

Application reference: 15/4581/FUL
HAMPTON WARD

Date application received	Date made valid	Target report date	8 Week date
30.10.2015	12.11.2015	07.01.2016	07.01.2016

Site:

45 - 49 Station Road, Hampton, TW12 2BT,

Proposal:

Demolition of the existing Car Showroom and ancillary workshop buildings, and redevelopment of the site to provide a new Car Showroom, ancillary workshops and eight residential dwellings.

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

APPLICANT NAME

45-49 Station Road
Hampton
TW12 2BU

AGENT NAME

Ms Lucy Arrowsmith
4 Eel Pie Island
Twickenham
TW1 3DY

DC Site Notice: printed on 12.11.2015 and posted on 20.11.2015 and due to expire on 11.12.2015

Consultations:

Internal/External:

Consultee

Thames Water Development Control Department
LBRUT Environmental Health Contaminated Land
LBRUT Transport
14D Urban D
14D POL

Expiry Date

~~07.12.2015~~
26.11.2015
26.11.2015
26.11.2015
26.11.2015

Neighbours:

40 Thames Street, Hampton, TW12 2DX, - 16.11.2015
2 Thames Close, Hampton, TW12 2ET, - 16.11.2015
1 Thames Close, Hampton, TW12 2ET, - 16.11.2015
63 Thames Close, Hampton, TW12 2ET, - 16.11.2015
61 Thames Close, Hampton, TW12 2ET, - 16.11.2015
65 Thames Close, Hampton, TW12 2ET, - 16.11.2015
64 Thames Close, Hampton, TW12 2ET, - 16.11.2015
Arragon Lodge, 62 Thames Close, Hampton, TW12 2ET, - 16.11.2015
60 Thames Close, Hampton, TW12 2ET, - 16.11.2015
59 Thames Close, Hampton, TW12 2ET, - 16.11.2015
42 Thames Street, Hampton, TW12 2DX, - 16.11.2015
54 Thames Street, Hampton, TW12 2DX, - 16.11.2015
56 Thames Street, Hampton, TW12 2DX, - 16.11.2015
60 Thames Street, Hampton, TW12 2DX, - 16.11.2015
25 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
31 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
29 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
27 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
15A Plevna Road, Hampton, TW12 2BS - 16.11.2015
17 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
19 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
23 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
21 Plevna Road, Hampton, TW12 2BS, - 16.11.2015

15 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
 13 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
 1 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
 3 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
 9 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
 7 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
 5 Plevna Road, Hampton, TW12 2BS, - 16.11.2015
 63A Station Road, Hampton, TW12 2BT, - 16.11.2015
 65 Station Road, Hampton, TW12 2BT, - 16.11.2015
 40 Station Road, Hampton, TW12 2DA, - 16.11.2015
 Hampton Football Club, Station Road, Hampton, TW12 2BX, - 16.11.2015
 28 Station Road, Hampton, TW12 2BX, - 16.11.2015
 22 Station Road, Hampton, TW12 2BX, - 16.11.2015
 18 Station Road, Hampton, TW12 2BX, - 16.11.2015
 26 Station Road, Hampton, TW12 2BX, - 16.11.2015
 24 Station Road, Hampton, TW12 2BX, - 16.11.2015
 20 Station Road, Hampton, TW12 2BX, - 16.11.2015
 16 Station Road, Hampton, TW12 2BX, - 16.11.2015
 14 Station Road, Hampton, TW12 2BX, - 16.11.2015
 Flat 4, 38 Station Road, Hampton, TW12 2BX, - 16.11.2015
 Flat 3, 38 Station Road, Hampton, TW12 2BX, - 16.11.2015
 Flat 2, 38 Station Road, Hampton, TW12 2BX, - 16.11.2015
 Flat 1, 38 Station Road, Hampton, TW12 2BX, - 16.11.2015
 Unit 6, Castle Business Village, 36 Station Road, Hampton, TW12 2BX, - 16.11.2015
 Unit 5, Castle Business Village, 36 Station Road, Hampton, TW12 2BX, - 16.11.2015
 Unit 3, Castle Business Village, 36 Station Road, Hampton, TW12 2BX, - 16.11.2015
 Unit 2, Castle Business Village, 36 Station Road, Hampton, TW12 2BX, - 16.11.2015
 Unit 4, Castle Business Village, 36 Station Road, Hampton, TW12 2BX, - 16.11.2015
 30 Station Road, Hampton, TW12 2BX, - 16.11.2015
 57 Station Road, Hampton, TW12 2BT, - 16.11.2015
 59 Station Road, Hampton, TW12 2BT, - 16.11.2015
 53 Station Road, Hampton, TW12 2BT, - 16.11.2015
 51 Station Road, Hampton, TW12 2BT, - 16.11.2015
 63 Station Road, Hampton, TW12 2BT, - 16.11.2015
 61 Station Road, Hampton, TW12 2BT, - 16.11.2015
 55 Station Road, Hampton, TW12 2BT, - 16.11.2015
 44 Thames Street, Hampton, TW12 2DX, - 16.11.2015
 46 Thames Street, Hampton, TW12 2DX, - 16.11.2015
 50 Thames Street, Hampton, TW12 2DX, - 16.11.2015
 48 Thames Street, Hampton, TW12 2DX, - 16.11.2015
 33 Station Road, Hampton, TW12 2BT, - 16.11.2015
 37 Station Road, Hampton, TW12 2BT, - 16.11.2015
 41 Station Road, Hampton, TW12 2BT, - 16.11.2015
 35 Station Road, Hampton, TW12 2BT, - 16.11.2015
 39 Station Road, Hampton, TW12 2BT, - 16.11.2015
 Cllrs ,S Nicholson,G Roberts,P Sales -

History: Development Management, Appeals, Building Control, Enforcements:

Development Management

Status: WNA	Application:90/2193/ADV
Date:06/02/1991	Illuminated Fascia, Pole & Projecting Signs & Non Illuminated Free Standing & Fascia Signs.

Development Management

Status: ARD	Application:95/3691/ADV
Date:24/01/1996	Erection Of Illuminated Projecting Box Sign In Station Road

Development Management

Status: GTD	Application:96/1061/FUL
Date:20/06/1996	Enlargement Of Showroom And Installation Of Internal Spiral Staircase Serving First Floor Office. External Enclosure.

Development Management

Status: GTD	Application:97/0108
Date:04/03/1997	Retention Of Satellite Receiving Antenna, 1.2m In Diameter On The Flat Roof Between The Workshop And Offices.

Development Management

Status: GTD Date:20/05/1999	Application:99/0565 Erection Of Illuminated Fascia Signs [granted] And Two Illuminated Rover Pylon Signs [refused]
<u>Development Management</u> Status: GTD Date:13/08/1999	Application:99/1575 Erection Of A Non Illuminated Rover Pylon Sign.
<u>Development Management</u> Status: GTD Date:23/08/1978	Application:78/0152 Alterations and additions to existing showrooms and workshop and erection of new workshop building.
<u>Development Management</u> Status: REF Date:06/04/1979	Application:78/1436 Alterations and additions to existing showrooms and workshop and the erection of a new workshop building.
<u>Development Management</u> Status: GTD Date:16/07/1982	Application:81/1033 Erection of 1.35m (4ft 5ins) high close boarded wooden fencing set 4.5m (14ft 10ins) back from back edge of footpath on Thames Street frontage. (Amended application forms 25/1/82 and 18/6/82).
<u>Development Management</u> Status: GTD Date:16/07/1982	Application:81/0992/ADV For Advertisements.
<u>Development Management</u> Status: GTD Date:17/10/1983	Application:83/0565 Erection of extension to provide Cleaning Bays/Mess Room, Toilets and external fire escape. (Amended plans received 14/7/83).
<u>Development Management</u> Status: REF Date:12/10/1987	Application:87/1265/ADV 9 flags.
<u>Development Management</u> Status: INSFEE Date:26/05/2005	Application:05/1036/ADV Erection of signage
<u>Development Management</u> Status: WNA Date:29/12/2011	Application:08/0469/ADV 3 x flags on mast 1.25 sq meter
<u>Development Management</u> Status: PCO Date:	Application:15/4581/FUL Demolition of the existing Car Showroom and ancillary workshop buildings, and redevelopment of the site to provide a new Car Showroom, ancillary workshops and eight residential dwellings.

Building Control
Deposit Date: 02.05.1996 Enlargement of showroom. Installation of internal spiral staircase.
Reference: 96/0458/1/FP

Building Control
Deposit Date: 12.02.2015 Install a replacement consumer unit
Reference: 15/NIC00438/NICEIC

Enforcement
Opened Date: 20.03.2000 Enforcement Enquiry
Reference: 00/00076/EN

Enforcement
Opened Date: 18.02.2003 Enforcement Enquiry
Reference: 03/00061/EN

Enforcement
Opened Date: 28.11.2006 Enforcement Enquiry
Reference: 06/0560/EN/ADV

Enforcement
Opened Date: 03.12.2007 Enforcement Enquiry
Reference: 07/0549/EN/ADV

Enforcement

Opened Date: 10.08.2009

Enforcement Enquiry

Reference: 09/0399/EN/ADV

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

This application is CIL liable YES* NO
(*If yes, complete CIL tab in Uniform)

This application requires a Legal Agreement YES* NO
(*If yes, complete Development Condition Monitoring in Uniform)

This application has representations online (which are not on the file) YES NO

This application has representations on file YES NO

Case Officer (Initials):

Dated:

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:

REASONS:
CONDITIONS:
INFORMATIVES:
UDP POLICIES:
OTHER POLICIES:

The following table will populate as a quick check by running the template once items have been entered into Uniform

SUMMARY OF CONDITIONS AND INFORMATIVES

CONDITIONS

INFORMATIVES

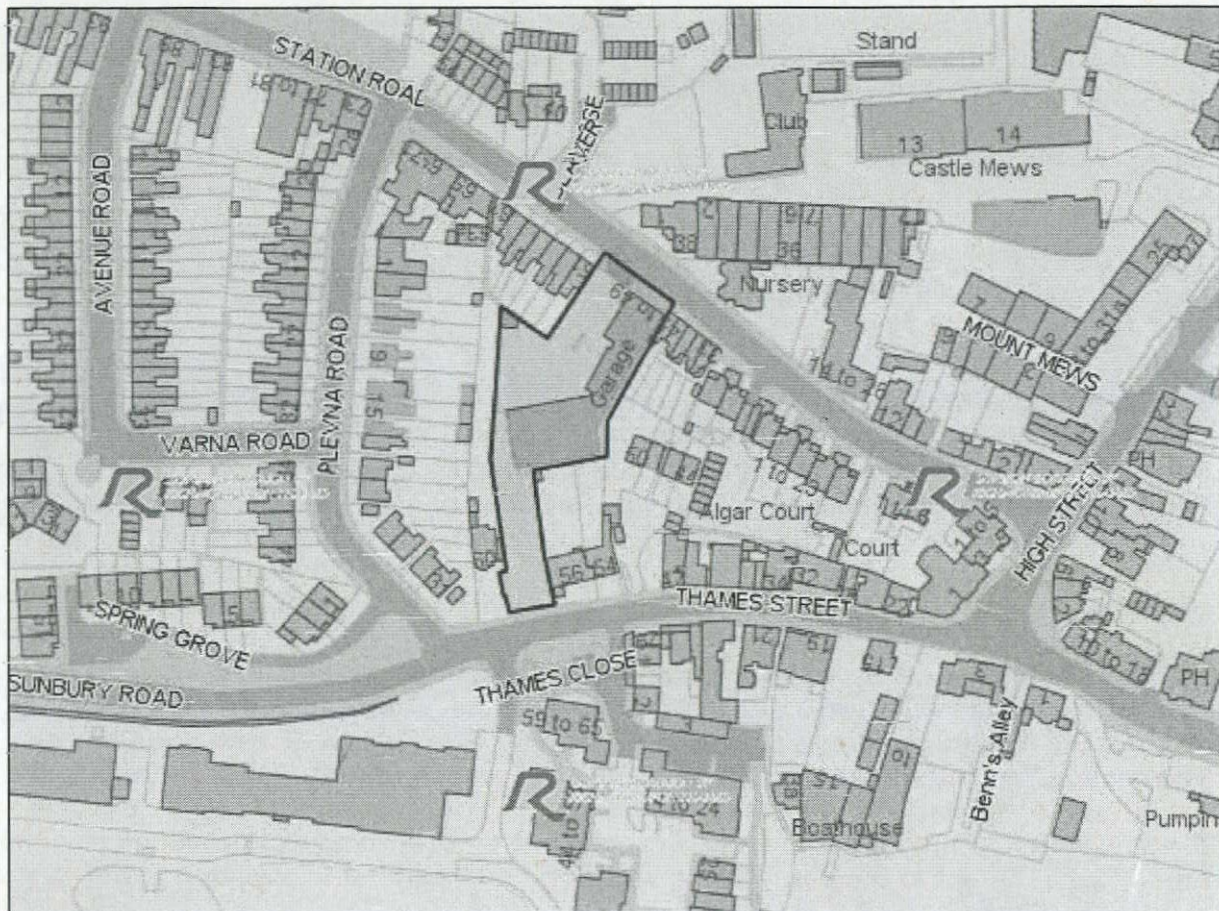
CITIZEN NOTE - ALL FOR
CAPS completed 07/19. → pending

15/4581/FUL
45 - 49 Station Road
Hampton
TW12 2BT

HAMPTON WARD
Contact Officer: S Graham-Smith

8106
(no issuing PP)

http://www2.richmond.gov.uk/PlanData2/Planning_CaseNo.aspx?strCASENO=15/4581/FUL



© Crown copyright. All rights reserved. London Borough of Richmond Upon Thames LA 100019441[2017]. - Do not scale

Proposal

The application seeks planning permission for the demolition of all buildings on the site and the redevelopment of the site for a mixed use development comprising car showroom with associated workshops (Use Class Sui Generis), office accommodation (Use Class B1a), and six three-bedroom residential dwellings (Use Class C3(a)).

Applicant: G Kingsbury and Son Ltd

Application Received: 30.10.2015

Main development plan policies:

The proposal has been considered having regard to the policies within the National Planning Policy Framework, the National Described Space Standards (2015), the London Plan Consolidated with Alterations (March 2016), and the Council's Local Plan, in particular:

London Plan Consolidated with Alterations (March 2016): 3.3; 3.4; 3.5; 3.8; 3.10; 3.11; 3.12; 3.13; 4.2; 4.3; 5.1; 5.2; 5.3; 5.11; 5.21; 6.3; 6.9; 6.13; 7.4; 7.6; and; 7.8

London Borough of Richmond-upon-Thames Core Strategy (2009): CP 1; CP 2; CP 5; CP 7; CP 8; CP 14; CP 15; CP 16; and; CP 19

London Borough of Richmond-upon-Thames Development Management Plan (2011): DM SD 1, DM SD 2, DM SD 5; DM TC 2; DM HD 1; DM HD 2; DM HD 3; DM HD 4; DM HO2; DM HO 3; DM HO 4; DM HO 6; DM EM 1; DM EM 2; DM TP 1; DM TP 2; DM TP 7; DM TP 8; DM DC 1, DM DC 2; DM DC 4; DM DC 5; DM DC 6

The Publication Version Local Plan 2016: LP 1; LP 2; LP 3; LP 4; LP 7; LP 8; LP 10; LP 11; LP 16; LP 17; LP 20; LP 22; LP 25; LP 34; LP 35; LP 36; LP 39; LP 40; LP 41; LP 45

London Borough of Richmond-upon-Thames Supplementary Planning Documents: Affordable Housing; Sustainable Construction Checklist; Design Quality; Residential Development Standards; Small and Medium Housing Sites; Front garden and other off street parking standards. Adopted Mayor of London Housing Supplementary Planning Guidance (March 2016) and adopted Affordable Housing and Viability Supplementary Planning Guidance (August 2017)

SUMMARY OF APPLICATION

The application site comprises land currently occupied by G Kingsbury and Son Ltd car showroom and workshop, with associated storage and office accommodation. This application seeks planning permission for the consolidation of the car showroom and workshop and the redevelopment of the site to provide additional office accommodation at first floor level (above the showroom) with residential development behind to comprise 6 x 3 bedroom units.

Whilst the site is situated within the Hampton Village conservation area, none of the buildings within the site are statutorily or locally listed. The site does however abut three Grade II listed buildings at Nos.54, 56, and 60 Thames Street, with Buildings of Townscape Merit adjoining the site curtilage at 41 and 55 Station Road. There is to be a new car showroom and office accommodation to front Station Road to the north of the site, with four houses to the rear arranged in a crescent and two dwellings fronting onto Thames Street to the south of the site. Forecourt parking is provided to the remainder of the site

The design, scale and massing of the proposed development is considered appropriate to the site and its surroundings, and would preserve and in part enhance the character and visual amenities of the conservation area, and preserve the special architectural and historical setting of the nearby listed buildings and BTMs. The proposed scheme is also considered acceptable with regards to neighbouring residential amenity, the standards of accommodation for future occupiers, trees and landscapes, and sustainability, and on balance is considered acceptable with regard to the provision of parking and highway safety. Furthermore, the applicant has submitted a viability report which has been independently assessed and it was concluded that the scheme would not currently be viable if the inclusion of an affordable, affordable housing contribution was involved. However a post-implementation review mechanism is recommended.

Recommendation 1: Approval subject to conditions and completion of a S106 Agreement Securing Head of Terms.

Recommendation 2: Refuse, in the absence of a completed Section 106 Agreement within 6 months of the date of the resolution adopted by recommendation 1 unless otherwise agreed in writing with the Local Planning Authority, for the following Reasons:

- 1 In the absence of a binding agreement to require a post-implementation review mechanism relating to affordable housing contributions the proposal would be contrary to the NPPF, Mayor of London Plan and Local Plan, in particular policies DM 6 of the Development Management Plan and LP 36 of the publication version of the Local Plan and adopted London Plan Affordable Housing and Viability Supplementary Planning Guidance (August 2017)
- 2 In the absence of a binding agreement to provide an exemption from parking permit eligibility, the development would give rise to undue congestion adding additional pressure for parking detrimental to the existing local highway conditions, traffic movement and public safety. The proposal would therefore be contrary to the NPPF and Local Plan, in particular policies DM TP 2 and 8 of the Development Management Plan and LP 44 and 45 of the publication version of the Local Plan.

Site and Surroundings

1. The application site comprises an irregular shaped plot measuring 0.26 hectares in area and addresses both Station Road (to the north) to Thames Street (south), with vehicle access provided to Station Road only. The site comprises three linked two-storey buildings and small storage sheds, sited along the northern and eastern boundary, with the existing footprint of built development measures approx. 1046sqm, with the remaining areas of the site being hard surfaced and used for the storage and display of vehicles. The southern part of the site is at a lower ground level than the rest.
2. The lawful and historic use of these buildings (and the site as a whole) is as a car showroom and workshop (Sui Generis).
3. Historically, a part three, part four storey dwellinghouse known as Jessamonde House occupied what is now the Thames Street frontage of the site, but that property was demolished in 1956. The company occupying the site dates back to 1897.
4. The surrounding area is predominantly residential and the eastern and western boundaries of the application site adjoin the rear gardens of surrounding two-storey semi-detached and terraced dwellings. The southern side of Station Road is characterised by two-storey terraced dwellings.
5. The application site is not designated, although it is sited within the Hampton Village Conservation Area (CA12). To the south at the Thames Street frontage the site abuts the boundary of three Grade II listed buildings, with Nos. 54 & 56 listed in May 1983 and Canister House (No. 60) listed in 1993. Buildings to the north, along the southern side of Station Road to adjoin the application site are locally listed Buildings of Townscape Merit.

The application site falls within Flood Zone 1, and is also a designated Archaeological Priority Area.

Planning History

6. There have been a number of minor applications in the past including building extensions in 1996, 1983 and 1978.

Proposal

7. The application seeks planning permission for the demolition of all buildings on the site and the redevelopment of the site for a mixed use development comprising car showroom with associated workshops (Use Class Sui Generis), office accommodation (Use Class B1a), and six three-bedroom residential dwellings (Use Class C3(a)).
8. The proposed development will be set across three separate buildings with a two storey hipped roof building at the Station Road frontage, retaining the existing setback from the building line of the two storey terraced dwellings to the east, and in line with the building line of the existing two storey terraced dwellings to the west. The ground floor will comprise the car showroom and workshop providing approx.450sqm of floorspace, with the office accommodation above providing a further 415sqm of floorspace.
9. A pair of two storey dwellings with accommodation set within a mansard style roof form would be sited at the Thames Street frontage. Both dwellings would have pedestrian access from Thames Street through private gardens, with further private gardens to the rear and car parking.
10. In the centre of the site a crescent shaped terrace of four townhouses is proposed, with the two end of terraced dwellings being two storeys (but also benefiting from a basement), and the two mid terraced dwellings will also be two storey with additional accommodation in the roof space. Each of these townhouses will benefit from private rear gardens, with communal amenity space at the front.
11. The existing vehicular access into the site off Station Road will be relocated further to the west. 29 parking spaces are proposed with 13 spaces (2 disabled) allocated to the car showroom and workshop facility, 4 spaces (1 disabled) for the office, and 11 (2 disabled) allocated for the residential units proposed. 1 additional space is proposed for the occupants of No.51 Station Road. Each of the dwellinghouses would have bicycle parking for 2 bicycles within their gardens areas, with 5 cycle spaces proposed for the garage/workshop and office. 2 electric vehicle charging points are also proposed within the curtilage of the site.

Public and other representations

12. Neighbouring properties along Thames Street, Station Road (include Castle Business Village) and Plevna Road have been consulted on the proposals. The application has also been advertised by way of site notice.
13. Four observations on the proposals have been received. Three representations in objection to the proposals have been received, raising the following material planning considerations:
 - The proposals will result in an increase in the number of cars/vehicle movements across the site and appear detrimental to local parking conditions and highway safety of neighbouring residential streets;
 - Scale and siting of the development at the Thames Street frontage will be detrimental to the special architectural and historical character, visual amenities, and residential amenities of the adjacent Grade II listed building at Canister House, specifically with regards to the flank elevation of this property;

- Car showrooms are inappropriate for Station Road, and more suited to industrial estate areas;
- Concern over noise and disturbance (dust etc.) during the course of construction works;
- Concern over the impact of the visibility splays across No.51, and the detrimental impact upon the terrace of BTMs and visual amenities of the street scene and conservation area, and local parking provision.

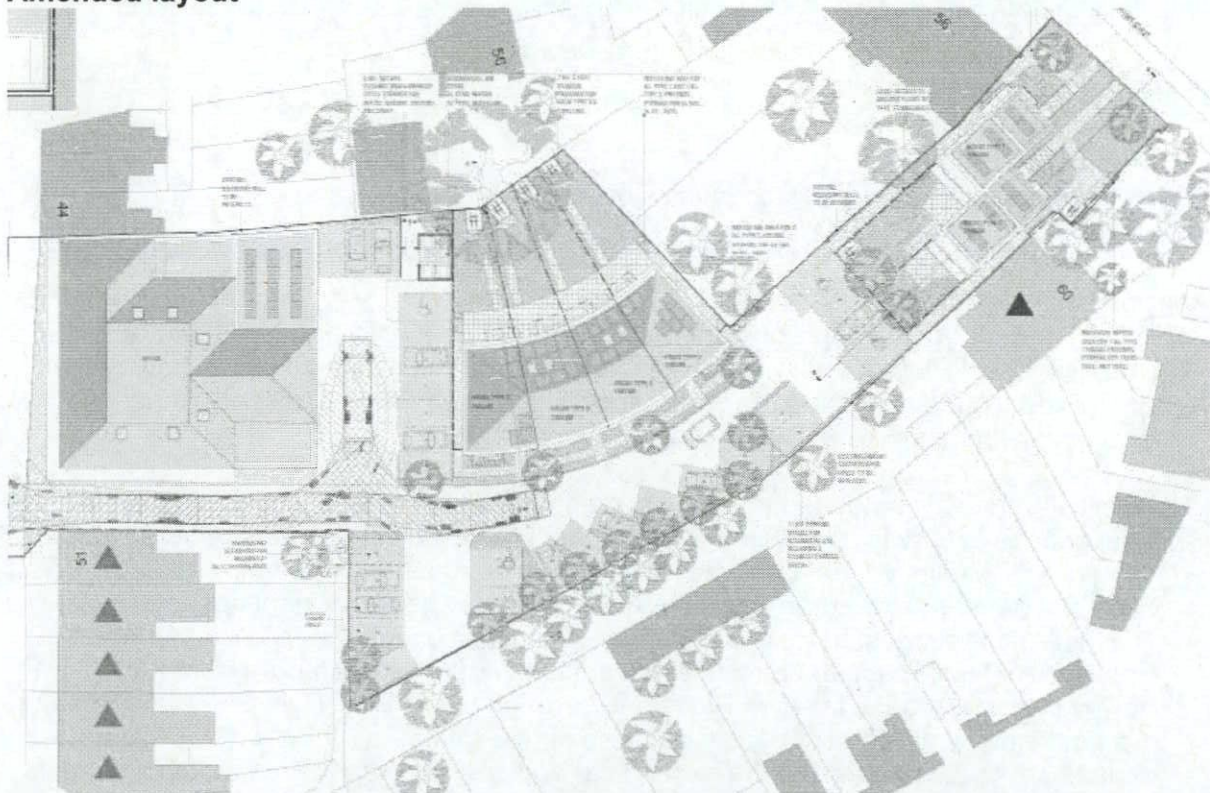
Amendments

14. The application has been subject to a number of amendments during the course of the application to include:

- Alterations to the form, scale, design, and siting of the two dwellings at the Thames Street frontage. Additional accommodation is proposed to be contained within a mansard roof form, with the arrangement of the dwellings staggered in an attempt to address differences in the building line between Nos.56 and 60 Thames Street;
- Alterations to the Station Road building, principally concerning the loss of 2 flat units (as originally submitted) and its replacement with office accommodation at first floor level. Alterations to the form of this building have also reduced the first floor/roof bulk and mass near to No.41 Station Road with an increased set back from the boundary;
- Alterations to the number and division of on-site parking resulting from the replacement of the flatted residential element with office with other alterations to cycle and refuse stores;
- Alterations to the proposed vehicular access at Station Road to enable appropriate visibility splays across the frontage of No.51;

15. As the alterations above have materially altered the proposed development from that originally submitted the scheme has been subject to further consultation.

Amended layout



Re-consultation

16. One neighbour has reiterated concerns at the effect on the front garden of 51 Station Road.
17. Comments from the Council's Highways and Transport, Arboricultural, Urban Design, Environmental Health (Contaminated Land), Planning Policy departments have been received and are reported within the assessment below.

Heads of Terms:

18. The following are the heads of terms recommended to be included in the Section 106 legal
19. agreement which would be required should planning permission be granted. The applicant has not, at the time of writing, agreed these
20. A viability reappraisal or reappraisals at agreed points in time relating to affordable housing contributions
21. Removal of parking permits in the event of the creation of a controlled parking zone

Professional comments

22. Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
23. The material planning issues to consider in the assessment of the proposed development are as follows:
 - Principle of Development
 - Character and Design / Impact upon Heritage Assets
 - Neighbouring Residential Amenity
 - Standard of Accommodation for Future Occupiers
 - Highways and Parking
 - Trees and Landscapes
 - Sustainability
 - Affordable Housing and Community Infrastructure Levy
 - Other Material Considerations

Principle of Development

24. Policy DM EM 2 of the Development Management Plan (DMP) and LP 40 of the emerging Local Plan normally require the retention of employment land in employment use. Mixed use development proposals should retain, and where possible enhance, the level of existing employment floor space.
25. An initial issue which needed to be addressed was whether or not the car dealership, as a sui generis use, was considered by the Council to be an employment generating use. The applicant believed that because the lawful use of the car dealership and showroom was a sui generis rather than B2 or B8 use, it was not an employment generating use. They therefore suggested there was no policy justification for requiring the quantum of employment floor space to be maintained or improved in line with policy DM EM 2. However, the approach taken in Richmond borough under Policy DM EM 2 is to seek to maintain employment floor space regardless of use class; Policy DM EM 2 does not exclude sui generis uses and the existing car dealership is considered an employment generating use.

26. The initial proposal was for a mixed use scheme consisting of a smaller car showroom and workshop facilities of 372sqm floor space in total, and 8 residential units. This would have resulted in a reduction of 674sq m, i.e. a loss of 64%, of the existing employment space. This would have been contrary to Policy DM EM 2 which states that mixed use schemes must maintain or improve the amount of employment floor space on site.
27. The applicant provided evidence to justify allowing an exception to the policy but this was not considered to be sufficient.
28. The revised application includes the removal of the two residential units above the car showroom on Station Road and replacement of these with a B1 office unit. There is known to be demand for small scale office space in the borough and this is considered to be a good location for office space, opposite Castle Business Village. The proposal is now considered to provide a good mix of uses on the site (in comparison to the previous scheme which was dominated by residential and resulted in a substantial loss of employment space).
29. The total proposed employment floor space (incorporating the office, car showroom and workshops) is now 872sqm. As the existing employment floor space is 953sqm the potential loss of 81sqm employment floor space is relatively small in relation to the site as a whole. In addition, a good mix of different uses are proposed. This is therefore considered to be acceptable in principle by officers.
30. Where an acceptable amount of employment floor space is being retained no objection is seen in principle to residential development. Policies DM HO 4 and LP 35 normally require new housing development to provide family sized accommodation and all the proposed houses are of a reasonable size.

Character and Design / Impact upon Heritage Assets

31. The site is in a Conservation Area and adjoins Buildings of Townscape Merit (BTMs) and Grade II Listed Buildings. No objection is seen to the removal of the existing buildings which are not of special merit.

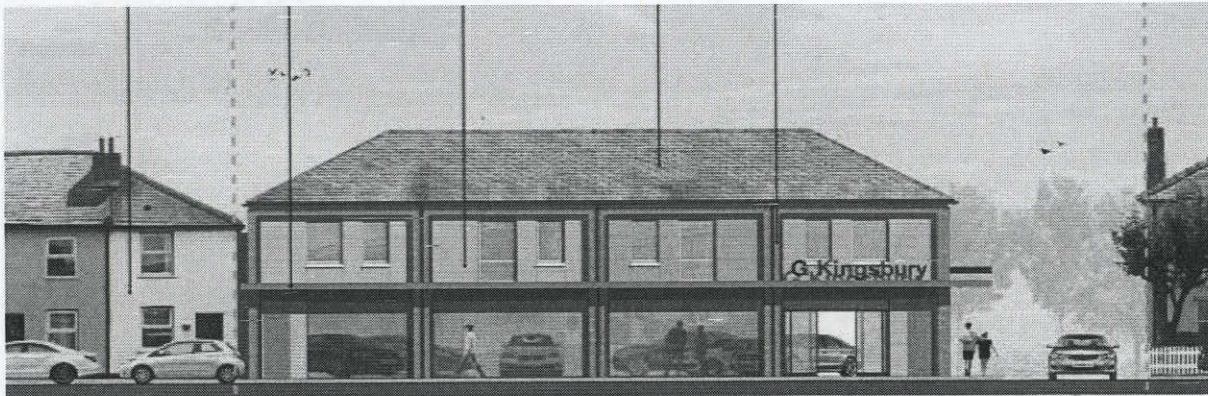
Station Road frontage



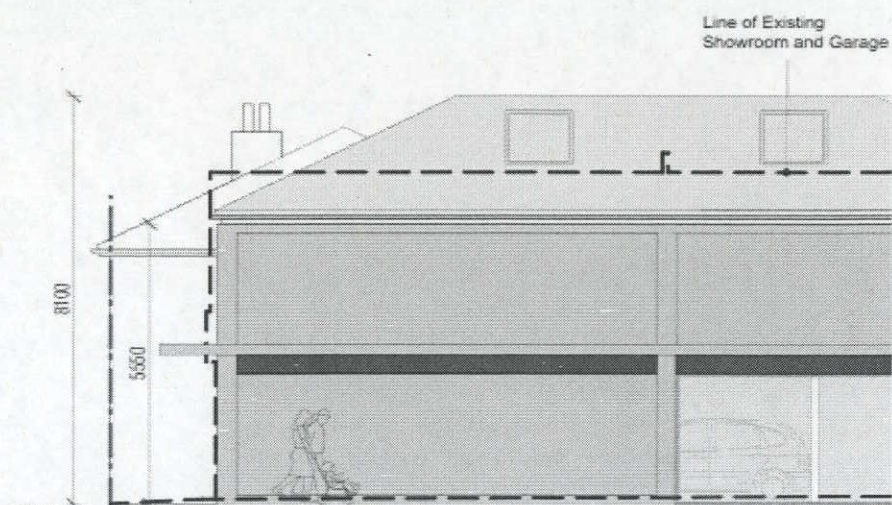


32. The most prominent element from outside the site will be the replacement showroom with offices above. The proposed design for this building is traditional, incorporating a hipped roof, which is appropriate to this location. It will be possible to use materials which are compatible with the terraces of houses either side. The angles of the roof slopes also take into account the surrounding existing development.
33. Although the elevation suggests an element of dominance from the new building over the existing house, the side elevation shows that the building will be set back

Station Road elevation



Side elevation showing set back from 41 Station Road



34. As the building will be set back by 2m from the adjoining house it is not considered that the setting of the BTM will be unacceptably impacted upon.

Thames Street frontage



35. The initial design for the house to front Thames Street was not felt to be appropriate in relation to the Conservation Area and the Listed Buildings either side.

Thames Street houses initial design



36. These have been significantly re-designed to produce a less contemporary appearance using a mansard roof on the frontage, although maintain the original design at the rear.

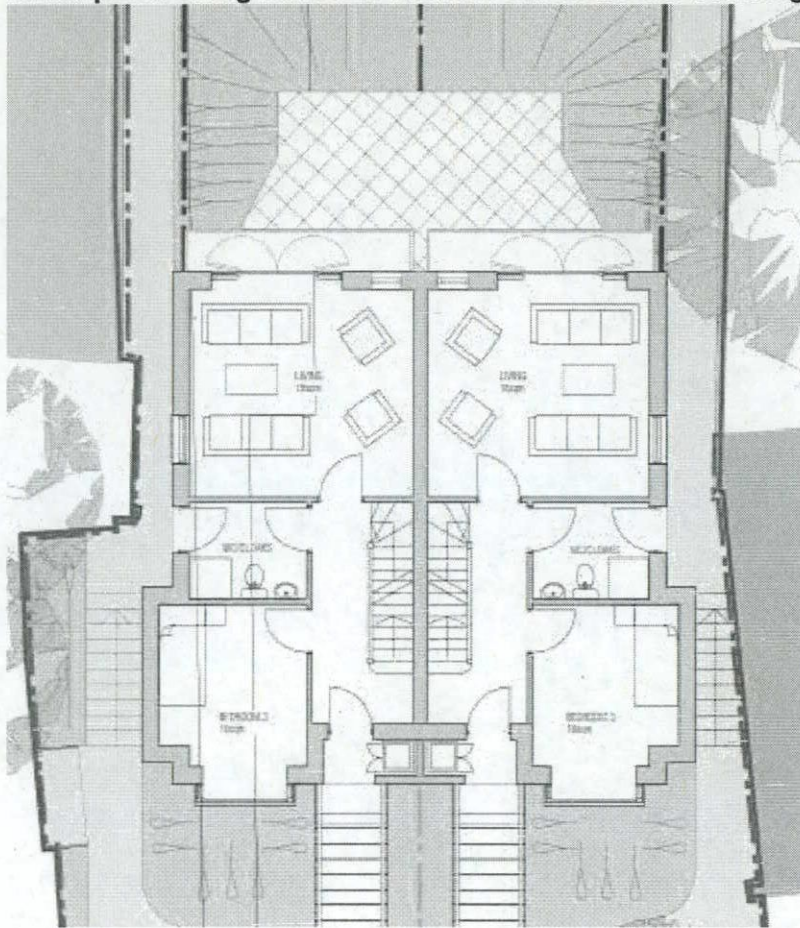
Revised Thames Street elevation



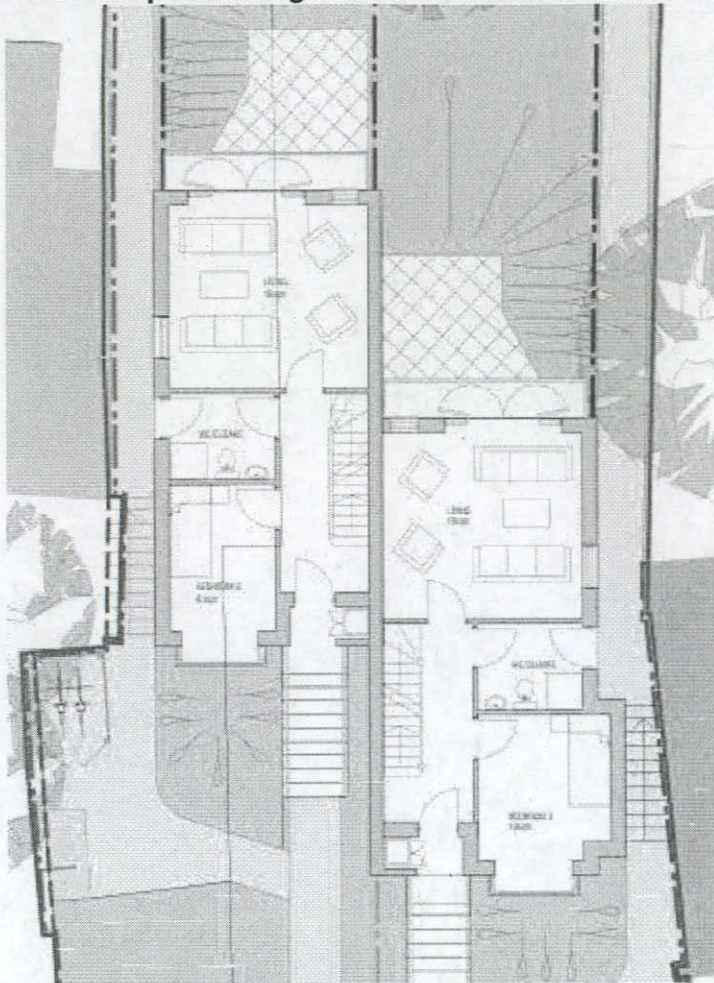
37. The site is located between listed buildings (no 54 Canister House, and 54-56 Thames Street). The original proposal was set back from no. 56 Thames Street, however came a long way forward of the adjoining Canister House. The revised plans stagger the siting of the proposed houses in order to improve the setting of Canister House and form a smoother transition between the listed buildings to either side of the site. The existing townscape is more open and landscape dominated at this point of Thames Street, with quite wide variations in building line, in contrast to the tighter grain in the village centre

further to the east on Thames Street. The design and relationship with neighbours is now considered to be acceptable.

Initial positioning between Thames Street Listed Buildings



Amended positioning between Thames Street Listed Buildings



38. The houses in the central part of the site will be within a crescent shaped terrace. The design, in particular the hipped roof with shallow pitch, is reflective of the proposed showroom/offices and this is considered to be an appropriate design in this location.

Centrally located houses



Neighbouring Residential Amenity

39. The amendments have also taken into account the impact on neighbouring properties which policies DM DC 5 and LP 8 seek to protect.

40. Although the proposed showroom/offices will be taller than the existing building the shallow hipped roof softens the impact of that increase. The nearest house is 41 Station Road and there is currently a building adjacent to the side boundary for the length of the rear garden. Part of this is two storey. The proposed building is also two storey but elements of the first floor will be set in from the boundary with 41 allowing better light and a less overbearing impact. An existing brick wall on the boundary is to be maintained. Arguably there will be a less oppressive relationship with No 41 than the current building.
41. 51 Station Road will be on the opposite side of the access road to the showroom/offices. The new building will be 6m from the side boundary and the first floor of the proposed building will be set in towards the rear in order to avoid an unreasonable impact on that property. No upstairs side facing windows are proposed.
42. The crescent terrace will face the rear of house in Plevna Road and will back on to some backland houses accessed from Thames Street, the closest being No 50. The Plevna Road houses will be 30-40m away from the proposed upstairs windows and will not be unreasonably affected by overlooking, this being well in excess of the normally acceptable distance of 20m. The side elevation of 50 Thames Street will face the rear of the proposed houses which will be a little under 30m away. There is a garden area at the side of No 50 which will be 13m away from the upstairs windows of the proposed houses. Again, these distances fall within normally accepted parameters in relation to overlooking.
43. The end of one of the terraced houses will be close to the end of the rear garden of 56 Thames Street but will not contain an upstairs window and will have an eaves height similar to the existing workshop in the same position. It is consequently not considered that No 56 will be unreasonably affected.
44. The semi-detached pair of houses will be between 56 Thames Street and No 60 (Cannister House). The staggering of the proposed houses also took into account concerns from the owner of No 60 about the impact on his property. The original plans showed front elevation of the proposed adjoining house set 9m in front of No 60 and within 1m of it. The amendment means that the proposed house will now be only 3m forward of No 60 with the 1m separation maintained. This relationship is considered to be acceptable. The other proposed house will project 3.2m beyond the rear of No 56 at ground floor level and 2m at first floor level. Bearing in mind the 1m separation, this relationship is also considered to be acceptable.
45. The proposed houses include basements and a structural impact assessment was made with the application. Subject to conditions safeguarding stability no objection is seen to these.
46. On the basis of the above comments It is not considered that residential amenity would be unacceptably harmed, particularly bearing in mind the current use of the site.

Standard of Accommodation for Future Occupiers

47. The proposed residential units adequately meet the National Described Space Standards. The Council also has private amenity space standards. Only one of the proposed houses meets the normal requirement of 70 sq m with the other being between 50 and 60 sq m. Bearing in mind a fairly small deficiency and the availability of local open spaces nearby in Station Road, at the riverside and, albeit further afield, Bushy Park, this is not, in itself, seen as a reason for refusal.
48. Five wheelchair accessible spaces are included amongst the overall number of 28 which meets the normal requirements. All proposed residential dwellings on the site will be

designed in detail to comply with Part M4(2) of the Building Regulations as a minimum standard.

Highways and Parking

49. Paragraph 32 of the NPPF states that "*development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*"
50. Policy DM TP2 states that the impact of new development on the transport network will be assessed against other plan policies and transport standards. The policy indicates that it is necessary to consider the impact of any new development on the existing wider and local transport network for all modes, how it links to the network, impacts on highway safety, the impact of parking and servicing, and with larger developments what provision has been made for the movement and parking of vehicles.
51. Policy DM TP8 states that it is expected that in low PTAL areas (1-4) the Council's parking standards should be met. Developments will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions. Policies LP 44 and 45 of the Local Plan reflect the above policies.
52. The surrounding area is neither within a controlled parking zone, nor is on-street parking subject to pay and display controls. The Thames Street frontage of the application site directly fronts a zebra crossing and the associated road markings.
53. As initially submitted the proposal was lacking in pedestrian sightlines within the site boundary adjoining 51 Station Road. Manoeuvring tracks were required for the echelon spaces to ensure that they are able to turn and exit in forward gear. A front boundary element was required to the Station Road frontage to prevent vehicles from accessing Station Road from the building as there would be no drop kerbs in front of the building. The amount of car parking provided did not meet the parking standard requirement.
54. Following amendments the proposal now meets the parking standards which require two spaces per dwelling (a total of 12), five for the offices and six for the car showroom. In fact 28 spaces are provided which would exceed the parking standards but one is to be allotted to 51 Station Road. As the houses are comparatively large this may be accepted in this case.
55. An agreement has been made with the owner of 51 Station Road to allow the element of the front garden which could obscure vehicle sight lines to be placed in the ownership of the applicant (in return for the parking space) who will then be able to ensure sight lines are not blocked. This does not necessarily mean that planting or a means of enclosure cannot be placed on the small triangle of land, but they would need to be less than 0.6m in height.
56. DMP Policy DM TP7 states that new development should provide appropriate cycle access and sufficient, secure cycle parking facilities. The minimum cycle parking requirement for 1-3 bedroom units is 1 space. The application makes appropriate provision to satisfy this requirement. However, whilst indicative details of a cycle store/parking arrangement have been provided, further details of the design and means of securing any cycles could be secured by an appropriately worded condition.
57. Refuse will need to be brought to an enclosure close to the access road and this needs to be secured by condition.

Trees and Landscapes

58. Policy DM DC4 states that trees and landscapes will be protected and enhanced through the requirement to provide landscaping plans in submissions for new developments showing which trees will be retained where practicable and new trees and plantings. Where trees are to be removed, appropriate replacement planting will normally be required. There will be a presumption against schemes that result in a significant loss of trees, public amenity and street scene.
59. The application is supported by an accompanying Arboricultural Assessment and Protection Method Statement - 45-49 Station Road, Hampton, TW12 2BU, prepared by ACS Consulting Ltd, dated Sept 2015.
60. Whilst the site does not contain any trees, there are trees on the surrounding properties that are considerations for the development of the site and have been noted within the submitted AMS details. The largest and considered the most significant of the surrounding trees is a Sycamore listed as T1 in the submitted detail. Comments from the Council's Tree Officer note that the proposed layout of the scheme appear to have taken the presence of the tree into account and have resultantly moved the most prominent structures away from this area which is welcomed.
61. Whilst the proposed bike and refuse store have been shown to be installed within the Root Protection Area of this tree, the existing context is noted where the RPA is currently under the building. Therefore, it is considered that a net gain in the open RPA is an improvement on the current situation.
62. In summary, no objections to the proposed development are raised by the Council's Tree Officer, subject to conditions requiring compliance with the submitted AMS, and the submission of further details of foundation (or confirmation of a concrete raft) for the proposed bike/refuse store.
63. Whilst the site largely comprises hardstanding and the existing car showroom and workshop structures, the application proposes a number of alterations and excavation works across the site. As such, to preserve the visual amenities of the site and its surroundings, it is considered appropriate to secure a scheme of hard and soft landscaping by way of condition on any consent. Furthermore the application indicates that a green/living roof will be provided to the flat roof element of the car showroom/workshop to the rear. Further details of the species and maintenance of this element of the proposals will be subject to condition.
64. Subject to appropriate condition to safeguard those trees within neighbouring gardens, and the provision of a satisfactory scheme of hard and soft landscaping, the proposal is not considered to be contrary to Policy DM DC4 and DM HO3 of the DMP and emerging Policy LP 16 of the publication version of the Local Plan.

Sustainability

65. Policy CP1 states that development will be required to conform to the Sustainable Construction Checklist, applying to both the residential and non-residential elements of the proposed development.
66. Policy CP2 states the Council will require all new development to achieve a reduction in carbon dioxide emission of 20% from on-site renewable energy generation. This is further supported by Policy DM SD2 which states that development of 1 dwelling unit or more will be required to reduce their total carbon dioxide emissions. From October 2016 smaller residential schemes (below 10 units) must achieve a 35% reduction in CO2 emissions (regulated) against a Building Regulations Part L (2013) baseline. Policy DM

SD 1 states that non-residential buildings over 100sqm will be required to meet BREEAM 'Excellent' standard.

67. The thrust of the aforementioned policies are carried forward within the Publication Local Plan, specifically Policies LP20, and LP22.
68. A completed Sustainable Construction Checklist has been submitted scoring a total of 63 suggesting the scheme would make a major contribution towards the Borough's stock of sustainable developments.
69. The submitted Residential Energy Report (dated October 2015) includes in section 3 measures to achieve compliance with the Council's requirements for water consumption of no more than 110 litres/day per person (included 5litres of external water use).
70. Energy efficiency measures and the use of solar photovoltaic have been proposed to reduce carbon emissions by 35% against Building Regulations Part L (2013) baseline (with 20% achieved through on-site renewables). Furthermore the submitted Sustainability and Energy Statement (prepared by Metropolis Green ref: 5366 dated 28/10/2015) states that the non-residential element of the proposals can achieve a BREEAM Excellent rating.
71. Green roofs are indicated on two of the houses and part of the commercial building.
72. Subject to appropriately worded planning conditions securing this level of sustainability, the proposal is considered acceptable with regard to Policies CP1, CP2, DM SD1, DM SD2, LP20, and LP22.

Affordable Housing and Community Infrastructure Levy

73. Policy CP15 states that some form of contribution towards affordable housing will be expected on all new housing sites. Policy DM HO6 states the Council will seek the maximum reasonable amount of affordable housing when negotiating on private residential schemes.
74. The Council has considered the Secretary of State's Written Ministerial Statement of 28 November 2014 (and any future reinstatement of Planning Policy Guidance in this respect) in light of the Court of Appeal's judgement of 11 May 2016. The Council's local evidence of affordable housing need remains substantial and small sites make a significant contribution to housing supply and therefore need to contribute to affordable housing provision through continued implementation of Policy DMHO6 and emerging Policy LP36 of the publication version of the Local Plan.
75. The applicant has submitted a Financial Viability Appraisal (December 2016) which concludes that the proposal is currently unable to viably support an affordable housing contribution in accordance with the above policy framework. An independent review of the Financial Viability Appraisal was undertaken by the Council's independent viability expert who concludes that the Council should not seek affordable housing contributions for this scheme.
76. Whilst it is disappointing that a scheme of this size cannot provide any affordable housing it should be remembered that the viability argument is recognized by the relevant policies and bearing in mind that an independent advisor has agreed that affordable housing is not viable it is not considered that it can reasonably be pursued in this case.
77. It is therefore considered that the proposal, which does not provide any on-site affordable housing provision or make any off-site financial contributions, would accord with Policy

CP15 of the Core Strategy, DM HO6 of the DMP and emerging Policy LP 36 of the publication version Local Plan.

78. The London Plan policy 3.12 acknowledges that individual circumstances including site viability should be taken into account when negotiating affordable housing. The supporting text to that policy also clarifies that 'in making arrangements for assessing planning obligations, boroughs should consider whether it is appropriate to put in place provisions for reappraising the viability of schemes prior to implementation. To take account of economic uncertainties, and in respect of schemes presently anticipated to deliver low levels of affordable housing, these provisions may be used to ensure that maximum public benefit is secured over the period of the development'.
79. The recently adopted Mayor of London Supplementary Planning Guidance states that where permission is granted, review mechanisms should be applied to these developments to ensure that if there is an improvement in viability, this contributes to the delivery of the maximum reasonable amount of affordable housing contribution.
80. The following Viability Reviews should apply to all schemes which follow the Viability Tested Route:
 - An Early Stage Review; and
 - A Late Stage Review.
81. To ensure an applicant fully intends to build the permission, an Early Stage Viability Review will be triggered if an agreed level of progress on implementation is not made within two years of the permission being granted or as agreed with the LPA. This will result in additional onsite affordable housing in the event that viability has improved since the application stage.
82. A Late Stage Review will be required on all developments which follow the Viability Tested Route at the point at which 75 per cent of units are sold or let. This will result in a financial contribution for additional affordable housing provision in the event that viability has improved since the application stage.
83. Notwithstanding the above, the proposed development is liable for both the Mayor and Borough Community Infrastructure Levy, and as such an informative for the applicant will be attached to any consent in this regard.

Other Material Considerations

Land Contamination

84. As the site has been used for vehicle and maintenance purposes and due to the sensitivity of the proposed future use a desk top study (Phase 1) Geotechnical / Preliminary Risk Assessment (prepared by Jomas ref: P9086J703 dated 08/09/2015) has been submitted with the application which recommends undertaking an intrusive site investigation with gas monitoring. The report also recommends that an asbestos survey is undertaken.
85. In light of the above a standard contaminated land condition is to be attached to any planning permission. Comments of the Council's Environmental Health (Contaminated Land) Officer note that the desk study submitted with this application is sufficient to discharge Part 1a of such a condition.

Archaeology

86. A desk-based archaeological assessment submitted as part of the application (prepared by AOC Archaeology Group, dated January 2016, ref: 33110) notes the sites location within the Hampton Archaeological Priority Area and considers the archaeological

potential of the site is deemed to be low or low-medium and any remains which could be present are likely to be of Local Significance. However, the report notes that this does not preclude other types of remains that may have differing significance.

87. The report also considers that prior development within the site boundary established that it is likely that previous development may have disturbed the underlying substrata in some areas. Geotechnical investigations recorded that 'Made Ground' to a depth of between 1.0m – 1.5m across the site. Prior truncation of any potential below ground archaeological deposits by the construction of the existing and earlier buildings is likely. The report concludes that should archaeological deposits survive within the site it would be at depth.
88. In the light of the archaeological potential of the site and its location within an Archaeological Priority Area; it would not be unseasonable to request further archaeological investigation; therefore a suggested a condition requiring process of archaeological investigation through a written scheme of investigation is recommended.
89. Subject to an appropriately worded condition, the proposal is considered to comply with Policy DM HD4 of the of the Development Management Plan 2011, emerging Policy LP07 of the publication version of the Local Plan and Policy 7.8 of the London Plan in terms of protecting and safeguarding any archaeological remains found.

Flooding

90. Developments in Flood Zone 1 do not require a flood risk statement but a drainage plan is required and this can be secured by condition.

Conclusion

91. The application site comprises land currently occupied by G Kingsbury and Son Ltd car showroom and workshop, with associated storage and office accommodation. This application seeks planning permission for the consolidation of the car showroom and workshop and the redevelopment of the site to provide additional office accommodation at first floor level (above the showroom) with residential development behind to comprise 6 x 3 bedroom units.
92. Whilst the site is situated within the Hampton Village conservation area, none of the buildings within the site are statutorily or locally listed. The site does however abut three Grade II listed buildings at Nos.54, 56, and 60 Thames Street, with Buildings of Townscape Merit adjoining the site curtilage at 41 and 55 Station Road. There is to be a new car showroom and office accommodation to front Station Road to the north of the site, with houses to the rear arranged in a crescent with two dwellings fronting onto Thames Street to the south of the site. Forecourt parking is provided to the remainder of the site
93. The design, scale and massing of the proposed development is considered appropriate to the site and its surroundings, and would preserve and in part enhance the character and visual amenities of the conservation area, and preserve the special architectural and historical setting of the nearby listed buildings and BTMs. The proposed scheme is also considered acceptable with regards to neighboring residential amenity, the standards of accommodation for future occupiers, trees and landscapes, and sustainability, and on balance is considered acceptable with regards to the provision of parking and highway safety. Furthermore, the applicant has submitted a viability report which has been independently assessed and it was concluded that the scheme would not be viable if the inclusion of affordable housing was involved. However a post-implementation review mechanism is recommended.

Recommendation 1: Approval subject to conditions and completion of a S106 Agreement securing Head of Terms.

Recommendation 2: Refuse, in the absence of a completed Section 106 Agreement within 6 months of the date of the resolution adopted by recommendation 1 unless otherwise agreed in writing with the Local Planning Authority, for the following reasons:

- 1 In the absence of a binding agreement to require a post-implementation review mechanism relating to affordable housing contributions the proposal would be contrary to the NPPF, Mayor of London Plan and Local Plan, in particular policies DM 6 of the Development Management Plan and LP 36 of the publication version of the Local Plan and adopted London Plan Affordable Housing and Viability Supplementary Planning Guidance (August 2017)
- 2 In the absence of a binding agreement to provide an exemption from parking permit eligibility, the development would give rise to undue congestion adding additional pressure for parking detrimental to the existing local highway conditions, traffic movement and public safety. The proposal would therefore be contrary to the NPPF and Local Plan, in particular policies DM TP 2 and 8 of the Development Management Plan and LP 44 and 45 of the publication version of the Local Plan.

Standard Conditions:

- AT01 — Development begun within 3 years
- DV48 - Approved Drawings/Documents:
14176LS dated October 2014
SRH 26A, 27, 28, 29, 30 and 31 dated 21/8/2015
TPP-SR A dated September 2015
SRH 01A dated 28/10/2015
SRH 19A dated 4/4/2016
SRH 13B dated 2/8/2016
SRH 32D dated 16/11/2016
Structural Basement Impact Assessment, Daylight Assessment October 2015, Tree Protection Management Plan, Tree Root Assessment, Energy Report, Sustainable Construction Checklist, Sustainability and Energy Statement, Design and Access Statement, Geo-Environmental Desk Study and PRELIMI, Archaeological Desk-Based Assessment.
- BD12 - Details - Materials to be Approved
- DV01 - Boundary Fencing-Building Occupy~~
- DV18A - Refuse Arrangements
- DV29F - Potentially Contaminated Sites
- DV30 - Refuse Storage
- DV37A - Parking - Private Vehicles
- DV42 - Details of Foundation, Piling Etc.
- DV43B - Parking Permits Restriction - GRAMPAN
- DV50 - Energy Reduction
- DV51 - Water Consumption
- DV52 - Building Regulations M4(2)
- LT09 - Hard and Soft Landscaping Required.
- LT10 - Landscaping maintenance - Small Scheme
- PK02A - Parking/Loading/Turning ~~#6 Parking Spaces#
- PK06A - Cycle Parking
- GD02A - Restriction - Alterations/Extensions
- GD10A - Restrict Outbuildings
- ST03A - Highway Sightlines - Pedestrian

Non- Standard Conditions:

NS01 - Submitted Arboricultural Details

The development hereby approved shall not be implemented other than in accordance with the principles and methodology as described within the approved Arboricultural details (Arboricultural Assessment and Protection Method Statement - 45-49 Station Road, Hampton, TW12 2BU, prepared by ACS Consulting Ltd, dated Sept 2015), unless otherwise previously agreed in writing with the local planning authority.

REASON: To ensure that the tree (s) are not damaged or otherwise adversely affected by demolition, building operations, excavations and soil compaction. REASON: To ensure that the tree (s) are not damaged or otherwise adversely affected by building operations and soil compaction.

NS02 - Glazing to Car Showroom

The proposed glazing on the front elevation of the car showroom shall not be openable in a manner which would allow vehicular access.

REASON: In the interests of pedestrian and vehicular safety.

NS03 - Soft and Hard Landscaping

- A) Prior to schemes completion and any property occupation, a tree planting scheme shall be submitted to and approved in writing by the local planning authority. No development shall take place until full details of both hard and soft landscaping, including details of landscape structures have been submitted to and approved in writing by the local planning authority. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artifacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing utility services above and below ground (e.g. drainage, power, communications cables, pipelines etc., indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant; a program or timetable of the proposed works.
- B) Where within the Root Protection Area of retained trees hard landscape design, small structure installation and service installation should be formulated in accordance with section 7.4, 7.5 and 7.7 of British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations.
- C) Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment); the specification is to include details of the quantity, size, species, location, planting methodology, proposed time of planting and anticipated routine maintenance of all planting. Any proposed planting should be undertaken in accordance with appropriate British Standards.
- D) All tree planting included within the approved specification shall be carried out in accordance with that specification and in accordance with: British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations (sections 5.6) and BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations. There will also be a requirement which must acknowledge and accept the party responsible for the maintenance and replacement of any tree planted under the scheme that is removed, uprooted, destroyed or dies (or becomes in the opinion of the local planning authority seriously damaged or defective) within the period of 5 years from the date planting completed.
- E) All hard and soft landscape works shall be carried out in accordance with the approved details and in any event prior to the occupation of any part of the development

REASON: To ensure that the proposed development does not prejudice the appearance of the locality and to preserve and enhance nature conservation interests

NS04 - Crossover

Details of the changes to the vehicular crossover to the site shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with these details prior to occupation and retained in situ thereafter.

REASON: : In the interests of pedestrian and vehicular safety.

NS05 - Porous Hardsurfacing

All new hardsurfacing shall be of a porous or permeable material and be constructed and laid out in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interest of sustainable construction and to avoid excessive surface water run-off.

NS06 - Solar PV Panels

Prior to the occupation of the dwellings hereby approved, solar panels shall be installed to each property in accordance with the approved energy statement and in accordance with details to be submitted to and agreed in writing by the Local Planning Authority prior to installation. The solar panels shall remain in situ thereafter. The details of the panels to be submitted shall include the design, technical specification and external finishes thereof.

REASON: To accord with the Council's carbon reduction targets.

NS07 - EVCP

Details of the electric vehicle charging points for the off street parking shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with these details prior to occupation and retained in situ thereafter.

Reason: In the interests of promoting sustainable forms of developments and to meet the terms of the application.

NS08 - Parking Allocation

Details of how the proposed parking spaces are allocated shall be submitted to and approved in writing by the local planning authority and this allocation shall be implemented unless otherwise approved in writing.

REASON: To ensure the proposal meets the Parking Standards of the Council.

NS09 - CMS for Noise/Vibration

No development shall take place until a Construction Method Statement (CMS) for the ground works, demolition and construction phases of the development site to which the application refers, has been submitted to and approved in writing by the Local Planning Authority. Details shall include control measures for noise and vibration, including working hours, best practice and (noise and vibration levels). Approved details shall be implemented throughout the construction/demolition period.

The CMS shall follow the Best Practice detailed within BS5288: 2009 Code of Practice for noise and Vibration Control on construction and open sites. The CMS should include an acoustic report undertaken by a suitably qualified and experienced consultant and include all the information below;

The CMS shall include the following:

1. Baseline Noise Assessment – undertaken for a least 24-72hours under representative conditions.
2. Noise Predictions and Significance Effects - Predictions should be included for each phase of the demolition, and construction, vehicle movements and an assessment (including proposed significance threshold limits) of the significance effect must be included (Annex E BS5288 2009 Part 1).

3. Piling- Where piling forms part of the construction process, a low vibration method must be utilised wherever possible and apply the good practice guidelines detailed in (Annex B BS5288 2009 Part 2).

4. Vibration Monitoring - All Piling activities undertaken near sensitive receptors must include continuous vibration monitoring and must include audible and visual alarms.

5. Proposed Noise & Vibration Mitigation Measures - see BS5288 part 1 &2

6. Proposed Noise Monitoring – Permanent/ Periodic noise and vibration monitoring must be undertaken for the duration of the demolition and construction phases which may result in a significant impact. The location, number of monitoring stations and the measurement data must be agreed with the Local Planning Authority prior to the start of construction.

7. Communication with residents, including organisational control, communication methods and auditing.

REASON: To protect neighbouring amenity

NS10 - BREEAM Commercial

The commercial building hereby approved shall achieve BREEAM Rating 'Excellent' in accordance with the terms of the application & the requirements of the BREEAM Guide (or such national measure of sustainability for design that replaces that scheme).

REASON: In the interests of promoting sustainable forms of developments and to meet the terms of the application.

NS11 - Sustainable Drainage

None of the dwellings hereby permitted shall be occupied until surface water drainage-works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii) Include a timetable for its implementation; and

iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

REASON: To ensure satisfactory and sustainable drainage within the site.

NS12 - No Sleeping Accommodation

The basements hereby permitted shall not be used as sleeping accommodation.

REASON: The floor space is not suitable for use as a bedroom

NS13 - Green Roofs

Prior to the occupation of the buildings hereby approved green roofs shall be installed on the roofs of the semi-detached houses and commercial building in accordance with details and a specification to be submitted to and approved in writing by the Local Planning Authority. The green roofs shall thereafter be retained in accordance with a maintenance schedule to be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the biodiversity benefits and ecological benefits of the development are delivered and maintained and to comply with Policy DM DS 5.

NS14 - Use of Roofs Restricted

The roofs of the buildings hereby approved shall not be used for any purpose other than as a means of escape in emergency or for maintenance of the building.

REASON: To safeguard the amenities of the adjoining premises and the area generally.

NS15 - Structural Impact Assessment

The development hereby permitted shall not be carried out except in accordance with the measures set out in a basement impact assessment report to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction of the basement, including works of demolition and excavation. Should, during the course of construction and through monitoring, an occurrence be identified regarding structural, foundation or ground movement to neighbouring properties, the applicant shall immediately notify the Local Planning Authority to enable the relevant department within the Council to be notified.

REASON: To safeguard the structural integrity of the building and neighbouring buildings and maintain the character and appearance of the locality.

Standard Informatives

- COMH06 - Composite Informative
- IM13 - Street Numbering
- IL24 - CIL Liable
- IL25A - NPPF Approval
- IL29 - Construction Management Statement
- EI06 - Details of piling-EHO consultation

Non Standard Informative:

- NI01 - The applicant is advised that the Geo-Environmental Desk Study submitted with this application is sufficient to discharge Part 1a of condition DV29F.

Background papers:

- Application forms and drawings and reports
- Neighbour letters of representation