

Application reference: 16/4553/FUL
FULWELL, HAMPTON HILL WARD

Date application received	Date made valid	Target report date	8 Week date
30.11.2016	20.12.2016	21.03.2017	21.03.2017

Site:

63 - 71 High Street, Hampton Hill, ,

Proposal:

Demolition of existing buildings on site and erection 2 buildings (two to four-storeys in height), set around outer and inner landscaped courtyards, comprising of 6 townhouses, 35 flats and two commercial units on the High Street frontage (110 sq.m GIA) and (118sq.m GIA) for use as A1(retail: non-food) and/or A1/A3 (coffee shop) and/or B1 (offices) and/or D1 (non-residential education and training centre) together with the formation of a basement to provide ancillary car parking (48 spaces), cycle storage, refuse storage rooms and plant rooms. 71 cycle spaces provided throughout the site.

Amended as follows on 11.09.2017:

Updated proposal, drawings and reports received.

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

APPLICANT NAME

Mr T Holmes
C/O Agent

AGENT NAME

Mr Chris Francis
125 Metal Box Factory
30 Great Guildford Street
London
SE1 0HS

DC Site Notice: printed on 21.12.2016 and posted on 30.12.2016 and due to expire on 20.01.2017

Consultations:

Internal/External:

Consultee

Consultee	Expiry Date
14D Urban D	04.01.2017
14D POL	04.01.2017
LBRUT Transport	04.01.2017
LBRUT Trees Preservation Officer	04.01.2017
LBRuT Ecology	04.01.2017
Environment Agency	11.01.2017
Thames Water Development Control Department	11.01.2017
LBRUT Environmental Health Contaminated Land	04.01.2017
Teddington Police Station	11.01.2017
LBRUT Highways	04.01.2017
Richmond Clinical Commissioning Group	11.01.2017
English Heritage 1st Consultation	11.01.2017
GLAAS 1st Consultation	11.01.2017
LBRUT Environmental Operational	04.01.2017
Richmond Clinical Commissioning Group	10.04.2017
14D Urban D	25.09.2017
14D POL	25.09.2017
LBRUT Transport	25.09.2017
LBRuT Trees Preservation Officer (North)	25.09.2017
LBRuT Ecology	25.09.2017
Environment Agency	02.10.2017
Thames Water Development Control Department	02.10.2017
LBRUT Environmental Health Contaminated Land	25.09.2017
Teddington Police Station	02.10.2017
LBRUT Highways	25.09.2017

Richmond Clinical Commissioning Group	02.10.2017
GLAAS 1st Consultation	02.10.2017
LBRUT Environmental Operational	25.09.2017
LBRUT Environmental Health Air Quality	02.10.2017
English Heritage 1st Consultation	02.10.2017
LBRuT Trees Preservation Officer (North)	09.11.2017
LBRUT Environmental Health Air Quality	12.01.2017
LBRUT Environmental Operational	05.01.2017

Neighbours:

Mr Chris Francis, West & Partners, 125 Metal Box Factory, 30 Great Guildford Street, London, SE1 0HS - 12.02.2018

- 118D High Street, Hampton Hill, Hampton, TW12 1NT, - 12.02.2018
- 179A High Street, Hampton Hill, Hampton, TW12 1NL, - 12.02.2018
- 118C High Street, Hampton Hill, Hampton, TW12 1NT, - 12.02.2018
- 42 High Street, Hampton Hill, Hampton, TW12 1PD, - 12.02.2018
- 60 High Street, Hampton Hill, TW12 1PD, - 12.02.2018
- 179 High Street, Hampton Hill, Hampton, TW12 1NL, - 12.02.2018
- 44 High Street, Hampton Hill, TW12 1PD, - 12.02.2018
- Tony Allen, 1st Floor, Ground Ocean, Plaza, Ocean Village, Gibraltar - 12.02.2018
- 187 High Street, Hampton Hill, TW12 1NL, - 12.02.2018
- 56 High Street, Hampton Hill, TW12 1PD, - 12.02.2018
- 139 High Street, Hampton Hill, TW12 1NJ, - 12.02.2018
- 101 High Street, Whitton, Twickenham, TW2 7LD, - 12.02.2018
- 40 High Street, Hampton Hill, TW12 1PD, - 12.02.2018
- 17 Chelsea Close, Hampton Hill, TW12 1RS - 12.02.2018
- Old Violin Workshop, 10 High Street, Hampton Hill, Hampton, TW12 1PD - 12.02.2018
- 19 Warwick Close, Hampton, TW12 2TZ - 12.02.2018
- 22 Seymour Road, Hampton Hill, TW12 1DD - 12.02.2018
- 1 Penny Farthing Mews, Hampton Hill, Hampton, Richmond Upon Thames, TW12 1BY, - 10.11.2017
- 2 Penny Farthing Mews, Hampton Hill, Hampton, Richmond Upon Thames, TW12 1BY, - 12.02.2018
- 3 Penny Farthing Mews, Hampton Hill, Hampton, Richmond Upon Thames, TW12 1BY, - 10.11.2017
- 4 Penny Farthing Mews, Hampton Hill, Hampton, Richmond Upon Thames, TW12 1BY, - 10.11.2017
- 3 Holly Road, Hampton Hill, TW12 1QF - 12.02.2018
- 91A Connaught Road, Teddington, TW11 0QQ - 12.02.2018
- 39 Holly Road, Hampton Hill, TW12 1QH - 12.02.2018
- 19 Holly Road, Hampton Hill, TW12 1QF - 12.02.2018
- 35 Wolsey Road, Hampton Hill, TW12 1QP - 12.02.2018
- 43 Holly Road, Hampton Hill, TW12 1QH - 12.02.2018
- 87 HAMPTON ROAD, HAMPTON HILL, TW12 1JQ - 12.02.2018
- 13 Vincent Row, Hampton Hill, TW12 1RB - 12.02.2018
- 23 Myrtle Road, Hampton Hill, TW12 1QE - 12.02.2018
- 14 School Road Avenue, Hampton Hill, TW12 1QJ - 12.02.2018
- 32 Seymour Road, Hampton Hill, TW12 1DD - 12.02.2018
- 6 Myrtle Road, Hampton Hill, TW12 1QE - 12.02.2018
- Flat 1, 1 Park Place, Hampton Hill, TW12 1QA - 12.02.2018
- 38 Wolsey Road, Hampton Hill, TW12 1QW - 12.02.2018
- Burts cycles, 77/79, high street, Hampton hill, Hampton hill, TW12 1NH - 12.02.2018
- 41 High Street, Hampton Hill, Hampton, TW12 1NB, - 11.09.2017
- 1D Holly Road, Hampton Hill, Hampton, TW12 1QF, - 11.09.2017
- 1C Holly Road, Hampton Hill, Hampton, TW12 1QF, - 11.09.2017
- 41A High Street, Hampton Hill, TW12 1NB, - 11.09.2017
- Flat 2, The Gatehouse, 51 High Street, Hampton Hill, Hampton, TW12 1NH, - 11.09.2017
- Flat 1, The Gatehouse, 51 High Street, Hampton Hill, Hampton, TW12 1NH, - 11.09.2017
- 43 High Street, Hampton Hill, TW12 1NH, - 11.09.2017
- Flat, 49 High Street, Hampton Hill, Hampton, TW12 1NH, - 11.09.2017
- 45 High Street, Hampton Hill, TW12 1NH, - 11.09.2017
- 49 High Street, Hampton Hill, Hampton, TW12 1NH, - 11.09.2017
- 47 High Street, Hampton Hill, TW12 1NH, - 11.09.2017
- 2A Holly Road, Hampton Hill, Hampton, TW12 1QF - 11.09.2017
- 12 Holly Road, Hampton Hill, TW12 1QF, - 11.09.2017
- 10 Holly Road, Hampton Hill, TW12 1QF, - 11.09.2017
- 8 Holly Road, Hampton Hill, TW12 1QF, - 11.09.2017
- 6 Holly Road, Hampton Hill, TW12 1QF, - 11.09.2017

18 Holly Road,Hampton Hill,TW12 1QF, - 11.09.2017
 16 Holly Road,Hampton Hill,TW12 1QF, - 11.09.2017
 14 Holly Road,Hampton Hill,TW12 1QF, - 11.09.2017
 4 Holly Road,Hampton Hill,TW12 1QF, - 11.09.2017
 2 Holly Road,Hampton Hill,TW12 1QF, - 11.09.2017
 36 Holly Road,Hampton Hill,TW12 1QH, - 11.09.2017
 34 Holly Road,Hampton Hill,TW12 1QH, - 11.09.2017
 32 Holly Road,Hampton Hill,TW12 1QH, - 11.09.2017
 30 Holly Road,Hampton Hill,TW12 1QH, - 11.09.2017
 28 Holly Road,Hampton Hill,TW12 1QH, - 11.09.2017
 40 Holly Road,Hampton Hill,TW12 1QH, - 11.09.2017
 38 Holly Road,Hampton Hill,TW12 1QH, - 11.09.2017
 26 Holly Road,Hampton Hill,TW12 1QH, - 11.09.2017
 24 Holly Road,Hampton Hill,TW12 1QH, - 11.09.2017
 10 High Street,Hampton Hill,Hampton,TW12 1PD, - 11.09.2017
 8 High Street,Hampton Hill,Hampton,TW12 1PD - 12.02.2018
 10A High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 The Star,8 High Street,Hampton Hill,Hampton,TW12 1PD, - 11.09.2017
 14 High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 12 High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 16 High Street,Hampton Hill,TW12 1PD, - 12.02.2018
 12A High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 22 High Street,Hampton Hill,TW12 1PD, - 12.02.2018
 Unit E,28 High Street,Hampton Hill,Hampton,TW12 1PD, - 11.09.2017
 20 High Street,Hampton Hill,Hampton,TW12 1PD, - 11.09.2017
 28B High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 Ground Floor,24 - 26 High Street,Hampton Hill,Hampton,TW12 1PD, - 11.09.2017
 First Floor,24 - 26 High Street,Hampton Hill,Hampton,TW12 1PD, - 11.09.2017
 Maisonette,18 High Street,Hampton Hill,Hampton,TW12 1PD, - 11.09.2017
 18 High Street,Hampton Hill,TW12 1PD, - 12.02.2018
 22A High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 Flat,20 High Street,Hampton Hill,Hampton,TW12 1PD, - 11.09.2017
 28 High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 28D High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 30A High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 28G High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 28C High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 28A High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 36A High Street,Hampton Hill,Hampton,TW12 1PD - 11.09.2017
 Part Ground Floor And First Floor,30 High Street,Hampton Hill,Hampton,TW12 1PD, - 11.09.2017
 36B High Street,Hampton Hill,Hampton,TW12 1PD - 11.09.2017
 32 High Street,Hampton Hill,TW12 1PD, - 12.02.2018
 36 High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 34 High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 30 High Street,Hampton Hill,TW12 1PD, - 11.09.2017
 Unit 1,St Clare Business Park,Holly Road,Hampton Hill,Hampton,TW12 1PZ, - 11.09.2017
 91 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 Flat,99 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 5A Windmill Road,Hampton Hill,TW12 1RF, - 11.09.2017
 7 Windmill Road,Hampton Hill,TW12 1RF, - 11.09.2017
 3 Windmill Road,Hampton Hill,TW12 1RF, - 12.02.2018
 95 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 5 Windmill Road,Hampton Hill,TW12 1RF, - 11.09.2017
 1 Windmill Road,Hampton Hill,TW12 1RF, - 12.02.2018
 99 High Street,Hampton Hill,TW12 1NH, - 12.02.2018
 93 High Street,Hampton Hill,TW12 1NH, - 12.02.2018
 First Floor Flat,77 - 79 High Street,Hampton Hill,Hampton,TW12 1NH - 11.09.2017
 81A High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 85 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 77-79 High Street,Hampton Hill,TW12 1NH, - 12.02.2018
 89 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 81 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 89A High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 83 High Street,Hampton Hill,Hampton,TW12 1NH, - 11.09.2017
 87 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 73 High Street,Hampton Hill,TW12 1NH, - 11.09.2017

75 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 Suite B,St Clare House,Holly Road,Hampton Hill,Hampton,TW12 1QQ, - 11.09.2017
 Suite F,St Clare House,Holly Road,Hampton Hill,Hampton,TW12 1QQ, - 11.09.2017
 Suite E,St Clare House,Holly Road,Hampton Hill,Hampton,TW12 1QQ, - 11.09.2017
 Ground Floor Lacey House,St Clare Business Park,Holly Road,Hampton Hill,Hampton,TW12 1QQ, -
 11.09.2017
 First Floor Lacey House,St Clare Business Park,Holly Road,Hampton Hill,Hampton,TW12 1QQ, - 11.09.2017
 Suite C,St Clare House,Holly Road,Hampton Hill,Hampton,TW12 1QQ, - 11.09.2017
 Suite D,St Clare House,Holly Road,Hampton Hill,Hampton,TW12 1QQ, - 11.09.2017
 Unit 8,St Clare Business Park,Holly Road,Hampton Hill,Hampton,TW12 1PZ, - 11.09.2017
 Unit 7,St Clare Business Park,Holly Road,Hampton Hill,Hampton,TW12 1PZ, - 11.09.2017
 Suite A,St Clare House,Holly Road,Hampton Hill,Hampton,TW12 1QQ, - 11.09.2017
 8A The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 8C The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 8B The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 Flat 2,The Old Dairy,55 High Street,Hampton Hill,Hampton,TW12 1NF, - 11.09.2017
 Flat 3,The Old Dairy,55 High Street,Hampton Hill,Hampton,TW12 1NF, - 11.09.2017
 Flat 4,The Old Dairy,55 High Street,Hampton Hill,Hampton,TW12 1NF, - 11.09.2017
 Flat 5,The Old Dairy,55 High Street,Hampton Hill,Hampton,TW12 1NF, - 11.09.2017
 Flat 1,The Old Dairy,55 High Street,Hampton Hill,TW12 1NF, - 11.09.2017
 61B High Street,Hampton Hill,Hampton,TW12 1NH - 11.09.2017
 59B High Street,Hampton Hill,Hampton,TW12 1NH - 11.09.2017
 57C High Street,Hampton Hill,Hampton,TW12 1NH - 12.02.2018
 57B High Street,Hampton Hill,Hampton,TW12 1NH - 11.09.2017
 Unit 7,The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 59 High Street,Hampton Hill,TW12 1NH, - 12.02.2018
 61A High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 59A High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 57A High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 61 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 57 High Street,Hampton Hill,TW12 1NH, - 11.09.2017
 3C The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 3B The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 2E The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 2D The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 2C The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 2B The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 2A The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 1 The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 12.02.2018
 6A The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 6C The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 12.02.2018
 Ground Floor Unit 5,The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 3A The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 First And Second Floor Unit 5,The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 First And Second Floor Unit 4,The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 4A The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 6B The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 11.09.2017
 2 Windmill Road,Hampton Hill,Hampton,TW12 1RH - 12.02.2018
 25 Wolsey Road,Hampton Hill,TW12 1QP - 12.02.2018

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

Development Management

Status: GTD Application:02/1858
 Date:03/04/2003 Demolition Of Existing Single Storey Office Building And Erection Of B1
 Office Building And Rearranged Parking.

Development Management

Status: GTD Application:03/3708/FUL
 Date:05/03/2004 Erection Of Two 6 Metre High Steel Lighting Columns In Car Park To Rear
 Of Office.

Development Management

Status: GTD Application:07/3113/FUL
 Date:07/11/2007 3 no. air conditioning condensers to external elevation, new generator to
 rear of car park, new apperture to elevation/install new timber double doors,
 new electric vehicular barrier.

Development Management

Status: AAPR
Date:20/10/2016

Application:16/3410/GPD15
Change of Use of the existing B1 office accommodation on this site to provide 23, C3 residential dwellings (3 existing self-contained flats on the second floor of 63/65 High Street are retained).

Development Management

Status: PDE
Date:

Application:16/4553/FUL
Demolition of existing buildings on site and erection 2 buildings (two to four-storeys in height), set around outer and inner landscaped courtyards, comprising of 6 townhouses, 35 flats and two commercial units on the High Street frontage (110 sq.m GIA) and (118sq.m GIA) for use as A1(retail: non-food) and/or A1/A3 (coffee shop) and/or B1 (offices) and/or D1 (non-residential education and training centre) together with the formation of a basement to provide ancillary car parking (48 spaces), cycle storage, refuse storage rooms and plant rooms. 71 cycle spaces provided throughout the site.

Development Management

Status: PCO
Date:

Application:16/4575/FUL
Demolition of existing buildings prior to redevelopment by erection of a group of part three, part four storey buildings around outer and inner landscaped courts

Building Control

Deposit Date: 22.09.1998
Reference: 98/1603/FP

Refurbishment of existing office buildings

Building Control

Deposit Date: 16.10.1998
Reference: 98/1603/1/FP

Refurbishment of existing office buildings

Building Control

Deposit Date: 08.08.2007
Reference: 07/1732/IN

Internal alterations to form open plan and cellular spaces on basement, ground, first and second floors of office building

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): BW

Dated: 31/05/2018

I agree the recommendation:

Team Leader/Head of Development Management/Principal Planner

Dated: 31/5/18

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

Head of Development Management:

Dated:

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

See CAPS.

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

AT01	Development begun within 3 years
U43793	Approved drawings/documents
U43794	Materials app-Specific matters ~
BD10	Sample panels of brickwork
DV30	Refuse storage
DV33A	No reduction in dwelling units ~~
DV42	Details of foundations - piling etc
DV49	Construction Method Statement
DV51	Water Consumption
GD04A	Restriction-alt's/Ext-Appear'
GD10A	Restrict outbuilds-Appear/amenity
LB02	Retention buildings devt commences
RD10A	Gradients of Ramps
ST02B	Highway sight lines be provided ~
U43795	Details of Boundary Treatment
U43796	The Parking Arrangement/Allocation
U43797	Cycle Parking
U43798	Electric charging facilities
U43799	Traffic safety measures
U43800	Disabled parking
U43801	Traffic control system
U43802	Wheelchair user units (M4(3))
U43803	In accordance with approved landscaping
U43804	Replacement of landscaping
U43805	Green/Living roof planting Scheme
U43806	Waste and recycling strategy
U43807	BREEAM for Non-Housing
U43808	In accordance with Energy Statement
U43809	PV panel and ASHP details
U43810	Contaminated Sites - remediation works
U43811	Contamination verification report
U43812	In accordance with Drainage Strategy
U43813	No use as roof terrace
U43814	No structure on roof/ext' faces
U43815	No additional windows
U43816	Obscured glazing
U43817	Screening to roof terrace
U43818	Restricted use (Unit 1)
U43819	Restricted use (Unit 2)
U43820	No Primary Cooking
U43821	Commercial unit size
U43822	Restriction on Opening Hours
U43823	Additional information D1 use
U43824	Window display
U43825	Air Quality (Ventilation strategy)
U43826	Air Quality and Dust Management Plan
U43827	Ecological enhancements
U43828	Final lighting details
U43829	Play space details
U43830	Delivery and Servicing Plan
U43831	Travel Plan
U43832	Details of monitoring regime (excavation

INFORMATIVES

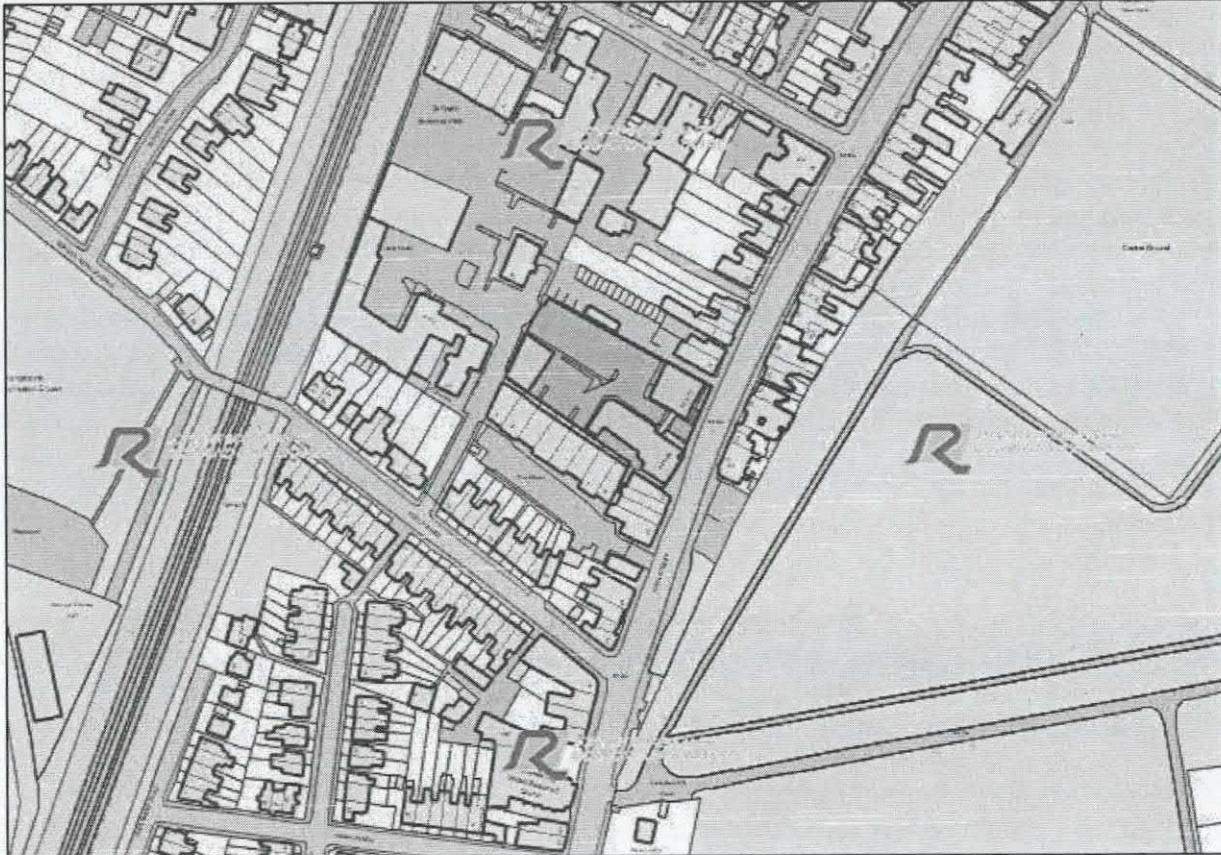
U25404	Composite Informative
U25405	NPPF APPROVAL - Para. 186 and 187
IL07	Section 106 agreement ~
IL24	CIL liable

IE03	Restaurant - EHO Consultation
IE06	Details of piling-EHO consultation
IH02A	Refuse storage and collection
IL02	Advertisements
IM01	Disabled persons
IM07	Soil contamination
IM09	Disabled parking
IM13	Street numbering
IM11	Use of hardwoods
IT02	Trees - Protective fencing
IT04A	Trees - Pegging out building
IT05	Trees - Size of new stock
IT06	Nature Conservation
IX01	Car parking - drainage
IX03	Soil and surface water drainage
IX04	Surface flooding
U25410	Fire brigade access
U25411	Implementation of the permission
U25412	Traffic safety measures
U25413	Remediation works
U25414	Unit 1 and Units 2
U25415	Building Regulation requirement M4(2)
U25416	Building Regulation requirement M4(3)
U25417	Travel plan
U25419	Intrusive site investigation
U25420	Ecological enhancements
U25421	Air Quality
U25403	Construction Logistics Plan
U25422	Cycle Parking Provision

16/4553/FUL
63 - 71 High Street
Hampton Hill
TW12 1NH

FULWELL AND HAMPTON HILL WARD
Contact Officer: Brandan Wilkinson

http://www2.richmond.gov.uk/PlanData2/Planning_CaseNo.aspx?strCASENO=16/4553/FUL



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Application Description: Demolition of existing buildings on site and erection 2 buildings (two to four-storeys in height), set around outer and inner landscaped courtyards, comprising of 6 townhouses, 35 flats and two commercial units on the High Street frontage (110 sq.m GIA) and (118sq.m GIA) for use as A1(retail: non-food) and/or A1/A3 (coffee shop) and/or B1 (offices) and/or D1 (non-residential education and training centre) together with the formation of a basement to provide ancillary car parking (48 spaces), cycle storage, refuse storage rooms and plant rooms. 71 cycle spaces provided throughout the site.

Applicant: Mr Chris Francis on behalf of Greatplanet Limited

Application Received: 30 November 2016

Main Development Plan Policies:

National Planning Policy Framework 2012 (NPPF)

National Planning Policy Guidance (NPPG)

Technical Housing Standards - Nationally Described Space Standards (2015)

London Plan (Adopted March 2016 - Consolidated with Alterations since 2011):

1.1 - Delivering the strategic vision and objectives for London; 2.6 - Outer London: Vision and strategy; 2.7 - Outer London: Economy; 2.8 - Outer London: Transport; 3.2 - Improving health and addressing health inequalities; 3.3 - Increasing Housing supply; 3.4 - Optimising housing potential; 3.5 - Quality and design of housing developments; 3.6 - Children and young people's play and informal recreation facilities; 3.8 - Housing choice; 3.9 - Mixed and balanced communities; 3.10 - Definition of affordable housing; 3.11 - Affordable housing targets; 3.12 - Negotiating affordable housing on individual private residential and mixed use schemes; 4.9 - Small shops; 5.1 - Climate change mitigation; 5.2 - Minimising carbon dioxide emissions; 5.3 - Sustainable design and construction; 5.5 - Decentralised energy networks; 5.6 - Decentralised energy in development proposals; 5.7 - Renewable energy; 5.9 - Overheating and cooling; 5.10 - Urban Greening; 5.11 - Green roofs and development site environs; 5.12 - Flood risk management; 5.13 - Sustainable drainage; 5.14 - Water quality and wastewater infrastructure; 5.15 - Water use and supplies; 5.16 - Waste net self-sufficiency; 5.18 - Construction, excavation and demolition waste; 5.21 - Contaminated land; 6.3 - Assessing effects of development on transport capacity; 6.9 - Cycling; 6.10 - Walking; 6.11 - Smoothing traffic flow and tackling congestion; 6.12 - Road network capacity; 6.13 - Parking; 7.1 - Lifetime neighbourhoods; 7.2 An inclusive environment; 7.3 - Designing out crime; 7.4 - Local character; 7.5 - Public realm; 7.6 - Architecture; 7.7 - location and design of tall and large buildings; 7.8 - Heritage Assets and Archaeology; 7.13 - Safety, security and resilience to emergency; 7.14 - Improving air quality; 7.15 - Reducing noise and enhancing soundscapes; 7.19 - Biodiversity and access to nature 7.21 - Trees and woodlands; 8.2 - Planning obligations; 8.3 - Community infrastructure levy.

Core Strategy (2009):

CP1 - Sustainable Development; CP2 - Reducing Carbon emissions; CP3 - Climate Change; CP5 - Sustainable Travel; CP6 - Waste; CP7 - Maintaining and Improving the Local Environment; CP14 - housing; CP15 - Affordable Housing; CP16 - Local Services/Infrastructure; CP17 Health and well-being; CP18 - Education and Training.

Development Management Plan (2011):

DM SD1 - Sustainable Construction; DM SD2 - Renewable Energy and Decentralised Energy Networks; DM SD 4 - Adapting to Higher Temperatures and Need for Cooling; DM SD 5 - Living Roofs; DM SD 6 - Flood Risk; SD7 - Sustainable Drainage; DM SD 10 - Water and Sewerage Provision; DM OS4 - Historic Parks, Gardens and Landscapes; DM OS5 - Biodiversity and new development; DM OS7 - Children's and Young People's Play Facilities; DM TC 2 - Local and Neighbourhood Centres and Areas of Mixed Use; DM HD 1 - Conservation Areas - designation, protection and enhancement; DM HD 3 - Buildings of Townscape Merit; DM HD 4, DM HO 2, DM HO 3, DM HO 6, DM HO 4 - Housing Mix and Standards; DM EM 1, DM EM 2 - Retention of Employment; DM TP 1 - Matching Development to Transport Capacity; DM TP 2 - Transport and New Development; DM TP 3 - Enhancing Transport Links; DM TP 6 - Walking and the Pedestrian Environment; DM TP 7 - Cycling; DM TP 8 - Off Street Parking - Retention and New Provision; DM DC1 - Design Quality; DM DC 2 - Layout and Design of Mixed Use Schemes; DM DC 3 - Taller Buildings; DM DC4 - Trees and Landscape; DM DC 5 - Neighbourliness, Sunlighting and Daylighting; DM DC 6 - Balconies and Upper Floor Terraces; DM DC9 - Planning Application Checklist.

Local Plan - Publication Version (2017):

In line with the NPPF, the emerging Local Plan will be given weight in the decision making process according to its stage of preparation (i.e. the more advanced the preparation, the greater the weight that may be given). Cabinet have agreed at its meeting on 13 December 2016 to adopt and use the Publication Local Plan for determining planning applications and development management purposes. Furthermore, the independent examination of the submission Local Plan by the Secretary of State is now underway. The Publication Local Plan is therefore now a material consideration when assessing planning applications.

LP1 - Local Character and Design Quality; LP2 - Building Heights; LP3 - Designated Heritage Assets; LP4 - Non-Designated Heritage Asset; LP8 - Amenity and Living Conditions; LP10 - Local Environmental Impacts, Pollution and Land Contamination; LP11 - Subterranean developments and basements; LP15 - Biodiversity; LP16 - Trees, Woodlands and Landscape; LP17 - Green Roofs and Walls; LP20 - Climate Change Adaptation; LP21 - Flood Risk and Sustainable Drainage; LP22 - Sustainable Design and Construction; LP23 - Water Resources and Infrastructure; LP24 - Waste Management; LP25 - Development in Centres; LP27 - Local Shops and Services; LP30 - Health and Wellbeing; LP31 - Public Open Space, Play Space, Sport and Recreation; LP34 - New Housing; LP35 - Housing Mix and Standards; LP36 - Affordable Housing; LP42 - Locally important industrial land and business parks; LP44 - Sustainable Travel Choices; LP45 - Parking Standards and Servicing.

London Plan Supplementary Planning Guidance:

Accessible London: Achieving an Inclusive Environment SPG (October 2014); Affordable Housing and Viability SPG (2017); Character and Context SPG (June 2014); Housing SPG (March 2016); Shaping Neighbourhoods: Play and Informal Recreation (September 2012); Sustainable Design and Construction SPG (April 2014); The control of dust and emissions during construction and demolition SPG (July 2014).

Richmond Supplementary Planning Guidance/Documents:

Affordable Housing SPD (March 2014); Car Club Strategy (2006); Conservation Areas (2002); Conservation Areas SPG (July 2005); Contaminated Land (2003); Design Quality SPD (February 2006); Hampton Hill High Street Conservation Area study and statement (no.38); Hampton Hill Village Planning Guidance SPD (March 2017); Housing Optional Technical Standards – internal space standards and inclusive access (update June 2015); Front Garden and other Off-Street Parking Standards (2006); Planning Obligations (in conjunction with Borough CIL - 2014); Nature Conservation and Development (undated); Refuse and Recycling Storage Requirements SPD (2015); Residential Development Standards (2010); Security by design (2002), Small and Medium Housing Sites; (2006); Sustainable Construction Checklist Guidance Document SPD (January 2016); Trees: landscape design, planting and care SPG (November 1999); and Trees: legislation and procedure SPG (November 1999).

SUMMARY OF APPLICATION

The proposed development will bring forward the welcome opportunity to redevelop a run down and underused site, that currently has no historic or architectural merit, and at best makes a neutral contribution to the character and appearance of the High Street Hampton Hill Conservation Area. The scheme maximises the potential of the site providing 41 residential units, and a suite of benefits, including the provision of a vibrant mixed use development comprising high quality design, greater contribution towards the borough's housing targets, a new public space, and a maximum affordable housing contribution. There has been general public support for the removal of the existing buildings.

It is acknowledged that the proposal would fail to provide adequate replacement employment space and result in the unacceptable loss of employment space, however material consideration of substantial weight should be given to the extant prior approval, which is a clear and realistic fall-back position. It is very likely that a change of use would occur regardless of the outcome of the current planning application, and so the use of the existing buildings for employment purposes would cease in any event. When balancing the availability fall-back position against the

additional benefits that the current proposal would secure and the general compliance with other relevant policies of the development plan, the harm caused by reason of loss of employment space is clearly outweighed by merits of the proposal.

A residential-led mixed use development is appropriate given the site's mixed use location, meeting housing demand within the Borough and the proposed flexible commercial uses being in keeping with the commercial units on the High Street, which are generally small in nature and largely serve the local area.

Whilst the architectural of the proposed buildings would be clearly modern, the proposed buildings have been sensitively designed, taking inspiration from the surrounding buildings. The mass and heights of the proposal would respect the character and scale of neighbouring buildings and would sit comfortably within the street scene and surrounding area. The appearance and detailed façade treatment of the development is considered to be high quality, displaying an appropriate response to the surrounding character. They would not harm the setting of the nearby listed wall or the registered Bushy Park or nearby non-designated heritage assets and would enhance the character and appearance of the High Street Hampton Hill Conservation Area. A new courtyard square with public rights-of-way across is another welcome feature of the development.

The proposed unit mix would meet the Council's aspirations and the scheme would deliver a good proportion of smaller sized units, appropriate for a mixed use area. The proposed development would meet all relevant residential space standards and the provision for private and communal amenity space and play space proposed is considered to be acceptable. Some units would be single-aspect, however none would be north facing and all units would have good levels of daylight/sunlight, privacy and outlook.

Given the size and form of development, it is acknowledged that it may not be preferable to deliver affordable housing units on site. Following an independent viability assessment, the payment of £380,000, towards the provision of affordable housing off site is considered reasonable and represents a maximum affordable housing provision. It is acknowledged that in reducing the build cost contingency, the applicant has increased their own viability risk. Furthermore, the applicant has agreed to undertake a late stage viability review of actual build costs and sale to be triggered upon the completion of sale of 31 of the residential unit approved (75 percent).

Given the distance to the nearest residential properties, the existing site configuration and the inclusion of appropriate mitigation measures, the proposal would not result in any significant material impact in terms of overlooking or loss of privacy to neighbouring residential properties.

The proposed scheme does result in some adverse and noticeable reductions in daylight to several flats within The Mews 53 High Street. However, some consideration should be given to the particular characteristics of the properties reviewed, particularly its unusual layout whereby these properties sit tight against south boundary of the site, and so depend on its outlook and daylight over the application site. It is also reasonable to consider the identified impact alongside the planning merits of the scheme overall.

The development is considered to be providing an appropriate level of car parking and satisfactory measures to promote alternative means of transport. The development would not have unacceptable impacts on existing highway conditions.

An agreement to exclude the future residents from being eligible to apply for parking permits in the event of the creation of a controlled parking zone (unless registered disabled) shall be applied.

The potential environmental effects associated with the required demolition and construction works have been adequately identified and assessed, with proposals for their mitigation clearly outlined. Demolition and construction works would be managed under controlling documents, to be secured through planning conditions (Air Quality and Dust Management Plan, Construction Method Statement, Monitoring regime (excavation)).

The development would adopt a number of sustainable features; however, it does not meet the zero carbon homes policy targets and so would require a financial contribution of £60,663.00 to the Council's carbon offset fund to mitigate the impact of development on the environment. This is secured as an agreed HoT to the S106 Agreement.

The inclusion of site wide landscaping, and brown and green roofs, would improve the biodiversity of the site and the wider area, encouraging bird and insect species to a site that is currently dominated by hard landscaping with very little ecological value. A replacement tree planting contribution of £9,824 is also a proposed HoT.

The proposal has been considered in the light of the Development Plan, comments from statutory consultees, third parties including appointed external specialist consultant, the National Planning Policy Framework and compliance with Supplementary Planning Guidance as appropriate. It has been concluded that the proposal accords overall with the Development Plan and where there are material non-compliances, the planning assessment by officers has considered that other overriding planning considerations as highlighted above should be attached greater weight. Therefore I recommend as follows:

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

Recommendation 2: Refusal, 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

Site, Surroundings and Constraints

1. The site comprises of an area of 0.252ha and is located on the western side of the High Street. The site is occupied by three buildings. Two taller buildings, with a glazed link at first floor level, front the High Street (1-3 storeys tall) and a smaller single-storey building is located in the south west corner of the site, adjacent to the rear boundary. The southern street fronting building incorporates three self-contained residential flats (approx. 193 sq.m) (Use Class C3) on part of the second floor level, while the remainder of the buildings is used as offices (approx. 1733 sq.m) (Use Class B1a), although has remained vacant for several years (63 - 65 High Street has been vacant since 2008, while (67 - 71 High Street has been vacant since 2013). A total of 49 car parking spaces are provided at ground floor level at the rear, with vehicular access from High Street via an existing vehicle crossover.
2. To the east of the site, on the opposite side of the High Street is a mix of mostly two-storey buildings of retail at ground floor with residential above and a two-storey public

house (The Star) with its 'open' parking area. Bushy Park is found to the rear of these buildings.

3. Adjoining to the north is a two-storey semi-detached property. No.73 previously used as a A2 with ancillary office space (now vacant) and No.75 used as a restaurant at ground floor level with residential above. To the rear of these frontage properties is a row of 4, three-storey townhouse/mews houses (approved in 2015).
4. Adjoining to the south are three-storey terraced properties which front the High Street with retail and takeaway at ground floor with residential above. To the rear of these frontage properties is the part two, part three-storey (top floor in roofspace) purpose built office building 'The mews' which runs perpendicular to the High Street and along the southern boundary of the application site. Several of these properties have undergone a change of use from office to residential under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).
5. To the west, at the rear of the site, is the private road which gives access to the St Clare Business Park (Locally important Industrial Land and Business Park) from Holly Road. There is no access to the application site from this private road.
6. The site has a relatively low Public Transport Accessibility Level (PTAL) of 2 which represents a poor access to services. The site is located approximately 1.2 km from Fulwell Railway Station (approximate walk time of 14 minutes, or a 5 minute cycle), which is on the Shepperton Branch Line (Travelcard Zone 6). Three bus routes currently serve the site; routes 285, R68 and R70. These Routes can be accessed from the nearest bus stop on the High Street, 10 metres from the site.
7. The site falls within the Hampton Hill local centre, Hampton Hill Village and is identified as a Mixed Use Area. The site is not within an existing community parking zone.
8. In terms of heritage designations, the site does not fall within an archaeological priority zone but does fall within High Street Hampton Hill Conservation Area (CA38). The site is not located within any strategic views designated in the London Plan or any locally protected views or vistas.
9. The nearest listed buildings and registered parks are:
 - Brick boundary walls, enclosing Bushy Park, Grade II listed (nearest segment, 28m to the southeast),
 - Bushy Park, Grade I registered Historic Park and Gardens (28m to the southeast).
10. The nearest locally listed buildings are:
 - 55-61 (odd) High street (adjoins the site to the south)
 - 8-16 (even) High street (opposite the site to the east)

Relevant Planning History

11. There is an extensive planning history related to this site. The most relevant include:
 - 71/2219 - Demolition of existing buildings and erection of a 3-storey office block, with basement storage; formation of vehicular access and provision of 15 car parking spaces - Granted on 23/12/1971
 - 02/1858 - Demolition of Existing Single Storey Office Building And Erection of B1 Office Building And Rearranged Parking - Granted on 23/04/2003

- 16/3410/GPD15 - Change of Use of the existing B1 office accommodation on this site to provide 23, C3 residential dwellings (3 existing self-contained flats on the second floor of 63/65 High Street are retained). Prior approval given on 20/10/2016

12. In addition to the planning history related to application site, the following planning history relating to the adjoining site is also relevant:

- The Mews 53 High Street: 02/0388 - Erection of 8 two-storey B1 Units, 1 two-storey B1/A2 building on the High Street, renovation of no.55 High Street and renovation and conversion of no.55A to B1 Use - Granted on 08/04/2002
- Units 1 And 2 The Mews 53 High Street: 13/3984/P3JPA - Proposed change of use from B1 Office use to C3 Residential use as 6 flats (2 x 1-bedroom and 4 x 2-bedroom) - Prior approval given on 06.01.2014
- Unit 3 The Mews 53 High Street: 14/1741/P3JPA - Ground floor (2b) C3, first floor (2b) C3, second floor (1b) C3 - Prior approval given on 24.07.2014
- Unit 4 The Mews 53 High (Ground floor): 14/3385/FUL - Change of use of ground floor from D1 (Clinic) to C3 Residential as a single 2 bedroom apartment - Granted on 02/06/2015
- Unit 6 The Mews 53 High Street: 14/2924/P3JPA - Change of use from offices (B1a) to (C3) residential comprising of 1 one bed and 2 two bed flats - Prior approval given on 03/09/2014
- Unit 8 The Mews 53 High Street Hampton Hill: 14/0870/P3JPA - Change of use from B1 office use to C3 residential use (2 x 1 bed, 1 x 2 bed units) - Prior approval given on 30/04/2014

Proposal

13. This application proposes the demolition of all the existing vacant office buildings, and the redevelopment of the site to provide a residential-led mix-use development arranged over two building plots of varying scales and heights. The development would include 41 residential units, comprising of 6 townhouses and 35 flats (C3 use class) and 2 commercial units on the High Street frontage (110 m2 GIA) and (118m2 GIA) for use as either A1 (non-food retail) or A1/A3 (coffee shop) or B1 (offices) or D1 (non-residential education and training centre). 48 car parking spaces and 71 bicycle parking spaces provided.
14. A single level of basement would be provided under the majority of the site, to accommodate parking spaces, the majority of the bicycle parking spaces, refuse storage rooms and plant rooms.
15. The proposal would provide landscaped private communal garden to the rear of the site, and a new public courtyard.



Figure 1 - CGI of proposed scheme from High Street looking South



Figure 2 - CGI of proposed scheme from High Street looking North

Design, Scale, Layout and Appearance:

16. The proposal introduces two new buildings to the site; a larger part three/part four-storey building with a broadly C-shaped footprint, sited along the High Street frontage and a smaller part two/part three-storey building, sited at the rear of the site in a linear terrace arrangement. The top floors of both buildings would be at the respective roof levels and accommodate residential floor space. The arrangement of the buildings would allow for the creation of 2 interlinked courtyards; a ground level public courtyard accessed from the High Street and a landscaped private communal garden located between the two proposed buildings toward the rear of the site.

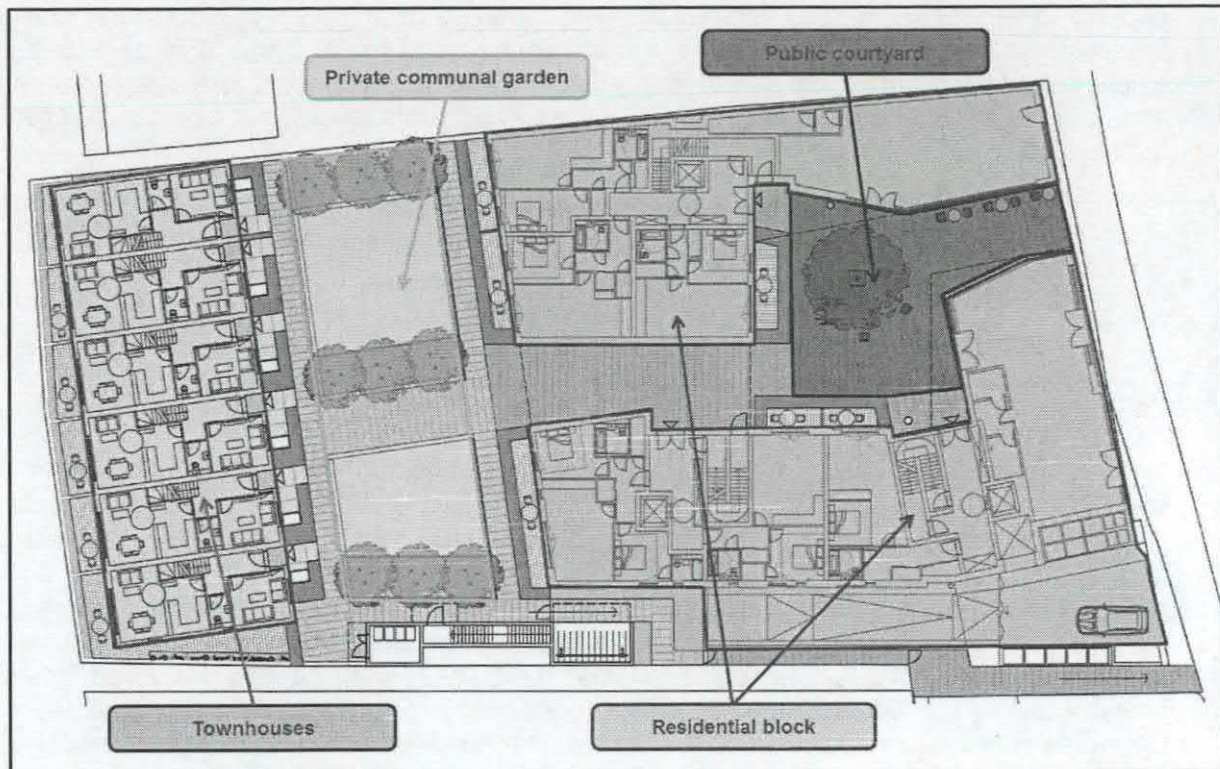


Figure 3 - General site layout

17. The High Street frontage would form the primary facade of the larger block, comprising of 2 main elements (southern and northern). The ground floor would consist of a base to accommodate the commercial units and an under-croft to the High Street frontage, and 6 ground floor flats to the rear. Above the ground floor, the building would accommodate the remaining 29 residential flats (35 flats in total). All residential flats are arranged on single levels and accessed from three separate cores (1 to 5 units per core). All cores are accessed from the public courtyard and basement levels.
18. The High Street façade would be made up of a stepped frontage, comprising of a brick frame interspersed recessed metal panels, full height glazing and recessed balconies/Juliet balconies. The top floors would comprise of a faceted and angled copper roof with depressed doors and windows, stepped back from all elevations to form several roof terraces and green/living roofs. Other elevations to comprise mainly of brick, interspersed with vertical proportioned recessed metal panels, sliding screens, doors and windows. The rear elevation would include projecting balconies. Green/living roofs included along the edges of the third floor level.



Figure 4 - Front elevation: Residential Block (High Street Elevation)

19. The proposed smaller building would accommodate the 6 townhouses and would follow a similar design approach to the residential block, faced in the same brickwork, interspersed with similar vertical proportioned recessed metal panels, sliding screens,

doors and windows. The top floor would also comprise of a copper clad roof, but unlike the residential block it would take an unvarying rectangular form. Front recessed balconies would be provided at first floor level to all houses, with roof terraces at second floor level to 5 northernmost houses only. Green/living roofs included at second and third floor levels.

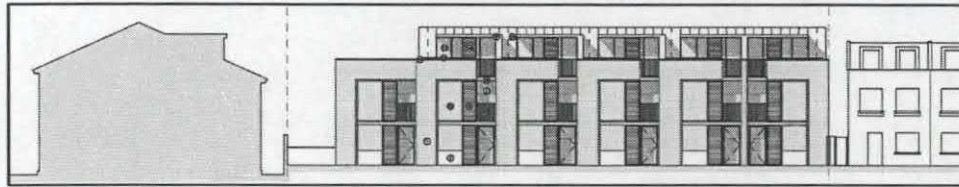


Figure 5 - Front elevation: Townhouses (Private Communal garden Elevation)

20. Materials to include: Yellow faced brick in stretcher bond, white render to lower parts of townhouses, Copper cladding to walls and roof, Copper anodised aluminium sliding louvered privacy screens and fixed louvered cladding, Bronze Shopfront signage zone and cladding, Double glazed sliding rooflight lantern, Copper anodised aluminium door and window frames, Fixed frameless double glazed windows, Toughened laminated shopfront glazing, Toughened laminated glass balustrades, Recessed balconies with copper coloured metal balustrades, Juliet balconies with copper coloured metal balustrades, glass balustrades Opaque toughened laminated glass privacy screens, Canopies with white rendered fascia's and soffits, All other soffits to be white rendered, Sedum green roof finish, Stone pavers and composite timber decking.

Use and Amount:

21. Residential: The residential component of the development would include 41 residential units, comprising of 6 townhouses and 35 flats. The residential mix would be formed of studio, 1, 2 and 3 bedroom unit types, at a variety of dwelling sizes. The 3 bedroom units to be assigned to the townhouses only. All units are designed to be compliant to meet at least Building Regulation requirement Part M4(2) 'accessible and adaptable dwellings', with 4 of the total units designed to be compliant to meet at least Building Regulation requirement M4(3) 'wheelchair user dwellings' (wheelchair accessible or easily adaptable for residents who are wheelchair users).

22. All townhouses would include private amenity space in the form of balconies, and front and rear gardens (ranging from 34sq.m - 37sq.m). All but 13 of the flats would include private amenity space in the form of recessed balconies, or balconies or roof terraces (ranging from 5sq.m - 64sq.m). In addition to this, a 380 sq.m shared landscaped private communal garden located between the two proposed buildings toward the rear of the site.

23. The shared landscaped private communal garden would comprise a 50 sq.m dedicated play area for 0 - 4 age group (no details have been submitted).

24. The scheme would not include any on-site affordable housing; however the applicant has agreed to offer a £380,000 affordable housing contribution or the delivery of four apartments as Starter Homes.

Table 1 - Proposed Dwellings Size by type per building:

Unit Type	Number	Size's (GIA sq.m)
Residential Block (flats)		
Studio (1P)	1	50
One-bedroom (1B2P)	18 (2 WU units)	50-62
Two-bedroom (2B3P)	3 (2 WU units)	61-64

Unit Type	Number	Size's (GIA sq.m)
Two-bedroom (2B4P)	13	70-132
Total	35	
Townhouses		
Two-bedroom (2B4P)	1	100
Three-bedroom (3B6P)	5	128
Total	6	

25. WU - Wheelchair user (wheelchair accessible or easily adaptable for residents who are wheelchair users).

26. Commercial: two commercial units are proposed on the ground floor of the High Street frontage (110sq.m GIA) and (118sq.m GIA). Unit 1 to be used as A1 (non-food retail) and Unit 2 to be used as either A1 (non-food retail) or A1/A3 (coffee shop) or B1 (offices) or D1 (non-residential education and training centre). Both units would have return frontages which extend from the High Street frontage into the public courtyard.

Density:

27. The site, within the local centre and identified as a Mixed Use Area and can be defined as being urban.

Site Area = 0.2528 ha

Habitable rooms/ha = 447hrph

Units/ha = 162

Sustainability

28. It is proposed that through the combination of passive design measures (enhanced fabric efficiency of the building envelope and efficient air tightness), active design (efficient air, lighting and plant systems) and renewable energy technologies (photovoltaics and air source heat pumps) results in the domestic areas achieving a 37.8% reduction and the non-domestic areas achieve a 37.4% reduction over the 2013 Building Regulation standards.

29. The applicant has offered a zero-carbon payment to offset the surplus CO2 the development will produce amounts over a 30-year period in the amount of £60,663.

Vehicle and Cycle Parking:

30. Vehicular and cycle access would be provided from High Street via a new site access and ramp leading down to basement level. The access ramp would be able to accommodate a single vehicle only, and controlled by a traffic signal with automatic bi-fold doors at street level. The proposed site access would be protected by an at any time waiting restriction.

31. The basement would provide 46 residential car parking spaces, 2 commercial car parking spaces (48 car parking spaces in total), 51 residential bicycle parking spaces and 4 commercial bicycle parking spaces. 4 visitor bicycle parking spaces to be located within the public courtyard and 12 additional residential bicycle parking spaces provided within a within in a secure store located to the south edge of the communal private garden (ground level). The proposal therefore includes the provision of 71 bicycle parking spaces in total.

32. 10 car parking spaces would be equipped with active charging facilities (20% of total provision), and 17 car parking spaces would be reserved for (passive) charging facilities (35%). 4 car parking spaces would be designed to be used by people with disabilities.

Public Realm and Landscaping:

33. As part of the proposed scheme, all parts of the site not covered by buildings would be designated as an external public space, a private courtyard or private gardens. All trees (7) located on the site would be removed so to enable the development, with 10 replacement trees proposed.
34. The public courtyard would measure approximately 190sq.m, and enclosed on all sides by the two commercial units, private amenity areas of the ground level flats and residential entrances to the flats. The landscaped private communal garden would measure approximately 380sq.m, and positioned between the two proposed buildings toward the rear of the site. The public courtyard would be paved with the same granite slabs as used in the High Street and include a single tree at its centre with a fixed bench and 2 chairs ('Boston' by Santacole). The private communal garden area would predominantly feature 2 lawn areas and multi-stem trees (9 trees) planted within a bed of shrub mix planting. Granite paving slabs would also be used for the pathways in and around the private communal garden area and to the private entrances of the Townhouses, but at varying sizes. All private gardens would be separated from the communal areas via clipped hedging. Lighting proposals for the inner and outer courtyards are designed to keep the external lighting at the ground level only.

Refuse and Recycling Storage Strategy:

35. It is proposed that waste storage areas (with communal bins) will be provided within the basement adjacent to each of the three service cores, and within in a store located to the south edge of the communal garden (ground level).
36. It would be the responsibility of individual residents to empty their waste and recycling into the communal refuse bins housed in the respective bin store areas. On collection days the communal refuse bins will be moved by the site's estate management to the ground floor presentation areas near the High Street Frontage. Refuse vehicles will service the development from High Street.

Public Representations

37. First round of consultation: Letters were sent to 149 neighbouring properties on 21/12/2016, and a site notice was placed near the site and an advert was placed in the local newspaper.
38. 17 letters of objections (3 separate households have submitted 2 objections and therefore were only counted once), 18 letters of support were received (all from local businesses), and 3 observations summarised as follows (full comments are available on the Council's website).

Objection:

Principal

- The development would be too dense, for the site and its surroundings,
- Development should include onsite affordable housing,
- Hampton Hill has recently experienced rapid growth and redevelopment and so large scale development as proposed are not needed to contribute to housing targets
- Overdevelopment
- Removal of unsightly building is generally supported; however replacement building would not be in keeping with the area (previous mistakes will be repeated)

Design

- The architectural style, design and choice of materials are out of keeping with the local area;

- Scale, height and design would not enhance nor positively contribute to the character and appearance of the streetscape and conservation area;
- The proposal would appear monolithic;
- 4 storeys would be too tall and out of keeping with the surrounding properties (predominantly 2 storeys), particularly the southern end of the High Street;
- Height would set an unwelcome precedent in the area;
- The proposal would dominate and loom over Bushy Park
- Fenestration out of proportion with surrounding buildings,

Neighbour Amenities

- Loss of privacy and increased overlooking of nearby residential buildings and gardens, (Windmill Road 65m);
- The use of larger vehicles outside of restricted hours (London Lorry Control) and general construction activities would cause nuisance and disruption to local business owners and nearby residents.

Transport

- Restricted access/poor site lines pose a threat to pedestrian/cyclist safety;
- Inadequate parking provision, resulting in overspill into the surrounding residential streets;
- No parking provision for deliveries and services;
- Additional vehicles would result in increased congestion on the High Street and surrounding roads, and increased air pollution;
- New building line increases the scale of the development which in-turn narrows the footpath;
- Demolition of the present buildings and construction works will cause disruption to traffic and pedestrian movement;
- Car ownership data and parking survey are inaccurate;
- There are no loading/unloading bays near the site and the creation of ones near the site would have a further impact on available parking;
- Buses (R70) traveling past site during peak periods are operating at full capacity and would not be able to cope with additional demand;
- Bus stop would need to be relocated a further time (recently moved).

Impact on Public Services:

- Increased pressure on local doctor's surgeries, and schools which are overstretched and or at capacity;
- Existing water and sewerage infrastructure would be inadequate.

Other

- Waste and refuse areas are inadequate;
- No demand for additional housing and retail units;
- Ground contamination and air pollution would need to be carefully monitored.

Support:

- New commercial units would be a positive addition to the local business community;
- Increase footfall in area would make a huge benefit to local traders;
- Proposal would provide much needed homes to the community;
- Give new lease of life to unattractive and underused brownfield site;
- High quality design that would enhance the character and appearance of the High Street;
- Currently buildings are vacant and extremely run down in its appearance;

- Basement parking would ensure that no parking pressure is placed the Hill High Street.

Observations:

- Support the removal of existing office building;
 - Concern that local residents could expect further traffic disruption and loss of Holly Road Bus stop;
 - Uncertainty regarding waste and refuse arrangements;
 - Suggestion that entrance be wide enough to allow two cars to pass and/or an additional entrance added.
39. **Historic England (Archaeology):** Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.
40. **Environments Agency (EA):** no objection to the proposed development, provided conditions relating to contamination, no drainage of surface water, details of piling.
41. **Internal Council Consultees:**
42. **Ecology:** No objections subject to conditions requesting details of lighting, planting specs and maintenance plans, green roofs and ecological enhancements.
43. **Trees:** No objection subject to condition of the landscape scheme as per Bradley-Hole Schoenaich Landscape Design statement.
44. Additionally, a CAVAT (Capital Asset Value for Amenity Trees) was calculated for the 7 medium sized trees being removed from site, namely; T1, T2, T3, T4, T6, and T7. Given the provision of 9 small trees and one medium tree within the site, the replacement provision has been partly provided. A request for £9824 (third of the total tree cost) is therefore suggested reasonable to enable additional new tree planting within the surrounding streets and Hampton Hill ward.
45. **Environmental Health (Contamination):** Council records and the Phase 1 report submitted, shows the site and the surrounding area has been subject to a number of potentially contaminative land uses including a builder's yard, unspecified works and a smithy. However, I am satisfied with the conclusions of the report on the basis that all made ground will removed from the site as a result of the basement excavation, as such the risks to end users will be minimal.
46. Suggested that an amended form of the standard contaminated land condition is attached requiring a remediation validation report to be submitted to the Council for approval prior to first occupation.
47. **Environmental Health (Air Quality):** No principal objections to the proposed development subject to air quality mitigation and control conditions being implemented.
48. **Lead Local Flood Authority (Surface Water Drainage):** The surface water outfall will be attenuated as required. The proposed connection to the foul sewer includes a non-return valve, so is acceptable. Thames Water has given approval to that proposal, therefore no objections are raised.
49. **Waste and Refuse:** No objections. Ground floor holding area could be slightly undersized, however a chargeable twice weekly waste collection (waste only) could half the number

of waste bins need to be presented on collection day and would therefore alleviate this concern.

50. Independent Specialist Consultants:

51. Climate Integrated Solutions (CIS): Policy Interpretation & Building Regulations: The report correctly shows a target reduction in emissions of 35% on current Building Regulations for domestic and non-domestic uses. Zero carbon offset payment calculated to £60,663

52. (33.7x30x60).

53. Energy Modelling: SAP calculations provided for all units modelled and for each stage of the energy hierarchy. SBEM calculations have been carried out for the non-domestic areas. BRUKL output documents have been provided.

54. Energy and CO2: The baseline emission is 54.2 tonnes CO2/annum (Domestic) and 29.5 tonnes CO2/annum (Non-domestic). After the 3 stages of the energy hierarchy the scheme would achieve a 37.8% reduction in emissions for the domestic areas (emission of 33.7 tonnes CO2/annum), and a 37.3% reduction in emissions for the non-domestic areas (emission of 18.5 tonnes CO2/annum).

55. Energy Efficiency Measures (Be Lean): Site wide emissions are reduced to 68.5tonnes/yr at this stage (18.2% reduction).

56. Energy Supply (Be Clean): No planned or existing district heat networks near the development. Due to the size of the development CHP is not suitable; the heat demand is too low. A communal heating system will be provided for all flats. Details provided to show how the development will be future proofed to allow for a district heat network connection should one become available. Site wide emissions are reduced to 65.6tonnes/yr at this stage. A 4.2% reduction.

57. Renewable Energy (Be Green): Solar PV and ASHP's have been found to be suitable, with 32kWp of integrated solar PV panels recommended. Details of the PV orientation and pitch have not been provided, but would be confirmed at technical design stage (condition recommended). ASHP's will be used to provide cooling only to the top floor flats.

58. Site wide emissions are reduced to 51.6 tonnes/yr at this stage (21.3% reduction), which exceeds the target of a 20% reduction through renewable technologies.

59. Overheating: Mechanical ventilation will be fitted in dwellings to allow for free cooling, glazing in places will be specified to reduce solar gains. It is expected that the fit-out contractor for non-domestic areas will assess. Sufficient, given the small scale of the non-domestic element of development.

60. BREEAM: A detailed BREEAM Shell & Core New Construction 2014 pre-assessment has been submitted, demonstrating how an 'Excellent' rating will be achieved (condition required).

61. Home Quality Mark: A Home Quality Mark pre-assessment has been provided. Although London Borough of Richmond upon Thames cannot require this following the Housing Standards review, this welcome and encouraged. Overall a 4 star rating has been achieved.

62. Residential Water Use:

63. Details of the proposed fittings capacities and flow rates have been included in the

64. Sustainability Statement. A maximum internal water use of 105L/person/day will be targeted.
65. Living Roof: Further details of green roof should be conditioned and reviewed by a biodiversity officer.
66. Sustainable Construction Checklist (SCC): A completed copy of the Sustainable Construction Checklist has been included in the Sustainability Statement. A score of 71 has been achieved for the development as a whole. This results in an A+ rating for the domestic areas and an A rating for the non-domestic.
67. **Bespoke Property Consultants (BPC) (Independent development viability assessors):**
68. The applicant's appraisal (produced by Turner Morum) has been reviewed. BPC applied the GLA Toolkit appraisal model as part of their assessment. Whilst the appraisal model used by Turner Morum (TM) is their own model, it has been considered acceptable.
69. The applicant's assumptions can be considered reasonable, however the estimated costs are lower (following the review of the cost plan by Silver DCC) and the overall the values of the units are higher (values for flats being lower and the values of the houses being higher) than indicated in the TM appraisal. These results in a Residual Land Value that is higher than indicated in the TM appraisal.
70. TM appraisal based their assumption of Benchmark Land Value upon a residual valuation of the extant PD scheme for the existing building. They have also made an allowance for the site value at the rear which accommodates six houses in the proposed scheme. However, having consulted the DM officer dealing with the application we are informed that it is by no means certain that permission would be granted for these houses as an adjunct to the approved PD scheme.
71. Consequentially BPC's calculation of Benchmark Land Value is based on a residual valuation of the PD scheme and allowed a premium of 12.5% to allow for a notional value for the undeveloped land to the rear.
72. BPC's appraisal shows a residual land value which is above the benchmark land value by £157,250.00 and therefore the proposed scheme is viable and could provide an affordable housing contribution up to this amount.
73. Although the TM appraisal shows a deficit their report, it does include an offer of either £135,000 as an affordable housing contribution or the delivery of four apartments as Starter Homes. The Housing White Paper signals the Government's intention to include Starter Homes within the definition of Affordable Housing this has not yet taken place. As such we would recommend acceptance of an affordable housing contribution of £157,000.

Amendments

The scheme has been the subject of revision as follows

- Number of units increased by 2 (2 townhouses close to the east boundary with 73 High Street removed, 4 additional flats proposed);
- Southern Townhouse (T01) reduced in height by 1 storey;
- Townhouse refuse storage building/basement exit height reduced along boundary with 'The Mews';
- Repositioning/enlargement of rear west elevation of the Residential Block (block of flats);

- Reduction in the footprint of basement to remove individual basement garages (vehicle parking increase by 9 spaces, and bicycle parking increase by 14 spaces);
- The position of the goods lift adjusted to enable the safe manoeuvring of the individual bins without obstructing vehicles exiting the basement.
- Obscure glazing added to several windows of side elevations of the Residential Block;
- Lawn area lowered to allow level access for wheelchair users;
- Traffic safety measures incorporated at basement level;
- Planting areas added adjacent to both sides of the entry/exit point along the High Street frontage and visibility splays adjust to show 2.4m x 2.1m;
- White line markings added to separate the entry and exit lanes with a stop-line at the entry/exit point;
- All third floor roof terraces to Townhouses removed and replaced with green roofs;
- SW facing window to flat A303 (third floor flat) removed, replaced with solid roof cladding to match;
- Rear balconies to flats A103, A107, A203 and A207 of the Residential Block removed;
- The applicant has raised the initial affordable housing offer from £135,000 to £380,000.

Re-Consultation (1)

74. Letters were sent to 149 neighbouring properties on 11/09/2017. 10 letters of objections (4 households have previously objected), and 2 letters of support were received, summarised as follows (full comments are available on the Council's website).

Reiteration of earlier objections, and the following additions objections:

- Excavation of a basement would cause noise, vibration and construction traffic;
- Concern over type of potential commercial establishments (parking and congestion problems).

Support:

- Hopefully attract a higher end of retail shops;
- Current parking situation would not be made worse as a result of off-street parking being provided;

Re-Consultation (2)

75. Further round of consultation (letters only sent to properties not originally consulted): Letters were sent to 4 neighbouring properties on 10/11/2017. 0 letters of objections, and 1 letter of support was received, summarised as follows (full comments are available on the Council's website).

Support:

- Removal of unsightly existing buildings;
- Increase in Traffic would be minimal in the context of the local area;
- Proposal would provide much needed homes to the community.

Heads of Terms (Agreed)

76. The following are the agreed heads of terms to be included in the Section 106 legal agreement which would be required should planning permission be granted:

- Contribution of a carbon offset payment of the predicted amount of £60,663.00 (Indexed) in regard to the shortfall in carbon dioxide emissions the proposed development achieves against zero carbon homes policy targets. As-built review will be required to confirm the final amount. To be paid prior to the occupation of development.

- Initial affordable housing contribution payment in the amount of £380,000.00 (Indexed) to be paid prior to the implementation of the permission and put towards off-site affordable housing provision.
- Early stage viability review (affordable housing), to be triggered only when the permission has not been implemented within two years of the date of the permission (for avoidance of doubt this will be the date of the section 106 agreement) or as agreed in writing with the Local Planning Authority (LPA). If the permission has been implemented within two years of the date of the permission, the review will not be triggered. The affordable housing contribution arising from this review will become due prior to the implementation of the permission and put towards off-site affordable housing provision.
- Late stage viability review (affordable housing), to be triggered upon the completion of sale or occupation of 31 of the residential unit approved (75 percent), or such alternative trigger agreed by the LPA. The affordable housing contribution arising from this review will become due prior to the occupation of all the residential units and put towards off-site affordable housing provision.
- CAVAT payment in the amount of £9,824 (Indexed) to fund new tree planting within the surrounding streets of the Fulwell and Hampton Hill Ward. To be paid prior to first occupation of any residential unit;
- Prior to the commencement of development above ground level (save for works of demolition and site clearance), the developer shall conclude a Section 278 Highways Agreement with the Council in respect of the necessary Council Highway Works to the High Street to facilitate the development including paving in matching materials the existing crossover which is to be closed, the formation of the new crossover and reconstruction of the footway (if necessary). The Council Highway Works are to be undertaken by the Owner at its expense pursuant to the Section 278 Agreement, or The Owner and the Council may agree that the Council will carry out the Council Highway Works instead pursuant to the Council Section 278 Agreement and the Owner to pay the Council Highway Works sum to the Council on or before the implementation of the permission.
- Agreement to exclude residents from being eligible to apply for parking permits in the event of the creation of a future controlled parking zone (unless registered disabled).
- Public Access Agreement to secure unrestricted public access (pedestrian and cyclist) at no charge throughout the public courtyard.
- A monitoring fee in the amount of £11,500.00 in accordance with paragraph 7.8 (Project Management, Monitoring and other Costs) of the Planning Obligations SPD. The Monitoring fee is considered necessary due to the number and range of obligations within the S106 Agreement that require compliance checks and monitoring. To be paid prior to the commencement of development.

Professional Comments

77. 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.

78. The main considerations material to the assessment of this application have been summarised as follows:

- Principle of development (Land use),
- Financial viability and affordable housing,
- Design, external appearance and height,
- Impact heritage assets (both designated and non-designated)
- Density
- Housing mix, standard of accommodation and play space
- Impact on Neighbours
- Highways and Transportation
- Sustainability and Energy
- Flood Risk
- Arboriculture
- Biodiversity and trees;
- Contamination
- Waste Management
- Archaeology
- Construction/Basement
- Statement of Community Involvement

Principle of Development (Land Use)

Loss of Employment

79. Policy DM EM2 of the Development Management Plan (2011) seeks to retain land, sites and buildings which were last used for employment purposes, in employment use. It only permits alternative uses where there is satisfactory evidence of a full and proper marketing exercise of the site (at realistic prices, completed over a minimum of two years) and a sequential approach to the site development which prioritises employment based redevelopment, followed by a mixed-use or other alternative employment creating uses; or the site has exceptionally severe restrictions. Proposals for mixed use schemes must maintain/improve the amount of employment floorspace on site and maximise the amount of affordable housing provided as part of the mix.
80. If the these steps have been applied and the Council accepts the retention of the site for employment use is not practicable and proposals for alternative employment generating uses are also not appropriate following marketing, then exceptionally the Council may permit residential development which maximises affordable housing above the normal requirements set out in Policy CP15 of the Core Strategy (2009) (taking viability into account).
81. Policy LP41 of the emerging Local Plan clearly sets out that there is a presumption against the loss of office floorspace in all parts of the borough. Any loss will only be permitted where robust and compelling evidence is provided to clearly demonstrate that there isn't demand for an office based use in the locality; and then a sequential approach which prioritises alternative employment uses is then applied.
82. The evidence base which informs Policy LP41 of the emerging Local Plan highlights the important role that existing office space plays in continuing to provide choice for small and medium sized firms within the borough. The Greater London Authority's Updated London Office Policy Review (June 2017) reinforces the borough's need to very carefully manage its pressured supply of office stock. This study identifies jobs growth for the borough over the London Plan period as being 6,900 jobs requiring 78,100sq.m of new floorspace. LBRuT's Employment Sites & Premises Report Stage 1 (2016) identified a need for 120,000 sq.m of office space, fuelled by the need for jobs related floorspace

growth (an additional 3,100 jobs to 2033) and the need to compensate for floorspace losses, the majority of which relate to Permitted Development Rights changes to residential. Paragraph 4.6 advocates that with demand growing and supply tightening, clearly the Council's policy approach of strong protection and encouragement of new office space is justified and indeed is an absolute requirement if the borough is to continue to offer local employment to residents and opportunity to business.

83. The applicant has provided detailed marketing report for the site, prepared by Bonsors. The report shows that the southern part of the site (63 - 65 High Street) had been marketed between 2009 and 2014; and then the entire site from 2014 until February 2015, when the decision was made to sell the property. The report concludes that despite the flexibility offered in terms of, layout, term and rent, there was little to no interest in the property.
84. Whilst it is accepted that the site has been marketed for a significant length of time and at realistic prices, the evidence base which informs Policy LP41 of the emerging Local Plan clearly suggests the market has changed since 2015. As the marketing for the site ceased in early 2015, the LPA does not consider that a full and proper marketing exercise has occurred. Furthermore a sequential approach to redevelopment of the site has not been undertaken. As a result, it is considered that insufficient evidence has been provided to demonstrate that continued use for employment purposes would be unviable. Additionally, the provision of 228 sq.m of employment generating space (reduction of approx. 1505 sq.m of employment floor space), would not fully addresses the policy requirements for maintaining and improving employment floor space.
85. In the absence of robust and compelling evidence to satisfy the criteria set out in Policies LP41 of the emerging Local Plan and DM EM 2 of the Development Management Plan (2011), and due to the under provision of replacement employment floor space; the proposal would result in the unacceptable loss of employment space and would conflict with the policy objectives of securing the long term future of office sites in the borough.

Prior Approval (Fall-Back Position)

86. Prior approval has been given on 20th October 2016, by way of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO), for the change of use of the existing B1 office accommodation on this site to provide 23, C3 residential dwellings. The 3 existing self-contained flats on the second floor of 63-65 High Street would be retained and incorporated into the new development.
87. As part of the determination process, a test would therefore be required to determine whether or not the change of use under permitted development (prior approval) represents a realistic fall-back position for the applicant to adopt should planning permission not be forthcoming. If considered to be a fall-back position, a further consideration should be made as to what weight should be given to the prior approval.
88. A detailed appraisal analysis (residual appraisal) of the prior approval scheme has been submitted as part of the applicant's viability assessment. This included market revenue advice and a bespoke cost plan. The appraisal clearly demonstrated that the prior approval scheme would enhance the value of the property, when compared to the existing office use, and would allow a good profit. The applicant is therefore unlikely to let the prior approval fall away.
89. A requirement set out in Schedule 2, Part 3, Class O of the GPDO is that the development shall be completed within a period of 3 years starting with the prior approval date, being completed by 20th October 2019. Prior to commencing development, the

applicant would need discharge several conditions. The outstanding conditions are however not considered to be exceptionally complicated and so it is likely that all the conditions could be discharged in a timely manner. The applicant has further confirmed that a construction period of 12 months is required. It is therefore considered that it is very likely that the prior approval scheme could be completed by 20th October 2019.

90. The statement made by the Housing and Planning Minister on the 13 October 2015, clearly highlights the importance which the government attaches to means of boosting the supply of new housing. In light of this statement, it is unlikely that future changes would be made to the GPDO to remove or restrict permitted rights for the change of use from offices to residential. As a result, the further opportunity to seek a new prior approval would remain, in the unlikely event that the current prior approval is not implemented. This property is not currently covered by an article 4 direction which restricts the permitted change of use from offices to residential.
91. For these reasons, the opportunity to change the use of the premises under the existing extant prior approval is a clear and realistic fall-back position. In light of this; it is very likely that a change of use would therefore occur regardless of the outcome of the current planning application, and so the use of the existing buildings for employment purposes would cease in any event. The fall-back position is therefore a material consideration of substantial weight.
92. In contrast to the fall-back position, the current proposal affords the opportunity for the comprehensive redevelopment of the site, that would see the welcome redevelopment and replacement of the existing vacant building (of no historic or architectural merit), with a vibrant mixed use development comprising high quality design, greater contribution towards the borough's housing targets, a new public space, and a maximum affordable housing contribution (developer agreed to reduce the contingency in the cost plan to allow for of additional contributions).
93. When balancing the availability fall-back position against the additional benefits that the current proposal would secure and the general compliance with other relevant policies of the development plan, the harm caused by reason of loss of loss of employment space is clearly outweighed by merits of the proposal. Accordingly, special circumstances exist to justify the departure from Policies LP41 of the Development Management Plan (2011) and DM EM 2 of the emerging Local Plan and sufficient to warrant a grant of planning permission.

Mixed Uses (Residential and Commercial)

94. The site is located within the Hampton Hill local centre and identified as a Mixed Use Area. Policies DM TC 2 of the Development Management Plan (2011) and LP25 of the emerging Local Plan identifies that a combination of residential, retail, office, leisure and entertainment uses (mixed uses) could be suitable in Mixed Use Areas, provided the use does not adversely impact on the vitality and viability of the centre, or another centre. Further consideration should be given to centre's role and any development should of a scale appropriate to the size and function of the centre. In particular, proposals for A1 uses (retail) uses should include, where appropriate, units of a size suitable for modern retail needs whilst retaining sufficient traditional smaller units that add to the local character and which are important to local businesses.
95. In this instance a suitable uses should primarily serve the needs of the local community. These policies further recognise that where appropriate, residential development could contribute to the overall health of centres and help to meet the Borough's housing target.

96. Chapter 6 of the National Planning Policy Framework (NPPF) encourages local planning authorities to 'boost significantly the supply of housing' to 'deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities'. Encouragement for the delivery of new housing is also expressed within Policy 3.3 of the London Plan (2016) and Policies CP1 and CP14 of the Council's Core Strategy seeks to maximise the effective use of land.
97. The Hampton Hill Village Planning Guidance SPD identifies the High Street as a largely residential area with a commercial character that supports a wide variety of building uses, including houses, flats, cottages, a church, several public houses, restaurants, newsagents, and specialist shops. It is noted that a large proportion of the flats are found on the upper levels of the buildings along the high street, above ground floor commercial units. The introduction of residential use to this site at upper levels and to the rear of the site, along with the 2 new ground level commercial units fronting the High Street, would be in keeping with the general character of the area. Residential use would further add to the vitality and viability of the mixed use area, and contribute towards the borough's housing targets.
98. The proposed layout would also include two ground floor commercial units that would front the High Street and public courtyard. Unit 1 to be used A1 (non-food retail) and Unit 2 to be used as either A1 (non-food retail) or A1/A3 (coffee shop) or B1 (offices) or D1 (non-residential education and training centre). The range of uses proposed is considered appropriate for an area of mixed use and therefore acceptable in policy terms.
99. The provision of smaller individual units, at 110sq.m and 118sq.m respectively, would be of a scale that would be in keeping with the existing commercial units on the High Street, which are generally small in nature and largely occupied by independent traders. Due to the small scale of these proposed units, they would most likely serve local workers or residents in the immediate area and so would not compete with or undermine the core function of the centre. The applicant has expressed willingness to engage with the local community to help identify the most suitable end user for the commercial units.
100. The allocation of flexible uses to unit 2 would provide greater flexibility in terms of the potential occupiers the scheme could attract. This approach should facilitate the quicker occupation of the unit, and bring it into an active economic use as soon as possible. The opportunity to occupy these units as quick as possible would be seen as a sizeable benefit to the local economy. It should be further noted that granting permission for a flexible use would allow changes between the classes for a period of 10 years - permitted by Class V of Part 3 of the Town and Country Planning (General Permitted Development) Order 2015.
101. Overall the it is considered that the proposed residential led mixed use scheme would facilitate the welcome redevelopment of the existing vacant site, which in-turn would add to the liveliness of the high street by providing an new active frontage at ground floor level and evening presence on the upper floors. The principal of the introduction of a mixed use scheme at this site is considered acceptable and in accordance with Policies CP1 and CP14 of the Core Strategy (2009), DM TC 2 of the Development Management Plan (2011) and LP25 of the emerging Local Plan.

Financial Viability and Affordable Housing

102. Policy CP15 of the Core Strategy (2009) and Policy LP 36 of the emerging Local Plan expects the provision of a range of housing to meet the needs of all households), with a tenure split of 80% (social) rent and 20% intermediate housing. Policy DM EM2 of the Development Management Plan (2011) states that where employment land is permitted

to be used for a residential use, this should be in the form of on-site affordable housing in line with CP15.

103. DM H06 of the Development Management Plan (2011) and LP 36 of the emerging Local Plan sets out that the Council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to the strategic borough-wide target and the individual circumstances of the site, in accordance with Policy CP15. The provision of affordable housing should be discussed with the Council's Housing Development Manager and Registered Providers who are interested in exploring opportunities and maximising funding opportunities. These discussions are required to show how comments raised by a Registered Provider have been addressed including an opportunity to influence the proposed tenure, size of units and design to address local priorities, and explore funding options to maximise provision.
104. Where affordable housing contributions are restricted due to economic viability, developers are required to provide a development appraisal to demonstrate that schemes are maximising affordable housing. The developer will be required to underwrite the costs of a Council commissioned economic viability assessment. The Council will rigorously evaluate such appraisals. Any financial contributions will be secured via a Planning Obligation.
105. In simple terms, the viability assessment process comprises a comparison of the residual land value (RLV) for the proposed development against an appropriate benchmark value (BV) for the existing site or property. Development convention and guidance on assessing the viability of schemes states that where a development proposal generates a RLV which is greater than the appropriate BV, it is deemed financially viable and therefore likely to proceed. Conversely, if the RLV is lower than the BV, it is deemed financially unviable. This is based on the accepted assumption that a developer would always seek to bring forward the highest value scheme. The viability assessment process is undertaken to establish the appropriate level of planning obligations and maximum level of affordable housing in the instance where a policy compliant level is considered to be economically unviable.
106. A Viability Assessment Report by Turner Morum (TM) has been submitted as part of the application. The report highlights that the proposal cannot viably support any on-site affordable housing or can an equivalent commuted sum payment. Furthermore, the Viability Assessment Report has suggested that affordable units on this site cannot be supported due to the requirement of separate service provisions, high service charge anticipated for a scheme of size and Registered Providers (RP) not interested in acquiring small numbers of affordable units. The applicant has provided evidence of discussions with Richmond Housing Partnership Limited (RHP). RHP has confirmed that they would not be interested in acquiring starter homes and that 2-3 affordable units on the site is just too small to be considered. They did however express interest in acquiring units on the site, were the provision increased to 6 shared ownership units. The Viability Assessment Report concludes that a commercial decision has been taken to precede at sub-norm profit levels and to include four units to be made available as Starter home units. It states as an alternative to the incorporation of the four starter home units, an equivalent commuted sum payment of £135,527 is offered.
107. With regards to the LPA's concerns and position on Starter Homes, the emerging Local Plan sets out at paragraph 9.3.13 *"The Housing and Planning Act 2016 introduced a duty on local planning authorities to promote Starter Homes and proposed changes to the NPPF are likely to include Starter Homes within the definition of affordable housing. In large parts of the borough homes at 80% of the market price are unlikely to be below*

the indicated threshold of £450,000 (at 80% of market value) applicable to Greater London and therefore undeliverable. Furthermore, Starter Homes at 80% of market price would not be affordable for low income households in the borough. An approach to Starter Homes in London needs to take account of affordability and viability. Further details are awaited from Government. The local evidence from the Richmond Housing Register is that the income and/or deposit needed to access a Starter Home would render it unaffordable for the vast majority of people with an interest in securing low cost home ownership housing. Low cost home ownership options would only be acceptable as part of a mix with rented affordable homes, having regard to local needs and involvement of Registered Providers to secure products in perpetuity."

108. The Government's Housing White Paper 2017 marked a shift in the Government's housing policy from a strong focus on starter homes, to delivering a wider range of affordable housing; it set out Government has decided not to implement a statutory starter homes requirement. Therefore, the LPA does not accept that the Starter Homes offered to comprise an affordable housing product in accordance with Policies CP15 of the Development Management Plan (2011) and LP 36 of the emerging Local Plan.
109. The Viability Assessment Report by TM has been reviewed by independent property consultants Bespoke Property Consultants (BPC), acting on behalf of the Council. BPC's review of the viability assessment found most of the inputs and assumptions used by TM to be reasonable. However, BPC identified both a higher BLV and RLV. The increased RLV is down to an identified reduction in the build costs and the overall increase in the values of the units (values for flats being lower and the values of the houses being higher). Based on those assumptions, BPC identified a surplus of £157,250, meaning the scheme is viable and could provide an affordable housing contribution up to this amount. In light of the LPA's stance on Starter homes, BPC recommended the acceptance of an affordable housing contribution of £157,000.
110. The Council's Housing Development Manager has suggested that there may be the potential to provide Housing Capital Grant Funding for additional affordable rented units for up to £250,000. The applicant therefore undertook a further review with the inclusion of the Housing Capital Grant Funding and two onsite affordable rented units. This further viability review showed the scheme to be economically unviable. The LPA, accepts this assumption.
111. Following this, the applicant reviewed their build cost plan and agreed to reduce the build cost contingency from 5% down to 2.5%. This would amount to a reduction in costs of c.£245,000. The applicant has agreed to add this saving to their initial offer, so increasing the affordable housing contribution to £380,000.00. It is acknowledged that in reducing the build cost contingency, the applicant has increased their own viability risk. This demonstrates the willingness of the applicant to maximise affordable housing, which is welcomed. It is recommended that the initial affordable housing contribution payment should be made prior to commencement of development with the terms set out and secured in the S106 legal agreement.
112. To address economic uncertainties which may arise over the lifetime of a development proposal (acknowledging the potential for significant changes in values in the housing market), and to maximise affordable housing delivery in the longer term, it would be necessary to impose a late stage viability review. The late stage viability review will be secured via a section 106 legal agreement, and be applied once 31 of the residential units are sold. The benefit of this approach is that the reappraisal is based on real values achieved and costs incurred. The outcome of this review will be a financial contribution towards off-site affordable housing provision, paid over and above the initial affordable housing contribution.

113. To further incentivise the early delivery of the scheme, an early stage viability review is also proposed. This review will only be required in the event that the permission has not been implemented within two years of the date of the permission. As pre the late stage viability review, the outcome of this review will be a financial contribution towards off-site affordable housing provision, paid over and above the initial affordable housing contribution.
114. Based on the outcome of the independent assessment by BPC, the LPA is satisfied that the proposed scheme, with the inclusion of a £380,000 affordable housing contribution payment and both an early and late stage viability review mechanism, represents the best viable option for the site and the maximum reasonable contribution to affordable housing would be achieved. The proposal would therefore accord with the objectives of Policy CP15 of the Core Strategy (2009) and DM H06 of the Development Management Plan (2011) and LP 36 of the emerging Local Plan. Review mechanisms would provide a reappraisal mechanism to ensure that maximum public benefit is secured over the period of a development and is supported by the Mayor's Affordable Housing & Viability SPG.

Design

115. The NPPF attaches great importance to the design of the built environment and good design is a key aspect of sustainable development. New developments are encouraged to respond to local character and history and reflect the identity of local surroundings and materials. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.
116. Policy CP7 of the Core Strategy (2009) seeks to maintain and improve the local environment by protecting buildings of high quality and historic interest from inappropriate development. Policy DM DC1 the Development Management Plan (2011) and LP 01 of the emerging Local Plan of the publication states that new development must be of a high architectural and urban design quality. Development must be inclusive, respect local and contribute positively, to its surroundings based on a thorough understanding of the site and its context. LP 02 of the emerging Local Plan expands on this by explicitly requiring new buildings to respect and strengthen the setting of the borough's townscapes and landscapes, through appropriate building heights.
117. Policy DM DC 3 the Development Management Plan (2011) states that Taller Buildings will be inappropriate in all areas of the borough except the identified areas within Twickenham and Richmond. Further clarification regarding the definition of tall buildings is provided in the supporting text to Policy CP7 of the Core Strategy (2009) and LP2 the emerging Local Plan, which indicates a tall building is defined as being substantially taller than their surroundings or causes a significant change to the skyline and 'taller' buildings are defined as those being significantly taller than the neighbouring buildings, but less than 18 metres in height (below six storeys). This definition is supported by Policy 7.7 of the London Plan.

Height, Massing and Layout

118. The existing 1970's buildings are of no historic or architectural merit, and with its stark ground floor (excessive use of one-way glass) and disproportionate setback from the pavement (67-71 High Street), it lacks any natural surveillance or activity. The buildings have an untidy appearance, which offers no positive frontage to the existing streetscape and an unwelcoming environment for pedestrians. The demolition of the existing building

would offer an opportunity for the comprehensive redevelopment of the site, and the chance to enhance the appearance of this centre location, whilst at the same time maximising the use of this brownfield site, in accordance with the objectives of the NPPF.

119. The Hampton Hill Village Planning Guidance SPD identifies the general character of the High Street as comprising of a range of land uses (predominantly commercial and residential), with predominant building heights of two-storeys and the roof-scape characterised by mostly shallow pitched roofs. There are however several buildings (or groups of buildings) within the High Street which are taller than the predominant height and/or feature accommodation at roof level, that give the impression of additional upper floors of accommodation. Consequently it would be inappropriate to ignore the contribution which these buildings make to the character of the wider area. Additionally, it would be incorrect to simply replicate a two-storey development which is the dominant character of the area, as this would clearly fail to optimise the development potential of the site.
120. Although larger than the existing buildings it would replace, and taller than the neighbouring properties; the faceted and angled design of the roof (upper floor), together with its setback from the sides and corners of the building, would allow for the development to be visually read as a two and three-storey building when viewed from the High Street. The distance between the frontage buildings and the neighbouring properties, together with stepped down scale to the north would create visual separation and successfully link the smaller scale of two-storey semi-detached property to the north to the larger scale of the three-storey terrace to the South. This would ensure that the height of the proposed frontage building would not appear over dominant and fit comfortably within the rhythm of the streetscene. The visual impact of the proposal has been illustrated through computer visualisations, clearly demonstrates that the buildings would contribute positively to the streetscape of the area.
121. For the above reasons, the proposal cannot be described being substantially taller than the surroundings or cause a significant change to the skyline, and so would not meet the criteria for a tall and larger buildings. The proposal would therefore not conflict with Policy DM DC3 of the DMP (2011), which indicates that taller buildings would be inappropriate in this location.
122. The proposed frontage building is modulated through the use of recessed features (roof terraces, metal panels, sliding screens, doors and windows), and stepped frontages (creating the appearance of separate buildings). These design features would help break up the overall scale and massing of the building, and give the buildings a distinctive rhythm and vertical emphasis which is found in the wider context.
123. By realigning the front building line to follow the historic grain of the frontage along the High Street, the new building would have a better engagement with the street. In addition to this, the proposed glazed frontages would not only create a new active frontage, but also provide a high degree of passive surveillance to improve public safety and security. The streetscape and general public realm would be significantly enhanced.
124. The proposed Townhouses at the rear of the site, at three-storeys (top floor in roof space), would be lower than the proposed frontage building and no higher than the existing buildings along the High Street. Furthermore, these buildings would be of a similar scale to the recently completed row of 4, three-storey townhouse/mews houses adjoining the site to the north (approved in 2015). As such, it is considered that these buildings would maintain a more intimate scale, which would be appropriate for its back-land setting. This part of the development would not be readily visible from the street.

125. The scheme would introduce two new courtyard spaces to the site, each with their own distinctive character. The outer courtyard would comprise of a new public space with fixed seating and a single tree growing out of a hard paved surface. This space would provide respite from the busy High Street and important amenity spaces for local residents of the surrounding area. Having the entrances to the flats off the public courtyard, and extending the proposed retail frontages along the edges of the courtyard would help enlivened and animate the space. The enclosed nature of public courtyard would further ensure that it is protected from wind, traffic and noise. The generous opening to the High Street would provide high visibility to the courtyard.
126. The inner space will have more of a quieter domestic garden character, and comprise two lawned areas, multi-stem trees and planting. The High Street and the two courtyard spaces would be unified through the use of simple paved surfaces to provide an attractive, coordinated and uncluttered appearance. A detailed landscape design has been submitted as part of the applicant and would be secured by a condition.

Materials and Appearance

127. Whilst the scale form, and vertical rhythm of the buildings takes keys from the surrounding area, the architecture has been carefully considered with the aim of not mimicking any of the current architectural styles of the area but rather providing a high quality contemporary design response appropriate to its location. Furthermore, the visual appearance of the proposed individual buildings (frontage building and Townhouses) has been designed so that each has its own identity, whilst maintaining an element of comparison and cohesion across the site.
128. The relatively understated design, with a simple repetitive treatment to the elevations would contribute to a distinctive rhythm and texture of the facades of the buildings in close views, whilst the sculpted roof form would add visual interest to longer views. The interplay of light on the angled roof surface would create slight variation in the buildings appearance from different viewpoints and throughout different times of the day as the light falling on the building changes.
129. The use of high quality stock brick within the proposed modern building would complement the surrounding more traditional stock brick, providing a unifying feature. The proposal would also take cues from several other familiar design features within the local area. These include the use of deep window reveals, which are considered to be a welcome contemporary interpretation of traditional windows of the Victorian properties along the High Street; the introduction of proposed return windows to the corners of the southern frontage building, which is an interesting reference to the 2-storey corner bay of 61 High Street; and its distinctive vertical emphasis. The sculptured roof would also be considered to be a modern take of a mansard style roof, which responds to the variety of roofs in the wider context. Further large scale details of the window reveals will be secured by a condition.
130. It is acknowledged that the warm brown copper finish of the proposed roof would contribute to the unique character of the proposed building and suitably blend in with the surrounding buildings and the local area. However, when copper oxidises over time and gradually develop a blue-green patina, it may appear unduly prominent and at odds within the street scene. It is therefore suggested that the applicant considers an alternative product.
131. A comprehensive schedule of materials has been submitted as part of the application; however to ensure that the appropriate roofing material is chosen and the overall development achieves design excellence, a condition requesting the submission of further details and samples of all materials proposed is required.

132. The overall height, scale and mass, whilst larger than neighbouring properties, would appropriately address the wider context and be an appropriate scale for the size of the appeal site without being overly dominant. The design, fenestration and palette of materials would relate well to the form, proportion and composition of surrounding buildings, would make a positive contribution to the local area and would address local distinctiveness. The proposed development would therefore accord with Policies CP7 of the Core Strategy (2009), DM DC1 the DMP 2011 and LP 01 and LP 02 of the emerging Local Plan of the publication. The proposal would also accord with the aims of the National Planning Policy Framework in relation to design.

Impact Heritage Assets (both designated and non-designated)

133. In assessing the impact of the development on listed buildings and any buildings or other land within a conservation area, the Local Planning Authority must consider the tests set out in section 66(1) and 72(1) of the Planning (Listed Building and Conservation Areas) 1990 Act. Under this legislation, the Local Planning Authority (LPA) must have special regard to preserving the listed building or its setting or any historic features of the listed building possesses and the desirability of preserving or enhancing the character or appearance of the conservation area. The tests as set out above are also encapsulated in policies DM HD 1, DM HD 2 of the DMP (2011) and LP3 of the emerging Local Plan (Publication Version 2017), where applications should only be granted where they conserve, and where appropriate, enhance the significance, appearance, character and setting of the heritage asset and the surrounding historic environment. Paragraph 129 of the NPPF also sets out that the LPA should identify and assess the particular significance of any heritage asset (including its setting), and take this assessment into account when considering the impact of the proposal on the heritage asset.

134. Policy DM HD3 of the DMP (2011) and Policy LP 4 of the emerging Local Plan seeks to preserve, and where possible enhance, the significance, character and setting of non-designated heritage assets, including Buildings of Townscape Merit (BTM) memorials, particularly war memorials, and other local historic features.

135. By virtue of the scale of the development and fact that the proposal would introduce a new built element to the High Street, it is considered that the proposal would have an impact of several heritage assets.

136. The proposed development would be visible in the middle and far distance setting of Bushy Park (Grade I registered Historic Park and Gardens) and within the middle setting of the Grade II listed Brick boundary walls, enclosing Bushy Park. However, the submitted CGI of proposed scheme when viewed from Bushy Park (see below) demonstrates that the overall change to the skyline would be small. The impact would therefore be considered negligible.



Figure 5 - CGI of proposed scheme from Bushy Park

137. As highlighted in the design section above, the existing building is of no historic or architectural merit, and at best makes a neutral contribution to the character and appearance of the High Street Hampton Hill Conservation Area. Subject to a suitable replacement scheme being implemented following any demolition, the loss of the building would be acceptable in principal. Notwithstanding this, it would not be considered appropriate for the site to be left completely vacant (cleared of all buildings) or comprising of demolition rubble for a long period of time. The long term creation of a 'gap' site would make no positive contribution to, or indeed detract from, the character or appearance of the area. So to ensure that the visual amenities of the area are safeguarded and that premature demolition does not take place, a condition is recommended that no demolition takes place before a contract for the carrying out of works of redevelopment has been made and approved by the LPA.
138. The height, bulk, scale and modern design the proposed buildings, incorporating contemporary interpretations of traditional features found in the local area, are considered to be acceptable. When compared with the long term vacant buildings, the proposal would make a significant contribution towards improving the character and appearance of the High Street Hampton Hill Conservation Area.
139. When considering the impact on the adjacent and nearby BTMs, It is acknowledged that their character and significance are best appreciated in close views. As the proposal would not appear over dominant and fit comfortably within the rhythm of the streetscene, there would be limited impact on the appreciation of these buildings. As a result the impact on the setting of the non-designated assets is judged to be negligible. There are concerns over the potential impact the construction of the basement may have on the structural stability of adjacent and nearby BTMs. However, the submitted a basement impact assessment has recommended that movement monitoring of all surrounding buildings will occur during the basement construction. This regular surveying of all surrounding buildings would be ensure that the trigger limits of movement are not exceeded, thereby safeguarding the structural stability of the buildings. A condition is recommended that the further details are submitted in relation to the monitoring regime,

to establish frequency of surveying intervals and to determine and agree acceptable trigger limits of movement to protect neighbouring properties.

140. Considerable importance and weight has been given to the desirability of preserving the setting of the listed buildings and the desirability of preserving or enhancing the character/appearance of the conservation areas. In summary, the proposal would not harm the setting of any of the nearby listed buildings/registered parks or non-designate heritage assets and would enhance the character and appearance of the High Street Hampton Hill Conservation Area.

Density

141. The London Plan outlines the need for development proposals to achieve the highest possible intensity of use compatible with local context, the design principles of the compact city and with public transport accessibility.
142. The site has a relatively low Public Transport Accessibility Level (PTAL) of 2 which represents a poor access to services, and its setting can be classified as urban in character. The London Plan density matrix (Table 3.2), therefore, suggests a residential density of between 200 to 450 habitable rooms per hectare, or 70 to 120 dwellings per hectare, for this scheme. The proposed development of 41 units results in a residential density of 162 units/hectare and proposed 447 habitable rooms/hectare.
143. The proposal therefore exceeds the suggested density for units/hectare, but falls within the suggested density for habitable rooms/hectare. It is acknowledged that the density ranges recommended in the London Plan should not be applied mechanistically and it would be more appropriate to assess whether the proposed building fits acceptably onto the site, is of sufficient high quality of design, appropriate to its context, and does not harm local residential amenity.
144. As assessed in the sections above and below, the building would be of a design which is fitting for this location and overall amenity standards of the development are good with a good proportion of dual aspect units, and an acceptable amount of private and communal amenity space. Any harm to the local residential amenity has been found to be within the limit of acceptability due to the site's unusual relationship with the neighbouring properties. As such, in this instance, the marginally higher density is considered acceptable.

Housing Mix, Standard of Accommodation and Play Space

145. Policy DM HO 4 of the DMP (2011) and Policy LP 35 of the emerging Local Plan seeks that development should generally provide family sized accommodation, except within town centres and Areas of Mixed Use and that housing mix should be appropriate to the location. All new housing are required to comply with the Nationally Described Space Standards and appropriate external private and/or communal amenity space is provided to meet the needs generated by the users of the development.
146. Policy LP8 requires that developments will be required to protect the amenity and living conditions of the new occupants of new development. Policy LP10 of the emerging Local Plan Policy requires that the local environmental impacts of all development proposals do not lead to detrimental effects on the health, safety and the amenity of new users or occupiers of the development site.
147. Further to the above, a single bedroom should be at least 7.5sqm and 2.15m wide. A double should be 11.5sqm and 2.75m wide. The London Plan suggests that head height

should be at least 2.3m for a minimum of 75% of the gross internal floor area. The minimum internal space and external space standards are as follows:

Table 2 - Minimum internal space and external space standards:

Unit Type	Net internal Floor Area	External space standards
Studio (1P)	39 sq.m	5 sq.m
One-bedroom (1B2P)	50 sq.m	5 sq.m
Two-bedroom (2B3P)	61 sq.m	6 sq.m
Two-bedroom (2B4P)	70 sq.m	7 sq.m (Flats); 40sq.m (Townhouse)
Three-bedroom (3B6P)	95 sq.m	70 sq.m

148. Core Strategy CP14 Core Strategy (2009) and Policy LP 35 of the emerging Local Plan requires that all new homes should be built to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings' and 10% would be expected to meet Building Regulation Requirement M4 (3) 'wheelchair user dwellings'.

Housing Mix

149. The proposed housing mix would comprise of 46.5% small units (18 one bedroom units and 1 studio), 41.5 % of two bedroom units and 12% three bedroom houses. The proposed mix is considered policy compliant, having regard to the overarching objectives of the LPA to encourage the provision of a higher proportion of small units in areas of mixed use. The provision of two bedroom units and family sized housing (particularly set in the more secluded 'back land' setting to the rear of the site) would contribute to the development of mixed and balanced communities.
150. Overall the development is considered to give an appropriate mix of units across the site.

Quality of the Accommodation

151. The units would have GIA's of between 50sqm for the smallest studio unit and 128sq.m for the largest 3-bedroom 5 person unit. All unit types would comply with nationally described space standards in terms of overall size and bedroom size.
152. The number of dwellings accessed from a single core would not exceed five, and all units would achieve a minimum 2.5 metre floor to ceiling heights to help promote natural ventilation.

External Amenity Space

153. All townhouses would include private amenity space, ranging from 34sq.m - 37sq.m, which would be below the required minimal private external amenity space. 13 of the proposed flats would not include any private amenity space. However, as the proposal is located within a mixed use, area where it is fairly common for residential units not to include any private amenity space), an overall balanced approach to external amenity space is required.
154. The proposal includes a generous communal garden (380 sq.m), that would be sheltered from the busy High Street by the frontage building; easily accessed by all occupants; include high quality landscaping; and receive direct sunlight throughout parts of the day. As a result, this space would be considered a usable, functional, safe, and attractive amenity space for all residents of the development. The site is also within 100m from Bushy Park.
155. Whilst the under provision of private external amenity space is unfortunate, it is considered that due to the mixed use location, the overall shortfall in private amenity

space provision could be made up through the incorporation of a the high quality shared amenity space and the close proximity of Bushy Park.

Privacy, Outlook, Sunlight and Daylight:

156. A minimum distance of 20 metres between habitable rooms within the residential development is generally required for privacy reasons. Where principal windows face a wall that contains no windows or those that are obscured (e.g. Bathrooms), separation distances can be reduced to 13.5 metres. It is however acknowledged that these should be useful yardsticks for visual privacy, but adhering rigidly to these measures can limit the variety of urban spaces and housing types in the city, and can sometimes unnecessarily restrict density.
157. The distance between the windows of the inner flats facing onto the public courtyard of the frontage building would be between 12m and 14m; and the distances between the flats at the rear of the frontage building and the front windows of the Townhouses would be 17.5m. This would be less than the preferred separation distance; however it would not be uncommon for 'courtyard' style developments to experience such mutual overlooking scenarios. Obscured glazing has been introduced to the north-east facing windows at first and second floors where these distances are shorter.
158. At the closest point to the rear of the nearest neighbouring residential properties in The Mews 53 High Street, the south-west facing windows at first, second and third floors would be located 6.0m away. To prevent any undue overlooking, a combination of splayed windows and obscured glazing is incorporated. This would only allow oblique views into parts of the proposed flats along this elevation.
159. At ground floor level, there would be sufficient defensible space between windows of the ground floor flats/ground floor of the Townhouses and the public/private courtyards with the use of gardens and formal clipped boundary planting.
160. 13 units within the residential block would be single aspect, however none would be north facing. All other units would be dual aspect (68% of all the units). All habitable rooms would have access to full height windows, and so a good level of direct sunlight to all of units would be achieved at various times of the day. Overall the layout and orientation of the flats is considered to be acceptable and would offer satisfactory outlook and aspect.
161. It is also worth noting that any future purchaser or occupier of the units would be fully aware of the nature of the current development and would consider this before deciding to whether to purchase.

Inclusive Access

162. All units are designed to be compliant to meet at least Building Regulation requirement Part M4(2) 'accessible and adaptable dwellings', with 4 of the total units designed to be compliant to meet at least Building Regulation requirement M4(3) 'wheelchair user dwellings' (wheelchair accessible or easily adaptable for residents who are wheelchair users). This equates to a 10% provision of 'wheelchair user dwellings'. This provision will be secured through an appropriate condition.
163. The proposal also demonstrate the entrances, circulation space, communal areas, and communal gardens have been designed to take into account a level of inclusive design that exceeds the minimum access requirements of the Building Regulations. Accessible car parking spaces have been allocated in the resident's parking area in the basement with minimum travel distance.

Children Play Space

164. The Mayor's SPG sets out that on-site play provision is only normally sought on sites with an expected child population of ten or more. The population yield calculator estimates that the expected child population of 14 for this development. Based on the London Plan play space SPG, a requirement of 139 sq.m of child play space is required, of which 50 sq.m (being 35% of the total child yield) should be provided onsite and designed for children under the age of five years old.

Table 3 - Child yields for the proposed development

Unit Type	Number	Child Yield	Total
Studio	1	5 sq.m	0
One-bedroom flat	18	5 sq.m	0
Two-bedroom flat	16	6 sq.m	7.84
Two-bedroom house	1	7 sq.m (Flats); 40sq.m (Townhouse)	0.49
Three-bedroom house	5	70 sq.m	5.55
Total	41	-	13.88

165. The applicant has conferred that a dedicated children's play space of 50sq.m, would be earmarked for children under the age of five years old within the communal garden. This play space would be accessible to all residents and would receive a high level of active surveillance by the residents using the communal garden. Due to the generous size of communal garden, the provision of play space would not compromise overall provision of shared amenity space. No details have been provided, and so the submission of further details of the final playspace for children under the age of five years old should be secured via a condition.

166. It is reasonably accepted that due to the close proximity of the application site to the Hampton Hill Recreational Ground (see figure 6), with its fully equipped children's playground, this site could address the playspace needs for the 65% of the children older than five years old who might be resident on site.



Figure 6 - Maximum walking distance from residential unit to play space.

Air Quality

167. The site falls within an air quality Management area (AQMA), with the High Street regarded as a relatively busy road with traffic being the main contributor to the existing high levels of pollutants. A comprehensive and fair Air Quality Assessment has been submitted as part of the application, which has assessed the current air quality at the site, the potential exposure of new sensitive receptors (new occupants) to existing sources of air pollution and the transport emissions benchmark associated with the proposed development.

168. An air quality neutral assessment has been carried out, with several specific receptor points tested. The data demonstrating that the concentrations of particulate matter (PM10 and PM2.5) will remain below the objectives at all existing receptors in 2018 (the likely year of occupation). However, in the case of nitrogen dioxide (NO₂), the annual mean concentrations is above the annual mean objective when measured at the High Street location of the proposed flats on the first floor level, but are below the annual mean objective at all flats above this level.

169. The impacts of local traffic on the air quality for residents living in the first floor of the proposed development would therefore be considered to be 'significant' without mitigation put in place. However, the use mechanical ventilation to supply clean air from the rear or roof of the building to first-floor flat could alleviate this concern. A condition would therefore be imposed which requires the applicant to submit a final scheme for protecting the proposed residential accommodation from external air pollution and to incorporate the appropriate mitigation measures into the final build.

Impact on Neighbours

170. Policy DM DC5 of the DMP (2011) and emerging policy LP8 of the publication version of the Local Plan requires that developments do not cause harm to neighbouring

amenities in terms of daylight/sunlight, outlook, privacy, noise and disturbance. Emerging policy LP10 of the publication version of the Local Plan specifically sets out that local environmental impacts of all development proposals do not lead to detrimental effects on the health, safety and the amenity of existing and new users or occupiers of the development site, or the surrounding land.

171. Replacing the existing buildings with new buildings of a larger height and mass, would inevitably have some impact on the amenities of nearby properties. The residential properties set to be impacted most from the proposed development are listed below:

- Units 1 (A, B C), 2 (A, B C), 3 (A, B C), 4A, 6 (A, B C), and 8 (A, B C), The Mews 53 High Street (adjacent to the south western boundary of the application site),
- 1, 2, 3 and 4 Penny Farthing Mews (adjacent to the north eastern boundary of the application site).

Daylight/Sunlight and Overshadowing

172. The applicant has submitted a detailed sunlight/daylight assessment, has been carried out in accordance with the Building Research Establishment (BRE) Handbook 'Site Layout Planning for Daylight and Sunlight (2011).

173. The assessment applies Vertical Sky Component (VSC) tests which measures the amount of available daylight from the sky received at the centre of a habitable room window (ratio compared to horizontal plane) and also, the amount of direct skylight received inside the corresponding habitable room. The BRE guide states that daylighting may be affected if the VSC calculation is less than 27% and less than 0.8 times its former value.

174. The reductions in daylight for the residential neighbouring properties can be summarised as follows:

175. *No 1 A, The Mews 53 High Street:*

176. Following the change of use from B1 office to C3 residential under permitted development, the ground floor of this building is configured as a two bedroom flat with both bedrooms on the north side facing the development. Reductions to sample points typically met BRE Guide target criteria.

177. *No 1 B The Mews 53 High Street:*

178. Following the change of use from B1 office to C3 residential under permitted development, the first floor of this building is configured as a two bedroom flat with both bedrooms on the north side facing the development. The results show that the resulting VSC calculation for both bedrooms would be less than 27% and less than 0.8 times its former value (0.55 - 0.62).

179. However, some consideration should be given to the particular relationship this property has with the application site. As a result of this unit being converted from an office, under permitted development, it sits less than 2m from the tall boundary wall with the application site and depends on its outlook and daylight over the application site. As a result, even a minor change in the massing on the adjoining site would impact the availability of daylight. It should be noted that the primary kitchen and living area is situated at the front of this flat, and would continue to benefit from uninterrupted sunlight and daylight. Consequential impact on the amenity of this property will be considered reasonable.

180. *No 1 C, The Mews 53 High Street:*

181. Following the change of use from B1 office to C3 residential under permitted development, the second floor of this building is configured as a one bedroom flat with the kitchen/living area on the north side facing the development. Reductions to sample points typically met BRE Guide target criteria.

182. *No. 2A, The Mews 53 High Street:*

183. Following the change of use from B1 office to C3 residential under permitted development, the ground floor of this building is configured as a two bedroom flat with both bedrooms of on the north side facing the development. The results show that the resulting VSC calculation for both bedrooms would be less than 27% and less than 0.8 times its former value (0.64 - 0.75).

184. As a result of this unit being converted from offices under permitted development, it sits less than 2m from the tall boundary wall with the application site. As a result of this arrangement, there are rather minimal existing levels of VSC. Increased sensitivity to any increase in obstruction or massing occurs when starting with such small VSC levels. Therefore a reduction of a few percentage points in VSC level can result in a proportionately high percentage reduction overall.

185. *No. 2B, The Mews 53 High Street*

186. Following the change of use from B1 office to C3 residential under permitted development, first floor configured as 2 separate, two bedroom flats with both bedrooms of the respective flats on the north side facing the development. The results show that the resulting VSC calculation for all bedrooms, for all flats would be less than 27% and less than 0.8 times its former value (0.64 - 0.75).

187. As per unit 1B, consideration should be given to the particular relationship this property has with the application site. In contrast to unit 1B, there is a fairly minimal existing massing on the application site directly in front of Unit 2B which is fairly unusual in an urban context, and so even the smallest change in the massing on the adjoining site would impact the availability of daylight. This unit also benefits from having its kitchen and living area at the front of this flat, and would continue to benefit from uninterrupted sunlight and daylight to this primary living space. Consequential impact on the amenity of this property will be considered reasonable.

188. *No 2 C, The Mews 53 High Street:*

189. The second floor this building is configured as a one bedroom flat with the bedroom on the north side facing the development. Reductions to sample points typically met BRE Guide target criteria.

190. *No 3 A, B and C, The Mews 53 High Street:*

191. Following the change of use from B1 office to C3 residential under permitted development, the ground floor (unit A) and first floor (unit B) has been configured as 2 independent two bedroom flats, each with both their respective bedrooms of on the north side facing the development. The second floor (unit C) is configured as a one bedroom flat with the bedroom on the north side facing the development. Reductions to sample points of all windows to all flats typically met BRE Guide target criteria.

192. *No 4 A, The Mews 53 High Street:*

193. Of the residential conversions within The Mews 53 High Street, Unit 4 A is the only property that has been converted under full planning permission. Following the change of use, the ground floor of this building is configured as a two bedroom flat with both bedrooms of on the north side facing the development. Reductions to sample points typically met BRE Guide target criteria.

194. *No. 6A, The Mews 53 High Street:*

195. Following the change of use from B1 office to C3 residential under permitted development, the ground floor of this building is configured as a two bedroom flat with both bedrooms of on the north side facing the development. The results show that the resulting VSC calculation for both bedrooms would be less than 27% and less than 0.8 times its former value (0.64 – 0.75).

196. As per 2A, the result of this unit being converted from offices under permitted development, it sits less than 2m from the tall boundary wall with the application site. As a result of this arrangement, there are rather minimal existing levels of VSC. Increased sensitivity to any increase in obstruction or massing occurs when starting with such small VSC levels. Therefore a reduction of a few percentage points in VSC level can result in a proportionately high percentage reduction overall.

197. *No. 6B, The Mews 53 High Street*

198. Following the change of use from B1 office to C3 residential under permitted development, first floor configured as 2 separate, two bedroom flats with both bedrooms of the respective flats on the north side facing the development. The results show that the resulting VSC calculation for all bedrooms, for all flats would be less than 27% and less than 0.8 times its former value (0.63 - 0.67).

199. As per the other units which experience a reduction in daylight, consideration should be given to the particular relationship this property has with the application site. This unit also benefits from having its kitchen and living area at the front of this flat, and would continue to benefit from uninterrupted sunlight and daylight to this primary living space. Consequential impact on the amenity of this property will be considered reasonable.

200. *No 6C, The Mews 53 High Street:*

201. The second floor this building is configured as a one bedroom flat with the bedroom on the north side facing the development. Reductions to sample points typically met BRE Guide target criteria.

202. *No's. 8 A, B and C, The Mews 53 High Street:*

203. Following the change of use from B1 office to C3 residential under permitted development, the ground floor (unit A) is configured as a one bedroom flat with the bedroom on the north side facing the development. The first the second floors been configured as 2 independent one bedroom duplex flats (B and C), with one flat having a kitchen and living area on first floor level on the north side facing the development and the other flat having a bedroom at second floor level on the north side facing the development. Reductions to sample points of all windows to all flats typically met BRE Guide target criteria.

204. *1, 2, 3 and 4 Penny Farthing Mews:*

205. Due to the orientation of the windows at these properties and the separation distances, it is likely that the impact on daylight would be negligible, over the existing baseline conditions.
206. As none of the properties within the Mews 53 High Street or Penny Farthing Mews feature windows that are due south of the application site, there is no impact on sunlight to these properties. There would be some additional shadow cast on the ground to the south east of Penny Farthing Mews but as this space is largely laid out as hard standing parking and manoeuvring space, and so would not warrant any concern.
207. The review concludes that the proposed scheme does result in some noticeable reductions in daylight to 5 of the 16 units within the Mews 53 High Street. However, on balance, some consideration should be given to the particular characteristics of the properties reviewed and to the fairly minimal existing massing on the application which is unusual in an urban context in some instances, the rather minimal existing levels of VSC in other instances (increased sensitivity to any increase in obstruction or massing occurs when starting with such small VSC levels) and in all instances, as the neighbouring flats depend on their outlook and daylight over the application site, even a minor change in the massing on the adjoining site would impact the availability of daylight. It is further considered the residential arrangement at Mews 53 High Street has resulted in these properties being a bad neighbour development. It is also reasonable to consider the identified effects alongside the planning merits of the scheme overall, and so in terms of provision of daylight and sunlight within the development, this would broadly adhere to the BRE Guide.

Outlook, Privacy and Overlooking

208. At its closest point, the rear elevation of the nearest neighbouring residential properties in the Mews 53 High Street and the south western elevation of the proposed building would be approximately 6.5m away from each other. Whilst this far from ideal, it is important to note that the existing building currently features a range of large office windows at first floor level and to the residential flats at second floor level, which are unobscured and allow direct views towards the windows of the residential properties of the Mews 53 High Street (As demonstrated but figure 7).

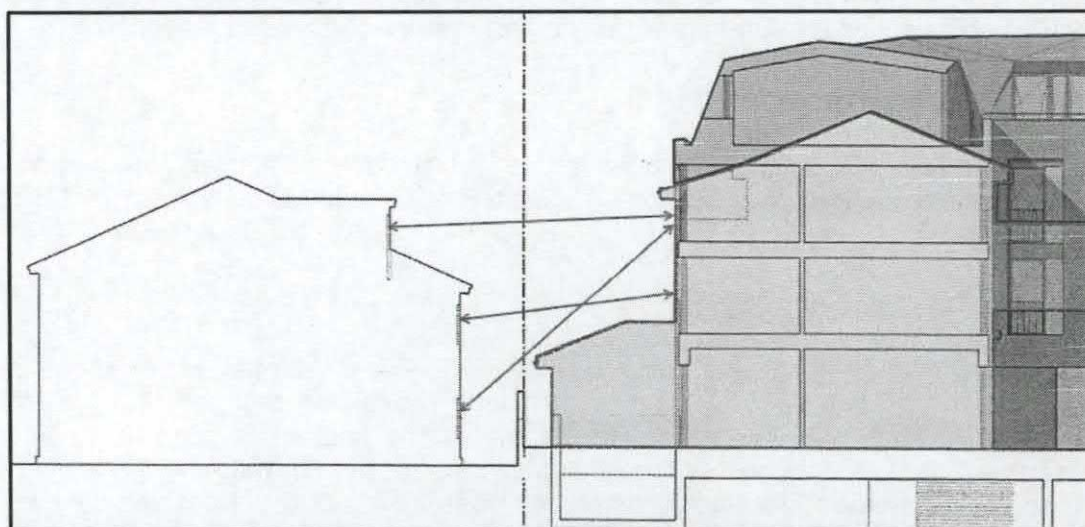


Figure 7 - Current unobstructed views towards the Mews 53 High Street.

209. Following revisions to the scheme, the proposed south western elevation has been amended to include modified windows at first, second and third floor levels, comprising of angled and/or obscured glazed and the removal the south facing window in unit A303.

These modified windows and the overall reduction in the amount of windows in this elevation (when compared to the existing arrangement) prevent direct overlooking and/or the perception of being overlooked and so improve the amenity of the occupiers of the neighbouring premises in terms of privacy (see figure 8).

210. It is acknowledged that the as a result of the proposed building being taller than the one it would replace (see figure 8), the development would alter the outlook from the residential properties in the Mews 53 High Street. However, due to the proposed increase being relatively minor at approximately 1.2m (at eaves height), in the context of the building it would replace this relationship is deemed acceptable.

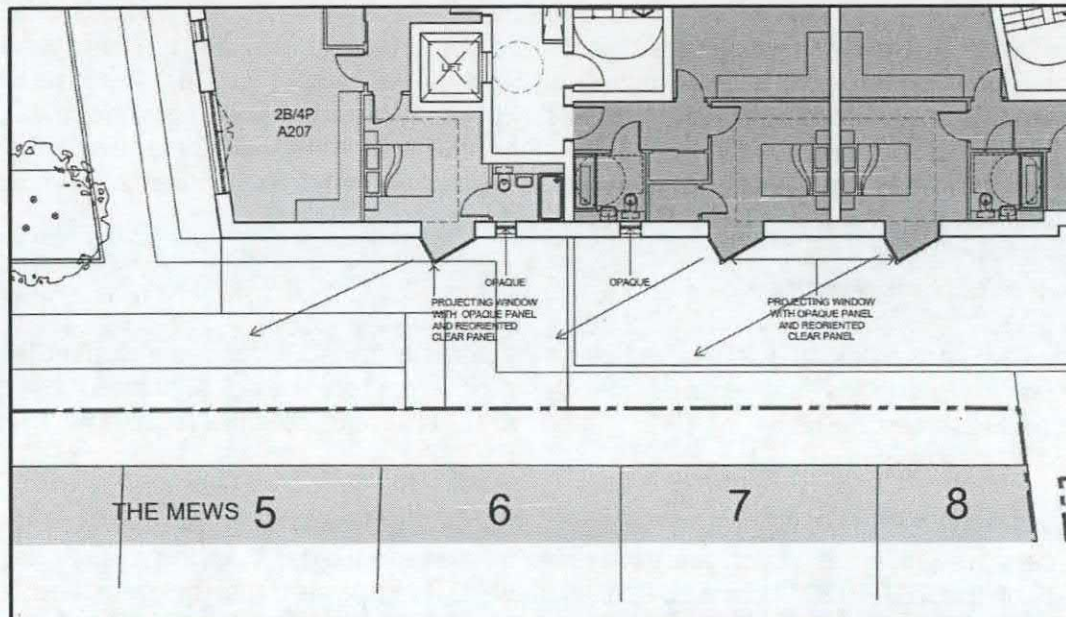


Figure 8 - Proposed arrangement, with angled glass and obscured glazing

211. The distances between the proposed flats at the rear of the frontage building and the nearest front windows of the Penny Farthing Mews Townhouses would be approximately 15m. Whilst below the suggested 20m, this view would be at an oblique angle and so any overlooking would be limited to partial glimpses of the rooms within these neighbouring properties. Any views over the hard standing parking and manoeuvring space of Penny Farthing Mews, would not be considered harmful. Due to this limited oblique view of the application site, it is not envisaged that the outlook from these neighbouring properties would be significantly altered.

Air Quality

212. With regards to the anticipated building emissions of the proposed buildings, the proposal would include a centralised gas fired boiler system to serve the block of flats and an ultra-low NOx (<40 mg/kWh) boilers for the Townhouses. This would ensure that the total building emissions for the proposed development is kept below the emission benchmark, which is welcomed.
213. The road traffic movements predicted for the scheme would however cause the development to exceed the Transport Emissions Benchmarks derived for an average development of this nature in outer London. However, the proposed development would include at least 10 vehicle parking spaces equipped with electric vehicle charging facilities (20% provision) and a further 17 vehicle parking spaces shall be reserved for (passive) charging facilities (additional 35% provision), which would assist in minimising

the long-term impacts of the development and contribute to making the scheme air quality neutral, as the uptake of electric vehicles increases.

214. The major influences on air quality throughout demolition and construction are likely to be dust generating activities and exhaust emissions from plant and vehicles. Potentially, nuisance can be caused by the deposition of demolition and construction dust. During construction it would therefore be necessary to apply a package of mitigation measures to minimise dust emission. These measures would be secured by way of a condition, and with appropriate measures in place, it is considered that any effects air quality throughout demolition and construction activities would not be significant.
215. Furthermore, the applicant would be reminded that all commercial road vehicles used on the construction project must meet the European Emission Standards (commonly known as Euro standards) of Euro IV during any works that take place from the date of this consent, and all non-road mobile vehicles with compression ignition engines used within the site must comply with emission standards set in EC directive 97/68/EC. Vehicles must meet Stage III A and B emission limits and from 1st September 2015 must be registered on the Mayor of London's NRMM register.

Highways and Transportation

216. Policy CP 5 promotes safe, sustainable and accessible transport modes including the use of Travel Plans and applications for major development being supported by a Transport Assessment. Policy DM TP 2 of the DMP (2011) reiterates the requirement for a Transport Assessment.
217. Policy DM TP 1 of the DMP (2011) states that higher trip generating development will only be permitted in areas which are accessible by transport other than the private car. DM TP 3 of the DMP (2011) states that all new developments must be designed to improve accessibility in conjunction with Policy DM TP 6 of the DMP (2011) seeks to protect, maintain and improve the pedestrian environment.
218. The principles of the above adopted policies are embraced by emerging policy LP44 of the emerging Local Plan, and further emphasises that new development should not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks.
219. DM TP 8 of the DMP (2011) states developments, redevelopments, conversions and extensions 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. DM TP 7 seeks provision of appropriate cycling facilities.
220. Policy LP45 of the emerging Local Plan requires new development to make provision for the accommodation of vehicles (cycle, 2 wheel and, where applicable, lorry Parking and electric vehicle charging points) in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land.
221. 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."
222. A Transport Assessment (TA) has been submitted as part of the application, which examines the effects of the proposed development on the local highway network and surrounding public transport facilities. It also considers issues such as servicing the

development, vehicular access and the effect of the development on the pedestrian environment and cycle routes.

Vehicle Trip Generation and Impact on Road Network:

223. For the purpose of estimating the net trip generation, the applicant compared the estimated daily trip generation of the proposed residential use to the existing employment use B1 (office) were it to be fully occupied. The findings based on TRICS data (Trip Rate Computer Information System), does demonstrate that the estimated that trip generation of the site will reduce by 55 two-way, vehicle movements over the course of a day (07:00-19:00).
224. When comparing the extant permitted development scheme comprising of 26 flats, the proposed scheme would amount to approximately 41 additional two-way, vehicle movements. However, the overall anticipated additional vehicular trips associated with the development would most likely be distributed between the north-easterly and south-westerly directions when accessing and/or exiting the High Street, and spread over the course of a day. The resulting movements are considered to be nominal, and should have a minimal overall impact on existing traffic on the adjoining roads.

Cycle and Car Parking

225. The proposal would include 63 resident cycle parking spaces to be provided within secure rooms at basement level and at ground level in the rear garden courtyard. 4 cycle parking spaces are provided for the commercial/retail tenants within secure rooms at basement level and 4 visitor cycle parking spaces to be provided within the public courtyard. No details have been provided regarding the visitor cycle parking, however it is envisaged that Sheffield Style stands would utilised. The cycle provision is above that required by the London Plan. To ensure a satisfactory provision cycle parking within the development a condition should be secured to specify the details and final location of the cycle parking arrangements and precise details of the cycle storage facility, including its security.
226. The applicant has proposed 48 car parking spaces within the basement level, to include 46 residential car parking spaces (to include 4 parking bays for people with disabilities) and 2 commercial car parking spaces. The proposal would exceed the minimum car parking requirements as per DM TP 8 of the DMP (2011), which requires 1 spaces per 1/2 bedroom property and 1.5 spaces pre 3 bedroom properties.
227. To encourage the use of alternative means of transport and mitigate any additional pressures on the surrounding roads, the residential and commercial accommodation would be excluded from any future Community Parking Zone (CPZ) that may be designated in the area. This would be secured by S106 Agreement. I addition, a travel plan which covers the commercial should be secured, monitored, reviewed, and enforced through a condition.
228. 10 car parking spaces would be equipped with active charging facilities (20% of total provision), and 17 car parking spaces would be reserved for (passive) charging facilities (35%). This would be secured via a condition.
229. The proposed site layout, in particular the access road down to the basement has been designed so that all vehicles would enter and exit the site in forward gear. The access ramp would be able to accommodate a single vehicle only, and controlled by a traffic signal with automatic bi-fold doors at street level. The proposed site access would be protected by a no parking at any time waiting restriction. Following amendments to the original scheme, various safety measures as shown on the approved drawings PB5253-SK02 Rev P4 and PB5253-SK02a has been incorporated into the scheme. These include

the painted route (hatched markings) from all wheelchair spaces to the lift core including a pedestrian crossing, bolted down plastic short speed ramps (2 no.), planting areas adjacent to both sides of the entry/exit point along The High Street frontage so to accommodate appropriate visibility splays. A condition is imposed to keep this visibility splay clear at all times and ensure the various safety measures installed.

Servicing and Deliveries Servicing and Construction

230. It is proposed that servicing of the proposed commercial units would take place from the existing on-street loading bays. As these bays are relatively far from the site and the end users are unknown, it would seem appropriate to impose a condition that requires the submission of further details regarding the delivery and servicing requirements of each of the respective commercial units.
231. Noise and air pollution caused during the construction phase would need to be managed through a construction management plan to control hours of deliveries and work, and to ensure that safe and efficient traffic operations are undertaken and maintained during the construction works. In addition, an Air Quality and Dust Management Plan to is required so to mitigate air pollution resulting from demolition/construction activities.
232. It should be noted that statutory nuisance legislation would apply through Environmental Services. It is therefore essential that a construction management plan is submitted to and agreed by the local planning authority, prior to the start of any works.

Energy and Sustainability

233. London Plan Policy 5.2 Minimising Carbon Dioxide Emissions states that proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. Policy 5.2 further states that carbon dioxide reduction targets should be met on-site or where clearly demonstrated this is not possible the shortfall may be provided off-site or through a cash-in-lieu contribution to secure savings elsewhere.
234. Policy DM SD1 of the of the DMP (2011) and Policy LP 22 of the emerging Local Plan requires major applications such as this, to achieve zero carbon standards in line with London Plan policy. Policy DM SD 9 requires new developments to meet the targets for water consumption, i.e. 105 litres / person / day for new homes. Furthermore, policies CP1 of the Core Strategy and DM SD 1 of the DMP require that all new non-residential buildings over 100sqm will be required to meet the relevant BREEAM 'excellent' standards.
235. Policies CP 1 set out that development will be required to conform to the Sustainable Construction checklist.
236. Policies CP2 and DM SD 2 set out that the council will seek to reduce its carbon dioxide emissions and require the evaluation, development and use of decentralised energy in development. CP 2 seeks an increase in the use of renewable energy by requiring all new development to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible by promoting its use in existing development. This is supported by DM SD 2 which seeks to maximise micro-generation of renewable energy. DM SD 2 further requires provision to be made for future connection to a local energy network should one become available.

237. The principles of the above adopted policies are embraced by emerging policy LP22 of the publication version of the Local Plan, whilst emerging policy LP20 promotes and encourages development to be fully resilient to the future impacts of climate change in order to minimise vulnerability of people and property, with new development should minimise the effects of overheating as well as minimise energy consumption in accordance with the councils cooling hierarchy.
238. The development would adopt a number of sustainable features, including a combination of passive design measures (enhanced fabric efficiency of the building envelope and efficient air tightness), active design (efficient air, lighting and plant systems) and renewable energy technologies (photovoltaics and air source heat pumps) results in the domestic areas achieving a 37.8% reduction and the non-domestic areas achieve a 37.4% reduction over the 2013 Building Regulation standards. However, due to the constraints in the roof design, the proposal does not meet the zero carbon homes policy targets. A zero-carbon payment to offset the 1,011 Tonnes of CO₂ over a 30-year period amounts would therefore be required. This would amount to £ £60,663 and secured of a Section 106 agreement.
239. The design intent of the sculptured roof with integrated Photovoltaics shall provide a low carbon electrical total output of approximately 32kWp serving the residential parts of the development. Due to specialist design of the roof, further design consideration is required to ensure that the solar panels are appropriately integrated within the roof. As a result further detail will be secured by way of condition.
240. It is recommended that a BREEAM condition is imposed to ensure an 'Excellent' score is achieved with regards to the commercial units. The condition would also include an action to provide a final (post-construction) certificate for BREEAM Excellent.
241. The proposal would therefore be in accordance with London Plan Policy 5.2 and the general objectives of policy CP1, CP2, DM SD 1 and DM SD 2 and emerging policies LP20 and LP22 of the publication version of the Local Plan.

Flood Risk

242. Policy DM SD 6 of the DMP (2011) sets out the Council's requirements for flood risk including the provision of a Flood Risk Assessment as required and appropriate development and the sequential test in respect of flood risk.
243. Policy CP 3 of the DMP (2011) states that development will need to be designed to take account of the impacts of climate change over its lifetime, including for (amongst other matters) water conservation and drainage.
244. Emerging policy LP21 of the emerging Local Plan highlights the importance of all developments should avoid, or minimise, contributing to all sources of flooding, including fluvial, tidal, surface water, groundwater and flooding from sewers, taking account of climate change and without increasing flood risk elsewhere.
245. The Flood Risk Assessment submitted with the application identifies that the proposed development is located within a Flood Zone 1 area, which is land having a less than 0.1% annual exceedance probability (AEP) of fluvial/tidal flooding.
246. The Flood Risk Assessment shows that the site is at low risk of flooding from all sources. It notes that the proposed drainage strategy complies with SuDS requirements significantly reducing surface water flood risk downstream.

247. By incorporating the measures in the FRA and Drainage Strategy, the proposals are considered to satisfactorily address the relevant policies in respect of flood risk and drainage.

Drainage

248. Policy DM SD 7 of the DMP (2011) sets out the drainage hierarchy for developments to follow stating any discharge should be reduced to greenfield run-off rates wherever feasible and including a requirement for evidence that capacity exists in the public sewerage network to serve their development where water is being discharged to a public sewer.

249. Policy LP11 of the emerging Local Plan requires the retention of at least half of each garden to enable natural landscapes so to enable the treatment of surface water as close to its source as possible by retaining the infiltration capacity of the un-excavated area of the garden, thus ensuring that proposals do not increase surface water flows onto adjoining properties. Additionally a minimum 200mm drainage layer should be installed to allow for both a reduction in the amount as well as speed of surface water runoff, whereby the surface water drainage regime above the basement should be connected to the unaffected part of the garden area.

250. The applicant has confirmed that a pre application enquiry has been submitted to Thames Water for the proposal to connect to the public foul sewer in the High Street. Thames Water has confirmed that there is adequate capacity in the infrastructure to accommodate the development's predicted flows. Thames Water has also indicated in principle acceptance to the connection of the surface water discharge to the public sewer, subject to the flows being restricted.

251. The potential residual risk affecting the proposed development, neighbouring properties and infrastructure have been considered: these include the risk to site drainage and water supply infrastructure caused by pump failure, blockage or surcharging of the site and public sewer network. These risks can be managed by the design of the site drainage by incorporating the following:-

- Use of non-return valves so that in the event of the public sewer flooding the site drainage is not surcharge causing flooding,
- In the event of failure of the pumps to the site drainage, a storage tank is proposed to provide storage for 24 hours for foul water,
- Surface water flows from the site are restricted, excess flows in exceedance of the site discharge rate is to be stored in an underground tank,
- A number of SuDS principles are proposed which will delay the time period from rainfall capture to rainfall entering the public sewer,
- Regular inspection and maintenance of the private sewer network will be carried out to ensure the site drainage operates as intended.

252. The Lead Local Flood Authority has raised no objection to the sustainable drainage strategy

Biodiversity and trees

253. Policy DM OS 5 of the DMP (2011) requires all developments to enhance existing and incorporate new biodiversity features and habitats into the design of buildings themselves as well as in appropriate design and landscaping schemes of new developments. This is echoed in Policy LP15 of the emerging Local Plan.

254. Policy DM DC 4 of the DMP (2011) and emerging policy LP16 requires that the borough's trees and landscape will be protected and enhanced. The policy notes that where trees are felled, the Council will normally require that an appropriate replacement be planted. It is also important to note that "landscape" refers to the design of all space between buildings, and includes walls and boundaries and paving materials, as well as planting.
255. DM SD 5 of the DMP (2011) and Policy LP 17 of the emerging Local Plan further encourages that green roofs and/or brown roofs (at least 70%) should be incorporated into new major developments with roof plate areas of 100sqm or more where technically feasible and subject to considerations of visual impact.
256. Policy LP11 of the emerging Local Plan sets out that to limit the degree of artificiality into the garden area, which could restrict the range of trees and other planting, basements should not extend beneath a maximum of 50% of the existing garden land or more than half of any other undeveloped garden area (this excludes the foot print of the original building). Furthermore, to support vegetation, a minimum of 1 metre naturally draining permeable soil above any part of the basement, together with a minimum 200mm drainage layer should be provided.
257. Whilst the proposed development and basement would occupy a large part of the site, the existing site predominantly consists of hardstanding of fairly low ecological value. The proposed landscaping would include a more natural landscape around the proposed buildings, which is considered to be an overall enhancement to the site. This would complement and soften the harder lines of the new building and to some degree.
258. Appropriate drainage and irrigation will be integrated in all planted areas and where necessary raised planters are incorporated to ensure that sufficient soil depth is provided and the specification of the trees and shrubs has been selected to reflect the growing conditions that they will be experience.
259. The loss of on-site trees and one shrub, to enable the development would be regrettable; however this loss would be sufficiently mitigated through the planting of 10 replacement onsite trees. Additionally, a contribution of £9824 is proposed by the applicant, so to enable additional new tree planting within the surrounding streets and Hampton Hill ward.
260. As shown on the submitted roof plan drawing, a green roof area of approximately 268.50sq.m would be formed on top of all the roofs proposed Townhouses. This would fall below the suggested 70% coverage. However given the integrate nature of the sculptured roof, it would not be feasible nor practical to insist on an addition green roof coverage, as this would impact the overall architectural integrity of the proposed building. As the final specification of the green roof are unknown, it is recommended that a condition is imposed requesting the submission of further detailed specifications and a maintenance schedule for the green roof. It is further acknowledged that the overall site amount of site wide soft landscaping would be in the region of 633sq.m which is welcomed.
261. The inclusion of a green roof, comprehensive planting would further contribute to the biodiversity of the site and the wider area, providing stable foraging and nesting opportunities for invertebrates, birds and bats. Further enhancements would such as bird and bat nesting boxes are required. As further investigation is required as to determine the location of these boxes, a condition is proposed that requires further details of the bird and /or bat boxes.

262. Subject to the conditions, as set out above, the proposal is considered to comply with policies 7.19 and 7.21 of the London Plan, and policies DM OS5, DM DC 4, DM SD 5 of the DMP 2011 and LP15, LP16, and LP 17 of the publication version of the Local Plan.

Contamination:

263. Emerging policy LP10 of the emerging Local Plan promotes, where necessary, the remediation of contaminated land where development comes forward. Potential contamination risks will need to be properly considered and adequately mitigated before development proceeds.

264. Council records and the Phase 1 report submitted, shows the site and the surrounding area has been subject to a number of potentially contaminative land uses. However, the conclusion of the report acknowledges that all ground will be removed from the site as a result of the basement excavation, as such the risks to end users will be minimal.

265. Given the sensitivity of the proposed development however, it is suggested that an amended form of the standard contaminated land condition a remediation validation report to be submitted before occupation is applied to any planning permission given.

Waste Management

266. Policy LP24 of the publication version of the Local Plan requires that all development proposals provide adequate refuse and recycling storage space and facilities to serve the new developments, in line with the Council's SPD on Refuse and Recycling Storage Requirements.

267. It is proposed that waste storage areas will be provided within the basement adjacent to each of the three service cores, and within a store located to the south edge of the communal garden (ground level). Respective stores would house the following number of bins:

Table 4 - Minimum internal space and external space standards:

Type	Required	Bins to be provided
Residential Block (flats)		
General Waste	3570L	2x 1100L bins & 2 x 770L bins
Paper recycling	1680L	1x 1100L bins & 1 x 770L bins
Mixed recycling	1680L	2x 1100L bins
Townhouses		
General Waste	1440L	2x 770L bins
Paper recycling	330L	1x 360L bin
Mixed recycling	330L	1x 360L bin

268. It would be the responsibility of individual residents to empty their waste and recycling into the communal refuse bins housed in the respective bin store areas. On collection days the communal refuse bins will be moved by the site's estate management to the ground floor presentation areas near the High Street Frontage. Internal management arrangements would be put in place to rotate full and inaccessible bins throughout the week as required to ensure empty bins are always available. Refuse vehicles will service the development from High Street, and there will not be any requirement for the vehicle to access the development Site.

269. Concern has been raised regarding the size of the ground floor refuse holding area being too small to accommodate all the bins in the worst case scenario of them all being full. However the applicant has confirmed that additional arrangements for all necessary collections will be made on a weekly basis to ensure that there is no build-up of uncollected waste or recyclable refuse. The Council's own Waste and Refuse Inspection and Enforcement Manager, has confirmed that a twice weekly waste collection (waste only) would be a reasonable solution.
270. To ensure adequate refuse storage is provided on site and can be readily collected, a condition is recommended for the applicant to adopt the approved waste and recycling strategy. The proposal is considered to comply with Policy LP24 of the publication version of the Local Plan and the Council's SPD on Refuse and Recycling Storage Requirements.

Archaeology

271. An Archaeological Desk Based Assessment was submitted in support of the application and the site has been reviewed for its below ground archaeological potential.
272. The Greater London Archaeological Advisory Service (GLAAS) has reviewed the archaeological desk-based assessment submitted by Isambard Archaeology and the information held on the Greater London Historic Environment Record (GLHER) for the site. GLAAS has concluded that there is a low potential for significant remains to be present. The site was common ground until the C19 when it was developed and does not lie within an archaeological priority zone. As a result, no further archaeological work is required.
273. The proposal is considered to comply with policy DM HD 4 of the (DMP 2011), Emerging policy LP10 of the publication version of the Local Plan and 7.8 of the London Plan in terms of protecting and safeguarding any archaeological remains found.

Conclusion

274. The proposed development will bring forward the welcome opportunity to redevelop a run down and underused site, that currently has no historic or architectural merit, and at best makes a neutral contribution to the character and appearance of the High Street Hampton Hill Conservation Area. The scheme maximises the potential of the site providing 41 residential units, and a suite of benefits, including the provision of a vibrant mixed use development comprising high quality design, greater contribution towards the borough's housing targets, a new public space, and a maximum affordable housing contribution. There has been general public support for the removal of the existing buildings.
275. It is acknowledged that the proposal would fail to provide adequate replacement employment space and result in the unacceptable loss of employment space; however material consideration of substantial weight should be given to the extant prior approval, which is a clear and realistic fall-back position. It is very likely that a change of use would occur regardless of the outcome of the current planning application, and so the use of the existing buildings for employment purposes would cease in any event. When balancing the availability fall-back position against the additional benefits that the current proposal would secure and the general compliance with other relevant policies of the development plan, the harm caused by reason of loss of employment space is clearly outweighed by merits of the proposal.

276. A residential-led mixed use development is appropriate given the site's mixed use location, meeting housing demand within the Borough and the proposed flexible commercial uses being in keeping with the commercial units on the High Street, which are generally small in nature and largely serve the local area.
277. Whilst the architectural of the proposed buildings would be clearly modern, the proposed buildings have been sensitively designed, taking inspiration from the surrounding buildings. The mass and heights of the proposal would respect the character and scale of neighbouring buildings and would sit comfortably within the street scene and surrounding area. The appearance and detailed façade treatment of the development is considered to be high quality, displaying an appropriate response to the surrounding character. They would not harm the setting of the nearby listed wall or the registered Bushy Park or nearby non-designated heritage assets and would enhance the character and appearance of the High Street Hampton Hill Conservation Area. A new courtyard square with public rights-of-way across is another welcome feature of the development.
278. The proposed unit mix would meet the Council's aspirations and the scheme would deliver a good proportion of smaller sized units, appropriate for a mixed use area. The proposed development would meet all relevant residential space standards and the provision for private and communal amenity space and play space proposed is considered to be acceptable. Some units would be single-aspect, however none would be north facing and all units would have good levels of daylight/sunlight, privacy and outlook.
279. Given the size and form of development, it is acknowledged that it may not be preferable to deliver affordable housing units on site. Following an independent viability assessment, the payment of £380,000, towards the provision of affordable housing off site is considered reasonable and represents a maximum affordable housing provision. It is acknowledged that in reducing the build cost contingency, the applicant has increased their own viability risk. Furthermore, the applicant has agreed to undertake a late stage viability review of actual build costs and sale to be triggered upon the completion of sale of 31 of the residential unit approved (75 percent).
280. Given the distance to the nearest residential properties, the existing site configuration and the inclusion of appropriate mitigation measures, the proposal would not result in any significant material impact in terms of overlooking or loss of privacy to neighbouring residential properties.
281. The proposed scheme does result in some adverse and noticeable reductions in daylight to several flats within The Mews 53 High Street. However, some consideration should be given to the particular characteristics of the properties reviewed, particularly its unusual layout whereby these properties sit tight against south boundary of the site, and so depend on its outlook and daylight over the application site. It is also reasonable to consider the identified impact alongside the planning merits of the scheme overall.
282. The development is considered to be providing an appropriate level of car parking and satisfactory measures to promote alternative means of transport. The development would not have unacceptable impacts on existing highway conditions. An agreement to exclude the future residents from being eligible to apply for parking permits in the event of the creation of a controlled parking zone (unless registered disabled) shall be applied.
283. The potential environmental effects associated with the required demolition and construction works have been adequately identified and assessed, with proposals for their mitigation clearly outlined. Demolition and construction works would be managed

under controlling documents, to be secured through planning conditions (Air Quality and Dust Management Plan, Construction Method Statement, Monitoring regime (excavation)).

284. The development would adopt a number of sustainable features; however, it does not meet the zero carbon homes policy targets and so would require a financial contribution of £60,663.00 to the Council's carbon offset fund to mitigate the impact of development on the environment. This is secured as an agreed HoT to the S106 Agreement.
285. The inclusion of site wide landscaping, and brown and green roofs, would improve the biodiversity of the site and the wider area, encouraging bird and insect species to a site that is currently dominated by hard landscaping with very little ecological value. A replacement tree planting contribution of £9,824 is also a proposed HoT.
286. The proposal has been considered in the light of the Development Plan, comments from statutory consultees, third parties including appointed external specialist consultant, the National Planning Policy Framework and compliance with Supplementary Planning Guidance as appropriate. It has been concluded that the proposal accords overall with the Development Plan and where there are material non-compliances, the planning assessment by officers has considered that other overriding planning considerations as highlighted above should be attached greater weight.

RECOMMENDATION:

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

Recommendation 2: Refusal, 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 reason(s):

Refusal 1 - Affordable Housing

No affordable housing is proposed to be provided on-site and without a binding agreement to secure a financial contribution towards affordable housing provision elsewhere, the proposal would fail to adequately contribute to the Borough's housing stock or maximise affordable housing, thus contrary to the National Planning Policy Framework; and policies CP15 and CP19 of the Core Strategy 2009; DM EM 2 and EM HO 6 of the Development Management Plan 2011; emerging policy LP 36 of the Local Plan (Publication Version) and the adopted 'Affordable Housing' Supplementary Planning Document.

Refusal 2 - Transport and Highways

Without a binding agreement to secure the removal of rights to parking permits for prospective residential and business occupants, the scheme would have an adverse impact on local parking and road safety conditions in the surrounding roads. Furthermore, the application would fail to adequately promote sustainable modes of transport. As such, the proposal is contrary the aims and objectives of the National Planning Policy Framework; policies CP1 and CP5 of the Core Strategy 2009; DM TP 1, DM TP 2 and DM TP 8 of the Development Management Plan 2011; emerging policy LP44 and LP45 of the Local Plan (Publication Version) and the adopted 'Front Garden and Other Off-Street Parking' and 'Planning Obligations' Supplementary Planning Documents.

Refusal 3 - Co2 Emissions

The proposal does not meet the zero carbon homes policy targets and without a binding agreement to secure a financial contribution to a carbon offset payment, the proposal would fail to mitigate the impact of development on the environment. As such, the proposal is

contrary the aims and objectives of London Plan Policy 5.2 and Policies CP1, CP2, DM SD 1 and DM SD 2 and emerging policies LP20 and LP22 of the Local Plan (Publication Version).

Conditions and Informatives

Standard Conditions:

- AT01 - Development begun within 3 Years
- BD06 - Materials App-Specific Matters
- # Facing brickwork, Copper cladding to walls and roof, Sliding louvered privacy screens, Fixed louvered cladding, Shopfront signage zone and cladding, door and window frames, all metal balustrades, reveals, soffits, doorways#
- BD12A - Materials/Samples to be approved
- BD13 - Sample Panel
- DV33A - No Reduction in Dwelling Units
- DV30 - Refuse Storage
- DV42 - Details of Foundations - Piling
- DV49 - Construction Method Statement
- DV51 - Water Consumption
- GD04A - Restriction-Alt's/Ext-Appear'
- GD10A - Restrict Out-builds-Appear/Amenity
- LB02 - Retention Buildings Devt' Commences
- RD10 - Gradients of Ramps
- ST02A - Highway Sight Lines be provided - # PB5253-SK02a Rev P4 #
- ST03A - Highway Sight Lines - Pedestrian
- DV48 - Approved Documents

Approved Drawings:

1525_PA.001, 1525_EX.00, 1525_EX.01, 1525_EX.02, 1525_EX.03, 1525_EX.04, 1525_EX.05, 1525_EX.06, 1525_EX.07, 1525_EX.08, 1525_EX.09, 1525_EX.LG received 30/11/2016;

561.D.06 Rev C, 561.D.08 Rev D, T(20) P-1 Rev P1, T(20) E01 Rev P1, T(20) E08 Rev P1, T(20) E09 Rev P1, T(70)P00W, T(70)P01W, T(70)P02W received 07/09/2017;

561.D.01 Rev G and 561.D.04 Rev D received 23/11/2017

PB5253-SK02 Rev P4 received 29/11/2017

PB5253-SK02a Rev P4 and PB5253-SK03 Rev P4 received 30/11/2017

T(20) P00 Rev P4, 561.D01 rev H, 561.D02 rev E, 561.D.03 Rev G, 561.D.04 Rev E, 561.D.05 rev G(needs revision) 561.D.06 Rev C, 561.D.07 Rev D, 561.D.08 Rev D received 05/02/2017

T(20) E02 Rev P2, T(20) E03 Rev P2, T(20) E04 Rev P1, T(20) E05 Rev P1, T(20) E06 Rev P1, T(20) E07 Rev P1, T(20) E10 Rev P1, T(20) P01 Rev P4, T(20) P02 Rev P5, T(20) P03 Rev P5, and T(20) P04 Rev P6 received 31/01/2018

Approved Documents:

Arboricultural Survey prepared by Advanced Arboriculture (dated November 2016); Air Quality Assessment prepared by Air Quality Consultants (dated November 2016); Architectural Design and Assess Statement prepared by 3S (undated); Desk-top Archaeological Assessment prepared by Isambard Archaeology (dated July 2016); Flood risk

assessment and drainage strategy prepared by Rab (dated 18/10/2016); Geoenvironmental Assessment site prepared by HBPW LLP (dated 6/10/2016); Light pollution Memorandum prepared by SVM Consulting Engineers (dated 20/11/2016); Marketing Report prepared by Bonsors (dated 25/10/2016); Noise Impact Assessment prepared by KP Acoustics (dated 25/11/2016); Outline Construction Logistics Plan prepared by P2M UK Limited (dated 12/10/2016); Preliminary Ecological Assessment prepared by Arbtech (dated 19/05/2017); Statement of community involvement prepared by Your Shout (dated December 2016) received 30/11/2016.

Ecological Mitigation and Enhancement Plan prepared by Arbtech (dated 27/02/2017) received 20/02/2016.

Rapid Health Impact Assessment Matrix Self-completion Form completed by West & Partners (dated June 2017); Healthy Impact Assessment completed by West & Partners (dated April 2017) received 30/05/2017.

Viability Study prepared by Turner Morum (dated September 2017) received 08/09/2017.

Supplemental daylight & sunlight assessment prepared by West & Partners (dated October 2016), received 25/10/2017.

Addendum Planning, Design and Access Statement prepared by West & Partners (dated September 2017); Basement Impact Assessment prepared by HBPW LLP (dated 21/07/2017); BREEAM home quality mark pre-assessment prepared by Isambard Environmental (dated July 2017); BREEAM new construction 2014 pre-assessment prepared by Isambard Environmental (dated July 2017); Design and Access Statement Addendum prepared by Rolfe-Judd (dated 10/08/2017); Drainage Strategy prepared by HBPW LLP (dated 21/07/2017); Energy Statement prepared by SVM Consulting Engineers (dated 28/07/2017); Outline Estate Management Strategy prepared by West & Partners (dated September 2017); Sustainability Statement prepared by Isambard Environmental (dated July 2017); Transport Statement prepared by Royal Haskoning DHV (dated 30/08/2017) received 07/11/2017.

Email from Mr Francis relating to the refuse storage arrangements received 04/01/2018

Landscape Design Statement prepared by Bradley-hole Schoenaich (undated) received 05/02/2018

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Non-Standard Conditions

NS01 - Details of Boundary Treatment

Prior to the commencement of development above ground floor slab level, details of proposed boundary treatment, to include a plan indicating the positions, design, materials and type of boundary treatment to be erected, shall be submitted to and approved in writing by the Local Planning Authority. The proved boundary treatment shall be carried out prior to occupation of any part of the development and retained as such.

REASON: To safeguard the visual amenities of the locality and the privacy/amenities of the adjoining properties.

NS02 - The Parking Arrangement/Allocation

Prior to first occupation of any part of the development hereby approved, the development shall provide 46 vehicle parking spaces, to be allocated to the residential units and 2 vehicle parking spaces, being bays 01 and 02, to be allocated to the commercial units as per the approved drawing PB5253-SK02 Rev P4. The parking spaces allocated to the residential units shall be allocated on the basis of no less than one space per unit and the parking

spaces allocated to the commercial units shall be allocated on the basis of one space per unit. Each space shall thereafter be retained for parking purposes in association with the individual unit it is allocated to, and for no other purpose, unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure the development does not prejudice the free flow of traffic and highway and pedestrian safety and to ensure that residential parking is available for each unit within the site to avoid generation of on-street parking.

NS03 - Cycle Parking

No part of the development shall be occupied until cycle parking facilities have been provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority, such drawings to show the position, design, materials and finishes thereof. Each bicycle parking space shall thereafter be retained for bicycle parking purposes and for no other purpose, unless otherwise approved in writing by the Local Planning Authority.

REASON: To accord with this Council's policy to discourage the use of the car wherever possible.

NS04 - Electric Charging Facilities

Prior to first occupation of any part of the development approved, at least 10 vehicle parking spaces shall include active charging facilities (20% of total provision), being bays marked as 'ECP', and at least 17 vehicle parking spaces shall be reserved for (passive) charging facilities (35%), being bays marked as 'FECF', as per the approved drawing PB5253-SK02 Rev P4. The active charging facilities shall be installed prior to occupation of any part of the development, in accordance with the manufacturer's specifications and maintenance schedule and maintained permanently thereafter, unless otherwise approved in writing by the Local Planning Authority.

REASON: To encourage the uptake of electrical vehicles and accord with the requirements of policy 6.13 of the London Plan.

NS05 - Traffic Safety Measures

Prior to first occupation of any part of the development hereby approved, the development shall implement the traffic safety measures as per the approved drawings PB5253-SK02 Rev P4 and PB5253-SK02a Rev P4 and remain so in perpetuity, unless approved otherwise in writing by the local planning authority.

REASON: To protect the safety of the pedestrian users of the development and the public footpath.

NS06 - Disabled Parking

Prior to first occupation of any part of the development hereby approved, the development shall provide 4 vehicle parking spaces for people with disabilities, being bays 12, 13, 14 and 17 as per the approved drawings PB5253-SK02 Rev P4 and shall at no time be used for any other purpose and shall be made permanently available for use by residents with disabilities.

REASON: To ensure that people with disabilities can satisfactorily and conveniently use the buildings.

NS07 - Traffic Control System

Prior to first occupation of any part of the development hereby approved, details of the traffic control system to the vehicular access to the basement parking levels shall be submitted to and approved in writing by the Local Planning Authority. The traffic control system shall be installed prior to first occupation of any part of the development, in accordance with the approved details, unless otherwise approved in writing by the local planning authority.

REASON: To ensure that the parking provided within the site is safe, and utilised by occupants of the site to meet the car parking standards of the Local Planning Authority.

NS08 - Wheelchair User Units (Building Regulation M4(3))

4 residential units as shown on approved drawings T(70)P00W, T(70)P01W, T(70)P02W; T(20) P01 Rev P4 and T(20) P02 Rev P5 shall be built to meet Building Regulation requirement M4(3) and all other residential units shall be built to meet Building Regulation M4(2) and retained as such, unless otherwise approved, in writing, by the local planning authority.

To ensure these homes are readily adaptable to be wheelchair accessible to meet diverse and changing needs.

NS09 - In accordance with Approved Landscaping

Notwithstanding the Green/Living roof details (to be approved as part of the Green/Living roof planting Scheme), all landscaping works shall be carried out in accordance with the approved landscaping drawings 561.D01 rev H, 561.D02 rev E, 561.D.03 Rev G, 561.D.04 Rev E, 561.D.05 rev G(needs revision) 561.D.06 Rev C, 561.D.08 Rev D and the Landscape Design Statement prepared by Bradley-hole Schoenaich (received 05/02/2018) and in any event prior to the occupation of any part of the development, unless approved otherwise by the local planning authority in writing.

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

NS10 - Replacement of Landscaping

If within a period of 5 years from the date of planting any trees, shrubs and climbers as part of a landscape scheme approved as part of this decision, or arising from a condition imposed on this decision, or any trees, shrubs and climbers planted in replacement for it, is removed, uprooted, destroyed or dies (or becomes in the opinion of the local planning authority seriously damaged) then the tree, shrub and climber shall be replaced to reflect the specification of the approved planting scheme in the next available planting season or in accordance with a timetable agreed in writing with the local planning authority.

REASON: To safeguard the appearance of the locality.

NS11 - Green/Living Roof Planting Scheme

Prior to commencement of development above ground floor slab level, final details of proposed green/living shall be submitted to and approved by the Local Planning Authority. The green roof shall be implemented prior to occupation of any part of the development, in accordance with the approved specifications and maintenance schedule and maintained permanently thereafter, unless otherwise approved, in writing, by the Local Planning Authority. The submission must provide/comprise the following information:

- a) Details on materials used in the design, construction and installation of the green roof based on the Green Roof Code and the use of biodiversity based extensive/semi-intensive soils;
- b) Details on substrate and plants used in the green roof, based on a commercial brick-based aggregate or equivalent with a varied substrate depth of 80 -150mm planted with 50% locally native herbs/wildflowers in addition to a variety of sedum species;
- c) Details on additional features to the proposed green roof, such as areas of bare shingle, areas of sand for burrowing invertebrates and individual logs or log piles; and
- d) An ecological management and maintenance plan including landscape features and a cross section of the green roof.

REASON: To ensure the biodiversity benefits and ecological benefits of the development are delivered and maintained.

NS12 - Implementation of Operational Waste and Recycling Strategy

The waste and recycling strategy shall be implemented as per the approved Outline Estate Management Strategy prepared by West & Partners (dated September 2017) and email from Mr Francis relating to the refuse storage arrangements received 04/01/2018 and in accordance with the approved drawings T(20) P-1 Rev P1 and T(20) P00 Rev P3, unless

approved otherwise in writing by the Local Planning Authority. None of the buildings hereby approved shall be occupied until the dustbin enclosures have been provided in accordance with approved drawings and development shall be managed and operated in accordance with the approved strategy in perpetuity.

To ensure adequate refuse storage is provided on site and can be readily collected, to accord with the Refuse and Recyclables in Development SPD.

NS14 - BREEAM for Non-Housing

1) The commercial units hereby approved shall achieve BREEAM Rating of '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).

2) Prior to first occupation of the building(s) a BREEAM UK New Construction 2014 Shell and Core (or such equivalent standard that replaces this) Post Construction Review certificate and summary score sheet must be submitted to and approved in writing by the Local Planning Authority to show that an Excellent rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

3) Within 3 months of first occupation a BREEAM Refurbishment and Fit-out (Parts 3 and 4) 2014 (or such equivalent standard that replaces this) Post-Construction Review Certificate and summary score sheet must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to demonstrate that an Excellent rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

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

NS15 - In accordance with Energy Statement

The development shall be built in accordance with the approved Energy Statement Energy Statement prepared by SVM Consulting Engineers (dated 28/07/2017), demonstrating how the development would follow the hierarchy of energy efficiency, decentralised energy and renewable energy technologies to secure at least a minimum of 35% reduction in CO2 emissions below the maximum threshold set in Building Regulations Part L 2013. Prior to occupation, evidence (e.g. photographs, copies of installation contracts and as-built worksheets prepared under SAP or the National Calculation Method) should be submitted to the Local Planning Authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved Energy Strategy unless otherwise agreed by the Local Planning Authority in writing.

REASON: In the interests of energy conservation and to achieve appropriate sustainability standards.

NS16 - PV Panel and ASHP Details

Notwithstanding the details as shown on the approved drawings, prior to the commencement of development above ground floor slab level, details of the siting, type and number of Solar Panels and Air Source Heat Pumps to be attached to the roofs of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The photovoltaic panels shall be installed and maintained as such for the life of the development.

REASON: In the interests of promoting sustainable forms of developments.

NS17 - Contaminated Sites - Remediation Works

1) The remediation works shall be been carried out in full as per the approved Geoenvironmental Assessment site by HBPW LLP (dated 6/10/2016).

2) If new areas of contamination are encountered during the remediation or development work, which have not been previously identified, then an additional contamination assessment would be required in accordance with following:

a) An intrusive site investigation must be carried out comprising: sampling of soil, soil vapour, ground gas, surface water and groundwater to the satisfaction of the Local Planning Authority.

b) Written reports of these findings of the above site investigation and a risk assessment for sensitive receptors together with a detailed remediation strategy designed to mitigate the risk posed by the identified contamination to sensitive receptors must be submitted to and approved in writing by the local planning authority.

REASON: To protect future users of the site and the environment.

NS18 - Contamination Verification Report

Prior to occupation of the development, a verification report demonstrating completion of the of the remediation work, as set out in the approved Geoenvironmental Assessment prepared by HBPW LLP (dated 6/10/2016) and any subsequent reports (if required), and the effectiveness of the remediation, shall be submitted to and approved in writing by the Local Planning Authority. The report shall include:

- i) Details of the remediation works carried out and
- ii) Results of verification sampling, testing and monitoring and
- iii) All waste management documentation showing the classification of waste, its treatment, movement and disposal in order to demonstrate compliance with regulations.

REASON: To protect future users of the site and the environment.

NS19 - In accordance with Drainage Strategy

The development permitted by this planning permission shall only be carried out in accordance with the approved Drainage Strategy prepared by HBPW LLP (dated 21/07/2017), surface water drainage strategy. The drainage strategy shall be fully implemented prior to occupation of any of the approved buildings, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

To ensure a sustainable drainage system is implemented and that sufficient capacity is made available to cope with the new development and to avoid adverse environmental impacts upon the local environment.

NS20 - No Use as Roof Terrace

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), no parts of the roof of the buildings hereby approved shall be used as a balcony or terrace nor shall any access be formed thereto (other than the areas designed as roof terraces and balconies as shown on the approved drawings) without the prior written consent of the local planning authority.

REASON: To control overlooking, and safeguard the privacy of neighbours.

NS21 - No Structure on Roof/Ext' Faces

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order), and unless specified on the approved drawings, or to be approved as part of a subsequent condition attached to this permission, no plumbing or pipes including rainwater pipes, building, structure, plant or other apparatus shall be erected, placed or fixed to any part of the roof or the external faces of the buildings unless otherwise agreed by the Local Planning Authority in writing.

REASON: To safeguard the appearance of the premises and the locality in general.

NS22 - No Additional Windows

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order), no windows other than those shown on the approved plans shall be installed in the flank walls of the any of the buildings hereby permitted.

REASON: To safeguard the amenities of adjoining occupiers.

NS22 - Obscured Glazing

The south-west facing windows at first, second and third floors and the north-east facing windows at first and second floors as shown on drawings T(20) P01 Rev P4, T(20) P02 Rev P5, T(20) P03 Rev P5, T(20) E02 Rev P3 and T(20) E07 Rev P3 shall be obscure-glazed, and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall be constructed and completed prior to first occupation of any part of the development hereby approved and maintained as such in the future, unless approved otherwise in writing by the local planning authority.

REASON: To control overlooking, and safeguard the privacy of neighbours.

NS23 - Screening to Roof Terrace

Prior to first occupation of any part of the development hereby approved, further details of the screening to the south-western edges of the second floor front and rear roof terraces of Townhouse 'T02', as shown on drawings T(20) P02 Rev P5, to stand at least 1.7m high above the roof terrace floor level, shall be submitted to and approved by the Local Planning Authority. The screening to the balconies balcony/roof terraces shall be constructed and completed in accordance with the approved details prior to first occupation of any part of the development hereby approved and maintained as such in the future, unless approved otherwise in writing by the local planning authority.

REASON: To control overlooking, and safeguard the privacy of neighbours.

NS24 - Restricted Use (Unit 1)

Unit 1 shall be used for any non-food retail purposes within Class A1 only and for no other purpose without prior written consent from the local planning authority, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, amending and re-enacting this Order).

REASON: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval.

NS25 - Restricted Use (Unit 2)

Notwithstanding the details as shown on the approved drawings, Unit 2 shall be used for any non-food retail purposes within Class A1, or as a coffee shop (mixed use class A1/A3), or as an office (Class B1a), or a non-residential education & training centre (Class D1) only and for no other purpose without prior written consent from the local planning authority, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, amending and re-enacting this Order). Additionally, Unit 2 shall not at any time be used for solely A3 use purposes nor as any other D1 use as per the provisions of Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any Order revoking, amending and re-enacting this Order).

REASON: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval.

NS26 - No Primary Cooking

No primary cooking of unprepared food shall be carried out within Unit 2 at any time. Only reheated food or cold food shall be served within the premises.

REASON: To maintain the vitality and viability of the shopping area and to safeguard amenities of nearby occupants from cooking odours.

NS27 - Commercial Unit Size

Unit 1 and unit 2 hereby approved shall each be permanently retained as a single commercial unit and shall not be subdivided into two or more units without the prior written consent of the Local Planning Authority.

REASON: To allow the Local Planning Authority to monitor land use and in order to retain the quality and range of differently sized shopping floor-space to enhance the viability of the local centre.

NS28 - Restriction on Opening Hours

Unit 1 and unit 2 on the ground floor and outdoor seating area as identified on the approved drawing T(20) P00 Rev P3 shall not be open to the public, customers or guests, nor shall there be the sale or delivery of retail stock other than between the hours of 8:00 to 23:00 on any day. A notice to this effect shall be displayed at all times on the premises so as to be visible from outside.

REASON: To ensure that the proposed development does not prejudice the amenities of the neighbourhood.

NS29 - Additional Information D1 Use

Prior to first occupation of Unit 2 as a non-residential education & training centre (Class D1), a further transport statement specific to the end user shall be submitted to and approved by the local planning authority.

REASON: To safeguard the amenities of the neighbourhood by ensuring that the use does not prejudice the free flow of traffic and highway and pedestrian safety and to avoid the generation of on-street parking.

NS30 - Window Display

Shop window displays of unit 1 and unit 2 hereby approved shall be provided at all times and remain free from any obstructions (shall not be painted, tinted or otherwise obscured by vinyl stickers, stock shelving etc.) in a manner compatible with a shopping street.

REASON: To ensure that the proposed development does not prejudice the retail character of the locality and preventing the creation of dead/inactive frontages.

NS31 - Air Quality (Ventilation strategy)

Prior to the commencement of development above ground floor slab level, a ventilation strategy for the approved buildings shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in its entirety prior to occupation of any of the approved buildings.

REASON: To mitigate air pollution impacts on the development from the High Street and the basement parking area within the development.

NS32 - Air Quality and Dust Management Plan

Prior to the commencement of development, an Air Quality and Dust Management Plan (AQDMP) for the construction of the approved development shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented in its entirety for the duration of the construction of the development. The AQDMP shall include the following details:

- (a) Demonstrates compliance with the guidance found in the control of dust and emissions from construction and demolition Best Practice produced by the Greater London Authority (GLA)
http://static.london.gov.uk/mayor/environment/air_quality/docs/construction-dust-pg.pdf;
- (b) The dust management strategy must include a risk assessment of dust generation for each phase of the demolition and construction. The assessment and identified controls must include the principles of prevention, suppression and containment and follow the format detailed in the guidance above. The outcome of the assessment must be fully implemented for the duration of the construction and demolition phases of the proposed development and include dust monitoring where appropriate;
- (c) Where the outcome of the risk assessment indicates that monitoring is necessary, a monitoring protocol including information on monitoring locations, frequency of data collection and how the data will be reported to the Local Planning Authority;

- (d) Details of dust generating operations and the subsequent management and mitigation of dust demonstrating full best practicable means compliance and covering construction activities, materials storage, on and off site haul routes, operational control, demolition, and exhaust emissions; and
- (e) Where a breach of the dust trigger level may occur a response procedure should be detailed including measures to prevent repeat incidence.

REASON: To mitigate air pollution resulting from demolition/construction activities.

NS33 - Ecological Enhancements

Prior to first occupation of any part of the development hereby approved, details including number, type, specification, height and location of bird and bat nesting boxes to be submitted to and approved in writing by the Local Planning Authority and thereafter to be implemented as approved prior to the first occupation of the building.

REASON: To ensure that there is no detrimental harm to biodiversity and to enhance nature conservation interests in the area.

NS34 - Final Lighting Details

Notwithstanding the approved landscaping details, prior to first occupation of any part of the development hereby approved, further details of a final lighting Scheme, to include location, specification (including lux levels) and hours of use, shall be submitted to and approved in writing, by the local planning authority and shall be implemented as approved prior to the first occupation of the building. The proposed buildings shall at no time be illuminated as a night time feature building.

REASON: The building is not regarded as a landmark and to protect the visual amenity of the area and protect local ecology interests.

NS35 - Play Space Details

Prior to the commencement of development above ground floor slab level, details of the play space area for 0-4 age group shall be submitted to and approved by the Local Planning Authority. Such details shall include the final location of the play space to be provided, the landscaping/surfacing details, and play equipment. The play space area shall be laid out and completed in accordance with the approved details prior to occupation of the development, and retained as such.

REASON: To ensure high quality play space provision on-site.

NS36 - Delivery and Servicing Plan

Prior to the occupation of each of the respective commercial units (being unit 1 and/or unit 2) in the development hereby approved, a delivery and servicing strategy for each of the respective commercial units shall be submitted to and agreed in writing by the Local Planning Authority. The scheme approved by the local planning authority shall be implemented at all times in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a safe and convenient form of development with limited impact on local roads and to safeguard the amenities of nearby occupiers and the area generally

NS37 - Travel Plan

1) Individual occupant/staff travel surveys in relation to the respective commercial units (being unit 1 and/or unit 2) shall be undertaken in accordance with a survey methodology to be submitted to and approved by the Local Planning Authority prior to it being carried out. Within 6 months of the use commencing, a new travel plan based on the results of the survey shall be submitted with clear objectives, targets, actions and timeframes to manage the transport needs of staff and customer / visitors to the development, to minimise car usage and to achieve a shift to alternative transport modes.

2) Following approval by the Local Planning Authority, the applicant shall then implement these actions to secure the objectives and targets within the approved plan. The travel plan

(including surveys) shall be annually revised and a written review of the travel plan submitted and approved by Council by the anniversary of its first approval and yearly thereafter. At the third anniversary, the travel plan (including surveys) shall be re-written, and resubmitted for further approval by the Council. This review and re-write cycle shall continue every three years and any approved revision shall be implemented within three months of the date of approval.

REASON: In order to comply with the objectives of national and local Planning Policies which promote sustainable development with particular regard to transport.

NS37 - Details of Monitoring Regime (Excavation)

No material start shall take place on the development hereby approved until a monitoring regime, to establish frequency of surveying intervals and to determine and agree acceptable trigger limits of movement to protect neighbouring properties, has been submitted to and approved in writing by the Local Planning Authority. Movement monitoring during the basement construction shall be implemented in accordance with the approved movement regime details, unless otherwise approved in writing by the local planning authority.

REASON: In the interests of structural stability of the neighbouring buildings with the amenity of the area.

Standard Informatives

- COMH07 - Composite Informative
- IL25B - NPPF Approval
- IL29 - Construction Management Statement
- IL13 - Section 106 Agreement
- IL24 - CIL Liable
- IM13 - Street Numbering
- IM01 - Disabled Persons
- IE03 - Restaurant - EHO Consultation
- IE06 - Piling - Consult EHO
- IH02A - Refuse Storage and Collection
- IL02 - Advertisements
- IM01 - Disabled Persons
- IM07 - Soil Contamination
- IM09 - Disabled parking
- IM11 - Use of Hardwoods
- IT02 - Trees - Protective Fencing
- IT04 - Trees - Pegging out New Building
- IT05 - Trees - Size of New Stock
- IT06 - Nature Conservation
- IX01 - Car Parking - Drainage
- IX03 - Soil and Surface Water Drainage
- IX04 - Surface Flooding
- IX11 - Fire Brigade Access

Non-Standard Informatives

NSI01 - Implementation of the Permission: The time in which the permission is initiated shall be defined by Section 56 of the Town and Country Planning Act 1990 (as amended).

NSI02 - Definition "Traffic Safety Measures": Means the safety measures as shown on the approved drawings PB5253-SK02 Rev P4 and PB5253-SK02a to include, the painted route (hatched markings) from all wheelchair spaces to the lift core including a pedestrian crossing, bolted down plastic short speed ramps (2 no.), planting areas adjacent to both sides of the entry/exit point along The High Street frontage, white line markings to separate the entry and exit lanes with a stop-line at the entry/exit point.

NSI03 - Definition "Remediation Works": NS5 - Definition "removal of made ground from the site through excavation of basement.

NSI04 - Definition "Unit 1 and Units 2": Means the two commercial units on the ground floor as identified on the approved drawing T(20) P00 Rev P4

NSI05 - Definition "Building Regulation Requirement M4(2)": Means a residential unit designed to be accessible and adaptable.

NSI06 - Definition "Building Regulation Requirement M4(3)": Means a residential unit designed specifically for wheelchair users (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users).

NSI07 - Travel Plan: You are reminded that any subsequent travel plan shall aim to increase the target for public transport mode share as shown in the approved travel plan, together with measures such as a season ticket loan or discounts.

NSI08 - Intrusive Site Investigation (Contamination): Any intrusive site investigation shall be carried out by suitably qualified and accredited geo-environmental consultants in accordance with the current U.K. requirements for sampling and testing.

NSI09 - Ecological Enhancements: It is recommended that sparrow terrace boxes (Schweglar type) are included as part of the ecological enhancements.

NSI10 - Air Quality: All commercial road vehicles used on the construction project must meet the European Emission Standards (commonly known as Euro standards) of Euro IV during any works that take place from the date of this consent.

All non-road mobile vehicles with compression ignition engines used within the site must comply with emission standards set in EC directive 97/68/EC. Vehicles must meet Stage III a and b emission limits and from 1st September 2015 must be registered on the Mayor of London's NRMM register -<https://nrmm.london/>

Exemptions to the above standards (for road and non-road vehicles) may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run on alternative fuels. Such exemptions shall be applied for in writing to the LPA in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been received by the applicant.

No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use or not, unless it complies with the above standards, without the prior written consent of the local planning authority.

Any diesel powered machines used on, or otherwise serving the site, must be run on ultra-low sulphur diesel (also known as ULSD 'cleaner diesel' or 'green diesel'). "Ultra-low sulphur diesel" means fuel meeting the specification within BS EN 590.

NSI11 - Construction Logistics Plan: The applicant is reminded that the submission of details of a Construction Logistics Plan (CLP) shall be included as part of the in the Construction Method Statement to comply with the requirement of condition DV49. The CLP shall include the following details:

- a) Identify the steps that will be taken to minimise the impacts of deliveries and waste transport;

- b) Commitment to avoid deliveries in peak hours;
- c) Demonstrate compliance with Transport for London's guidance on Construction; and Logistics Plans and the Borough's Air Quality Supplementary Planning Guidance.

NSII2 - Cycle Parking Provision: The applicant is reminded that the submission of details to show 63 bicycle parking spaces to be allocated to the residential units, 4 bicycle parking spaces to be allocated to the commercial units and 4 bicycle parking to be allocated to visitors as per the approved drawing T(20) P-1 Rev P1 and T(20) P00 Rev P4, would be required as sufficient to comply with the qualitative requirement of condition NS03.