

ADDENDUM STATEMENT

63 – 71 HIGH STREET, HAMPTON HILL TW12 1NH

**ADDENDUM PLANNING, DESIGN AND ACCESS STATEMENT
IN SUPPORT OF REVISED
PLANNING AND CONSERVATION AREA CONSENT APPLICATIONS
FOR THE REDEVELOPMENT OF THE SITE TO PROVIDE
41 RESIDENTIAL UNITS AND 230M2 OF RETAIL FLOOR SPACE
TOGETHER WITH ANCILLARY BASEMENT CAR PARK, LANDSCAPING ETC.**

ON BEHALF OF GREATPLANET LIMITED

**NOVEMBER 2016
REVISED SEPTEMBER 2017**

**WEST & PARTNERS
127 METAL BOX FACTORY
30 GREAT GUILDFORD STREET
LONDON SE1 0HS**

1.0 INTRODUCTION

- 1.1 This addendum to the PDAS addresses the considerations arising from the submission of revisions to the proposal for the redevelopment of this 'Brownfield' site to provide a mix of houses, apartments and retail accommodation set about two landscaped courts with ancillary basement car and cycle parking.
- 1.2 The proposed revisions have regard, and respond, to the advice received from the responsible officers of the Council following submission of the original application.
- 1.3 The primary changes address the concerns relating to the amenity of the future occupiers of the development by removing the proposed pair of semi-detached town houses to the north side of the inner courtyard. The changes also address the scale of the relationship of the proposed terrace of townhouses with the Mews building to the south of the site.
- 1.4 In addressing the first of these changes the west wing of the apartment building has been re-aligned to be parallel to the terrace of town houses and the internal layout and mix of the flats has been adjusted. To address the second point house T01 which is close to the south boundary has been reduced to ground and first floors from ground and two upper floors.
- 1.5 As a consequence of this review the opportunity has been taken to:
- adjust the scope and layout of the basement, reducing the overall extent and removing the proposed town house ancillary accommodation and private garages;
 - revise the refuse handling arrangements;
 - reposition the lift cores within the apartment building;
 - revise the landscape layout.
- 1.6 The background considerations addressed in the 'Introduction' to the PDAS submitted with the application have not changed and this addendum should be read in conjunction with the original statement.

2.0 PROPOSAL [NB. This replaces Section 2 in original PDAS]

- 2.1 The applications are for Conservation Area Consent for the demolition of the existing buildings and a detailed Planning Permission for the erection of an interlinked group of buildings, on the east half of the site, set around a pedestrian entrance court accessed off the High Street and a terrace of town houses, on the west half of the site, across a landscaped inner garden court accessed from the eastern entrance court.
- 2.2 The group of buildings around the entrance court front the High Street in two elements (southern and northern) and comprising ground and part one, part two main upper floors with a set-back third level in the form of an articulated roof storey. There are three separate entrances and cores off the outer entrance court providing access to the 16, two-bedroom, 18, one-bedroom and 1 studio apartment. On the street frontage, there will be two non-residential units on the ground floor. The unit in the northern element comprises 108m² and that in the southern element comprise 122.5m². Both units have return frontages which extend into the entrance court. While it is expected that these will be occupied as A1(non-food) retail the application seeks permission for the northern unit to also be granted permission for use as A3 café: B1 office and D1 (limited to clinics / crèche / non-residential education and training centres).
- 2.3 The 6 three-bedroom town houses on the west half of the site (1, two bed and 5, three bed) comprise two main floors with a set-back top floor save for T01 which is at the south end of the

terrace which comprises only ground and first floors. Refuse and secure cycle storage [12 stands] are provided for the houses adjacent to the southern boundary of the site.

- 2.4 The basement occupies c.82% of the site and provides space for 48 cars, including 10% sized for blue badge holders and a minimum of 20% with access to electric charging points together with 48 secure cycle storage stands for residential occupiers and 4 secure stands for employees of the non-residential ground floor units; refuse stores and plant rooms. The basement will be accessed via a gated ramp off the south of the High Street frontage. Each core serving the apartments provide direct access to the parking spaces and other facilities and a secure stair to the basement is provided for the occupiers of the houses adjacent to the south boundary of the inner court.
- 2.5 The original and Addendum Architectural Design Statements (Appendix 1) provide further details of the layouts, connections, proposed materials etc.

3.0 THE TOWN PLANNING FRAMEWORK

- 3.1 Section 3 of the original PDAS sets out the relevant consideration which need to be balanced in the determination of the application under the headings: National Policy; the London Plan (regional policy); the London Plan SPG's and the Local Plan.

NATIONAL POLICY

- 3.2 Since the submission of the application the government has made a number of Budget announcements and published a number of consultations on planning related considerations.
- 3.3 The most wide-ranging of these was the Housing white paper, 'Fixing our Broken Housing Market', published in February 2017. Many of the planning related proposals in the white paper, if implemented, will be included in changes to the NPPF, however, these have yet to be introduced.

THE LONDON PLAN

- 3.4 The publication for consultation of the Early Review of the London Plan is anticipated to be in November 2017. It is known that this will seek to address the admitted shortfall in housing targets to meet objectively assessed need as identified at the Examination in Public of the FALP. This is expected to see a significant increase in both the overall and individual borough minimum annual target figures currently set out in Table 3.1 of the London Plan.
- 3.5 In June 2017 the Mayor published for consultation his updated Transport Strategy. This, inter alia, includes at Proposal 76 b) suggestion that car parking provision within new developments in accessible locations should be restricted through adoption of new parking standards as part of the London Plan.

THE LOCAL PLAN

- 3.6 Since the submission of the application the Council submitted its proposed replacement Local Plan to the Secretary of State for examination in public and the weight to be given to the emerging revised policies has increased although full weight should not be given in advance of receipt of the Inspectors report.
- 3.7 The relevant policies of the proposed replacement Local Plan were set out in paragraphs 3.102 – 3.137 of the original PDAS and the considerations in respect of each of these were reviewed.

4.0 CONSIDERATIONS

4.1 The primary considerations relating to the principle of the development; its scale design and appearance; and general considerations relating to access parking etc., as set out in Section 5 of the original PDAS have not changed.

4.2 The revised submission provides an adjusted layout within the site which does not compromise the overall nature and form of the scheme but results in improved relationships to neighbouring development.

4.3 The supporting Appendices listed below have been revised and updated to have regard to the modifications submitted:

Appendix 1	Architectural Design Statement
Appendix 2	Landscape Design Statement
Appendix 3	Transport Statement
Appendix 7	Energy Statement
Appendix 8a	Sustainability Statement
Appendix 8b	New Construct Pre-Assessment
Appendix 8c	Home Q Mark Pre-Assessment
Appendix 10b	Basement Impact Assessment
Appendix 11b	Drainage Strategy
Appendix 14	Viability Assessment Report
Appendix 15	Outline Estate Management Strategy

4.4 The remaining appendices do not need to be revised.

Affordable Housing

4.5 As previously stated policy requires the provision of affordable housing to be maximised subject to regard being had to the economic viability of the proposed development. The need for a scheme to be viable is to ensure that any requirement for the provision of any affordable accommodation should not render a scheme which would otherwise provide much needed new housing, non-viable. It is a primary tenant of policy that there is a need to encourage rather than restrain residential development.

4.6 As the costs and values of the scheme have changed as a result of the amendments and to assess the maximum reasonable amount of affordable housing that any development can support an updated objective viability assessment has been prepared by Turner Morum (Appendix14).

4.7 The need to encourage any developer to proceed with a scheme requires a subjective test so that the level of any provision does not seek to punish the developer still further by making him provide more affordable housing than the plainly objective viability assessment demonstrates can be delivered.

4.8 The updated assessment demonstrates that the scheme still lacks development viability for the provision of any affordable housing as part of the application scheme.

4.9 The analysis illustrates a deficit of c.£246k at 100% market Housing. This confirms that the scheme cannot technically support any category of affordable homes or an equivalent commuted sum payment.

4.10 Nevertheless it is still the objective of the applicant that the development will be of a quality which is regarded as a landmark sustainable regeneration project within the London Borough of Richmond and accordingly a commercial decision has been taken to proceed at these sub-normal profit levels and to include four units to be made available as Starter Homes pursuant to

the requirement of the Housing and Planning Act 2016 (Sections 1 to 8). Section 4 of the Act imparts a general duty on LPA's to promote the supply of starter homes which are an approved form of affordable housing and Government expects LPA's to work in a positive and proactive way with landowners and developers to secure a supply of land suitable for Starter Homes to deliver housing for first time buyers in their area.

- 4.11 As an alternative to the incorporation of the four starter home units an equivalent commuted sum payment of £135,527 towards the provision of affordable housing off site is offered.

Planning Obligations / CIL

- 4.12 A Section 106 will be submitted to address the following requirements:
- Affordable Starter Home provision or equivalent commuted sum payment
 - Covenant to restrict the Class A1 use to exclude food retail
 - Contribution towards the planting of new street trees
- 4.13 The Mayors and the Councils CIL will be payable in respect of the of the market housing and retail floor space

5.0 CONCLUSIONS

- 5.1 The assessment of the relevant planning policies shows that the scheme complies with all relevant policies.
- 5.2 The scheme is sustainable. It proposes carbon efficient construction, demonstrating proper and proportionate utilisation of scarce land resource in close proximity to public transport service which will deliver future occupants to places for work and leisure as well as being in an area well served with retail outlets, schooling, social and other community facilities.
- 5.3 As a consequence it will not result in adverse impacts which outweigh the two particular benefits: first the significant contribution it would make to meeting Richmond's and London's identified housing need and second by enhancing the conservation area in which it is located.
- 5.4 This becomes even more the case when the requirement of Policy 3.3 of the London Plan which expects the supply of new housing to exceed projections wherever and whenever possible and the fact that delivery of new housing is still significantly below the overall planned annual target across London the presumption in favour of granting permission for a highly sustainable development of outstanding design which will raise the standard of design more generally in the area most definitely must apply and should be given great weight.
- 5.5 The scheme addresses the core land use planning principles identified in the NPPF that ought to underpin decision taking in the planning system. In particular it:
- is a creative proposal which will improve the places in which people live their lives;
 - will deliver the homes, that Richmond, London and the country needs;
 - is a high-quality design providing an excellent standard of amenity for all future occupants of the flats and houses;
 - provides a low carbon future in a changing climate;
 - is a location which enables the full use of public transport, walking and cycling.
- 5.6 Accordingly planning permission should be granted subject to the conclusion of a section 106 Agreement in respect of the matters set out above