

3.0 DESIGN STATEMENT

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The following sections of this Design and Access statement, as listed above, endeavour to describe the detailed design response to the site constraints and opportunities. This section should be read in conjunction with all submitted drawings, as listed in section 1.1 of this Design and Access Statement.

3.1 PROPOSALS, APPEARANCE AND MATERIALS

The proposals for the site seek to retain, refurbish and internally remodel the existing buildings on the site, with appropriate consideration to their status as Building of Townscape merit.

The increase in area, has been achieved by extending the ground floor and re-configuring and extending the existing residential accommodation at first and second floor.

The existing shop fronts, which are all in a relatively poor condition, will be remodelled to be more in keeping with the surrounding area and the age and style of the existing buildings. None of the existing shop fronts are thought to be original. The 4 separate retail units will be amalgamated into 1 larger retail unit and extended towards the rear of the site.

EXTENSION

The proposed extension to the rear and over the existing residential unit at 181 High Street has been designed and modelled to sit comfortably with the existing buildings and respect the massing of the neighbouring properties.

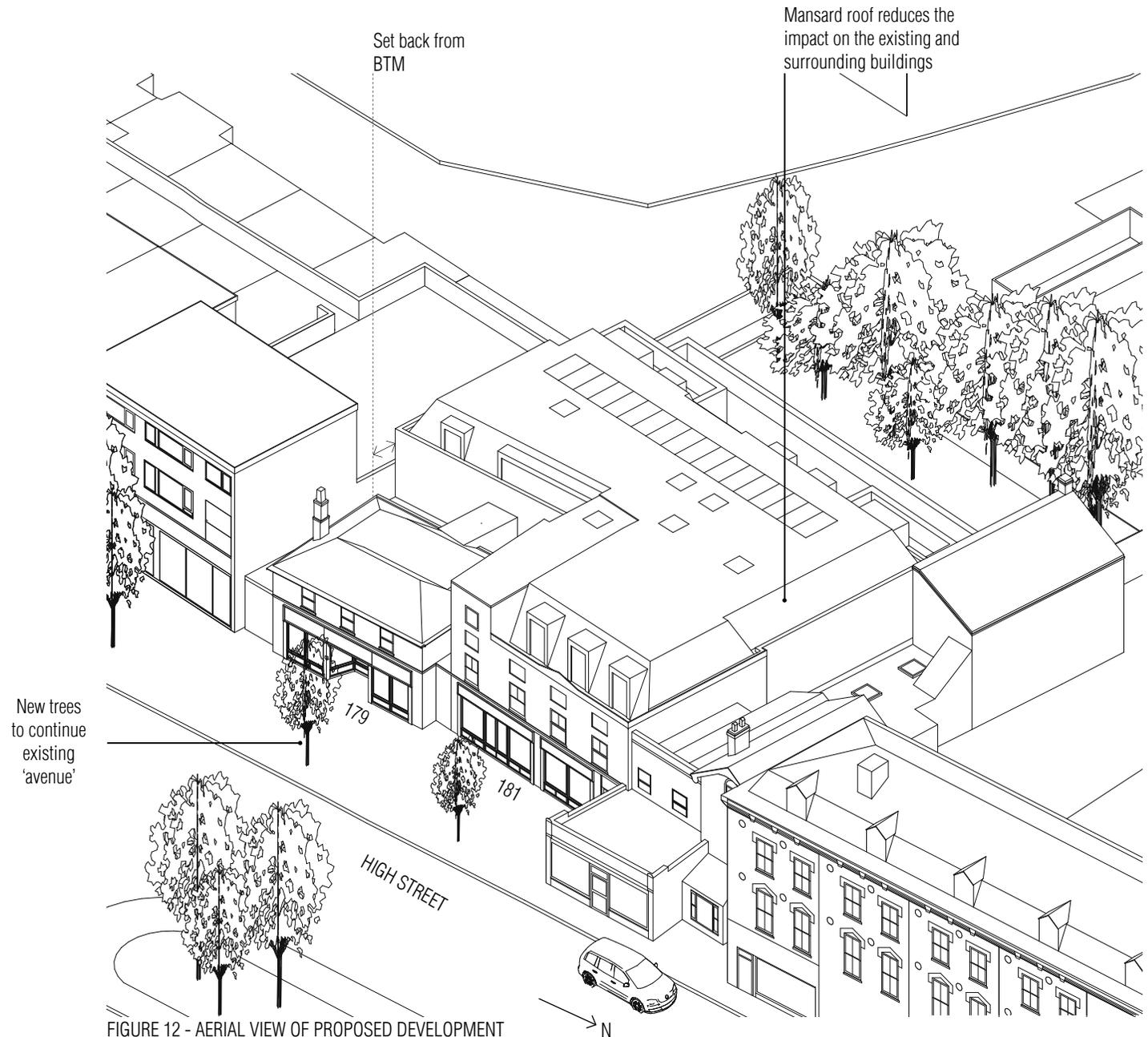


FIGURE 12 - AERIAL VIEW OF PROPOSED DEVELOPMENT

The extension is set back from no. 179 by around 2.5m reducing impact on the BTM and effectively placing the extension below the street sightline.

The alterations and extensions to the existing buildings have been taken in accordance with policy DM HD 3 (Buildings of Townscape Merit) and the proposal seeks to protect and enhance the buildings.

The proposed mansard roof on all elevations, further reduces the impact on the existing and surrounding buildings.

The proposal has acknowledged a previously approved application to add an additional storey to no. 181 in 2004 (ref: 03/3460/FUL) although granted permission the works were not carried out. (See appendix 1).

The current proposal reflects this previous application and is set back from the street elevation, reducing the visual impact on the street and existing buildings, while maintaining and preserving the character and setting of the existing property.

MATERIALS

The proposed materials originate from a palette that already exists on The Site. Aside from the particular details of the shop fronts, the existing building fabric of the original buildings will be retained wherever possible.

The existing rendered walls will be made good. All new masonry will be yellow stock bricks to match existing. New roofs will be slate, to match existing with lead dormer cheeks. The flat roof portion will be single ply membrane with PV panels and rooflights. All new windows will be painted timber frames and the existing windows will be replaced with double glazed painted timber sash windows.

3.2 PRIVACY, OUTLOOK AND AMENITY

Care has been taken to ensure there will be no overlooking of neighbouring properties. The northern elevation is screened from adjacent properties by the remaining trees and the balconies are set back to provide amenity space to residents.

Whilst the development is set back further than the neighbouring buildings the development would not worsen the amenity or daylight to the adjacent buildings.

To ensure the proposal complies with the BRE Sunlight and Daylight Good Practice Guidelines a report has been commissioned, which is submitted as a supporting document to this application. It notes that “the proposed development will have a low impact on the light receivable by its neighbouring properties” and satisfies the BRE overshadowing to gardens and open spaces requirement.

A number of the existing trees are proposed to be removed as detailed in the accompanying tree report. These are noted to be of low grade with little landscape contribution. A number of trees are retained and retain a

3.3 REFUSE AND RECYCLING

buffer to the rear of the site, providing a positive visual amenity from the proposed dwellings. Two new trees will extend the existing 'Avenue' in front of the site.

AMENITY

The outside space on the ground floor is proposed to be used for communal amenity and bike storage. In addition to this, each of the 7 new additional units will have access to a private amenity space, in accordance with the London Housing Design Guide, these are scheduled as:

Unit 1 - 23m², Unit 2 - 38m², Unit 3 - 37m²,
Unit 7 - 8.3m², Unit 8 - 5m², Unit 9 - 8.7m²,
Unit 10 - 8.5m²

The location of private amenity space are shown on drawings 179HS- 16A, 17A.

The proposals include provision for a communal refuse and recycling area for the residential dwellings, located towards the rear of the site. The location of the communal refuse and recycling area is accessed by a communal hall convenient for moving the refuse to High Street for roadside collection and ensures no bins are left on the public highway for any length of time.

LBRuT guidance notes that a weekly collection is in operation for both general waste and mixed recycling for the entire borough. The LBRuT guidance outlines the requirements as follows:

General Waste Refuse: For communal refuse, provision should be made for 70 litres of general waste refuse per bedroom, which equates to 980L.

Mixed recycling: Across developments of between 9-11 households, a total of 2x240L for mixed paper card and carton recycling bins, 2x240L mixed container recycling bins.

Food waste: In accordance with regulations, residents are able to recycle food waste and an allowance of one 23ltr food waste container per unit should be made.

PROPOSED PROVISION

The proposed scheme seeks to make space and provision for the following refuse and recycling facilities, within the communal area as shown on 179HS-16A.

3 x 360L Communal general waste bins
2 x 240L Communal mixed paper recycling bins
2 x 240L Communal mixed other recycling bins

Based on the above provision, the proposals are considered to accord with the Policy set out in the LBRuT SPD.

SERVICING AND DELIVERIES

The proposed retail space on the ground floor would receive its deliveries from High Street as per the servicing strategy for the existing shops. As a result of the site amalgamating into 1 store it is thought that the burden on the roads will be lessened by more consolidated and less frequent deliveries.

See the accompanying Transport Statement for further information.

3.4 RESTORATION OF EXISTING SHOP FRONTS



179 HIGH STREET

A new shop front is proposed, in a manner which is more consistent to the setting of the BTM and the local context.

This new shop front will form the main entrance for the proposed retail unit. The entrance will be re-established to the centre of the shop front and the principle of the existing splayed entrance will be retained. There will be lower timber panelling with timber posts to define the overall window opening. The glazing mullions will be moulded to be appropriate to the shop front.

181 HIGH STREET

The shop front of 181 High Street will be re-built within a manner that is consistent across the 2 buildings. The details of the shop front will match those of 179 with lower timber panelling and timber posts to define the window openings.

The arrangement of the windows has been designed to reinstate the visual appearance of two different buildings and to give the impression of smaller retail units, while still making it clear to passers by that the buildings constitute 1 retail unit.

SUMMARY

It is acknowledged that materials and further details are likely to be conditioned as part of any approval pertinent to this application, to be discharged at a later date and prior to commencement of the associated works.

Rear extension stepped back from existing building 179 to provide additional accommodation. Tile hung mansard roof, lead dormer cheeks and painted timber window frames. Yellow stock brick to match existing.

Existing windows to be replaced with double glazed painted timber sash frames.

Second floor extension to provide additional accommodation. Tile hung mansard roof, lead dormer cheeks and painted timber window frames.



179
 Shop front to be remodelled to provide central splayed doorway with display windows either side.
 Proposed new trees to continue 'Avenue'

181
 Existing shop fronts to be remodelled with timber framed windows, timber panelling and side posts.
 Existing rendered masonry to be made good.
 Communal entrance to residential accommodation above.

3.5 RESIDENTIAL STANDARDS STATEMENT

The proposed scheme provides a contribution to the Boroughs' housing needs with a mix of unit types appropriate to the location, including smaller 1 bed units.

All dwellings have been designed to meet the residential design standards set out in either the LBRuT SPD: Residential Development Standards (SPD), Mayors Housing (SPD) or the Nationally Described Space Standards (NDSS), whichever is higher or affords more space to the occupant. As such, all proposed dwellings will meet the following baseline areas.

Proposed one bedroom, two-person apartments

- Will be at least 50m², Gross Internal Area (NDSS)
- Will have a combined Kitchen/Living/Dining area of at least 23m² (NDSS)
- Will have a private amenity space of at least 5m² (SPG and NDSS), contained within a space which is a minimum 1500mm in depth and width (SPD), where possible within constraints of existing buildings.

Proposed two bedroom four person apartments

- Will be at least 70m², Gross Internal Area (NDSS)
- Will have a combined Kitchen/Living/Dining area of at least 27m² (NDSS)

All proposed dwellings (NDSS)

- 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.

3.6 ACCESSIBLE AND ADAPTABLE DWELLINGS STATEMENT

As a consequence of working within the constraints of the existing buildings the targets related to level access and parking within the criteria for Building Regulations Part M4(2) 'Accessible and Adaptable Dwellings' cannot be met. In this instance all new proposed residential dwellings on the site will be designed in detail to comply with M4(1) 'Visitable Dwellings'.

3.7 SUSTAINABILITY AND ENERGY

Separate sustainability reports for the residential and retail elements are submitted as supporting documents with this planning application, they include a completed Sustainable Construction Checklist (SCC), Energy report (Residential), BREEAM Domestic Refurbishment Pre-Assessment and BREEAM Pre-Assessment (Commercial).

SUSTAINABLE CONSTRUCTION CHECKLIST

The proposed scheme achieves a SCC overall score of, 57.5 which equates to an 'A' rating.

BREEAM DOMESTIC REFURBISHMENT PRE-ASSESSMENT

The proposals are required to meet BREEAM rating of 'Excellent' in accordance with LBRuT Policy for the alteration of residential buildings.

For the purposes of this development, the BREEAM assessment takes the two 'worst case' scenario residential units, as detailed within the accompanying Sustainability Report, Both of these dwellings are estimated to achieve a BREEAM rating of 'Excellent', averaging 78.7%.

3.8 PARKING AND CYCLE PROVISION

ENERGY REPORT

A number of possible renewable technologies have been reviewed for their appropriate use on the site, however, many are unsuitable due to the particular site constraints and conditions. To summarise, the scheme seeks to reduce carbon emissions through efficient fabric U-Values and the introduction of Photovoltaic (PV) panels to the flat roof facing south. The panels are set back from the high street to minimise the visual impact.

BREEAM PRE-ASSESSMENT

The proposals are required to meet BREEAM rating 'Excellent' in accordance with LBRuT Policy for the extension and alteration to commercial buildings. The accompanying sustainability report outlines how this rating can be achieved but states that some of the credits that have been targeted are challenging for a scheme of this type and size and concludes by recommending that a 'Very Good' target rating would be more appropriate in this instance.

There is currently no off-street provision for the three existing residential units or retail units and the proposal does not include any provision for designated parking. The site benefits however, from being in close proximity to numerous public transport services, including bus services X26, 285, R68 and R70, all of which can be accessed (in both directions of travel) within a 4 – 7 minutes' walk from the site. There is also Fulwell railway station within a 9 minute walk/ 500 meters to the north-east of the site which has services to London Waterloo and other suburban stations within south-west London.

In accordance with the standards set within the LBRuT Adopted Development Plan cycle parking is provided for the residential dwellings at a ratio of 1 per every 1 bed unit, 2 per every 2 bed unit and 2 visitor spaces, a total of 16 spaces have been provided.

No dedicated spaces are given to the retail element of the scheme. Given the High Street location of the retail floor space and it is expected that customers utilising this floor space will already be shopping within the local centre, as opposed to the retail unit being a 'destination' in its own right.

There is cycle storage available approximately 40m away from the site along High Street. The development has proposed extending the cycle provision along High Street to the front of the site. The details of this provision will be discussed as part of a planning approval.

A parking survey and transport statement have been commissioned as part of this application. The report states that 'the surrounding streets are within practical capacity, with an average parking stress of 74%'. The parking stress survey demonstrates that the overall parking demand is below the point considered to suffer from high parking stress.

3.9 CIL LIABILITY

LBRuT CIL

The Site is located within the 'Lower Zone' liable for LBRuT CIL, which dictates a contribution for £190 per m² for residential.

The proposals also seek to increase the retail floor area, which dictate a contribution of £150m² per m².

MAYORAL CIL

Mayoral CIL is charged at £50 per m². There is 527m² of new residential development on The Site and 322m² of additional retail space, which equates to a contribution of £42,450.

The necessary CIL forms have been completed as part of this application.

3.10 AFFORDABLE HOUSING STATEMENT

The scale and nature of the development, to provide 7 additional residential dwellings, 10 dwellings total within a mixed use scheme, means it is not possible to provide any on-site affordable housing in line with policy CP15.

In light of the recent Court of Appeal decision in respect of the case involving West Berkshire District Council and Reading Borough Council v Department for Communities and Local Government [2015] EWHC 2222. The subsequent amendment to the NPPF stating that contributions should not be sought from developments of 10 units or less confirms that the scheme is not required to provide any on site affordable housing provision or any off- site contribution.

For further information please see the Planning Statement which is submitted as part of this application.

4.0 PRE-APPLICATION CONSULTATION

4.1 PRE-APPLICATION CONSULTATION AND DESIGN RESPONSE

17th September 2015	Pre-Application Advice request submitted to LBRuT
27th October 2015	Pre-Application Meeting at LBRuT
4th March 2016	Pre-Application Comments received from LBRuT

4.1 PRE-APPLICATION CONSULTATION AND DESIGN RESPONSE

A request for Pre-application advice was sought for development proposals on the site on 17th September 2015 and those drawings which were submitted for the Pre-application advice can be viewed within Appendix 2.

A meeting with the planning officer was held on 27th October and initial comments were received from the planning officer on 4th March 2016. The following notes outline the feedback from Pre-application meeting and the resulting responses that have come about following a review of the scheme to address the possible concerns and comments of the planning officer.

It should be noted that since the Pre-application meeting, matters in connection with leaseholders rights to the car park at the rear, has resulted in the scheme being amended not to include the 4 storey self-contained block of 11 residential units adjacent to Taylor Close.

URBAN DESIGN

The planning officer noted that:

“In relation to the proposal at roof level, the proposed massing drawing indicates that there may be some visibility of the proposed taller elements to the rear of the site on the High Street frontage. Some concern about this in relation to the hipped roof BTM in particular at 179 - it will be important to keep any visual impact as low as possible.”

The handling of the fenestration and details generally will be important for these BTM's.

RESPONSE

In natural development of the proposals, and following the Pre-application process some of the building lines have shifted and the materials and landscape setting of the building have been more clearly identified as demonstrated within section 3 of this Design and Access Statement.

We have developed a computer model and tested the visibility of the scheme from the street. We have satisfied ourselves that the

proposed development will have minimal impact on the existing BTM. By the time the extension is visible (directly in front of the buildings) it is a long way back in the site. This can be seen on the proposed street views drawing no 179HS-19.

RETAIL POLICY

The planning officer confirmed that the proposed extension to the retail space would be suitable for a smaller format store of one of the main retailers and that this location is a good retail site in a local centre.

There was no objection to the proposal for a larger retail store in principle.

HOUSING POLICY

The planning officer noted that:

“A mixed use scheme with residential above in this location in a mixed use area will contribute to the vitality and viability of the area” The officer did not object to the proposed mix of 1 and 2 bed properties. It was also noted that as the building regulations M4(2) ‘Accessible and Adaptable Dwellings’ require step free

access it should not be applied to those units above the retail where the mandatory M4(1) would be applicable.

TRANSPORT

It was noted that a transport statement would be required to support any planning application. It was noted that mixed refuse and cycle storage was not acceptable, and a clear proposal of how the refuse would be collected should be made.

RESPONSE

It is considered that all concerns regarding transport, parking and refuse collection have been answered as part of this application and within the accompanying Transport Assessment.

TREES/LANDSCAPING

The planning officer noted the proposal includes the removal of several trees and there is concern over the shading that will be caused by the trees on the building, which will lead to an unsustainable relationship and future pressure to remove the trees.

They also note that the removal of trees may be acceptable following a review of the trees and justification. Mitigation tree planting would be welcome either within the site or the adjacent highway.

RESPONSE

A tree report and survey accompany this application this report states that the proposed development 'should not lead to future pressure to heavily prune or remove retained trees'. This report also details measures for safeguarding the remaining trees during construction.

It was noted that mitigation for the loss of trees would be welcomed and the proposal includes extending the existing street planting to improve the visual amenity from High Street.

5.0 CONCLUSION

The contents of this design and access statement, together with the submitted drawings and supporting statements, have endeavoured to demonstrate a clear understanding and knowledge of the existing site and local context, in order to develop a sensitive and appropriate design response for the restoration and extension of these Building of Townscape Merit.

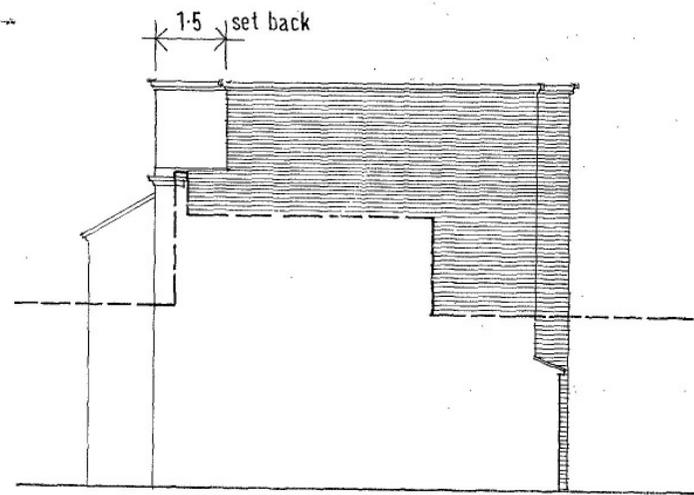
In summary the proposal:

- Provides additional residential accommodation within a local centre of an appropriate size.
- Provides a larger format store suitable for an anchor store.
- Preserves and enhances the setting of the existing BTM's.

6.0 APPENDICES

- 6.1 PLANNING APPLICATION REFERENCE: (03/3460/FUL)
- 6.2 PRE-APPLICATION SUBMITTED DRAWINGS
- 6.3 PRE-APPLICATION CORRESPONDENCE FROM LBRUT

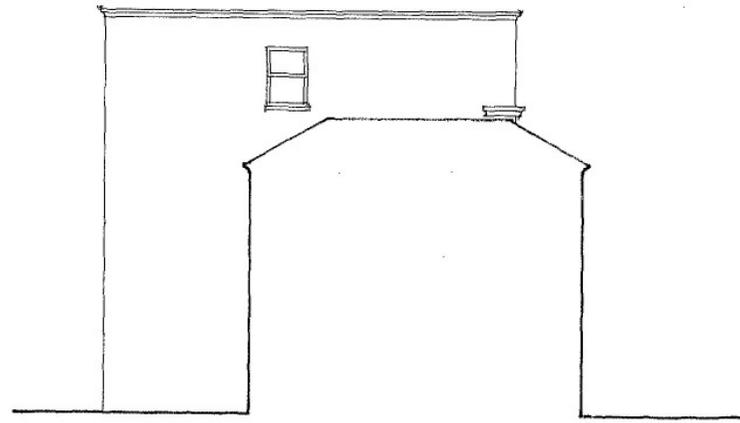
6.1 APPENDIX 1: PLANNING APPLICATION



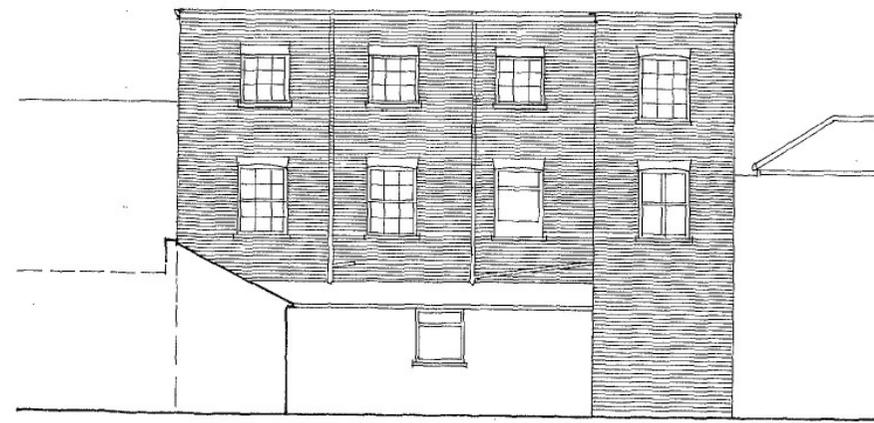
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

Robin Towers Design

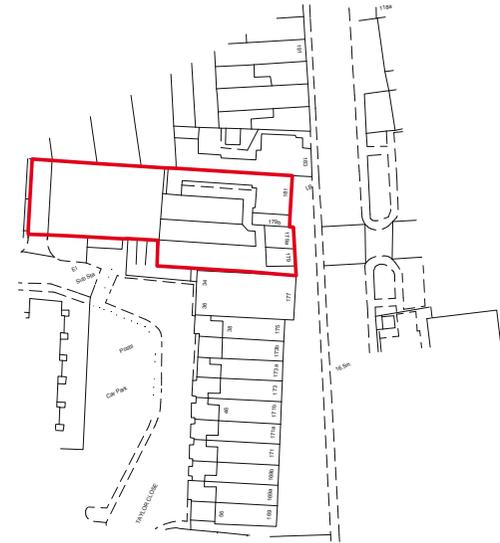
55 Leyborne Park, Kew, Surrey TW9 3JH
Telephone & facsimile +44 (0)20 8948 8122

PROPOSED

181 High Street · Hampton Hill

DRWG. 81-16 scale 1:100 NOV 03

6.2 APPENDIX 2: PRE-APPLICATION SUBMITTED DRAWINGS



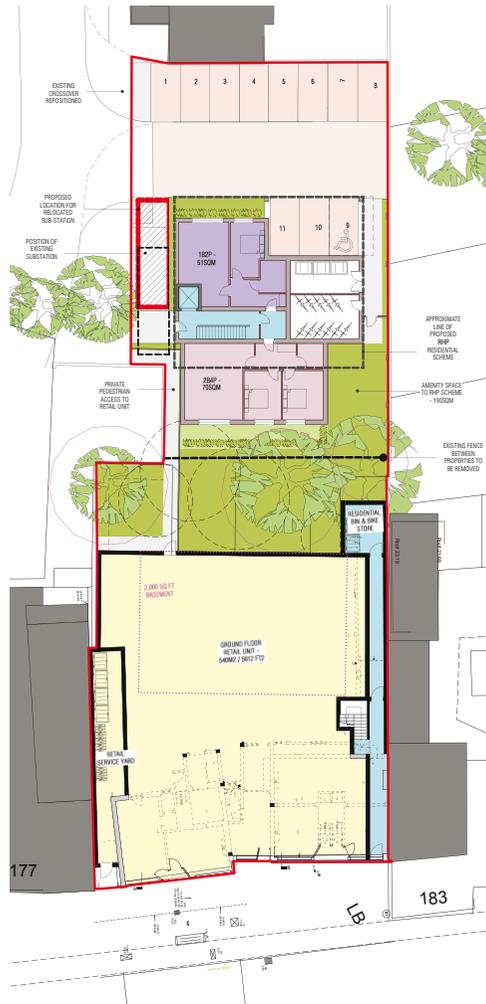
SITE LOCATION PLAN, 1:1250

— PLANNING APPLICATION BOUNDARY

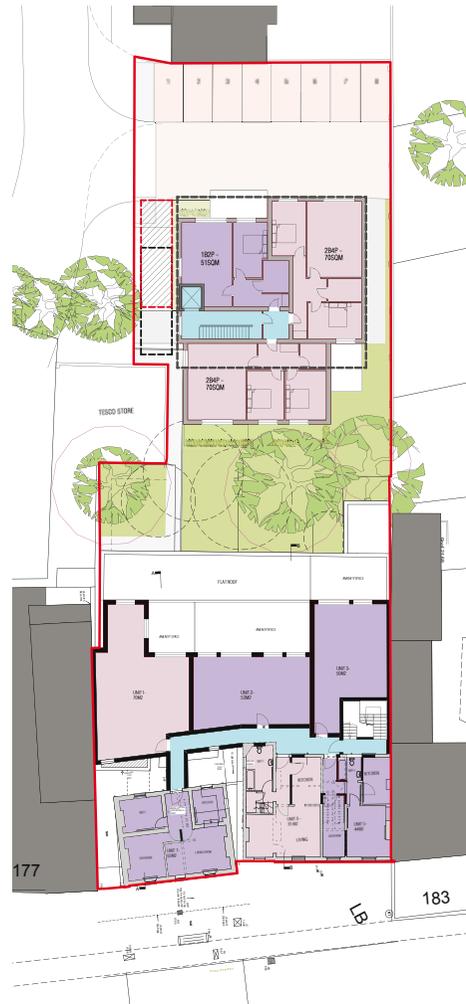
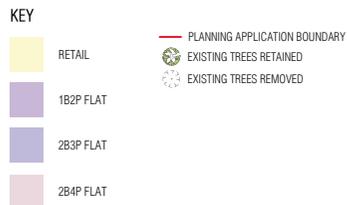
PRE-APPLICATION

Project 179-181 HIGH STREET, HAMPTON HILL		
Drawing SITE LOCATION PLAN		
Drawing No. 179HS-01	Scale 1:1250 @ A4	Date 07.09.2015

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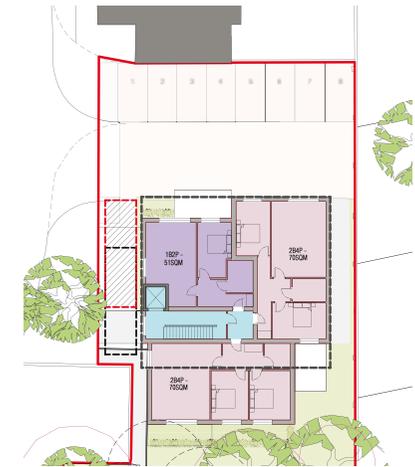
1:200 GROUND FLOOR PLAN



1:200 FIRST FLOOR PLAN



1:200 SECOND FLOOR PLAN



1:200 THIRD FLOOR PLAN

EXISTING SCHEME

SCHEDULE OF EXISTING AREAS

179-181 HIGH STREET HAMPTON

A1-A3 RETAIL

UNITS	NO.	AREA (sqm)
4	1	26
	2	27
	3	32
	4	127
TOTAL G.I.A.		212

C3 RESIDENTIAL

UNITS	NO.	AREA (sqm)
3	1	49
	2	57
	3	74
TOTAL G.I.A.		180

TOTAL G.I.A. OF EXISTING RETAIL AND RESIDENTIAL 392

TAYLOR CLOSE

PARKING SPACES: 17

PROPOSED SCHEME

— INCLUDING PRIVATE PEDESTRIAN ACCESS TO RETAIL UNIT FROM REAR

SCHEDULE OF AREAS

179-181 HIGH STREET HAMPTON

A1-A3 RETAIL

UNITS	NO.	AREA (sqm)
1	540 + 185 BASEMENT	
TOTAL G.I.A.		725

C3 RESIDENTIAL

UNITS	NO.	AREA (sqm)
1B2P	5 (2 Existing)	44,50.51.53.55
	1	68
2B4P	2 (1 Existing)	70, 70, 76
TOTAL G.I.A.		537

TOTAL G.I.A. OF RETAIL AND RESIDENTIAL 1262

TAYLOR CLOSE (RESIDENTIAL SCHEME)

C3 RESIDENTIAL

UNITS	NO.	AREA (sqm)
1B2P	4	51 x 4
	7	70 x 7
TOTAL G.I.A.		694

SITE AREA (COMBINED): 1452 sqm
PARKING SPACES: 11
CYCLE SPACES: 11
REFUSE AND RECYCLING STORAGE

PRE-APPLICATION

Project 179-181 HIGH STREET, HAMPTON HILL	Scale 1:200 @ A1	Date 07.09.2015
Drawing No. 179HS-02		

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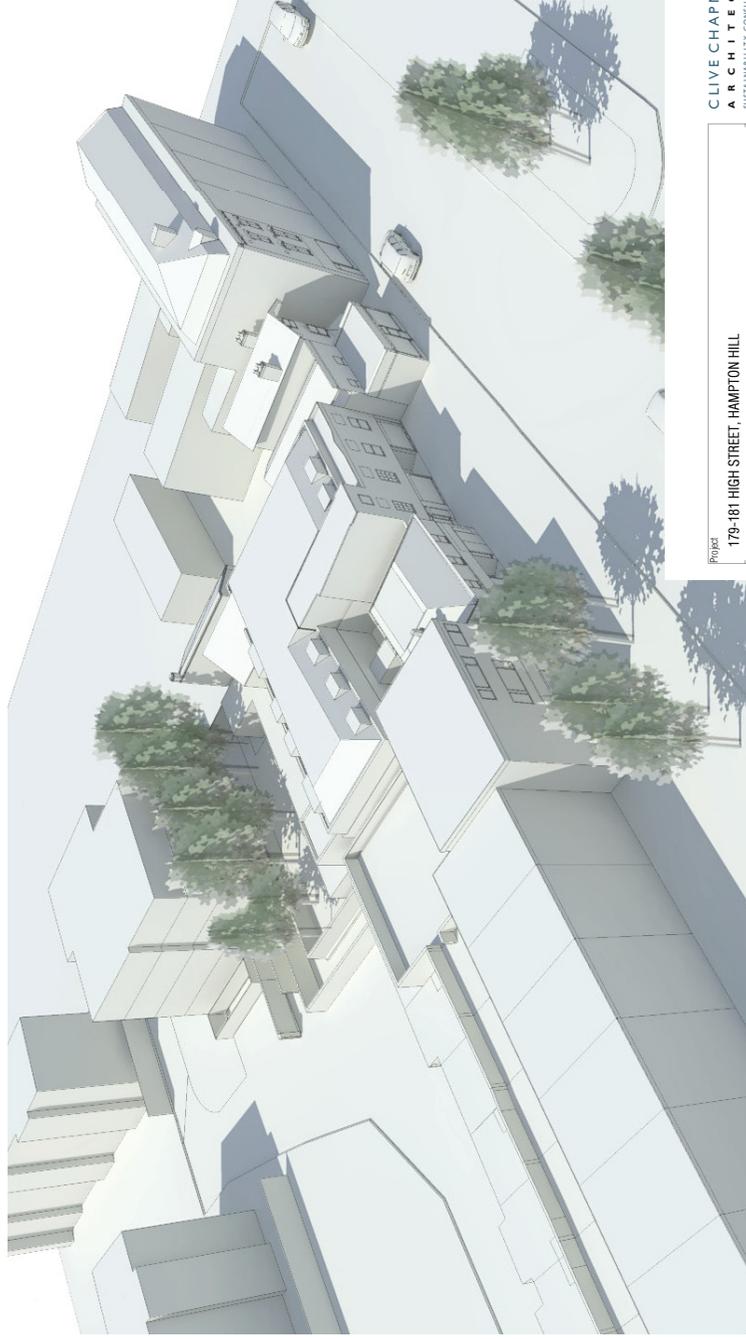
High Street view looking North East



High Street view looking North West



High Street View looking West



Project	179-181 HIGH STREET, HAMPTON HILL		
Drawing	PROPOSED MASSING		
Drawing No.	179HS-03	Scale	@ A3
Date	01.09.2015		

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6.3 APPENDIX 3: PRE-APPLICATION CORRESPONDENCE FROM LBRUT

179 – 181 High Street Hampton Hill

Pre-app

Urban Design

No detail given of proposed elevations to block at the rear of the site, and may be tree implications here.

In terms of the High Street frontage, this could work, although the handling of fenestration and details generally will be important for these BTMS.

In relation to the proposal at roof level, the proposed massing drawing indicates that there may be some visibility of the proposed taller elements to the rear of the site on the High Street frontage. Some concern about this in relation to the hipped roof BTM in particular at 179 - it will be important to keep any visual impact as low key as possible.

Policy

Building of Townscape Merit.

Community Infrastructure Levy Band Low

Mixed Use Area DMP High Street. Hampton Hill.

Shop Frontage (Key) DMP 169-183 HIGH STREET HAMPTON HILL.

TPO Wood Group Area T0851. G1.

Tree Planting (Area Proposed For) DMP Tudor Road Hampton Hill 1999.

Retail Policy:

Land Use Survey 2015 - all in A1 use

Alex Hair Design 4U 179 High Street Hairdresser

Green Grocer 179A High Street Green Grocer

Daisy Chain 179B High Street Sandwiches

Fara Charity Shop 181b High Street Charity Shop

This stretch of frontage is in Hampton Hill's key shopping frontage. All appear to be in A1 use. I note that Tesco is located in the adjoining unit.

Proposal includes an extension to the rear. It would create a single retail space of 540m². 185m² in basement, therefore 355m² at GF. Current total retail area is 220m². Increase is 320m². Therefore a substantial increase on the existing floorspace, suitable for a smaller format store of one of the main retailers of a reasonable size. (Assuming figures are gross.)

The NLP Retail Study identifies a requirement for 1,000m² gross of convenience floorspace to be provided by 2024 outside of the 5 main centres. It did not recommend allocating more sites beyond those in the SA DPD which include Ryde House (East Twickenham). However, this does not preclude development coming forward to consolidate existing centre. This is a good retail site in a local centre (i.e the highest tier in the hierarchy below district centre level, making it a sizable centre) and the proposal is relatively modest.

Policy DM TC2 & DM TC 3 are both relevant as is CP 8. The location is good and the site is within the KSF. Its existing occupants are A1. Its scale needs to be appropriate for the scale & function of the centre. The view is taken that it is an

appropriate size. The Council has in the last few years given permission for retail developments much larger than this in Barnes, & Hampton Village, both of which are also "local centres" in the hierarchy. There is also the East Twickenham proposal which is likely to be larger than this (no application at present).

Hampton Hill has both Tesco & Sainsburys represented in small stores and a number of independent retailers. There is scope for a larger store in this local centre. See below for list of convenience outlets in the centre:

H/H News	33	High Street	Newsagent
Noble Green Wines	153- 155	High Street	Wine merchants
Robsons	173	High Street	Butchers & Deli
Tesco Express	177	High Street	Supermarket
Green Grocer	179A	High Street	Green Grocer
Daisy Chain	179B	High Street	Sandwiches
The Cavan Bakery	183	High Street	Bakery
The Cavan Bakery	12	High Street	Bakery
Jovannis Café	32	High Street	coffee shop
Taps Newsagents	42	High Street	Newsagents
Il Rustico	52A	High Street	Deli
M S Supermarket.	60	High Street	Supermarket
Costa Coffee Unit 2,	68	High Street	Coffee shop
Sainsbury's Local	68-78	High Street	Supermarket

No retail objection to the principle.

Retail Impact Assessment:

This proposal would fall well short of the mandatory 2500m² gross scheme which would make a RIA mandatory. Bearing in mind its location and scale the Council would not insist upon a RIA being provided here. It is in effect a large shop in a KSF. The recently updated Validation Checklist states that when a mandatory RIA is not required. However RIAs are encouraged and may be essential. If one is provided it may be useful in providing full information to Councillors.

For your information -

Sainsbury High St Whitton - v similar size - no RIA, but retail mentioned in Design & Access Statement

Barnes - initial scheme 617m², and later - 800m²

The following larger proposals were submitted with an RIA-
Ryde House 929m²

Waitrose Hampton Village 1140m²

Housing policy

A mixed use scheme with residential above in this location in a mixed use area will contribute to the vitality and viability of the area, and the net gain of 17 units in principle accords with Policies CP1 and CP14. DMDC2 will need to be satisfied, I note there is separate access proposed for the residential, which although a narrow entrance at the side may be as for the existing residential on the upper floors.

The factors set out in Policy DMHO2, the Small and Medium Housing Sites SPD will need to be satisfied for the new build elements. Any elements of conversion to residential would need to be assessed against DMHO1.

Any residential use in this mixed use location would be expected to provide a proportion of small (1 bed) units in accordance with Policies CP14 and DMHO4. I do not object to the proposed mix of 1 and 2 units.

Affordable housing should normally be provided on-site and reflect the priorities set out in Policy CP15. The proposal is for 11 affordable units, which equates to 55% of units, and is brought forward in conjunction with a local Registered Provider, Richmond Housing Partnership. This amount of affordable housing is welcomed, which does exceed policy requirements. The proposed tenure split between affordable rented/intermediate should be clarified. However, the mix of one and two bed units in principle could be suitable. Further discussions with the Council's Housing Policy Development Manager would be welcomed to ensure the proposal meets local priority needs. More details are set out in the Council's Affordable Housing SPD. The Council's Strategic Tenancy Policy includes guidance on affordable rents, and the Intermediate Housing Policy Statement sets out guidance on intermediate housing, both are at www.richmond.gov.uk/housing_services_summary_of_strategies.htm The Council's Housing Development Manager supports the application - the tenure of the affordable units can be discussed further - the unit mix allows flexibility in the mix of rented and shared ownership should this be necessary to ensure viability.

The standards set out in Policy DMHO4 and the Residential Development Standards SPD for internal and external spaces should be addressed, including wherever possible in converted units, to ensure a reasonable standard of accommodation is provided. From 1 October 2015 the Council is applying the nationally described space standard. It appears some of the units have external amenity space, and there is reference to communal amenity space. The areas should be clarified in an application and any terraces/balconies would need to be assessed against the criteria set out in Policy DMDC6.

Policy CP14 states that all new homes should be built to Lifetime Homes Standards. From 1 October 2015 all new housing would be expected to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings'. I note the units on upper floors in the new build block to the rear are served by a lift, but there is no lift in the units proposed above the retail unit. As M4 (2) requires step free access it should not be applied to these units at the front, where the mandatory M4 (1) would be applicable, although any measures to improve access would be welcomed.

Transport.

The following concerns were raised:

1. A Transport Statement will be required for the new retail.
2. Increase in units over the retail which do not have off street parking which you will have to address in Transport Statement with parking surveys. The Council has daytime surveys from the recent Clarence House application which show that parking stress is well in excess of 90%. You will need to address evening parking as part of the Statement.
3. S106 agreement will be required to remove access to contracts/season tickets in council run car parks and resident permits if a CPZ is implemented within 5 years of occupation.
4. Pedestrian sightlines need to be achieved and demonstrated on plan. The sub station is within these sightlines.
5. Refuse/recycling for all residential dwellings proposed is too far from the public highway for collection. Where will it be brought on collection days? Mixed refuse and cycle storage is not acceptable.

6. Cycle storage using sheffield stands is required at 1per residential dwelling, and 2 for 3 bed+.

7. Detailed draft Construction Method Statement required at formal application stage.

Trees.

The site has been identified as having a number of trees that form a significant landscape feature. As with the previous scheme (15/2853/FUL) the building line appears to have been set back to take the trees into account. However there remains a concern over the shading that will be caused by the trees on the building, which will lead to an unsustainable relationship and future pressure to remove the trees.

The tree survey has highlighted a number of trees to be removed, this may be acceptable. The thinning of the group maybe possible upon a full review of the trees and with justification and suitable replacement.

The building would also screen one of the public views for the trees and therefore reduce it amenity value. Therefore, mitigation tree planting is required to ensure trees of stature are visible at the front of the site, either within the site or the adjacent highway (S106 monies).

Other matters raised

Potential impact on neighbouring residential properties in the High Street and those on Park Road backing onto the site.

Normal requirements in relation to :

Sustainability – BREEAM for shop. 35% CO2 savings above 2013 Building Regs. 105 litres of water per person per day.

Residential Design Standards – Council now requires developments to meet the nationally described spaces standards.

CLIVE CHAPMAN

A R C H I T E C T S

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