application.

02 PROPOSED SITE PLAN AND CONTEXT ANALYSIS

KEY	PLANNING APPLICATION BOUNDARY OUTLINE OF BUILDINGS TO BE DEMOLISHED	EXISTING TREES TO BE RETAINED	TREES PROPOSED	REFUSE STORAGE
BOUNDARY TREATMENTS	1200mm high close boarded fencing	1800mm high close boarded fencing	1800mm high open powder coated metal railings	1200mm high close boarded fence with top section 400 high metal railings
	Existing 2400mm high metal powder fence			
	LISTED BUILDING (ALL GRADE II)	BUILDINGS OF TOWNSCAPE MERIT	SUMPTUOUS	HOUSE TYPE 1
				HOUSE TYPE 2
				HOUSE TYPE 3
				APARTMENT (OVER SHOWROOM)
				RESIDENT PARKING SPACE
				RESIDENT VISITOR PARKING SPACE
				PARKING ASSOCIATED WITH CAR SHOWROOM AND WORKSHOPS
				CAR SHOWROOM VISITOR PARKING
				ACCESS ROAD
				SHARDED SURFACE (VEHICLES AND PEDESTRIANS)

CONSTRAINTS:

CHARACTER
The site faces two streets of differing character
Complex site size and shape, 'wedged' between neighbouring plots

HERITAGE
Hampton Village Conservation Area
Buildings of Townscape Merit along Station Road
Listed Buildings directly adjacent to the site along Thames Street

OPPORTUNITIES:

- Complete and enhance the street frontages of both Station Road and Thames Street
- Create more activity along the street frontages
- Utilise the depth of the site plan for further accommodation



SCR-06A

03 MATERIALITY AND CONTEXT RESPONSE

MATERIALITY.
The proposed materials were chosen to reflect and engage with the character of the neighbouring buildings.

The primary materials are yellow stock brick, slate roof tiles, and painted timber windows. The apartments above the car showroom also include a coloured fibre cement panel system, which has been selected to respond to the broad range of painted brick and render colours used within the community.

- YELLOW STOCK BRICK
- RENDERED WALL FINISH
- YELLOW STOCK BRICK
- LIGHT GREY ZINC CANOPY
- FIBRE CEMENT FACADE PANELS
- SHALLOW PITCH SLATE ROOF TILES
- SLATE TILED ROOF

STATION ROAD PROPOSED SHOWROOM AND APARTMENTS PHOTOMONTAGE



VIEW LOOKING TOWARDS THE PROPOSED STATION ROAD SHOWROOM AND APARTMENTS

VIEW LOOKING TOWARDS THE PROPOSED THAMES STREET HOUSING



AERIAL VIEW LOOKING ACROSS THE SITE FROM THAMES STREET



AERIAL VIEW LOOKING ACROSS THE SITE FROM STATION ROAD

04 SITE AND GROUND FLOOR PLAN

SCHEDULE OF ACCOMMODATION		SCHEDULE OF PARKING	
	GROSS INTERNAL AREA		QUANTITY (DISABLED)
CAR SHOWROOM With associated workshops	395m ² / 3921ft ²	CAR SHOWROOM With associated workshops	14 (2)
RESIDENTIAL	QUANTITY	RESIDENTIAL Allocated Visitor	8 (2) 3 (1)
HOUSES		TOTAL RESIDENTIAL	25 (5)
Type 1 - 3 Bedroom	2		
Type 2 - 3 Bedroom	2		
Type 3 - 3 Bedroom	2		
APARTMENTS			
2 Bedroom	2		
TOTAL RESIDENTIAL	8		

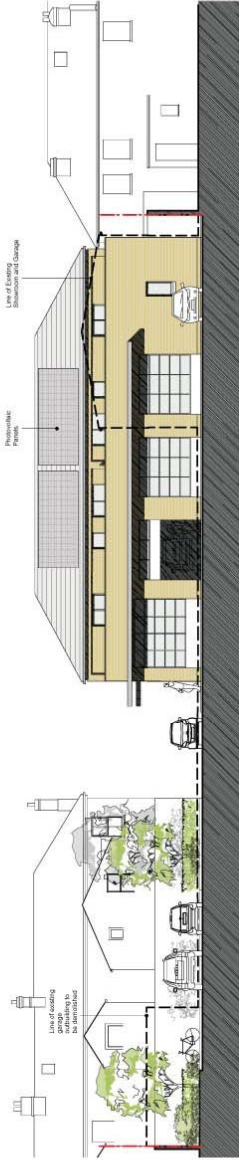


05 STATION ROAD : CAR SHOWROOM, WORKSHOPS AND APARTMENTS

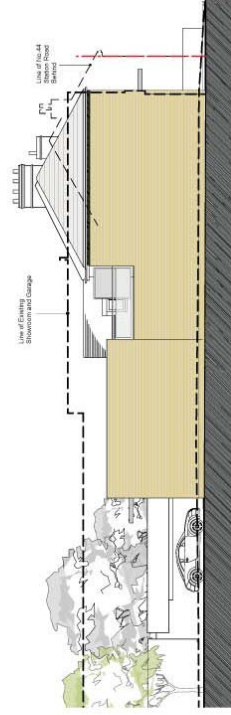
CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS



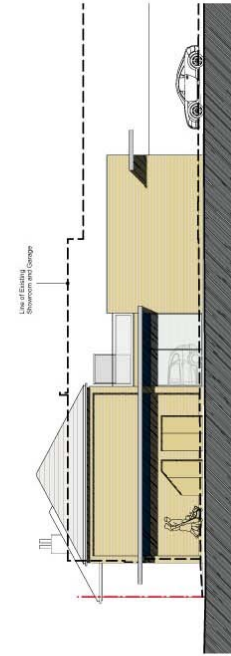
NORTH ELEVATION (STATION ROAD)
1:100



SOUTH ELEVATION
1:100



EAST ELEVATION
1:100

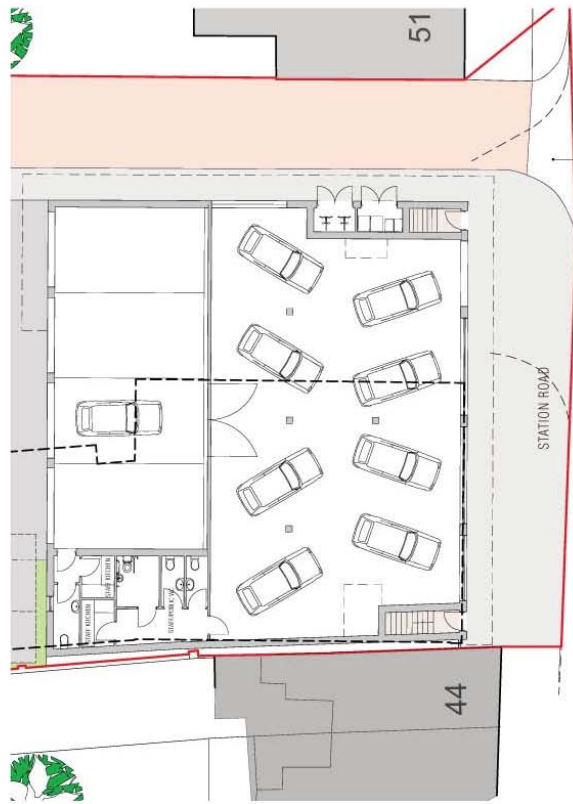
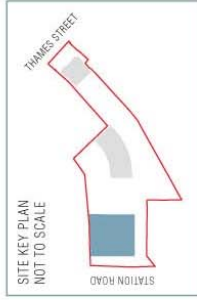


WEST ELEVATION
1:100

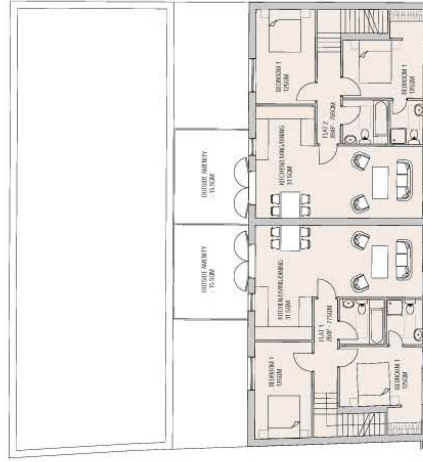
SCR-09A

06 STATION ROAD : CAR SHOWROOM, WORKSHOPS AND APARTMENTS

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS



GROUND FLOOR PLAN
1:100



FIRST FLOOR PLAN
1:100

07 THE CRESCENT : HOUSE TYPES 2 AND 3



CAR SHOWROOM AND WORKSHOP WITH APARTMENTS ABOVE

WEST ELEVATION
1:100

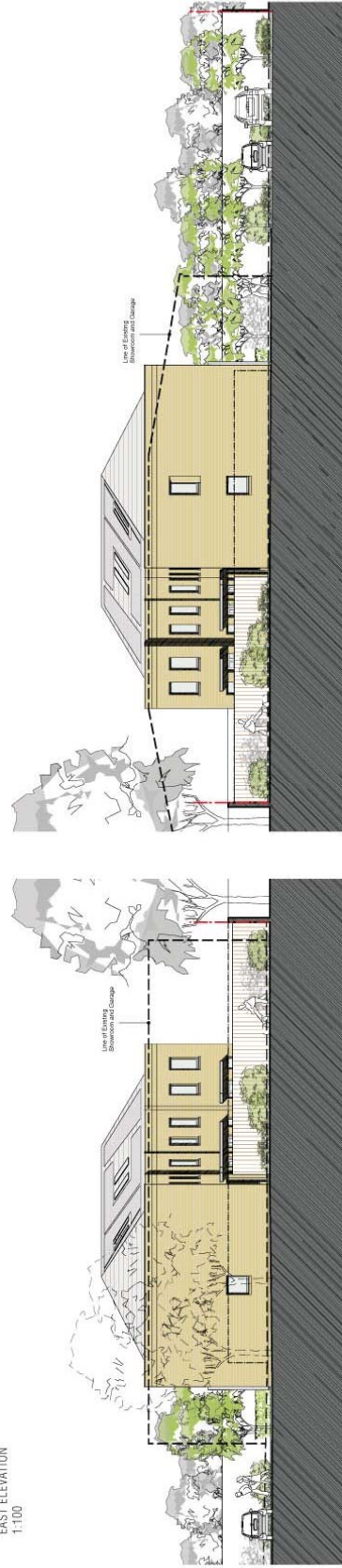
TYPE 2 TYPE 3 TYPE 3 TYPE 2



CAR SHOWROOM AND WORKSHOP WITH APARTMENTS ABOVE

EAST ELEVATION
1:100

TYPE 2 TYPE 3 TYPE 3 TYPE 2



NORTH ELEVATION
1:100

SOUTH ELEVATION
1:100

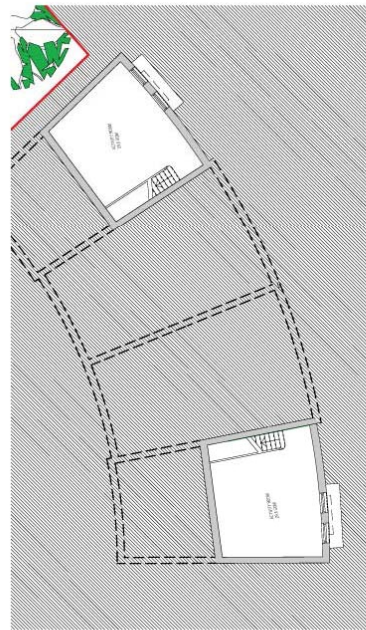
SCR-11A

08 THE CRESCENT : HOUSE TYPES 2 AND 3

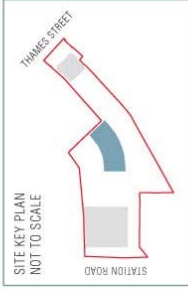
CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS



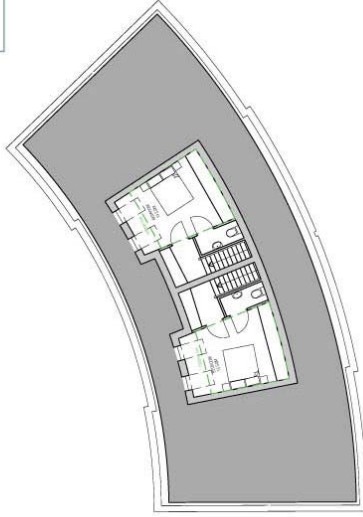
GROUND FLOOR PLAN
1:100



BASEMENT FLOOR PLAN
1:100



SITE KEY PLAN
NOT TO SCALE



SECOND FLOOR PLAN
1:100



FIRST FLOOR PLAN
1:100

SCR-08A

09 THAMES STREET - HOUSE TYPE 1

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS



SOUTH ELEVATION (THAMES STREET)
1:100



NORTH ELEVATION
1:100



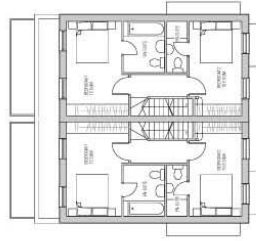
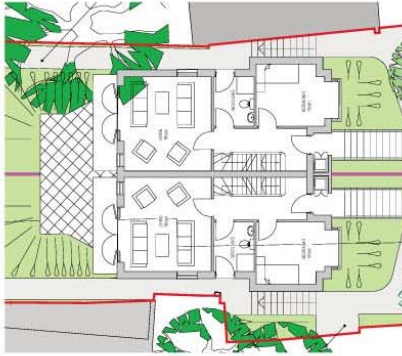
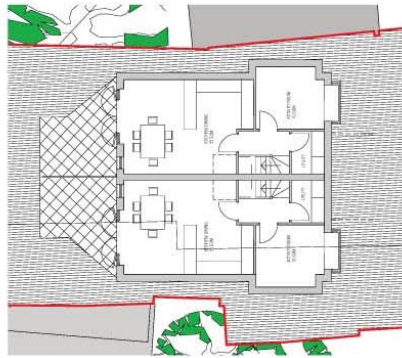
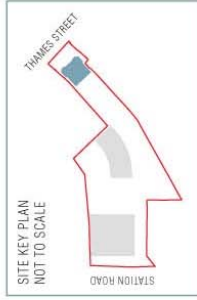
WEST ELEVATION
1:100



EAST ELEVATION
1:100

SCR-10A

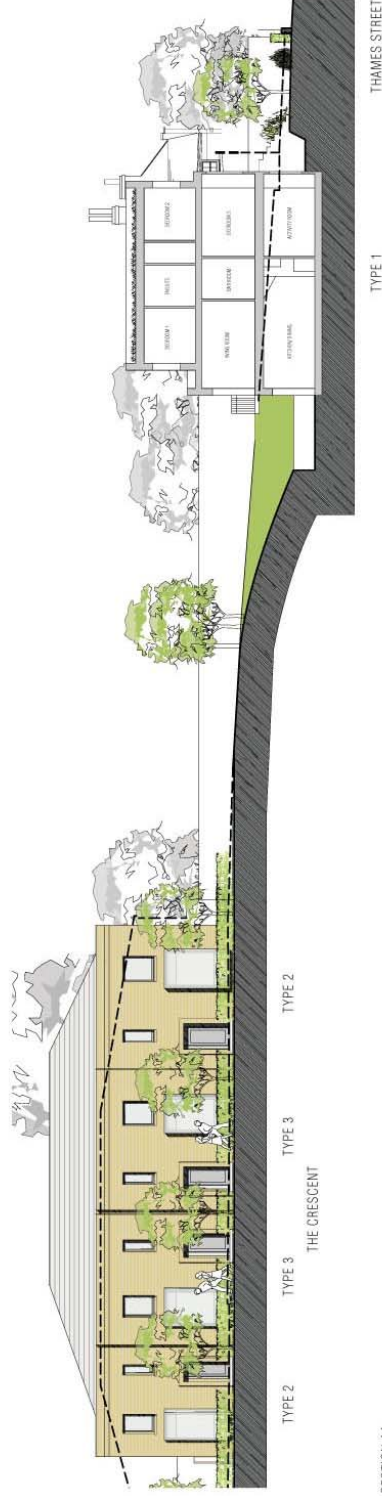
10 THAMES STREET - HOUSE TYPE 1



LOWER GROUND FLOOR PLAN
1:100

GROUND FLOOR PLAN
1:100

FIRST FLOOR PLAN
1:100



SECTION AA
1:100

Appendix 5 - Public Consultation, Register of Attendees (Redacted)

LOCAL EXHIBITION OF DEVELOPMENT PROPOSALS

REGISTER OF ATTENDEES

NAME	ADDRESS	EMAIL
[REDACTED]	The Limes 30 Station Rd TW12 2BX	[REDACTED]
[REDACTED]	51 STATION RD HAMPTON	[REDACTED]
[REDACTED]	52 Buckingham Road Hampton TW12 3JG	[REDACTED]
[REDACTED]	25 Plevna Rd.	[REDACTED]
[REDACTED]	65 Station Road Hampton	[REDACTED]
[REDACTED]	69 STATION ROAD	[REDACTED]
[REDACTED]	S PLEVNA ROAD	[REDACTED]
[REDACTED]	FLAT 1, 38 STATION ROAD HAMPTON	[REDACTED]
[REDACTED]	5th Thames St.	[REDACTED]
[REDACTED]	57 STATION ROAD	[REDACTED]
[REDACTED]	61 STATION ROAD	[REDACTED]

LOCAL EXHIBITION OF DEVELOPMENT PROPOSALS

REGISTER OF ATTENDEES

NAME	ADDRESS	EMAIL
[REDACTED]	SS STATION RD	[REDACTED]
[REDACTED]	39 STATION RD	
[REDACTED]	1 PLEVNA RD	[REDACTED]
[REDACTED]	CANNISTER HOUSE 60 THAMES ST	[REDACTED]

Appendix 6 – Public Consultation, Comments Forms

COMMENTS FORM
G. KINGSBURY AND SON LTD.,
45-49 STATION ROAD, HAMPTON

NAME (optional): [REDACTED]

ADDRESS (optional): [REDACTED]

EMAIL (optional): [REDACTED]

COMMENTS:
 would be interested in knowing more about the types of trees proposed for landscaping. we don't see any imposition to the current plans.
 Thank you

If you would like to submit your comments after this exhibition has ended then you may do so by sending an email to: info@ccarc.co.uk, with the subject heading: 'Local Exhibition, G. Kingsbury and Son Ltd.'

COMMENTS FORM
G. KINGSBURY AND SON LTD.,
45-49 STATION ROAD, HAMPTON

NAME (optional): [REDACTED]

ADDRESS (optional): [REDACTED]

EMAIL (optional): [REDACTED]

COMMENTS:
 An improvement and trust it will be accepted by the Planning Cttee.

If you would like to submit your comments after this exhibition has ended then you may do so by sending an email to: info@ccarc.co.uk, with the subject heading: 'Local Exhibition, G. Kingsbury and Son Ltd.'

COMMENTS FORM

G. KINGSBURY AND SON LTD.,
45-49 STATION ROAD, HAMPTON

NAME (optional):	[REDACTED]
ADDRESS (optional):	
EMAIL (optional):	
COMMENTS:	Provided the footage is the same / set back -vs- current position, this will be a sympathetic addition and in keeping with / enhancing current use.

If you would like to submit your comments after this exhibition has ended then you may do so by sending an email to info@ccarc.co.uk with the subject heading: 'Local Exhibition, G. Kingsbury and Son Ltd'

COMMENTS FORM

G. KINGSBURY AND SON LTD.,
45-49 STATION ROAD, HAMPTON

NAME (optional):	[REDACTED]
ADDRESS (optional):	[REDACTED]
EMAIL (optional):	[REDACTED]
COMMENTS:	I welcome any new developments that improve the look of the area.

If you would like to submit your comments after this exhibition has ended then you may do so by sending an email to info@ccarc.co.uk with the subject heading: 'Local Exhibition, G. Kingsbury and Son Ltd'

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NAME (optional):	[REDACTED]
ADDRESS (optional):	[REDACTED]
EMAIL (optional):	[REDACTED]
COMMENTS:	WE WILL HAVE A MUCH BETTER VIEW FROM ONE APARTMENT -

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NAME (optional):	[REDACTED]
ADDRESS (optional):	[REDACTED]
EMAIL (optional):	[REDACTED]
COMMENTS:	Concerns over appearance + design of houses in Thames St as don't feel they fit in with the look + feel of that very old part of Hampton. I would like to see these some consideration given to the look of these properties.

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