

**Application reference: 06/2108/FUL**  
**HAMPTON WARD**

Date application received	Date made valid	Target report date	8 Week date
30.06.2006	30.06.2006		25.08.2006

**Site:**

68-72 Gloucester Road, Hampton, Middlesex, TW12 2UJ

**Proposal:**

Demolition of existing dwellings and erection of one detached house, one pair of semi-detached houses and one chalet bungalow comprising two flats.

**Present use:**

**Status:** Pending Consideration (If status = HOLD please check that all is OK before you proceed any further with this application)

**APPLICANT NAME**

George Brich  
18 Barlow Road  
Hampton  
TW12 2QP

**AGENT NAME**

John Webb  
3 Holly Road  
Hampton Hill  
TW12 1QF

**Consultations:**

**Internal/External:**

**Consultee**

LBRUT Education  
LBRUT Transport

**Expiry Date**

18.07.2006  
18.07.2006

**Neighbours:**

55A Gloucester Road, Hampton, Richmond Upon Thames, TW12 2UQ, - 04.07.2006  
55 Gloucester Road, Hampton, Richmond Upon Thames, TW12 2UQ, - 04.07.2006  
57 Gloucester Road, Hampton, Richmond Upon Thames, TW12 2UQ, - 04.07.2006  
59 Gloucester Road, Hampton, Richmond Upon Thames, TW12 2UQ, - 04.07.2006  
62 Gloucester Road, Hampton, Richmond Upon Thames, TW12 2UJ, - 04.07.2006  
64 Gloucester Road, Hampton, Richmond Upon Thames, TW12 2UJ, - 04.07.2006  
66 Gloucester Road, Hampton, Richmond Upon Thames, TW12 2UJ, - 04.07.2006  
Mr And Mrs Mason, 74 Gloucester Road, Hampton, Richmond Upon Thames, TW12 2UJ, - 04.07.2006  
61 Gloucester Road, Hampton, Richmond Upon Thames, TW12 2UQ, - 04.07.2006  
Mr J Tabbron, 63 Gloucester Road, Hampton, TW12, - 04.07.2006  
Mrs Nash, 76a Gloucester Road, Hampton, TW12, - 04.07.2006  
J Webb, 3 Holly Road, Hampton Hill, TW12 1QF, - 04.07.2006  
Mr And Mrs R Gray, 76 Gloucester Road, Hampton, TW12, - 04.07.2006

**History:**

Ref No	Description	Status	Date
<b>No History</b>			
<b>Dummy UPRN</b>			

**Constraints:**

**Professional Comments:**

**Recommendation:**

The determination of this application falls within the scope of Officer delegated powers - ~~YES~~ / NO

**I therefore recommend the following:**

- 1. REFUSAL
- 2. PERMISSION
- 3. FORWARD TO COMMITTEE

Case Officer (Initials): SKJ

Dated: 26/7/06

**I agree the recommendation:**

Team Leader/Development Control Manager

Dated: .....

This application has been subject to representations that are contrary to the officer recommendation. The Development Control Manager has considered those representations and concluded that the application can be determined without reference to the Planning Committee in conjunction with existing delegated authority.

Development Control Manager: .....

Dated: .....

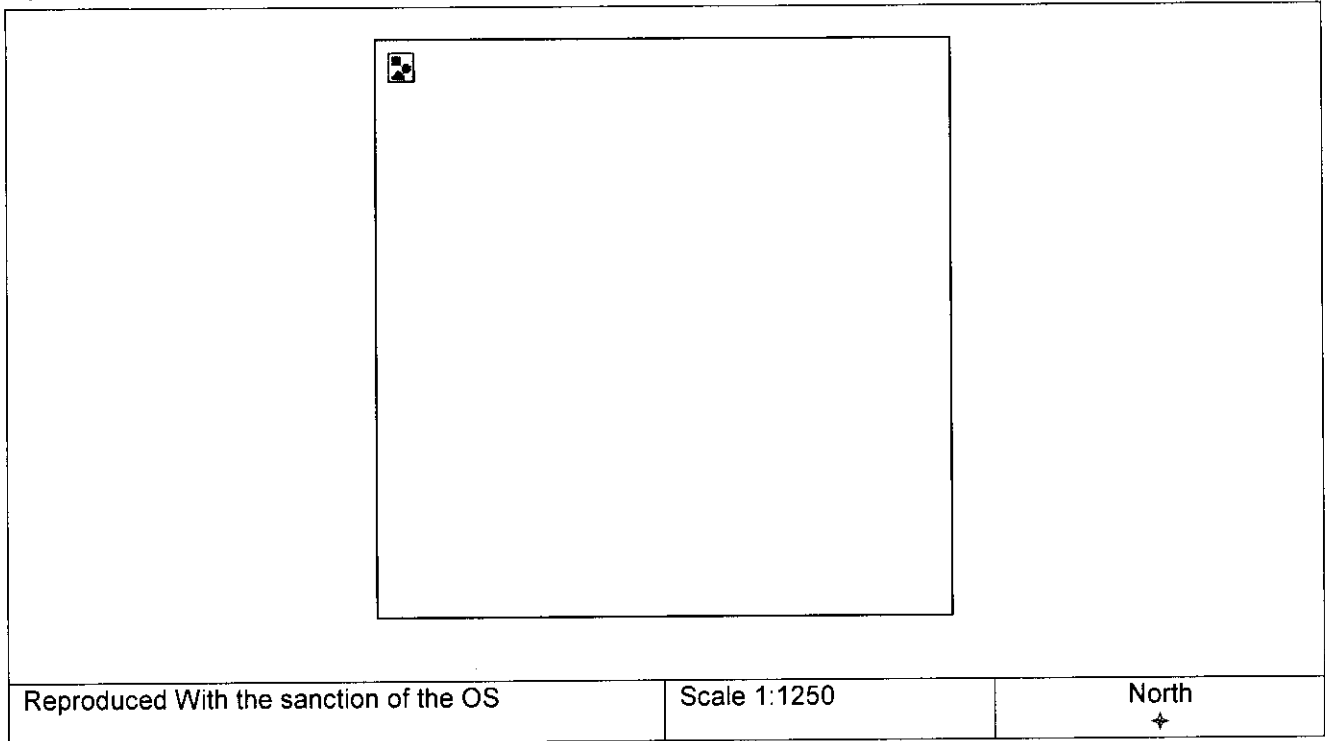
<b>REASONS:</b>
<b>CONDITIONS:</b>
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<b>UDP POLICIES:</b>
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<b>CONDITIONS:</b>	
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**ADDITIONAL NOTES CONTINUED FROM ABOVE:**

06/2108/FUL



06/2108/FUL  
68-72 Gloucester Road  
Hampton

HAMPTON WARD  
Contact Officer:  
S Graham-Smith x  
7300

**Proposal:**

Demolition of existing dwellings and erection of one detached house, one pair of semi-detached houses and one chalet bungalow comprising two flats.

**Applicant:**

John Webb for George Birch

**Application Received:**

30<sup>th</sup> June 2006

**Unitary Development Plan First Review:**

BLT 11, 15, 16; TRN 2, 4; HSG 11, 12

**Present Use:**

Three dwellings

**Site, History and Proposal:**

The site currently contains a row of three bungalows , 72 is detached and 70 and 68 are semi detached, all backing on to the railway. 66, neighbouring 68, is a detached bungalow and 74, adjoining 72, is a two storey house.

Over the last six years a number of planning applications have been made, initially relating only to 72:

- 00/1818/FUL - Demolition Of 72 And Erection Of Two Semi Detached Dwellings – Refused (Delegated) - *The proposed residential units represent an overdevelopment of the site, which by reason of their size, bulk, design and siting, would result in; (a) a cramped form of development, having an unneighbourly and unsatisfactory relationship with adjoining residential properties, and (b) a visually obtrusive development detrimental to the qualities of the street scene in general. As such, the proposal is contrary to Policies HSG 11, ENV 19, 23 and 24 of the Richmond Upon Thames Unitary Development Plan and HSG 11, BLT 11, 15 and 16 of the First Review - Appeal withdrawn.*
- 00/2943/FUL – Similar application to above – Withdrawn.
- 01/0255/FUL - Description same as 00/1818/FUL – Refused (delegated) on identical grounds - Appeal dismissed.
- 02/0233/FUL - Proposed Conversion Of Bungalow To Two Self-contained Flats – Approved (Committee).
- 02/3123/FUL – Description same as 00/1818/FUL – Refused (delegated) on identical grounds.
- 04/4061/FUL - Demolition of 68 - 72 and erection of 2 pairs of semi detached houses – Withdrawn.

conservatory to be sited 3.6m from the side boundary, it would project 2.8m further rearwards than the main building of 74, but would be 5.2m away from it. The 'granny annex' will be within 2m of the proposed house. Whilst this has two side windows on the ground floor facing the boundary, these serve a room which also has a rear facing window and another facing the opposite side. Whilst light to these windows will be affected I consider that the presence of these other windows will allow a reasonable amount of light to reach the room in question. The main part of the new house would project 2.7m further rearward than the first floor element of the 'granny annex', which has a rear facing window, however it satisfies the 45 degree angle test cited by the BRE guidelines. Only one upstairs window will face 74 and this serves a bathroom. Consequently it may be conditioned to be obscure glazed and non openable below a certain height. There is a Juliette balcony on the second floor rear elevation of the detached house, but no terrace.

The reason for the unusual design of the proposed chalet bungalow is its relationship with 66, which is also a bungalow. As this property has a side facing dining room window (this is the only window to that room), it was important that any replacement for the existing 68 took this into account. As a consequence the eaves height facing 66 will be the same as that property with an identical roof pitch. The ridge height will be 0.6m higher than that of 66, but the point at which it exceeds that of 66 (5.8m) is to be almost 7m from that property. Whilst the depth of the new building will be 0.5m – 1m greater than that of 66 I consider that as a result of the unusual design the relationship between the properties will be acceptable taking into account the existing situation. The only upstairs windows facing 66 will be high level rooflights above the staircase.

#### Appearance

Several aspects have been raised in relation to the appearance. The height has been criticised, with the semi detached houses reaching a maximum of 9m and the house adjoining 74 (which is 7.6m), 8.6m. However there are a range of different heights in this road and a number of properties have created living areas in their loftspace. 82, for example, is 8.9m high and has rooms in the roofspace. Whilst I agree that the proposed houses will be taller than some, they will be a similar height to others. Consequently it is not considered that they will appear out of place by reason of their height or the use of roofspace accommodation.

The reason for the design of the chalet bungalow is explained above. I agree that this would be an unusual design, particularly in a road where all other designs were of a uniform nature. However this is not the case and there are various house designs in this road. Whilst, even amongst these, it would be unusual, it is difficult to see what demonstrable harm would be caused by such a house, particularly as is comparatively diminutive and would therefore not stand out greatly.

#### Parking and traffic

In respect of off street car parking provision the relevant policy in the UDP, First Review, is TRN 4 which refers to maximum standards being set for all types of development. This proposal provides three off street parking spaces which is less than the maximum set for this development in the Council's adopted parking standards. Policy TRN 4 allows for a provision that is less than the maximum set providing there would not be an adverse impact on amenity, road safety or emergency access in the surrounding area, or a generation of unacceptable overspill of on-street parking in the vicinity of the site. In this case one off-street space is provided for each of the houses, one being a 4-bedroom house and the other two three-bedroom houses. The maximum allowance for each is two spaces. No off-street spaces are provided for the flats, where a maximum of two would be allowable.

**Standard Informatives:**

IE05A – Noise control

IH03A – Vehicle crossover

IH06B – Damage to highway

IL10A – Building Regulations

IL12A -Approved Drawing Nos – 'TP101, 102A, 103A, 104A, 105, 106, 107, 108, 109, 110 and 111A received on 30<sup>th</sup> June 2006'

IL16- Policies – 'Unitary Development Plan First Review: BLT 11, 15, 16; TRN 2, 4; HSG 11, 12'

IL19- Reason for granting – 'The proposal has been considered in the light of the Development Plan, comments from third parties (where relevant) and compliance with Supplementary Planning Guidance as appropriate. The impact on neighbours, the streetscene, parking and traffic have been assessed and are considered to be acceptable. A proportion of one-bedroom flats are provided. It has been concluded that there is not a demonstrable harm to interests of acknowledged importance caused by the development that justifies withholding planning permission.'

**Background Papers:**

Application forms and drawings

Letters from neighbours,

Application forms, drawings and decision notice for previous applications (ref:

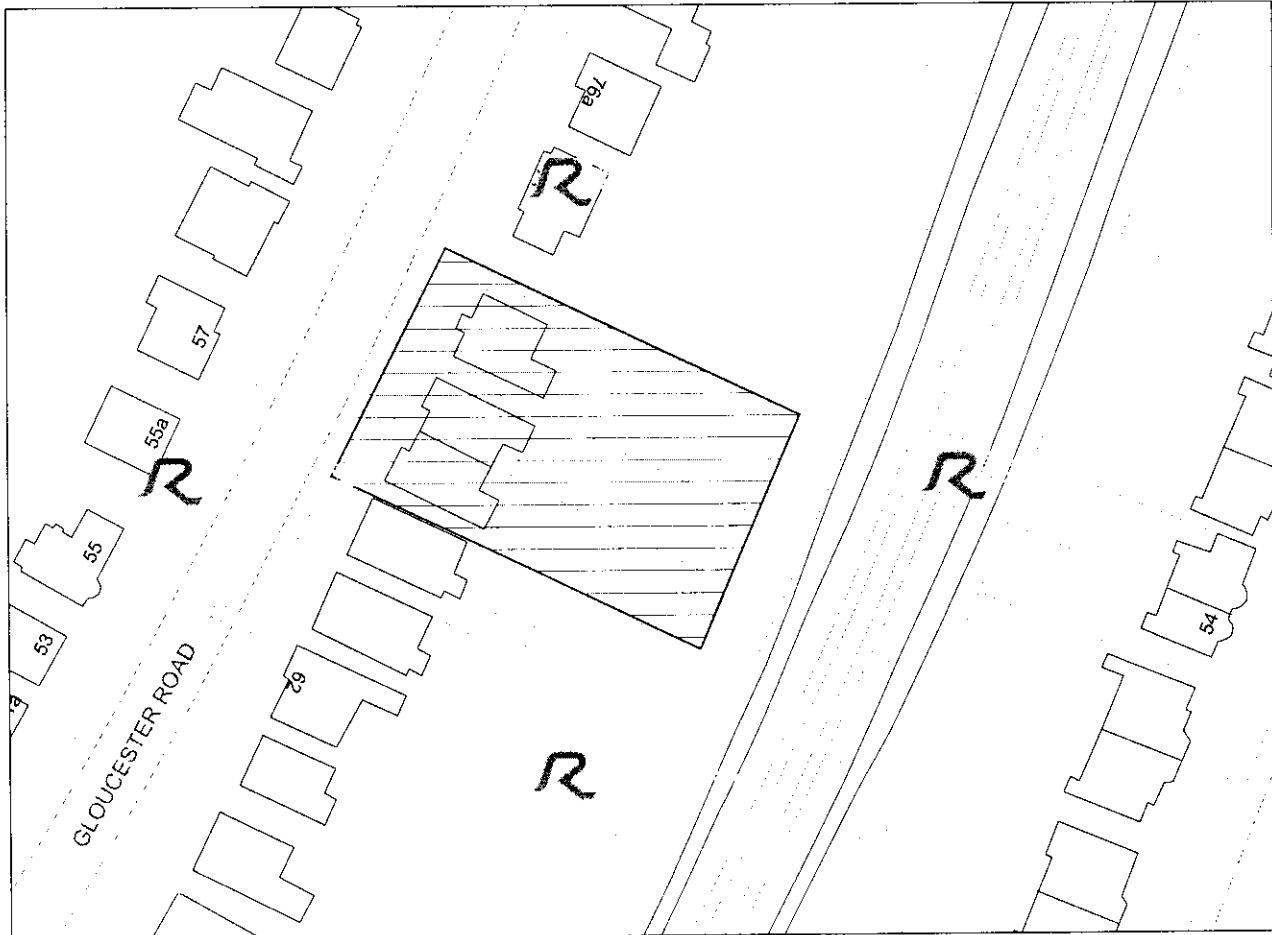
00/1818/FUL, 00/2943/FUL, 01/0255/FUL, 02/0233/FUL, 02/3123/FUL,

04/4061/FUL, 05/1408/FUL, 06/0428/FUL)

**PLANNING COMMITTEE – 10 AUGUST 2006**

**06/2108/FUL  
68-72 GLOUCESTER ROAD  
HAMPTON**

**HAMPTON WARD  
Contact Officer:  
S Graham Smith**



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LA 100019441[2006].'- Do not scale '

**Proposal:** Demolition of existing dwellings and erection of one detached house, one pair of semi-detached houses and one chalet bungalow comprising two flats.

**Applicant:** John Webb for George Birch

**Application Received:** 30<sup>th</sup> June 2006

**Unitary Development Plan First Review:**  
BLT 11, 15, 16; TRN 2, 4; HSG 11, 12

**Present Use:** Three dwellings

**Site, History and Proposal:** The site currently contains a row of three bungalows, 72 is detached and 70 and 68 are semi detached, all backing on to the railway. 66, neighbouring 68, is a detached bungalow and 74, adjoining 72, is a two storey house.



## **PLANNING COMMITTEE – 10 AUGUST 2006**

Over the last six years a number of planning applications have been made, initially relating only to 72:

- 00/1818/FUL - Demolition Of 72 And Erection Of Two Semi Detached Dwellings – Refused (Delegated) - *The proposed residential units represent an overdevelopment of the site, which by reason of their size, bulk, design and siting, would result in; (a) a cramped form of development, having an unneighbourly and unsatisfactory relationship with adjoining residential properties, and (b) a visually obtrusive development detrimental to the qualities of the street scene in general. As such, the proposal is contrary to Policies HSG 11, ENV 19, 23 and 24 of the Richmond Upon Thames Unitary Development Plan and HSG 11, BLT 11, 15 and 16 of the First Review - Appeal withdrawn.*
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- 02/3123/FUL – Description same as 00/1818/FUL – Refused (delegated) on identical grounds.
- 04/4061/FUL - Demolition of 68 - 72 and erection of 2 pairs of semi detached houses – Withdrawn.
- 05/1408/FUL - Demolition of existing dwellings and erection of one detached house, one pair of semi-detached houses and one chalet bungalow – This application was to be considered at the committee of 15<sup>th</sup> June 2006 but was withdrawn from the agenda. The recommendation was for refusal on the following grounds: *By reason of the siting of a new vehicular access in close proximity to a London Plane street tree the health of the tree would be severely jeopardized to the detriment of the visual amenities of the locality and the proposal would therefore be contrary to policy ENV 9 of the Unitary Development Plan First Review. None of the dwelling units to be provided are small units and the proposal would consequently be contrary to policy HSG 11 of the Unitary Development Plan First Review and policies 3A.4 and 4B.3 of the London Plan.*
- 06/0428/FUL - Demolition of existing dwellings and erection of one detached house, one pair of semi-detached houses and one chalet bungalow. New proposal showing altered parking layout. This application was to be considered at the committee of 15<sup>th</sup> June 2006 but was withdrawn from the agenda. The recommendation was for refusal on the following grounds: *By reason of the amount of forecourt parking and hardsurfacing in front of the proposed four bedroom house, the proposal would be detrimental to the visual amenities of the locality and contrary to Council guidelines on parking in front gardens. The proposal would therefore be contrary to policy BLT 28 of the Unitary Development Plan First Review. None of the dwelling units to be provided are small units and the proposal would consequently be contrary to policy HSG 11 of the Unitary Development Plan First Review and policies 3A.4 and 4B.3 of the London Plan. Without appropriate contributions towards education, health, open space and transport facilities within the Borough, the proposal would be contrary to the Planning Obligations Strategy and policy IMP 3 of the Unitary Development Plan: First Review.*

The last two applications have now been superseded by this application, which is similar to the above two but shows the chalet bungalow as a pair of one-bedroom flats with no off-street parking.

### **Public and Other Representations:**

## **PLANNING COMMITTEE – 10 AUGUST 2006**

Objections have been received from two neighbours. The grounds for objection are:

1. Loss of light
2. Loss of privacy
3. Out of character (particularly chalet) and an overdevelopment
4. Adverse impact on traffic and parking.
5. Overbearing.
6. Excessive height and depth.

### **Professional Comments:**

#### **Impact on neighbours**

Previous applications for 72 were refused on the grounds of the unneighbourly impact on the adjoining house, 74. Since the last refusal, in 2002, a two storey side extension has been erected at 74 and is used as a 'granny annex'. The proposed new house on the site of 72 would project marginally forward of the extension, but not the main building of 74. It would be of a similar height. Apart from the ground floor conservatory to be sited 3.6m from the side boundary, it would project 2.8m further rearwards than the main building of 74, but would be 5.2m away from it. The 'granny annex' will be within 2m of the proposed house. Whilst this has two side windows on the ground floor facing the boundary, these serve a room which also has a rear facing window and another facing the opposite side. Whilst light to these windows will be affected I consider that the presence of these other windows will allow a reasonable amount of light to reach the room in question. The main part of the new house would project 2.7m further rearward than the first floor element of the 'granny annex', which has a rear facing window, however it satisfies the 45 degree angle test cited by the BRE guidelines. Only one upstairs window will face 74 and this serves a bathroom. Consequently it may be conditioned to be obscure glazed and non openable below a certain height. There is a Juliette balcony on the second floor rear elevation of the detached house, but no terrace.

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The reason for the design of the chalet bungalow is explained above. I agree that this would be an unusual design, particularly in a road where all other designs were of a uniform nature. However this is not the case and there are various house designs in this road. Whilst, even amongst these, it would be unusual, it is difficult to see what demonstrable harm would be caused by such a house, particularly as is comparatively diminutive and would therefore not stand out greatly.

## PLANNING COMMITTEE – 10 AUGUST 2006

### Parking and traffic

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In relation to the 2005 application, the Transport division advised that it would be preferable to have adjoining accesses for the semi detached houses (and the current plan shows this) and that a second space should be considered for the four bedroom house. This is not achievable in compliance with the guidelines for parking in front gardens due to the limited space available. 72 currently has off-street parking for two cars, 70 for one and 68 has no off-street parking. Members may consider that the scheme should only be accepted with the maximum parking provision, taking into account that the closest public transport available is the R70 bus in Broad Lane, some 300m away. However, bearing in mind that there is no net loss of off-street parking spaces and less likelihood of one-bedroom units generating a demand, I consider that it would be difficult to argue that the shortfall on the maximum allowable was a strong argument for refusal bearing in mind the general attitude taken by planning inspectors and government policy in relation to these matters.

I do not consider that replacing three dwellings with three larger dwellings and two small flats will generate a significant amount of extra traffic.

### Tree

The lack of a parking space provided for the chalet bungalow means that the London Plane street tree will not be unreasonably affected.

### Planning Obligations Strategy

The application was made since the adoption of the strategy and if otherwise acceptable appropriate contributions would be sought, namely:

Education: £13,975.90

Health : £665.91

Open Space/Public Realm/Thames: £1,613

Transport :£17,900

Overall total: £34,154.81

### Smaller units

The UDP – First Review states that new schemes will normally be required to supply a proportion of smaller units (one bedroom flats or bedsits). This scheme provides a pair of one bedroom flats and therefore satisfies the requirement.

**Summary:** The impact on neighbours, the streetscene, parking and traffic have been assessed and are considered to be acceptable. A proportion of one-bedroom flats are provided.

## **PLANNING COMMITTEE – 10 AUGUST 2006**

I therefore recommend **PERMISSION**, subject to the following conditions and informatives:-

### **Standard Conditions:**

- AT01 - Development begun within 3 years
- BD12 - Details of materials to be approved
- DV17A - Dustbin enclosures
- DV15 - Window obscure glazed and non-openable – all side facing windows at first floor level
- GD04A - Restrict alterations/extensions
- LA11A - Landscaping – hard and soft
- LA30 - Landscaping implementation

### **Non Standard Condition**

Section 106 agreement condition: The development permitted by this planning permission shall not be initiated by the undertaking of a material operation as defined in section 56 (4) (a)-(e) of the Town and Country Planning Act 1990 in relation to the development until arrangements have been made to ensure that a financial contribution towards the provision of local education facilities, transport, health and public open space is paid to the Council. Such arrangements may take the form of a planning obligation pursuant to Section 106 of the said Act relating to land and lodged with the local planning authority and after the local planning authority has notified the person(s) submitting the same that it is to the local planning authority's approval. The said planning obligation would provide a payment of £34,154.81 towards local education, transport, health and public open space contributions facilities. REASON: In order to comply with national and local planning policies (within the Council's Unitary Development Plan First Review) and Supplementary Planning Guidance 'Planning Obligations Strategy' which promote sustainable development in terms of demands on local infrastructure.

### **Standard Informatives:**

- IE05A - Noise control
- IH03A - Vehicle crossover
- IH06B - Damage to highway
- IL10A - Building Regulations
- IL12A - Approved Drawing Nos – 'TP101, 102A, 103A, 104A, 105, 106, 107, 108, 109, 110 and 111A received on 30<sup>th</sup> June 2006'
- IL13 - S106 Agreement
- IL16 - Policies – 'Unitary Development Plan First Review: BLT 11, 15, 16; TRN 2, 4; HSG 11, 12'
- IL19 - Reason for granting – 'The proposal has been considered in the light of the Development Plan, comments from third parties (where relevant) and compliance with Supplementary Planning Guidance as appropriate. The impact on neighbours, the streetscene, parking and traffic have been assessed and are considered to be acceptable. A proportion of one-bedroom flats are provided. It has been concluded that there is not a demonstrable harm to interests of acknowledged importance caused by the development that justifies withholding planning permission.'
- IM13 - Street numbering

### **Background Papers:**

Application forms and drawings

Letters from neighbours,

Application forms, drawings and decision notice for previous applications (ref: 00/1818/FUL, 00/2943/FUL, 01/0255/FUL, 02/0233/FUL, 02/3123/FUL, 04/4061/FUL, 05/1408/FUL, 06/0428/FUL)

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**HAMPTON WARD**

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**Status:** Pending Consideration (If status = HOLD please check that all is OK before you proceed any further with this application)

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**Internal/External:**

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**Expiry Date**

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**Constraints:**

**Professional Comments:**

**Recommendation:**

The determination of this application falls within the scope of Officer delegated powers - ~~YES~~ / NO

**I therefore recommend the following:**

- 1. REFUSAL
- 2. PERMISSION
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Case Officer (Initials): SKJ

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**I agree the recommendation:**

Team Leader/Development Control Manager

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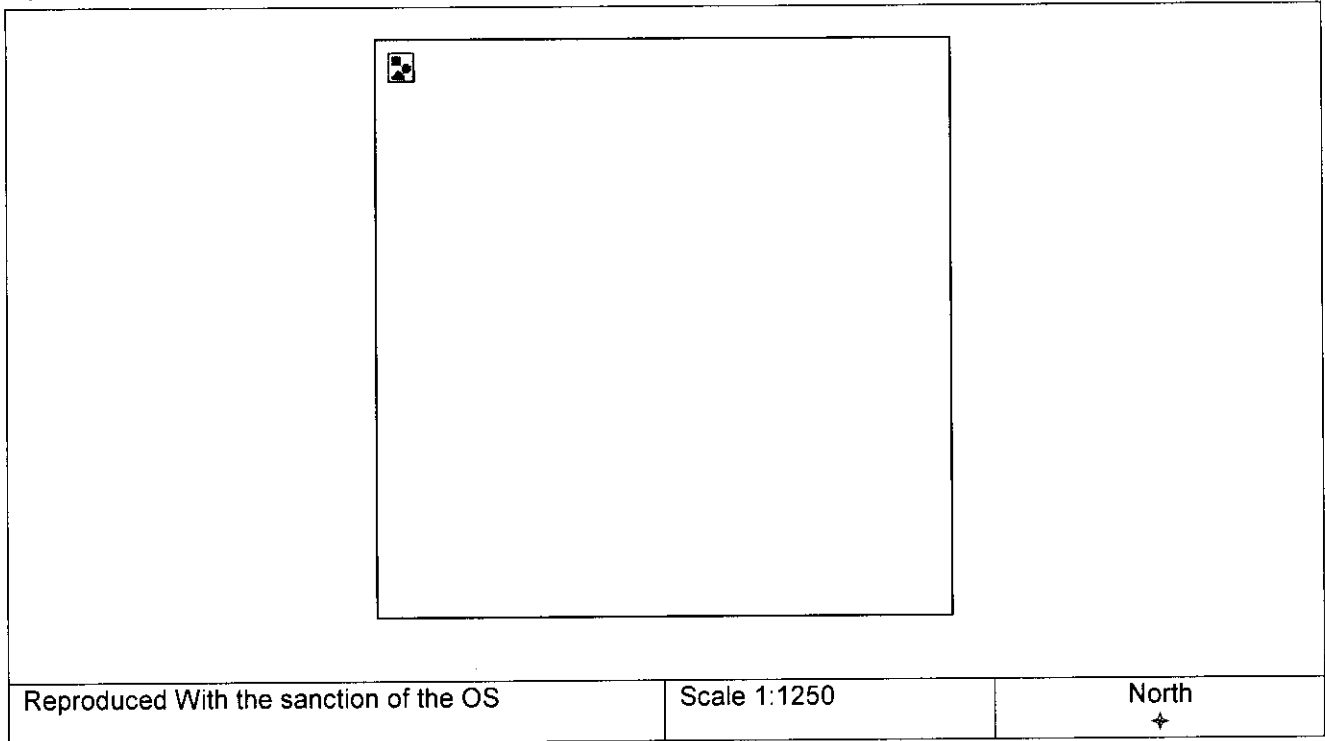
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**Unitary Development Plan First Review:**

BLT 11, 15, 16; TRN 2, 4; HSG 11, 12

**Present Use:**

Three dwellings

**Site, History and Proposal:**

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- 04/4061/FUL - Demolition of 68 - 72 and erection of 2 pairs of semi detached houses – Withdrawn.

conservatory to be sited 3.6m from the side boundary, it would project 2.8m further rearwards than the main building of 74, but would be 5.2m away from it. The 'granny annex' will be within 2m of the proposed house. Whilst this has two side windows on the ground floor facing the boundary, these serve a room which also has a rear facing window and another facing the opposite side. Whilst light to these windows will be affected I consider that the presence of these other windows will allow a reasonable amount of light to reach the room in question. The main part of the new house would project 2.7m further rearward than the first floor element of the 'granny annex', which has a rear facing window, however it satisfies the 45 degree angle test cited by the BRE guidelines. Only one upstairs window will face 74 and this serves a bathroom. Consequently it may be conditioned to be obscure glazed and non openable below a certain height. There is a Juliette balcony on the second floor rear elevation of the detached house, but no terrace.

The reason for the unusual design of the proposed chalet bungalow is its relationship with 66, which is also a bungalow. As this property has a side facing dining room window (this is the only window to that room), it was important that any replacement for the existing 68 took this into account. As a consequence the eaves height facing 66 will be the same as that property with an identical roof pitch. The ridge height will be 0.6m higher than that of 66, but the point at which it exceeds that of 66 (5.8m) is to be almost 7m from that property. Whilst the depth of the new building will be 0.5m – 1m greater than that of 66 I consider that as a result of the unusual design the relationship between the properties will be acceptable taking into account the existing situation. The only upstairs windows facing 66 will be high level rooflights above the staircase.

#### Appearance

Several aspects have been raised in relation to the appearance. The height has been criticised, with the semi detached houses reaching a maximum of 9m and the house adjoining 74 (which is 7.6m), 8.6m. However there are a range of different heights in this road and a number of properties have created living areas in their loftspace. 82, for example, is 8.9m high and has rooms in the roofspace. Whilst I agree that the proposed houses will be taller than some, they will be a similar height to others. Consequently it is not considered that they will appear out of place by reason of their height or the use of roofspace accommodation.

The reason for the design of the chalet bungalow is explained above. I agree that this would be an unusual design, particularly in a road where all other designs were of a uniform nature. However this is not the case and there are various house designs in this road. Whilst, even amongst these, it would be unusual, it is difficult to see what demonstrable harm would be caused by such a house, particularly as is comparatively diminutive and would therefore not stand out greatly.

#### Parking and traffic

In respect of off street car parking provision the relevant policy in the UDP, First Review, is TRN 4 which refers to maximum standards being set for all types of development. This proposal provides three off street parking spaces which is less than the maximum set for this development in the Council's adopted parking standards. Policy TRN 4 allows for a provision that is less than the maximum set providing there would not be an adverse impact on amenity, road safety or emergency access in the surrounding area, or a generation of unacceptable overspill of on-street parking in the vicinity of the site. In this case one off-street space is provided for each of the houses, one being a 4-bedroom house and the other two three-bedroom houses. The maximum allowance for each is two spaces. No off-street spaces are provided for the flats, where a maximum of two would be allowable.

**Standard Informatives:**

IE05A – Noise control

IH03A – Vehicle crossover

IH06B – Damage to highway

IL10A – Building Regulations

IL12A -Approved Drawing Nos – ‘TP101, 102A, 103A, 104A, 105, 106, 107, 108, 109, 110 and 111A received on 30<sup>th</sup> June 2006’

IL16- Policies – ‘Unitary Development Plan First Review: BLT 11, 15, 16; TRN 2, 4; HSG 11, 12’

IL19- Reason for granting – ‘The proposal has been considered in the light of the Development Plan, comments from third parties (where relevant) and compliance with Supplementary Planning Guidance as appropriate. The impact on neighbours, the streetscene, parking and traffic have been assessed and are considered to be acceptable. A proportion of one-bedroom flats are provided. It has been concluded that there is not a demonstrable harm to interests of acknowledged importance caused by the development that justifies withholding planning permission.’

**Background Papers:**

Application forms and drawings

Letters from neighbours,

Application forms, drawings and decision notice for previous applications (ref:

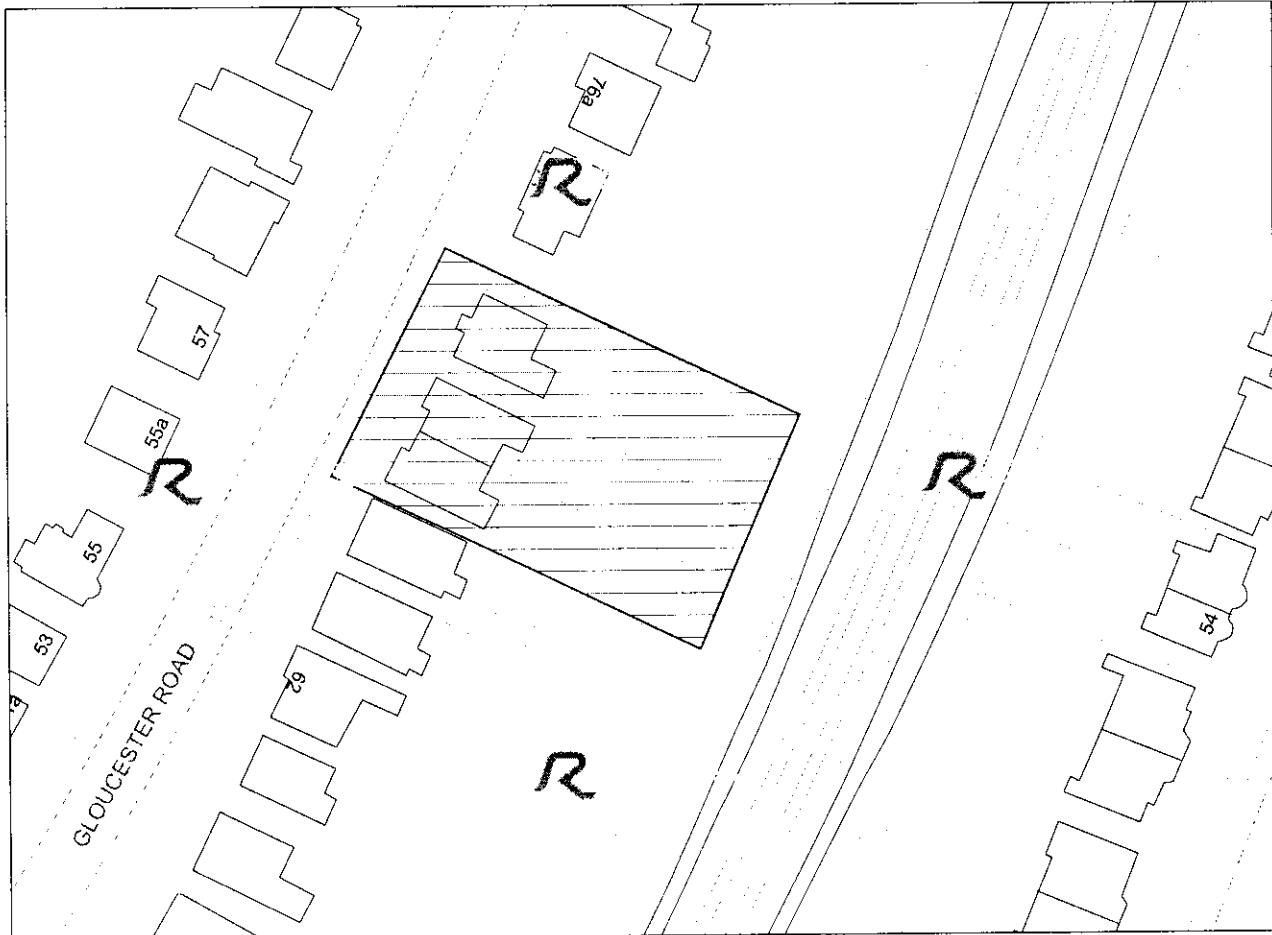
00/1818/FUL, 00/2943/FUL, 01/0255/FUL, 02/0233/FUL, 02/3123/FUL,

04/4061/FUL, 05/1408/FUL, 06/0428/FUL)

**PLANNING COMMITTEE – 10 AUGUST 2006**

**06/2108/FUL  
68-72 GLOUCESTER ROAD  
HAMPTON**

**HAMPTON WARD  
Contact Officer:  
S Graham Smith**



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LA 100019441[2006].'- Do not scale '

**Proposal:** Demolition of existing dwellings and erection of one detached house, one pair of semi-detached houses and one chalet bungalow comprising two flats.

**Applicant:** John Webb for George Birch

**Application Received:** 30<sup>th</sup> June 2006

**Unitary Development Plan First Review:**  
BLT 11, 15, 16; TRN 2, 4; HSG 11, 12

**Present Use:** Three dwellings

**Site, History and Proposal:** The site currently contains a row of three bungalows, 72 is detached and 70 and 68 are semi detached, all backing on to the railway. 66, neighbouring 68, is a detached bungalow and 74, adjoining 72, is a two storey house.

## **PLANNING COMMITTEE – 10 AUGUST 2006**

Over the last six years a number of planning applications have been made, initially relating only to 72:

- 00/1818/FUL - Demolition Of 72 And Erection Of Two Semi Detached Dwellings – Refused (Delegated) - *The proposed residential units represent an overdevelopment of the site, which by reason of their size, bulk, design and siting, would result in; (a) a cramped form of development, having an unneighbourly and unsatisfactory relationship with adjoining residential properties, and (b) a visually obtrusive development detrimental to the qualities of the street scene in general. As such, the proposal is contrary to Policies HSG 11, ENV 19, 23 and 24 of the Richmond Upon Thames Unitary Development Plan and HSG 11, BLT 11, 15 and 16 of the First Review - Appeal withdrawn.*
- 00/2943/FUL – Similar application to above – Withdrawn.
- 01/0255/FUL - Description same as 00/1818/FUL – Refused (delegated) on identical grounds - Appeal dismissed.
- 02/0233/FUL - Proposed Conversion Of Bungalow To Two Self-contained Flats – Approved (Committee).
- 02/3123/FUL – Description same as 00/1818/FUL – Refused (delegated) on identical grounds.
- 04/4061/FUL - Demolition of 68 - 72 and erection of 2 pairs of semi detached houses – Withdrawn.
- 05/1408/FUL - Demolition of existing dwellings and erection of one detached house, one pair of semi-detached houses and one chalet bungalow – This application was to be considered at the committee of 15<sup>th</sup> June 2006 but was withdrawn from the agenda. The recommendation was for refusal on the following grounds: *By reason of the siting of a new vehicular access in close proximity to a London Plane street tree the health of the tree would be severely jeopardized to the detriment of the visual amenities of the locality and the proposal would therefore be contrary to policy ENV 9 of the Unitary Development Plan First Review. None of the dwelling units to be provided are small units and the proposal would consequently be contrary to policy HSG 11 of the Unitary Development Plan First Review and policies 3A.4 and 4B.3 of the London Plan.*
- 06/0428/FUL - Demolition of existing dwellings and erection of one detached house, one pair of semi-detached houses and one chalet bungalow. New proposal showing altered parking layout. This application was to be considered at the committee of 15<sup>th</sup> June 2006 but was withdrawn from the agenda. The recommendation was for refusal on the following grounds: *By reason of the amount of forecourt parking and hardsurfacing in front of the proposed four bedroom house, the proposal would be detrimental to the visual amenities of the locality and contrary to Council guidelines on parking in front gardens. The proposal would therefore be contrary to policy BLT 28 of the Unitary Development Plan First Review. None of the dwelling units to be provided are small units and the proposal would consequently be contrary to policy HSG 11 of the Unitary Development Plan First Review and policies 3A.4 and 4B.3 of the London Plan. Without appropriate contributions towards education, health, open space and transport facilities within the Borough, the proposal would be contrary to the Planning Obligations Strategy and policy IMP 3 of the Unitary Development Plan: First Review.*

The last two applications have now been superseded by this application, which is similar to the above two but shows the chalet bungalow as a pair of one-bedroom flats with no off-street parking.

### **Public and Other Representations:**

## **PLANNING COMMITTEE – 10 AUGUST 2006**

Objections have been received from two neighbours. The grounds for objection are:

1. Loss of light
2. Loss of privacy
3. Out of character (particularly chalet) and an overdevelopment
4. Adverse impact on traffic and parking.
5. Overbearing.
6. Excessive height and depth.

### **Professional Comments:**

#### **Impact on neighbours**

Previous applications for 72 were refused on the grounds of the unneighbourly impact on the adjoining house, 74. Since the last refusal, in 2002, a two storey side extension has been erected at 74 and is used as a 'granny annex'. The proposed new house on the site of 72 would project marginally forward of the extension, but not the main building of 74. It would be of a similar height. Apart from the ground floor conservatory to be sited 3.6m from the side boundary, it would project 2.8m further rearwards than the main building of 74, but would be 5.2m away from it. The 'granny annex' will be within 2m of the proposed house. Whilst this has two side windows on the ground floor facing the boundary, these serve a room which also has a rear facing window and another facing the opposite side. Whilst light to these windows will be affected I consider that the presence of these other windows will allow a reasonable amount of light to reach the room in question. The main part of the new house would project 2.7m further rearward than the first floor element of the 'granny annex', which has a rear facing window, however it satisfies the 45 degree angle test cited by the BRE guidelines. Only one upstairs window will face 74 and this serves a bathroom. Consequently it may be conditioned to be obscure glazed and non openable below a certain height. There is a Juliette balcony on the second floor rear elevation of the detached house, but no terrace.

The reason for the unusual design of the proposed chalet bungalow is its relationship with 66, which is also a bungalow. As this property has a side facing dining room window (this is the only window to that room), it was important that any replacement for the existing 68 took this into account. As a consequence the eaves height facing 66 will be the same as that property with an identical roof pitch. The ridge height will be 0.6m higher than that of 66, but the point at which it exceeds that of 66 (5.8m) is to be almost 7m from that property. Whilst the depth of the new building will be 0.5m – 1m greater than that of 66 I consider that as a result of the unusual design the relationship between the properties will be acceptable taking into account the existing situation. The only upstairs windows facing 66 will be high level rooflights above the staircase.

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Several aspects have been raised in relation to the appearance. The height has been criticised, with the semi detached houses reaching a maximum of 9m and the house adjoining 74 (which is 7.6m), 8.6m. However there are a range of different heights in this road and a number of properties have created living areas in their loftspace. 82, for example, is 8.9m high and has rooms in the roofspace. Whilst I agree that the proposed houses will be taller than some, they will be a similar height to others. Consequently it is not considered that they will appear out of place by reason of their height or the use of roofspace accommodation.

The reason for the design of the chalet bungalow is explained above. I agree that this would be an unusual design, particularly in a road where all other designs were of a uniform nature. However this is not the case and there are various house designs in this road. Whilst, even amongst these, it would be unusual, it is difficult to see what demonstrable harm would be caused by such a house, particularly as is comparatively diminutive and would therefore not stand out greatly.

## PLANNING COMMITTEE – 10 AUGUST 2006

### Parking and traffic

In respect of off street car parking provision the relevant policy in the UDP, First Review, is TRN 4 which refers to maximum standards being set for all types of development. This proposal provides three off street parking spaces which is less than the maximum set for this development in the Council's adopted parking standards. Policy TRN 4 allows for a provision that is less than the maximum set providing there would not be an adverse impact on amenity, road safety or emergency access in the surrounding area, or a generation of unacceptable overspill of on-street parking in the vicinity of the site. In this case one off-street space is provided for each of the houses, one being a 4-bedroom house and the other two three-bedroom houses. The maximum allowance for each is two spaces. No off-street spaces are provided for the flats, where a maximum of two would be allowable.

In relation to the 2005 application, the Transport division advised that it would be preferable to have adjoining accesses for the semi detached houses (and the current plan shows this) and that a second space should be considered for the four bedroom house. This is not achievable in compliance with the guidelines for parking in front gardens due to the limited space available. 72 currently has off-street parking for two cars, 70 for one and 68 has no off-street parking. Members may consider that the scheme should only be accepted with the maximum parking provision, taking into account that the closest public transport available is the R70 bus in Broad Lane, some 300m away. However, bearing in mind that there is no net loss of off-street parking spaces and less likelihood of one-bedroom units generating a demand, I consider that it would be difficult to argue that the shortfall on the maximum allowable was a strong argument for refusal bearing in mind the general attitude taken by planning inspectors and government policy in relation to these matters.

I do not consider that replacing three dwellings with three larger dwellings and two small flats will generate a significant amount of extra traffic.

### Tree

The lack of a parking space provided for the chalet bungalow means that the London Plane street tree will not be unreasonably affected.

### Planning Obligations Strategy

The application was made since the adoption of the strategy and if otherwise acceptable appropriate contributions would be sought, namely:

Education: £13,975.90

Health : £665.91

Open Space/Public Realm/Thames: £1,613

Transport :£17,900

Overall total: £34,154.81

### Smaller units

The UDP – First Review states that new schemes will normally be required to supply a proportion of smaller units (one bedroom flats or bedsits). This scheme provides a pair of one bedroom flats and therefore satisfies the requirement.

**Summary:** The impact on neighbours, the streetscene, parking and traffic have been assessed and are considered to be acceptable. A proportion of one-bedroom flats are provided.

## **PLANNING COMMITTEE – 10 AUGUST 2006**

I therefore recommend **PERMISSION**, subject to the following conditions and informatives:-

### **Standard Conditions:**

- AT01 - Development begun within 3 years
- BD12 - Details of materials to be approved
- DV17A - Dustbin enclosures
- DV15 - Window obscure glazed and non-openable – all side facing windows at first floor level
- GD04A - Restrict alterations/extensions
- LA11A - Landscaping – hard and soft
- LA30 - Landscaping implementation

### **Non Standard Condition**

Section 106 agreement condition: The development permitted by this planning permission shall not be initiated by the undertaking of a material operation as defined in section 56 (4) (a)-(e) of the Town and Country Planning Act 1990 in relation to the development until arrangements have been made to ensure that a financial contribution towards the provision of local education facilities, transport, health and public open space is paid to the Council. Such arrangements may take the form of a planning obligation pursuant to Section 106 of the said Act relating to land and lodged with the local planning authority and after the local planning authority has notified the person(s) submitting the same that it is to the local planning authority's approval. The said planning obligation would provide a payment of £34,154.81 towards local education, transport, health and public open space contributions facilities. REASON: In order to comply with national and local planning policies (within the Council's Unitary Development Plan First Review) and Supplementary Planning Guidance 'Planning Obligations Strategy' which promote sustainable development in terms of demands on local infrastructure.

### **Standard Informatives:**

- IE05A - Noise control
- IH03A - Vehicle crossover
- IH06B - Damage to highway
- IL10A - Building Regulations
- IL12A - Approved Drawing Nos – 'TP101, 102A, 103A, 104A, 105, 106, 107, 108, 109, 110 and 111A received on 30<sup>th</sup> June 2006'
- IL13 - S106 Agreement
- IL16 - Policies – 'Unitary Development Plan First Review: BLT 11, 15, 16; TRN 2, 4; HSG 11, 12'
- IL19 - Reason for granting – 'The proposal has been considered in the light of the Development Plan, comments from third parties (where relevant) and compliance with Supplementary Planning Guidance as appropriate. The impact on neighbours, the streetscene, parking and traffic have been assessed and are considered to be acceptable. A proportion of one-bedroom flats are provided. It has been concluded that there is not a demonstrable harm to interests of acknowledged importance caused by the development that justifies withholding planning permission.'
- IM13 - Street numbering

### **Background Papers:**

Application forms and drawings

Letters from neighbours,

Application forms, drawings and decision notice for previous applications (ref: 00/1818/FUL, 00/2943/FUL, 01/0255/FUL, 02/0233/FUL, 02/3123/FUL, 04/4061/FUL, 05/1408/FUL, 06/0428/FUL)

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