



PLANNING STATEMENT

On behalf of G. Kingsbury & Son Ltd.

In support of a planning application proposing the demolition of the existing car showroom and ancillary workshop buildings and redevelopment of the site to provide a new car showroom, ancillary workshops and eight residential dwellings, at;

**45-49 Station Road
Hampton
TW12 2BU**

WYG ref. : A094507/Planning Statement
Date : October 2015



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1.0 Introduction

- 1.1 This planning statement has been prepared by WYG on behalf of G. Kingsbury & Son Ltd. and forms part of a full planning application being submitted to the London Borough of Richmond upon Thames relating to land at 45-49 Station Road, Hampton, TW12 2BU.
- 1.2 This planning application proposes the mixed use redevelopment of the application site, comprising the demolition of all existing buildings on the application site and the erection of a two storey building fronting Station Road (comprising a car showroom/workshop at ground floor level and 2 x 2 bedroom flats above, a two storey building with accommodation at lower ground level fronting Thames Street (comprising 2 x 3 bedroom dwellinghouses) and a two storey crescent of 4 x 3 bedroom terraced dwellinghouses in the middle of the site (with 2 dwellings also benefitting from accommodation in the roof).
- 1.3 This planning statement is submitted in support of this planning application and should be read in conjunction with the application drawings and the other technical reports that make up this application.
- 1.4 This statement details the nature of the application site and the surrounding area, the site history, and relevant development plan policies and associated guidance, followed by an assessment of the proposals against those policies, guidance and any other material planning considerations.
- 1.5 The statement concludes that the proposals accord with the adopted development plan and all other material planning considerations and accordingly planning permission should be granted, subject to the imposition of appropriate and reasonable conditions and completion of a legal agreement.



2.0 The Site and Surroundings

- 2.1 The application site comprises an irregular shaped plot of 0.26 hectares, extending from Station Road (northern site boundary) to Thames Street (southern site boundary), and therefore benefitting from two road frontages.
- 2.2 The application site comprises three linked two-storey buildings and small storage sheds, predominantly occupying the northern part of the site and extending along its eastern boundary, with the total gross internal area of these buildings being approximately 1046 square metres. The lawful and historic use of these buildings (and the site as a whole) is as a car showroom and workshop, i.e. a sui generis use.
- 2.3 The remainder of the site is all hardsurfaced and is used for the parking of cars for sale and servicing, with the Thames Street frontage consisting of a forecourt display (typically 3 vehicles) and associated advertisement boards/signage mounted on a wooden fence but behind a low brick retaining wall which adjoins the pavement. Historically, a part three, part four storey dwellinghouse known as Jessamonde House occupied what is now the Thames Street frontage of the site, but that property was demolished in 1956.
- 2.4 The surrounding area is predominantly residential and the eastern and western boundaries of the application site adjoin the rear gardens of surrounding two-storey semi-detached and terraced dwellings. The southern frontage of this part of Station Road is characterised by two-storey terraced dwellings, whilst directly opposite the Station Road frontage of the site is Castle Business Village, comprises small business units falling within Use Class B1(a), although No. 36 Station Road, which forms the entrance to that 'village', has recently been converted to 4 flats under the prior approval procedures.
- 2.5 The application site is not designated, although it does fall within the Hampton Village Conservation Area. The site is also roughly equidistant between the two designated key shopping areas of Hampton.
- 2.6 On both sides of the application site where it fronts onto Thames Street are Grade II listed buildings, with Nos. 54 and 56 having been listed in May 1983 and Canister House (No. 60) listed in 1993.
- 2.7 The surrounding area is neither within a controlled parking zone, nor is on-street parking subject to pay and display controls. Thames Street is the main A308 road between Sunbury and Hampton Court, and consists of double yellow lines on both sides of the carriageway through Hampton. The Thames Street frontage of the application site directly fronts a zebra crossing and the associated road markings, and accordingly there is no (and cannot be) vehicular access into the site.
- 2.8 The site has a Public Transport Accessibility Level (PTAL) of 2 (low/medium), with the nearest railway station being Hampton railway station, which is just under 700 metres/9 minutes walk away. This station is on the Shepperton Branch Line and typical weekday



services comprise 2 trains per hour heading towards London Waterloo, and 2 trains per hour heading towards Shepperton.

- 2.9 Three bus services travelling in both directions can be accessed from bus stops close to the application site, namely the R68 (Kew Retail Park to Hampton Court Station) service which is served by bus stops under 100 metres from the site, and the 111 (Kingston to Heathrow Airport) and 216 (Staines to Kingston) services which are both served by bus stops within 500 metres of the site.
- 2.10 The application site falls within Flood Zone 1, with the boundary between Flood Zones 1 and 2 to the south of Thames Street.



3.0 Relevant Planning History of Application Site and Surroundings

- 3.1 The Council's online statutory register of planning applications reveals that there have been no recent (since 1990) planning applications or other consent applications in respect of the application site.
- 3.2 It is understood that planning permission was granted in the mid 1970's for an extension of the existing car showroom/workshop to provide additional floorspace.
- 3.3 In respect of the surrounding area, prior approval (application ref. 13/3507/P3JPA) was granted by the Council on 26th November 2013 for the conversion of Unit 1 of Castle Business Village at 36 Station Road (directly opposite the application site) into 4 residential units (2 x 2 bed and 2 x 1 bed), and that permission has subsequently been implemented.



4.0 The Proposed Development, Pre-Application Advice and Public Consultation Exercise

- 4.1 The proposals for which planning permission is sought involve the demolition of all existing car showroom, workshop and ancillary storage buildings (the total gross internal area of which is approximately 1046 square metres) within the curtilage of the application site, with planning permission being required for such demolition due to the site falling within a Conservation Area.
- 4.2 The site will then be redeveloped by way of a mixed use redevelopment comprising three separate new buildings. Along the Station Road frontage of the site a two storey building is proposed, retaining the existing setback from the building line of the two storey terraced dwellings to the east, and in line with the building line of the existing two storey terraced dwellings to the west.
- 4.3 The ground floor of this building will comprise a new car showroom and workshop facilities, consisting of 372 square metres of floorspace. Above the front part of this building will be 2 x 2 bedroom flats, each comprising 76 square metres of floorspace and each benefitting from a 15 square metre private roof terrace.
- 4.4 The currently undeveloped Thames Street frontage of the site would be developed by way of a semi-detached pair of three bedroom dwellinghouses (each with a floor area of 124 square metres), comprising two and a half storeys above ground level along the road frontage and two storeys to the rear, due to the sloping topography of the site. Each of these two dwellings would have pedestrian access from Thames Street through private gardens, with further private gardens to the rear and car parking.
- 4.5 In the centre of the site a crescent shaped terrace of four townhouses is proposed, with the two end of terraced dwellings being two storeys (but also benefitting from a basement), and the two mid terraced dwellings will also be two storey with additional accommodation in the roof space. Each of these townhouses will benefit from private rear gardens, with communal amenity space at the front.
- 4.6 In total, 25 parking spaces are proposed within the curtilage of the new development, with 14 spaces (2 disabled) allocated to the car showroom and workshop facility, and 11 spaces (3 disabled) for the 8 residential units proposed, i.e. 1 for each unit plus 3 visitor spaces. Each of the dwellinghouses would have bicycle parking for 2 bicycles within their rear gardens, with cycle parking for each of the 2 flats integrated into the ground floor layout of the new building fronting Station Road. 5 electric vehicle charging points are also proposed within the curtilage of the site.
- 4.7 The existing vehicular access into the site off Station Road will be relocated further westwards, and the layout of the proposed development has been designed to enable servicing vehicles to enter into and egress from the site in a forward direction.



- 4.8 The proposals incorporate both new hard and soft landscaping, including planting screens, which will greatly enhance the character, appearance and biodiversity of this part of the Hampton Village Conservation Area, especially as the existing site contains no landscaping.
- 4.9 The scale and design of the proposed building is an appropriate response to the character and appearance of its surroundings, and the proposed development will not have any adverse impact upon the residential amenities of existing neighbouring residential occupiers, and it will both preserve and enhance the character and setting of the two neighbouring listed buildings in Thames Street.
- 4.10 Full details of the proposals are set out on the submitted drawings and within the Design and Access Statement, all of which have been prepared by Clive Chapman Architects.

Pre-application advice

- 4.11 The applicants have been in dialogue with the Council for some time regarding the principle of their proposals prior to the submission of this planning application. Firstly in early 2013, the applicants had a pre-application concept meeting with Derek Tanner, Planning Officer, and subsequently a further pre-application meeting was held with Mr. Tanner following receipt of comments from the Council's Highways Department and Conservation/Urban Design Officers.
- 4.12 The pre-application advice meetings with Mr. Tanner confirmed that the principle of the mixed-use redevelopment of the site was acceptable in planning terms, including two storey development along both road frontages of the site and additional development in the centre of the site.

Pre-application consultation exercise

- 4.13 As detailed in the accompanying Statement of Community Involvement (within the Design and Access Statement) prepared by Clive Chapman Architects, the applicants and their professional team have fully engaged with local residents and prior to submitting this planning application to the Council.
- 4.14 This engagement took the form of a public exhibition held on the afternoon/evening of Wednesday 23rd September at the existing car showrooms. Invitations were sent out to all local residents surrounding the application site, in addition to local Councillors and Council Officers.
- 4.15 In total, approximately 25 people attended the exhibition, although only 16 attendees completed the register of attendees. Attendees were encouraged to complete feedback forms and in total 6 forms were completed, with both the majority of such respondees and the verbal comments of attendees reflecting strong support for the proposals.



5.0 Planning Policies and Government Guidance

- 5.1 At local level, the Development Plan for the application site and its surroundings comprises the London Borough of Richmond Core Strategy Development Plan Document (DPD), which was adopted in April 2009, and the Council's Development Management Plan DPD, which was adopted in November 2011.
- 5.2 The Council recently (in July 2015) announced its intention to review its planning policies contained with the above DPD's, and at the same time to process work on its Site Allocations DPD, but any such review is not expected to be the subject of public consultation until summer 2016 at the earliest and accordingly the adopted policies must continue to carry maximum weight in determining planning applications for the foreseeable future.
- 5.3 At regional level, the Further Alterations to the London Plan were published in March 2015 and also form part of the development plan for the application site and its surroundings.
- 5.4 At national level, the National Planning Policy Framework (NPPF) was published by the Government in March 2012 following public consultation, and streamlines previous national planning policy into a consolidated set of priorities, to ensure that planning decisions reflect genuine national objectives, with the principle of sustainable development permeating the framework.
- 5.5 The National Planning Policy Guidance (NPPG) was launched by the Government in March 2014 and streamlines previously published national guidance, which had taken the form of planning policy guidance notes and planning policy statements.
- 5.6 This statement now sets out the planning policies, objectives and guidance at local and national level considered relevant to the proposed development.

London Borough of Richmond upon Thames Core Strategy DPD

- 5.7 The Core Strategy Development Plan Document (DPD) was adopted in April 2009 and sets out the key elements of the Council's planning vision and strategy for the Borough. Adopted Core Strategy DPD policies relevant to this application include;
 - CP1 Sustainable Development - seeks to maximise the effective use of resources including land, water and energy, and to assist in reducing any long-term adverse environmental impacts of development.
 - CP2 Reducing Carbon Emissions – all new development will achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible.



- CP5 Sustainable Travel – the Council will promote safe, sustainable and accessible transport modes such as walking, cycling and public transport as an alternative to the private car.
- CP7 Maintaining and Improving the Local Environment - all new development should recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued.
- CP14 Housing – general policy setting housing targets, with density of residential proposals taking into account the need to achieve the maximum intensity of use compatible with local context, while respecting the quality, character and amenity of established neighbourhoods and environmental and ecological policies. Additionally, all housing should be built to Lifetime Homes standards and 10% of all new housing should be to wheelchair standards.
- CP15 Affordable Housing – housing provision is expected to include a range of housing to meet the needs of all types of households, and on sites below the threshold of ten or more units gross, a financial contribution to the Affordable Housing Fund commensurate with the scale of development will be expected.
- CP19 Local Business – the Council will seek to retain land in employment uses for business, industrial and storage and will also encourage the provision of small units.

The London Borough of Richmond Development Management DPD

5.8 The Council's Development Management Plan was formally adopted in November 2011 following previous public consultation and an Examination in Public in May 2011. Relevant policies from this DPD are listed below;

DM SD 1 Sustainable Construction – all development in terms of materials, design, landscaping, standard of construction and operation shall include measures capable of mitigating and adapting to climate change to meet future needs.

DM SD 2 Renewable Energy and Decentralised Energy Networks – new development will be required to comply with the Sustainable Construction Checklist, maximise opportunities for the microgeneration of renewable energy, reduce total carbon dioxide emissions, contribute towards decentralised energy supply from renewable and low carbon technologies, and connect to existing or planned decentralised energy networks where they exist.

DM SD 7 Sustainable Drainage – all development proposals are required to follow the drainage hierarchy when disposing of surface water and should utilise Sustainable Drainage Systems wherever practical.



DM SD 9 Protecting Water Resources and Infrastructure – new developments must achieve a high standard of water efficiency.

DM SD 10 Water and Sewerage Provision – new development will need to ensure there is an adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve the development.

DM HD 1 Conservation Areas – designation, protection and enhancement – Conservation Area Appraisals and Management Plans will be used as a basis when determining proposals within, or where it would affect the setting of, Conservation Areas together with other policy guidance. New development (or redevelopment) should conserve and enhance the character and appearance of the area.

DM HD 2 Conservation of Listed Buildings and Scheduled Ancient Monuments – the Council will protect the setting of Listed Buildings where proposals could have an impact.

DM HO 4 Housing Mix and Standards – development should generally provide family sized accommodation, and housing mix should be appropriate to the location.

DM HO 6 Delivering Affordable Housing – the Council will, on sites capable of providing less than 10 units gross, seek a financial contribution to the Affordable Housing Fund commensurate with the scale of development.

DM TP 1 Matching Development to Transport Capacity – higher trip generating development will only be permitted in areas which are easily accessible by transport other than by the private car.

DM TP 3 Enhancing Transport Links – new developments will be expected to create or improve links with the local and wider transport networks, including links to the cycle and pedestrian networks.

DM TP 6 Walking and the Pedestrian Environment – new development will protect, maintain and where appropriate improve the existing pedestrian infrastructure and the safety and security of the pedestrian environment.

DM TP 7 Cycling – new development will provide appropriate cycle access and sufficient, secure cycle parking facilities.

DM TP 8 Off Street Parking – Retention and New Provision – car parking and cycle parking standards will be taken onto account.

DM DC 1 Design Quality – new development must be of a high architectural and urban design quality based upon sustainable design principles. Development must be inclusive and connect with and contribute positively to its surroundings.



DM DC 2 Layout and Design of Mixed Use Schemes – within appropriate areas, mixed use schemes will be permitted if they include a suitable and compatible mix of uses, add to the vitality and convenience of the area, take account of any potential adverse impacts of the juxtaposition of uses through the layout, design and operation of the area, and make the best use of land by sharing facilities and areas such as for parking, servicing, entrance ways and amenity space where appropriate.

DM DC 4 Trees and Landscape – proposals for new development should incorporate landscape proposals, including new trees and planting.

DM DC 5 – Neighbourliness, Sunlighting and Daylighting – in assessing proposals, the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance, and will seek to ensure that the design and layout of buildings enables sufficient sunlight and daylight to penetrate into and between buildings, and that adjoining properties are protected from overshadowing.

DM DC 6 – Balconies and Upper Floor Terraces – purpose built, well designed and positioned balconies or terraces are generally encouraged where new residential units are on upper floors.

Relevant Local Supplementary Planning Documents/Guidance

- 5.9 To accompany the Council's adopted planning policies, the Council has published planning guidance in the form of Supplementary Planning Documents (SPD's) and Supplementary Planning Guidance (SPG's) relating to specific aspects of development control.
- 5.10 In respect of the proposals which are the subject of this planning application, these documents include the adopted Conservation Area Statement for the Hampton Village Conservation Area, the Design Quality SPD (adopted February 2006), the Borough CIL Charging Schedule and Planning Obligations (took effect on 1st November 2014), the Refuse and Recycling Storage Requirements SPD (adopted May 2015), the Residential Development Standards (adopted March 2010) and the Sustainable Construction Checklist SPD (first adopted August 2011, updated September 2015).

Further Alterations to the London Plan

- 5.11 In March 2015, the Mayor published the Further Alterations to the London Plan. The London Plan provides a spatial development strategy for Greater London up to the year 2036. Chapter One sets out the context and strategy of the Plan, setting out the major issues facing London and the Mayor's vision of the way London should develop.
- 5.12 Major issues identified include more households, a growing and ever changing economy, a changing climate, ensuring the infrastructure to support growth, and a new focus upon quality for life. The Mayor's vision is that London should excel among global cities, expanding opportunities for all its people and enterprises, achieving the highest



environmental standards and quality of life and leading the world in its approach to tackling the urban challenges of the 21st century, particularly that of climate change.

5.13 Six detailed objectives for the city are set out within the London Plan, as listed below;

Objective 1 : A city that meets the challenges of economic and population growth in ways that ensure a sustainable, good and improving quality of life and sufficient high quality homes and neighbourhoods for all Londoners, and help tackle the huge issue of deprivation and inequality amongst Londoners, including inequality in health outcomes.

Objective 2 : An internationally competitive and successful city with a strong and diverse economy and an entrepreneurial spirit that benefits all Londoners and all parts of London; a city which is at the leading edge of innovation and research and which is comfortable with – and makes the most of – its rich heritage and cultural resources.

Objective 3 : A city of diverse, strong, secure and accessible neighbourhoods to which Londoners feel attached, which provide all of its residents, workers, visitors and students – whatever their origin, background, age or status – with opportunities to realise and express their potential and a high quality environment for individuals to enjoy, live together and thrive.

Objective 4 : A city that delights the senses and takes care over its buildings and streets, having the best of modern architecture whilst also making the most of London's built heritage, and which makes the most of and extends its wealth of open and green spaces, natural environments and waterways, realising their potential for improving Londoners' health, welfare and development.

Objective 5 : A city that becomes a world leader in improving the environment locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.

Objective 6 : A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan.

5.14 Policy 1.1, entitled 'Delivering the Strategic Vision and Objectives for London' sets out how growth and change will be managed to realise the Mayor's vision and objectives within the current boundaries of Greater London without encroaching on the Green Belt, or on London's protected open spaces, and without having unacceptable effects on the environment.

5.15 Other policies relevant to this application include:



Policy 2.7 is a strategic policy which seeks to address constraints and opportunities in the economic growth of outer London so that it can rise above its long term economic trends, including by way of mixed use redevelopment of sites.

Policy 3.3 is a strategic policy recognising the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. **Policy 3.4** relates to optimising housing potential and requires development to optimise housing output for different types of location within identified density ranges set out within Table 3.2. **Policy 3.5** requires housing developments to be of the highest quality internally, externally and in relation to their context and to the wider environment, thereby enhancing the quality of local places.

Policy 4.1 is a strategic policy which seeks to promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London.

Chapter 5 of the Plan relates to climate change, with strategic **Policy 5.1** relating to climate change mitigation, **Policy 5.2** requires development proposals to make the fullest contribution to minimise carbon dioxide emissions, and **Policy 5.3** seeks to ensure that the highest standards of sustainable design and construction should be achieved to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.

Chapter 6 of the Plan relates to transport matters, with strategic **Policy 6.1** encouraging patterns and nodes of development that reduce the need to travel, especially by car, and also seeking to improve the capacity and accessibility of public transport, walking and cycling. **Policy 6.3** requires the impacts of development proposals on transport capacity and the transport network to be fully assessed, and all proposals should not adversely affect safety on the transport network. **Policy 6.9** encourages developments to provide secure, integrated and accessible cycle parking facilities in line with minimum standards, and **Policy 6.10** states that development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space. **Policy 6.13** relates to parking provision and requires development proposals to accord with maximum standards, including the provision of parking for disabled people and providing for the needs of businesses for delivery and servicing.

Chapter 7 of the Plan relates to London's Living Places and Spaces, and strategic **Policy 7.1** relates to building London's neighbourhoods and communities, including the development should be designed so that the layout, tenure and mix of uses interface with surrounding land and improve people's access to local shops, employment opportunities and commercial services. **Policy 7.2** requires all new development to achieve the highest standards of accessible and inclusive design, and **Policy 7.3** requires development to reduce the opportunities for criminal behaviour and contribute to a sense of security. **Policy 7.4** requires development to have regard to local character, including its form, function, structure, scale, mass and orientation, whilst **Policy 7.6** seeks to ensure



development makes a positive contribution to a coherent public realm, streetscape and wider cityscape, including the incorporation of the highest quality materials and design appropriate to its context. **Policy 7.8** relates to heritage assets, including conservation areas, and requires development affecting such assets and their setting to conserve their significance by being sympathetic to their form, scale, materials and architectural detail.

Government Guidance

- 5.16 In March 2012, the Government adopted the National Planning Policy Framework (NPPF), following public consultation.
- 5.17 The NPPF sets out the Government's economic, environmental and social policies for England, and streamlines previously national planning policy into a consolidated set of priorities, to ensure that planning decisions reflect genuine national objectives, with the principle of sustainable development permeating the framework. It also confirms a presumption in favour of sustainable development unless the adverse impacts of allowing development would significantly and demonstrably outweigh the benefits.
- 5.18 One of the key objectives of the NPPF is to build a strong, competitive economy, and it encourages Councils to plan proactively to meet the development needs of business and support an economy fit for the 21st century. The NPPF also encourages Councils to support the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.
- 5.19 Section 6 of the NPPF relates to the delivery of a wide choice of high quality homes, and confirms that Councils should normally approve planning applications for changes to residential use and any associated development from commercial buildings (although it should be emphasised this specifically cites B use classes) where there is an identified need for housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.
- 5.20 Section 12 of the NPPF relates to conserving and enhancing the historic environment, and paragraph 131 of the NPPF identifies three key factors Councils should take into account when determining conservation/heritage related applications, namely the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, the positive contribution that conservation of such assets can make to sustainable communities including their economic viability, and the desirability of new development making a positive contribution to local character and distinctiveness.
- 5.21 The NPPF also emphasises the importance of good and inclusive design as a key aspect of sustainable development, and confirms how design should contribute positively to making places better for people. It also stresses the desirability of new development making a positive contribution to local character and distinctiveness.



- 5.22 The NPPF also seeks to promote sustainable transport, and recognises that the transport system needs to be balanced in favour of sustainable transport, giving people a real choice about how their travel.
- 5.23 The National Planning Policy Guidance (NPPG) was launched by the Government in March 2014 streamlines previously published national guidance, which had taken the form of planning policy guidance notes and planning policy statements.
- 5.24 The NPPG also includes a section relating to conserving and enhancing the historic environment, which largely replicates previous national guidance as set out in Planning Policy Guidance Note 15. This section of the NPPG considers the factors that should inform decision taking about developments which would affect heritage assets, and stresses the need for the nature, extent and importance of the significance of a heritage asset, and the contribution to its setting, to be properly assessed in order to understand the potential impact and acceptability of development proposals.



6.0 Planning Assessment

- 6.1 The starting point for determining any planning application is set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004, which states that “where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.”
- 6.2 This planning application raises various planning issues, and this statement now appraises the proposals in respect of these issues.

Principle of Mixed Use Redevelopment and Demolition of Existing Buildings

- 6.3 In order for the mixed use redevelopment proposed by this planning application to be implemented, all of the existing buildings within the curtilage of the application site will be demolished, and given that the application site falls within Hampton Village Conservation Area, planning permission is required for the demolition of those buildings (following the abolition of Conservation Area Consent in October 2013).
- 6.4 Adopted Development Management DPD policy DM HD 1, London Plan policy 7.8 and national planning guidance as set out in paragraphs 131 and 132 of the NPPF all require, when appraising proposals involving the demolition of buildings within Conservation Areas, an assessment to be made of the contribution such buildings make to the character and appearance of that Conservation Area.
- 6.5 In the case of the buildings proposed to be demolished as part of these proposals, none of the buildings make a positive contribution to the character or appearance of the Hampton Village Conservation Area, possessing no traditional architectural features or materials, unlike the majority of its surroundings.
- 6.6 Indeed, a compelling argument can be made that the existing buildings are detrimental to the character and appearance of this Conservation Area, and their demolition, which will facilitate the sensitive redevelopment of the site, will significantly enhance the character of the wider Conservation Area and the setting of the neighbouring buildings fronting Thames Street.
- 6.7 For example, the Hampton Village Conservation Area Statement identifies several problems and pressures experienced by this Conservation Area, and these include the loss of front boundary treatments and unsympathetic alterations and advertisements. The Thames Street frontage of the site, which historically consisted of a single storey dwellinghouse, and which is bordered on both sides by Grade II listed buildings, currently comprises an area of hardsurfacing upon which several cars are constantly parked, behind which is a fence adorned with numerous banner advertisements for the applicant’s business.



- 6.8 Such existing features are undoubtedly harmful to the character, appearance and setting of both the Hampton Village Conservation Area and the Grade II listed buildings which border both sides of the Thames Street frontage of the site, and these proposals would secure the removal of such features, thereby improving the character, appearance and setting of the area, satisfying the requirements of adopted Development Management policies DM HD1 and DM HD2.
- 6.9 Accordingly, the principle of the loss of the existing buildings within the curtilage of the application site is acceptable, having regard to relevant local and regional planning policies and associated national planning guidance, subject to the sensitive and appropriate redevelopment of the site, which these proposals will facilitate.
- 6.10 The mixed use redevelopment of the site, as proposed by this planning application, will secure the continuation of the existing car showroom and workshop facilities, i.e. the continuation of the lawful and historic sui generis use of the site.
- 6.11 The applicant's trading at the application site has struggled over recent years, including the loss in the earlier 2000's of its Rover franchise, and the more recent news that Ford have now decided to not longer retain G. Kingsbury & Son Ltd. as a franchisee. The reason for this is because the facilities available at the site will not meet the emerging standards and requirements which Ford require of all dealerships, and it is simply not feasible for the current premises to be brought up to the required standards.
- 6.12 At the same time, the applicants, who have been in business within Hampton for over 120 years, are keen to continue their car sales and servicing business within the town, and therefore the proposed redevelopment incorporates 372 square metres of ground floor car showroom and workshop facilities within the ground floor of the proposed two storey building fronting Station Road, together with parking (14 spaces) for vehicles associated with the business and its customers.
- 6.13 It is also important to emphasise that the lawful/current use of the site does not fall within B1, B2 or B8 Use Classes, i.e. the current use of the site does not fall within the Use Class categories which are recognised as employment generating uses.
- 6.14 Consequently, the provisions of adopted Core Strategy policy CP19 and adopted Development Management policy DM EM 2, both of which seek to retain sites which were last used for employment purposes in employment use, cannot be applied to the current proposals, as the lawful use of the site is not an employment use.
- 6.15 Therefore there is no policy justification for requiring these mixed use proposals to maintain or improve the amount of sui generis floorspace currently available at the application site, and indeed the proposals do not do so. At the same time, 372 square metres of new, high specification car showroom and workshop floorspace will be provided as part of the mixed use redevelopment proposed, thereby ensuring ongoing commercial use within the curtilage of the site, and with the floorspace for that use fronting Station Road, the frontage of which is less residential in character.



- 6.16 The character, appearance and land use of the surrounding area must also be considered, as it is recognised that the commercial use of all of application site (which due to its long, narrow shape benefits from two road frontages) is something of an oddity to its surroundings, which is predominately characterised by two storey dwellinghouses and flats and occasional ground floor commercial uses along road frontages
- 6.17 Indeed, adopted Development Management policy DM DC 2 confirms that the principle of mixed use schemes is acceptable where they include a suitable and compatible mix of uses, and take account of any potential adverse impacts of the juxtaposition of uses through the layout, design and operation of the area.
- 6.18 The proposed mix of uses contained within these proposals represents a suitable and compatible mix, retaining part of the historic commercial use of the site along the Station Road frontage, whilst enhancing the Thames Street frontage by restoring its historic residential frontage. The continuation of the car showroom along the Station Road frontage will ensure the continued active frontage of the site, whilst the provision of 8 additional dwellings within a predominantly residential area will contribute to achieving the Borough's housing targets.
- 6.19 In conclusion therefore, the principle of the mixed use redevelopment of the site to provide 372 square metres of car showroom/workshop floorspace and 8 dwellings is acceptable in planning policy terms at both local, regional and national level.

Housing Tenure and Mix

- 6.20 8 dwellings are proposed as part of these proposals, comprising 2 x 2 bedroom flats at first floor level fronting Station Road, a semi-detached pair of 3 bedroom dwellinghouses fronting Thames Street, and a crescent shaped terrace of 4 x 3 bedroom dwellinghouses in the middle of the site.
- 6.21 The proposals therefore seek to provide a large number of family sized units, which is appropriate in this location which is outside of any designated centres where higher density development might be more appropriate. All of the units proposed exceed both minimum local and regional internal space standards and provide appropriate external private amenity space, and therefore the housing mix proposed accords with adopted Development Management policy DM HO 4.
- 6.22 As the current/lawful use of the application is not an employment use, the provisions of adopted Core Strategy CP19 and Development Management policy DM EM2 are not applicable, and the provision of on-site affordable housing is not required as part of these proposals.
- 6.23 However, adopted Core Strategy policy CP15 confirms that on sites capable of providing less than ten units, a financial contribution to the Affordable Housing Fund commensurate with the scale of development will be sought, and the applicants are agreeable to entering into a legal agreement confirming that the appropriate financial contribution payable



under the provisions of adopted Development Management policy DM HO 6 will be paid upon implementation of the approved development.

Design Considerations

- 6.24 The rationale behind the scale, massing and design of the proposed development is fully explained in the Design and Access Statement prepared by Clive Chapman Architects which forms part of this planning application submission.
- 6.25 To summarise those documents, the scale, massing and design of the proposed development provides a high quality mixed use development within an attractive, landscaped environment which both reflects and respects the scale, layout and appearance of this part of Hampton, and the wider Hampton Village Conservation Area.
- 6.26 The proposals have been sensitively designed to ensure that the residential amenities of adjoining residential properties are not adversely affected, and to ensure that the occupiers of the new dwellings proposed benefit from good amenity and a high quality environment.
- 6.27 The proposals also incorporate energy efficiency measures to address climate change and minimise the Borough's carbon footprint, as detailed within the energy which also forms part of this planning application submission.
- 6.28 Accordingly, the design of the proposed redevelopment accords with adopted Core Strategy policies CP1, CP2 and CP7, adopted Development Management policies DM SD 1, DM DC1, DM DC 4, DM DC 5 and DM DC6, local guidance as set out in the Council's Design Quality, Refuse and Recycling Storage Requirements, Residential Development Standards and Sustainable Construction Checklist SPD's, design policies contained within Chapter 7 of the London Plan, and national planning guidance as set out in the NPPF and NPPG.

Transport and Parking

- 6.29 Vehicular access into and egress out of of the application site will remain solely by way of Station Road, with access from the Thames Street frontage remaining pedestrian only given the zebra crossing located on that frontage.
- 6.30 The existing vehicular access will be moved slightly westwards, and the new access road into the site has been designed to provide a single carriageway, whilst also providing safe pedestrian access, and tracking has been undertaken to ensure that servicing vehicles can both enter into and egress from the site in a forward direction.
- 6.31 A total of 25 car parking spaces are proposed as part of this planning application, with 14 (included 2 disabled) of those spaces allocated to the car showroom and workshop facility, and 11 spaces (3 disabled) allocated to the dwellings. Secure cycle parking/storage is also proposed for each of the residential units, with 1 space for each of the 2 bedroom flats



and 1.5 spaces for each of the 3 bedroom houses, i.e. 1 allocated space plus unallocated spaces to provide a total of 1.5 spaces overall per 3 bedroom unit).

- 6.32 The level of car and cycle parking proposed for both uses accords with the level of provision sought by the Council's adopted parking standards, as set out in Appendix 4 of the adopted Development Management DPD, and in compliance with adopted Development Management policy DM TP 7.
- 6.33 Both residential occupiers and commercial customers can also avail of the numerous local bus services served by bus stops in close proximity to the site, and Hampton railway station, which is approximately 700 metres walk from the site.
- 6.34 5 electric vehicle charging points are also proposed as part of the redevelopment proposals which can be utilised by both residents and commercial customers. This level of provision accords with the requirements set out within the Council's recently (September 2015) published updated Sustainable Construction Checklist Guidance Document.
- 6.35 In light of the reduction in the amount of commercial floorspace from that which currently exists to what is now proposed, and even taken into account to the vehicular movements associated with the 8 dwellings proposed, it is concluded that there will be an overall reduction in the amount of vehicular movements generated by the site as a result of these proposals.
- 6.36 The provision of a properly designed and carefully engineered access road and associated parking layout will also improve the visual appearance of the site, given that all external space currently comprises hardsurfacing and is used to park vehicles both for sale and for servicing/repair in a rather haphazard and irregular manner.
- 6.37 The NPPF confirms that development proposals should only be refused on transport and/or parking grounds when the impacts are 'severe', but in this case the proposals are wholly in accordance with relevant planning policies and associated guidance.



7.0 Conditions and Legal Agreement

- 7.1 The applicants are willing to accept the imposition of appropriate, necessary and reasonable conditions upon the granting of planning permission, and we welcome discussion as to the content of such conditions during the determination of this planning application.
- 7.2 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.



8.0 Conclusions

- 8.1 As detailed within this planning statement, the proposals that are the subject of this planning application submission fully comply with all relevant adopted development plan policies and all other material planning considerations.
- 8.2 The mixed use redevelopment 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 8 dwellings, the majority of which will be family sized units, and all of which will exceed relevant local and regional standards.
- 8.3 The currently unattractive character and appearance of the application site, which harms both the Hampton Village Conservation Area within which it is located and the Grade II listed buildings neighbouring the site along its Thames Street frontage, will be replaced by a high quality, attractive environment which will both preserve and enhance the surrounding heritage assets.
- 8.4 The scale, massing and design of the proposed development reflects and respects the scale, layout and appearance of this part of Hampton, and the proposals have been sensitively designed to ensure that the residential amenities of adjoining residential properties are not adversely affected.
- 8.5 Consequently planning permission should be granted for these proposals, subject to appropriate conditions and completion of a legal agreement relating to a financial contribution towards the Affordable Housing Fund.