

217 Kingston Road, Teddington, TW11 9JN

Planning application – October 2019



Prepared by

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For and on behalf of

Midco Holdings Limited,

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1.0 Introduction



This document has been prepared by Create Design Ltd on behalf of our client in support of a pre-planning application at 217 Kingston Road, Teddington.

The proposal consists of two elements as follows:

A new apartment building to the front of the property comprising 7 apartments and a house at the rear side of the plot. The front façade to match the character of the street and surrounding areas.



FIGURE 1: Aerial View showing site boundary (red line)

2.0 Executive Summary

This application for seven residential apartments and a new house to the rear is similar to the previous application appeal reference no APP/L5810/W/18/3217770. However, the application differs in key areas which were highlighted in the appeal decision notice. We believe that the amendments carefully address the previous reasons for refusal and so the revised scheme is acceptable. This document illustrates the proposals and draws contrast with the rejected scheme demonstrating the crucial changes that render this scheme acceptable in our view to officers and compliant with local policy.



3.0 Existing Site Context



The site is located in a busy suburban neighbourhood within walking distance of Hampton Wick railways station and Teddington, which provides commuter access to central London.

The area is characterised by large mid-twentieth century terraces with long mature gardens to the rear.

Parking provision is a mix unallocated on-street or front driveways.



FIGURE 2: OS Plan showing site boundary

3.0 Existing Site Context



The site is unusual in the locality in that it sits between the houses and back gardens of the properties on Munster Road and Holmesdale Road. It is larger than all surrounding sites and was formerly a builders' yard. The site has a history of development and building and once contained a large house and numerous outbuilding which contained the builders yard materials.

The site is therefore a brownfield site. National, London wide (GLA) and local policies require brownfield sites in sustainable locations to be developed to their maximum potential. This site qualified as a sustainable location.

Satellite views of the area illustrate numerous single storey 'courtyard' developments to the rear of the original street fronting properties.



FIGURE 2: OS Plan showing site boundary

4.0 Planning History – Inspector Comments

The site is currently vacant, the last remaining elements of the old buildings were demolished in 2018.

During 2018 and earlier this year a planning application and appeal process was pursued for a scheme of seven residential apartments and one house. The appeal decision reference APP/L5810/W/18/3217770 reached the following findings.

The appeal was dismissed.

On matters of design there were the following comments:

- Para 4 The back building would be 'appropriate to its siting to the rear of the site'... 'the house would not adversely affect the character of the area'..
- Para 5 'The frontage building would follow the building line along Kingston Road and would have an attractive design and massing respectful of adjacent buildings'
- Para 5 'Its rear wall would align with the rear of the adjacent terrace to the north''but it would differ in some details including the depth of the main element before the set in to the outrigger, a higher ridge to the outrigger'...
- Para 6 The space between the two buildings' (*the landscape and car park area*)'would be dominated by car parking with minimal amenity space'.
- Para 7 The inspector notes that whilst the scheme's provision for amenity space met the minimum provision of 5m2 per person he was seeking a higher space provision.
- Para 8 'The size of the flats and would exceed the Nationally Described Space Standards'.
- Para 8 There is also a note that the side windows for flats 2 & 6 would have a poor outlook to the flank wall of 215 Kingston road.
- Para 9 The inspector notes that the 215 windows that face north east were not assessed for sunlight. However, they will not receive sunlight in this orientation and so the BRE Guide to assessment excludes windows of this orientation from assessment. The inspector does accept that the light report does demonstrate that the proposals do not cause an unacceptable impact.
- Para 10 The inspector concludes that although light is ok, that 'the massing of the outrigger.....would result in an unneighbourly and overbearing effect.
- Para 11 The inspector confirms the central local of the parking would be acceptable, subject to the comments noted above and in para 13 where the inspector suggest parking is removed from under the Sycamore tree.
- Para 12 The inspector questions the use of a hard surface for the parking area. In fact, the proposals were for a permeable reinforced gravel area.



Appeal Decision

Site visit made on 19 June 2019

by **Rory MacLeod BA MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 12 July 2019

Appeal Ref: APP/L5810/W/18/3217770
217 Kingston Road, Teddington TW11 9JN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Midco Holdings Ltd against the decision of the Council of the London Borough of Richmond-upon-Thames.
- The application ref 18/2033/FUL, dated 15 June 2018, was refused by notice dated 21 August 2018.
- The development proposed is erection of a two storey detached building comprising 7 self contained flats to the site frontage and a two bedroom detached dwelling to the rear of the site with associated access, parking and landscaping.

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues are (a) the effect of the proposal on the character and appearance of the area, (b) the impact on the living conditions of future and adjoining occupiers, (c) the adequacy of the site access and parking arrangements, (d) the impact on a protected tree and (e) whether or not the proposed development would make adequate provision for affordable housing.

Reasons

Character and appearance

3. The appeal relates to rectangular site of considerable depth that has been cleared of all buildings. Land levels fall gently from the Kingston Road frontage then rise gently towards the rear of the site. To the north is a terrace of houses with 2 storeys fronting Kingston Road and accommodation on 3 levels at the rear including within outriggers. These houses have short rear gardens. To the south is a 3 storey residential building with an access abutting the appeal site leading to a garage courtyard. The surrounding area is mainly residential in character, but there are shop units on the ground floor of multi-storey buildings to the south on the opposite side of Kingston Road. There are 2 storey detached and semi-detached houses in Holmesdale Road to the south and Munster Road to the north that have long back gardens that adjoin the rear part of the appeal site.
4. The proposal involves a frontage building of flats and house towards the rear of the site. The backland siting of the house would be unusual in its immediate context, but there are examples of two tiers of development close by, for

<https://www.gov.uk/government/organisations/the-planning-inspectorate>

4.0 Planning History – Response to Inspector Comments

The concept of the proposal in terms of a front building with seven apartments and a house to the rear were found to be sound. The conservation design approach to the front building and a contemporary design approach to the rear was also considered acceptable.

However, change was required to address the reasons for refusal. The following areas of change have been made.

Site Layout

The house to rear was set further back by around 1.5m from the appeal scheme to increase the area in the middle of the site.

The number of car parking spaces located within the middle of site was reduced from 9 to 6 and re-organised to minimise the area given over to vehicles. The effect of this change was an increase in amenity space freeing up area for increased from 31m² to 151m².

Front Building - Outrigger

The width of the outrigger was reduced at ground by around 500mm on the side adjacent to 215 Kingston Road and at first floor by around 1000mm. Both changes provide increased space separation to 215 Kingston Road. In addition, it is proposed that the outrigger is redesigned in a contemporary style in sympathy with the new house. This allows for the pitched roof to be removed from the outrigger, which means its overall height is now lower than the outrigger to the rear of 215 Kingston Road. We believe that these changes will eliminate the unneighbourly overbearing issue raised by the inspector.

Front Building- Side Windows

As part of the redesign, the main component of the front building has been reduced in depth by around 1500mm. This reduction in depth allowed for a re-planning of a number of apartments including apartments 2 & 6 noted by the inspector. The side facing window from bedrooms have been eliminated and replaced with rear facing windows. The outlook from these apartments is significantly improved and the perceived overlooking of 215 Kingston Road reduced.

The reduction in building depth has a further benefit in that it also reduces the effect of overbearing as the rear facing main wall of the front element of the main building is set back to a line more akin to the rear wall line of the adjacent 215 Kingston Road.

Landscape and Amenity Space

As noted above the communal amenity space has increased. For private amenity space policy requires a minimum of 5 sqm of private outdoor space for 1-2 person dwellings plus an extra 1 sqm should be provided for each additional occupant (what makes a total of 52m² required). The private amenity space that we provide now totals 233m². Shared amenity space totals 151m² and there is not a minimum requirement. We meet the minimum requirements and we provide additional shared amenity space. The redesigned amenity space will be useable, good quality, benefiting from security due to its location and overlooking and having sunlight during most of the day.

Together we believe these amendments address the issues raised in the inspectors' report.

5.0 Development Proposal (Site strategy)

DESIGN PHILOSOPHY

The strategies proposed for developing the site area as follows:

- To work within the scale and massing constraints established by existing extensions and new-build developments on neighbouring properties.
- Create new building at the front to match the character of the street and the surrounding area.
- To ensure all units have external amenity space.
- To consider established development patterns in the local vicinity.
- To ensure all properties have access to external amenity space (terraces, balconies or private gardens).

PARKING

Parking has been provided at a level of 6 spaces, including one disabled parking space.

Two spaces are provided for the house and the remaining 4 will be allocated to the 4 large apartments.

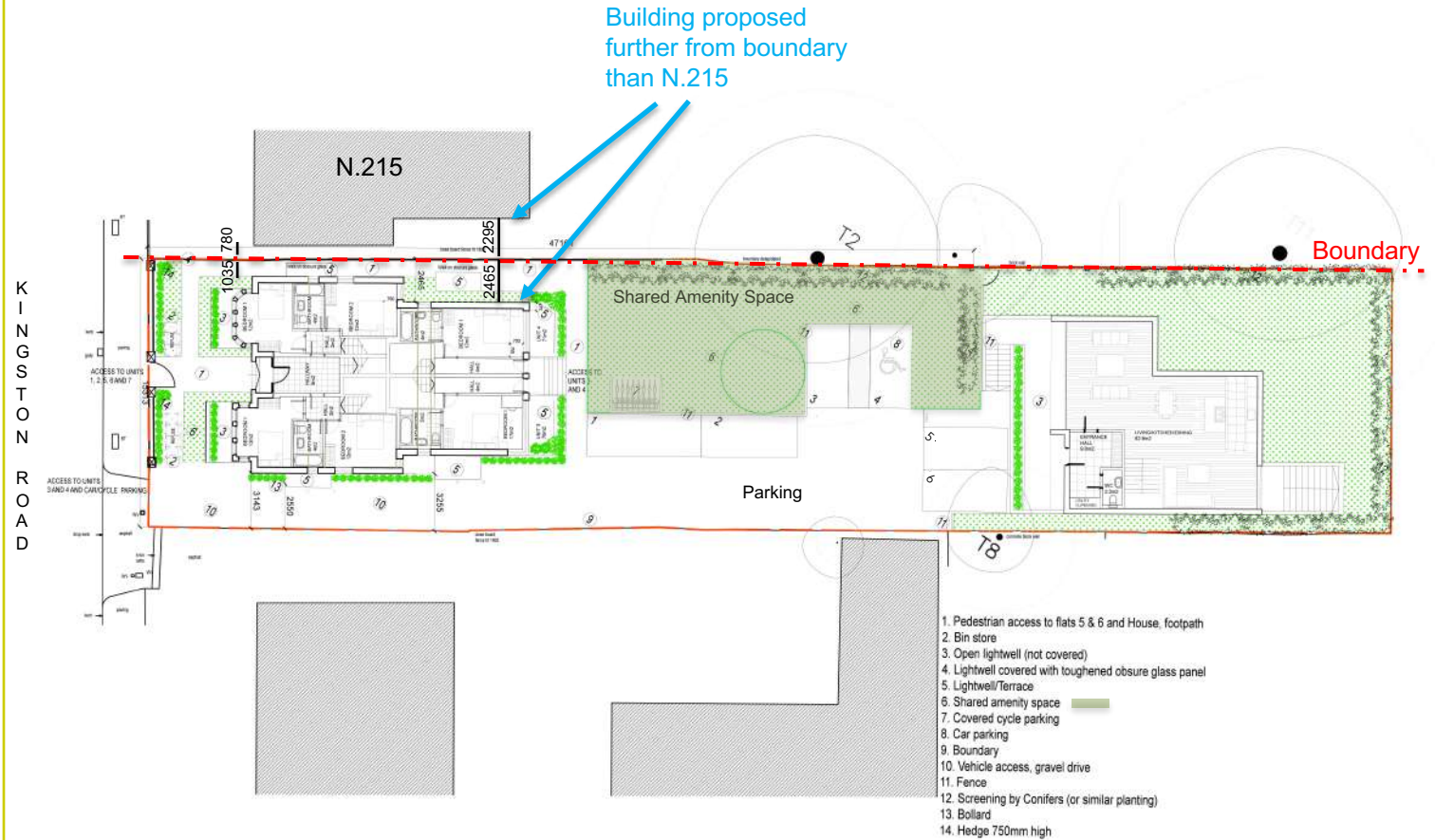
The patio has now been removed from under the Sycamore tree T2. The amenity landscape will be laid to garden and lawn with a barbecue area. The car park area will be finish with permeable reinforced gravel.

TREES

Consideration has been made to avoid 'root protection areas' to mature trees on adjoining properties. Trees identified on the site plan opposite must remain unaffected by the proposals.

KEY CHANGES

- More and improved amenity space.
- Cut backs to the front building.
- Fewer car parking spaces.
- New house moved back slightly.
- Increased distance between the 7 apartments building and the boundary line than neighbouring building.



5.0 Development Proposal (Apartments)

DESIGN APPROACH:

The scheme is to create a new building to match character of the surrounding area. The new build will be similar to the house that previously occupied the site with the alterations as marked on the adjacent drawings.

New accommodation at lower ground level allows larger 2-storey duplex apartments between lower ground and ground, two bedroom flats at first floor level and one bedroom flat at second floor (roof) level.

Access to all apartments is via the existing main entrance hall facing Kingston Road. The only exceptions are unit numbers 3 and 4, which have separate access from the rear via stairs down to a private courtyard terrace.

External amenity and daylighting is provided to the lower ground by way of a rear courtyard and lightwells.

Building mass has been reduced from previous proposal.

Existing rear façade has been cut back.

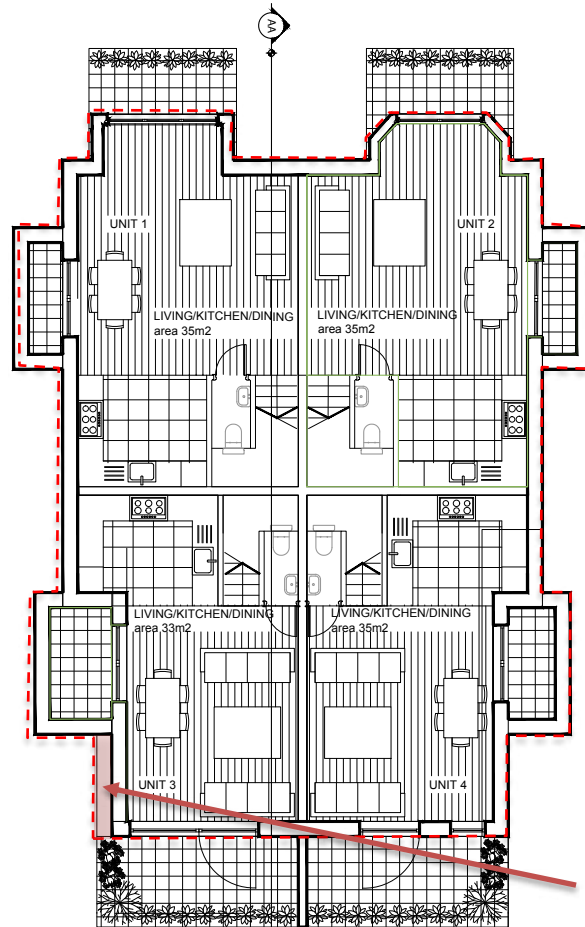
PROPOSED GIAs:

Lower ground to ground:

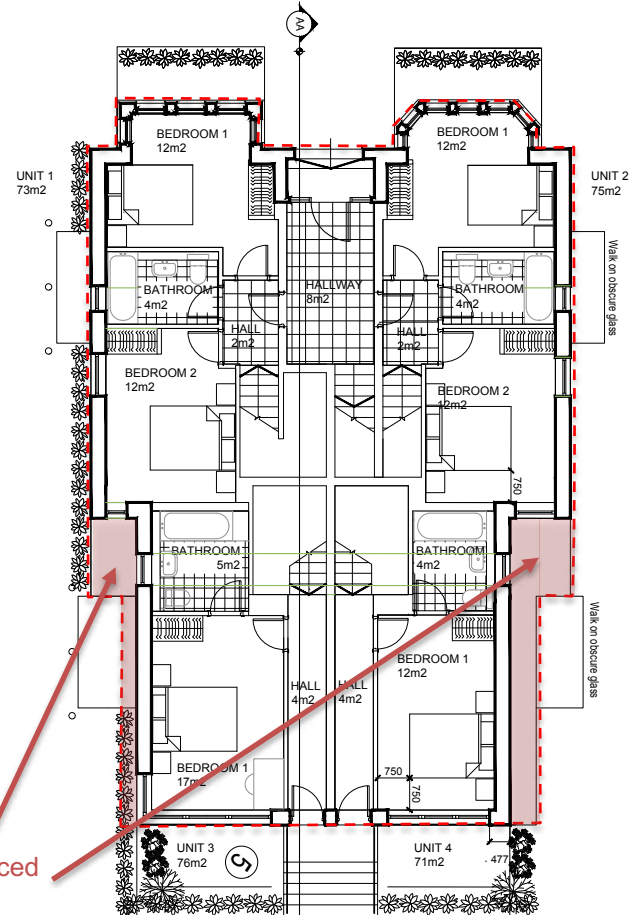
- UNIT 1 (2 beds) = 73 Sqm
- UNIT 2 (2 beds) = 75 Sqm
- UNIT 3 (2 beds) = 76 Sqm
- UNIT 4 (2 beds) = 71 Sqm

EXISTING GIAs:

- Ground Floor = 107 Sqm
- First = 111 Sqm



LOWER GROUND FLOOR PLAN



GROUND FLOOR PLAN

--- Previous proposal outline
 ■ Mass reduced comparing previous and current proposal

5.0 Development Proposal (Apartments)

Building mass has been reduced from previous proposal.

Existing rear façade has been cut back.

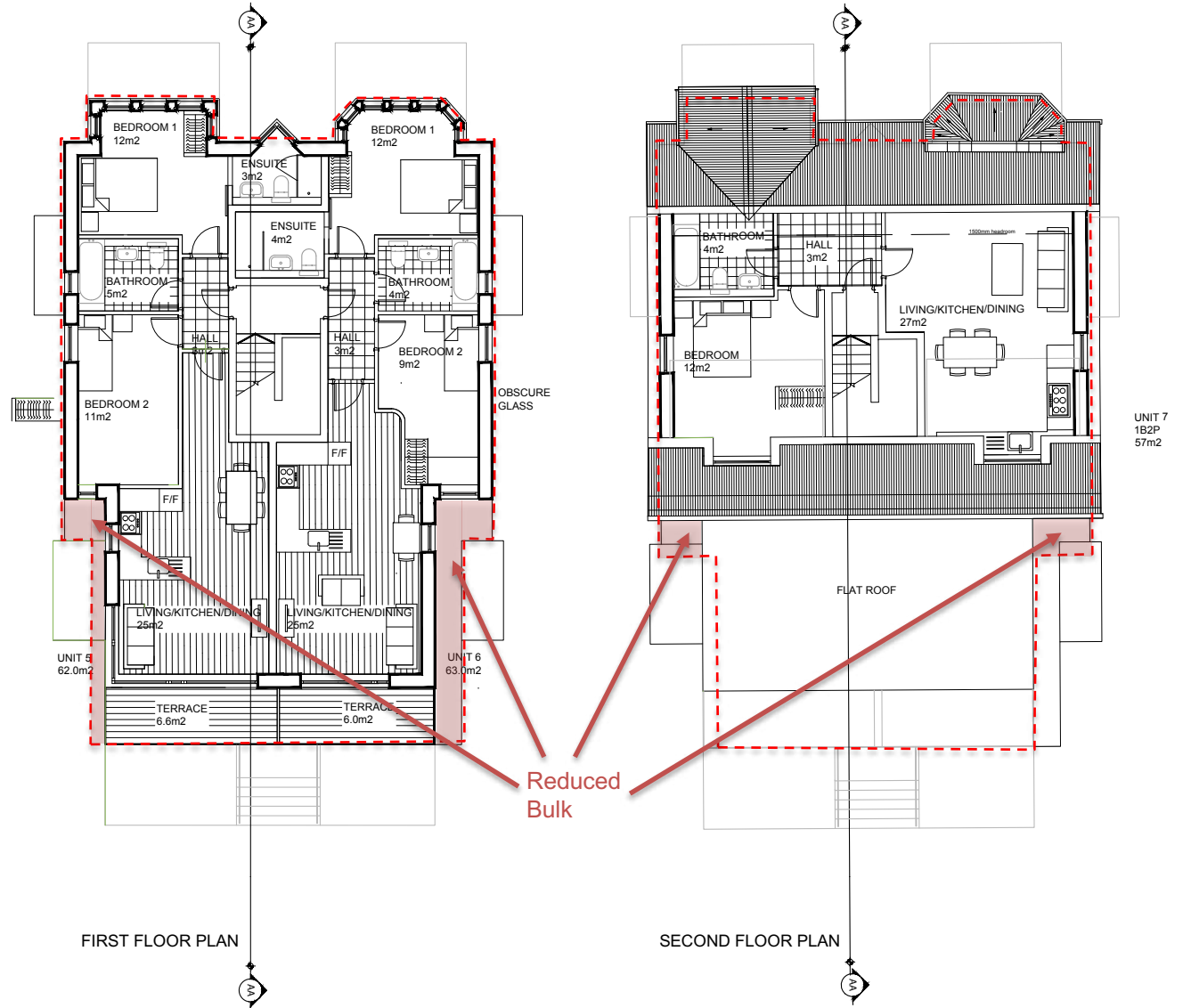
PROPOSED GIAs:

First to Second:

UNIT 5 (2 beds) = 62 Sqm

UNIT 6 (2 beds) = 63 Sqm

UNIT 7 (1 bed) = 57 Sqm



--- Previous proposal outline
 ■ Mass reduced comparing previous and current proposal

5.0 Development Proposal (Apartments)

The front elevation of new building will be similar to the elevation of the house that previously occupied the site in regards to form, details and materials. Some elements will be reused in the new building as marked on the drawing on page 12.

New ground floor will be raised 400mm from existing ground floor level therefore three steps will be incorporated at the front of main entrance.

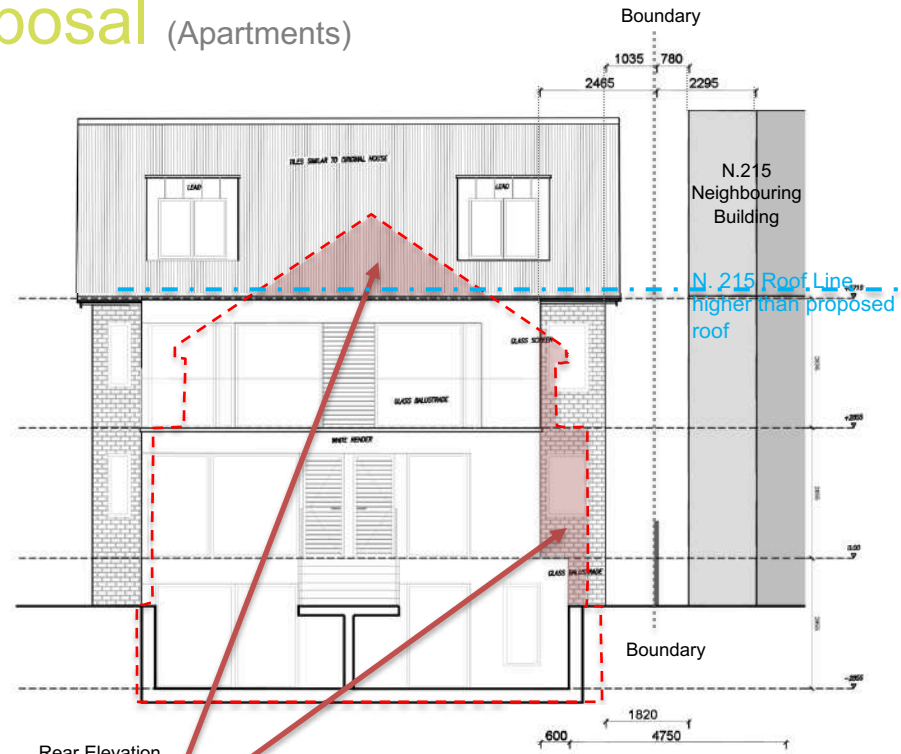
Also two light wells will be created to provide sunlight into new lower ground floor.

The rear elevation has been reduced in mass from the previous proposal (marked in red dotted line). With that reduction, the distance to the boundary has been increased a bit further than the neighbouring building.



Front Elevation

--- Previous proposal outline



Rear Elevation

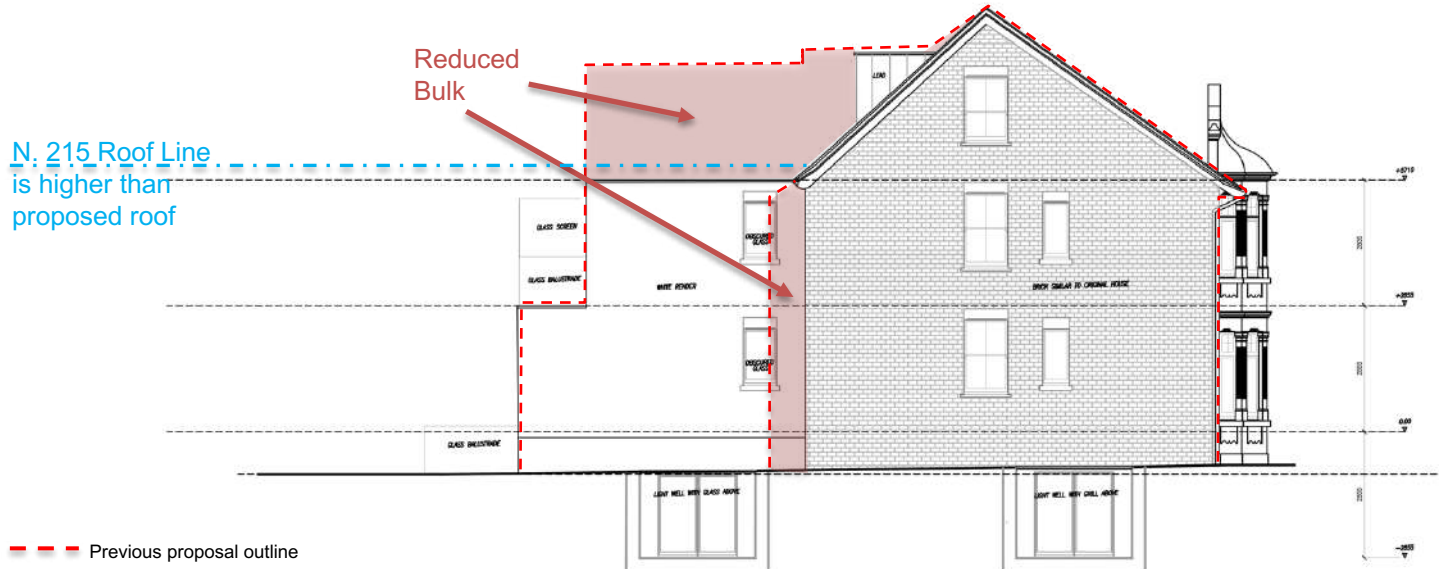
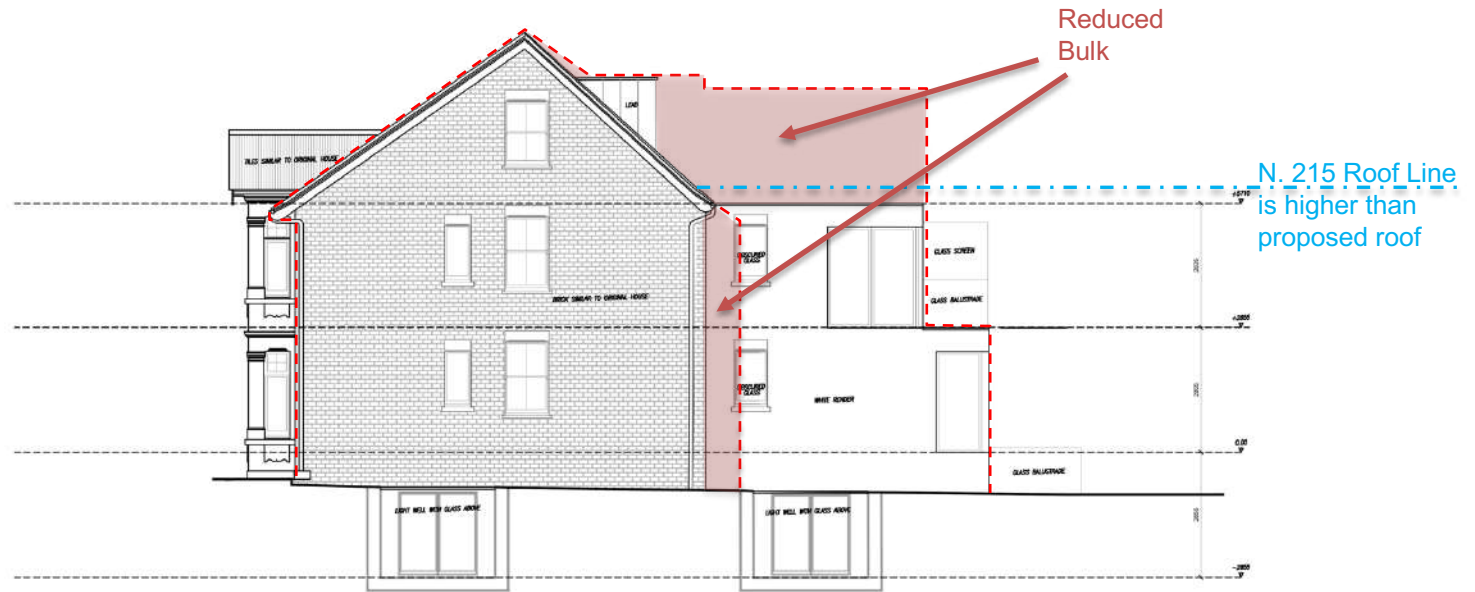
Reduced Bulk

5.0 Development Proposal (Apartments)

Proposed side elevations.

On these side elevations, it is noticeable the **reduction of mass** on the current extension proposed (previous proposal is shown in dotted red line).

The existing rear façade is proposed to be **cut back** from where it is.



--- Previous proposal outline

5.0 Development Proposal (Apartments)

Stonework as per the original façade, marked in green on the adjacent drawings, is to be recreated for the new building if possible.



5.0 Development Proposal (House)

DESIGN APPROACH

New Building

The new build house is conceived as a two story eco-home with green roof. Ground floor is partially sunken. This approach keeps the proposal within the limits of scale and mass established by the single storey development on the neighbouring site.

Allocated parking is provided for the house (refer to earlier site plan layout).

Materials:

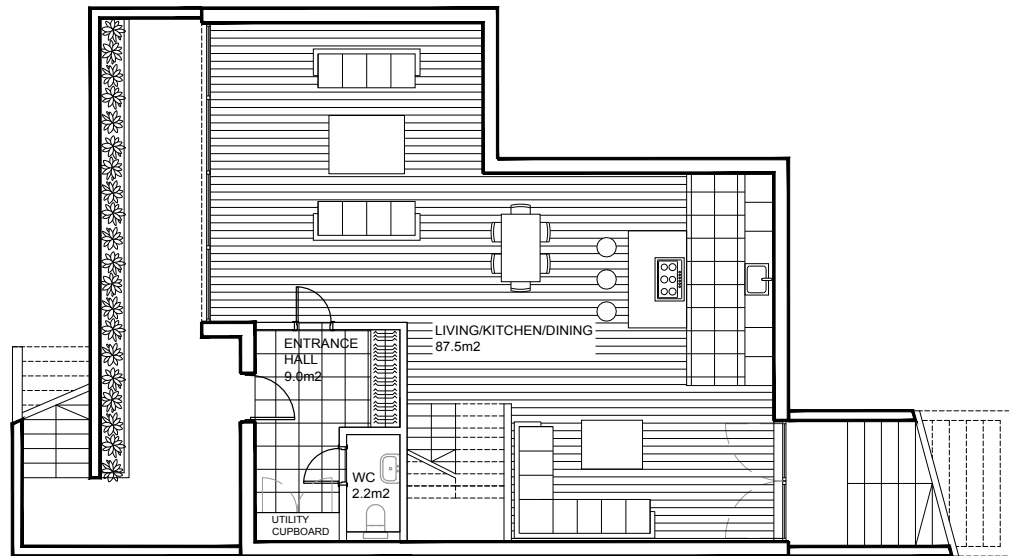
- white render
- Zinc
- Green roof
- White stone
- Timber cladding
- Red brick

PROPOSED GIAs

Lower Ground floor = 101.6 Sqm

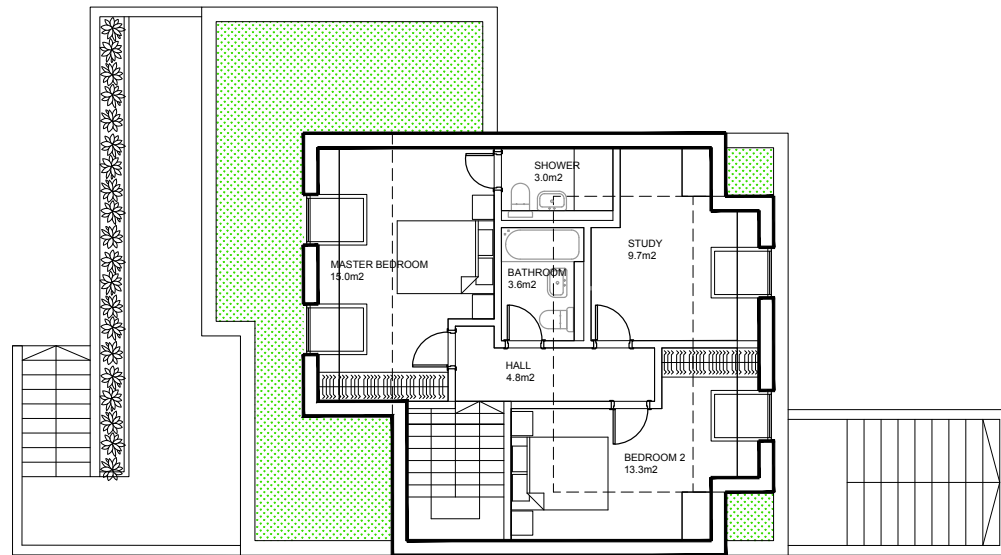
Ground floor = 53.7 Sqm

Total = 155.3 Sqm



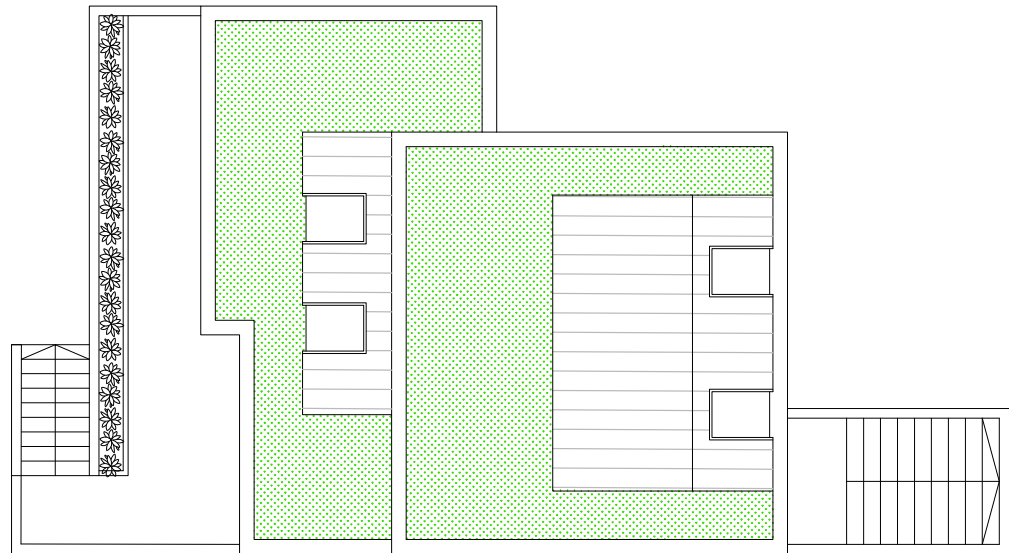
5.0 Development Proposal (House)

FIRST FLOOR PLAN



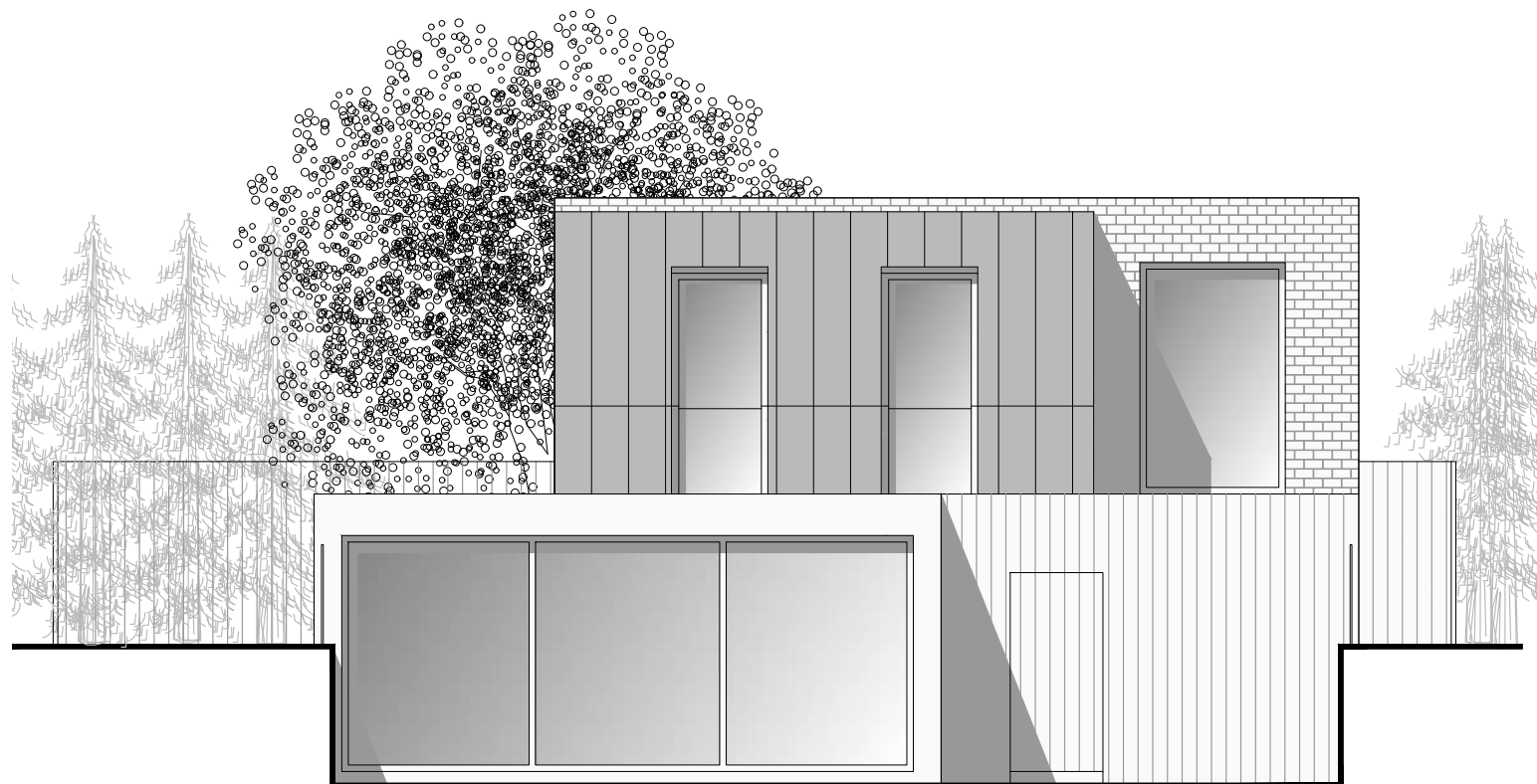
5.0 Development Proposal (House)

ROOF PLAN



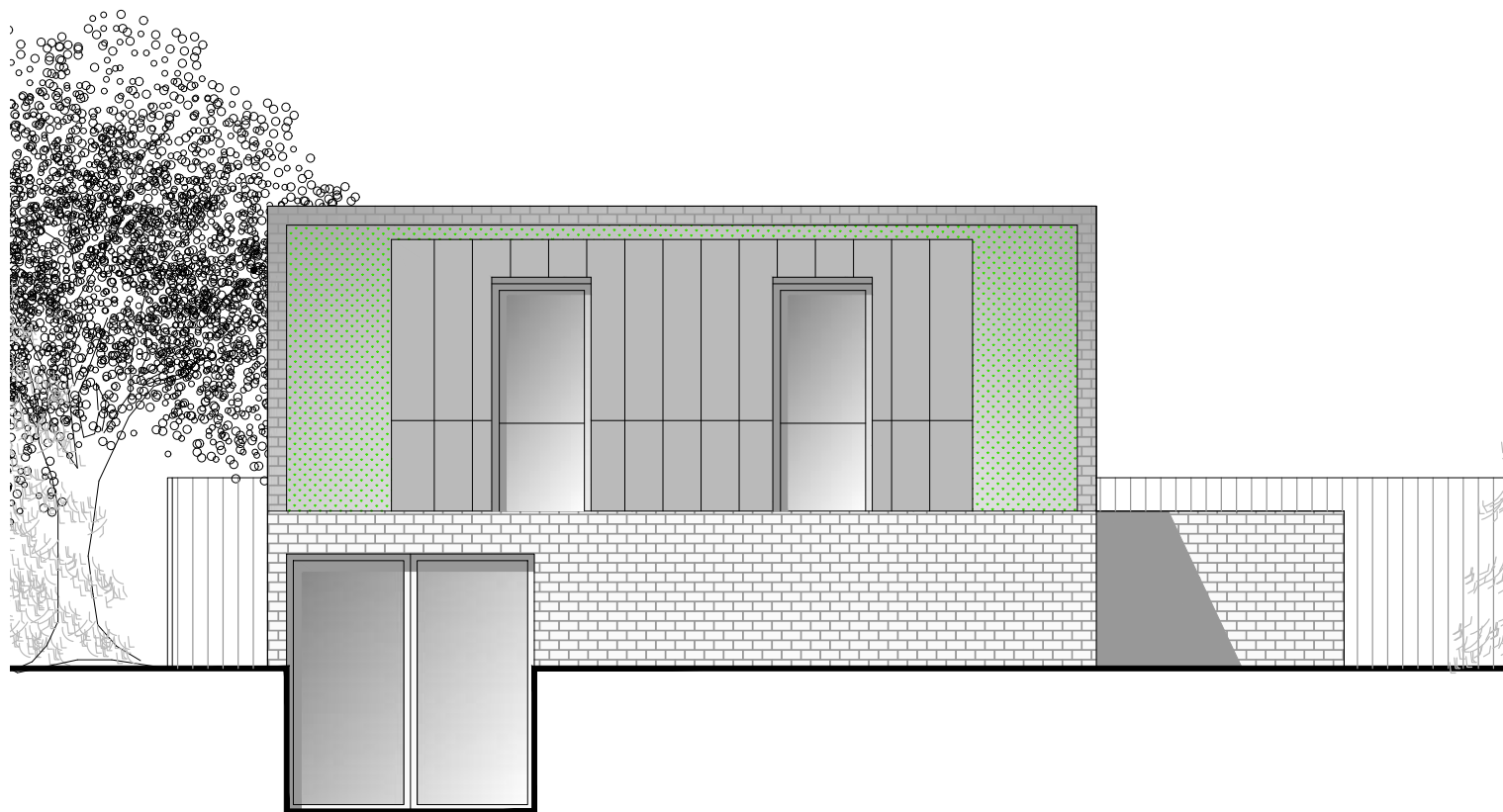
5.0 Development Proposal (House)

FRONT ELEVATION



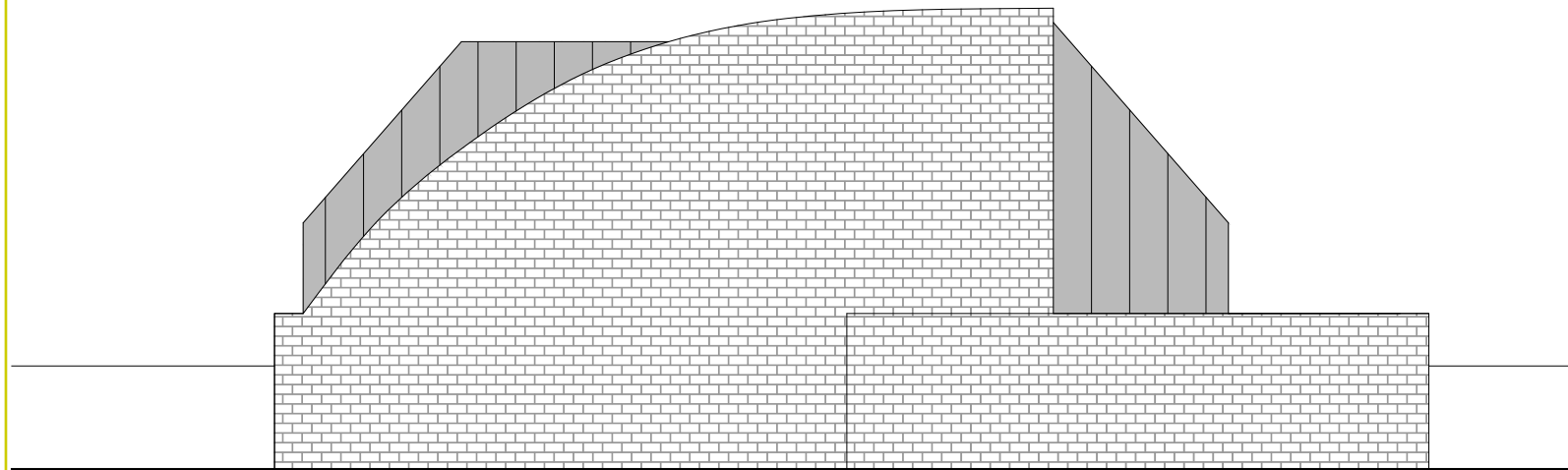
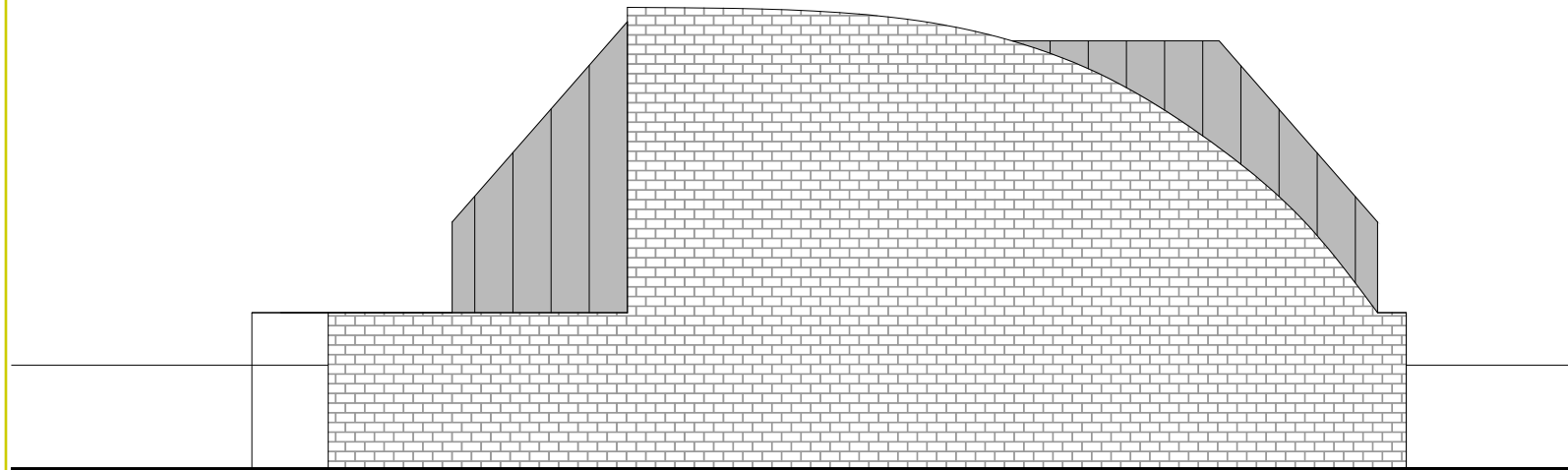
5.0 Development Proposal (House)

REAR ELEVATION



5.0 Development Proposal (House)

SIDE ELEVATIONS



6.0 Massing

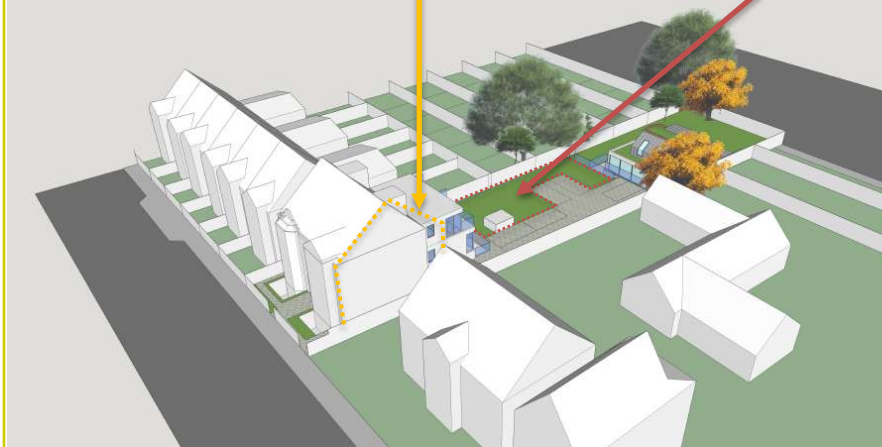
The proposed rear façade is set back from neighbouring building N.215 and from previous proposal.

Shared amenity space has been increased from previous proposal.

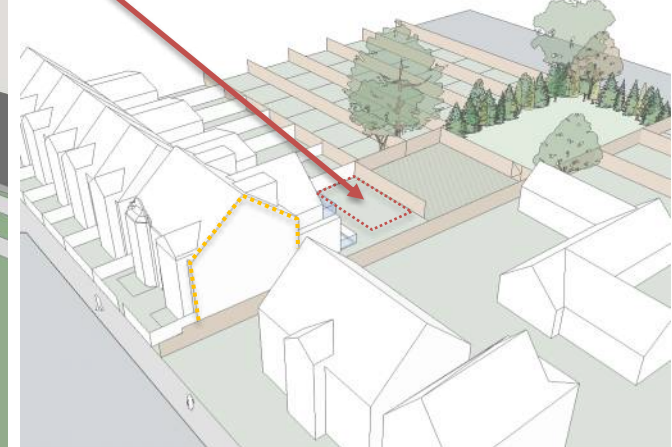
- - - Shared amenity space
- - - Existing rear façade

Rear elevation proposed sets back from previous proposal and N.215

Increased Shared Amenity Space



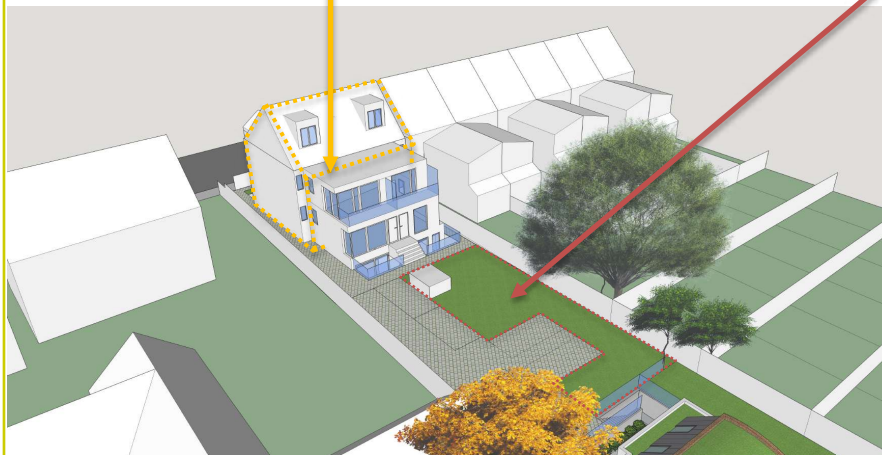
Current Proposal - View 1



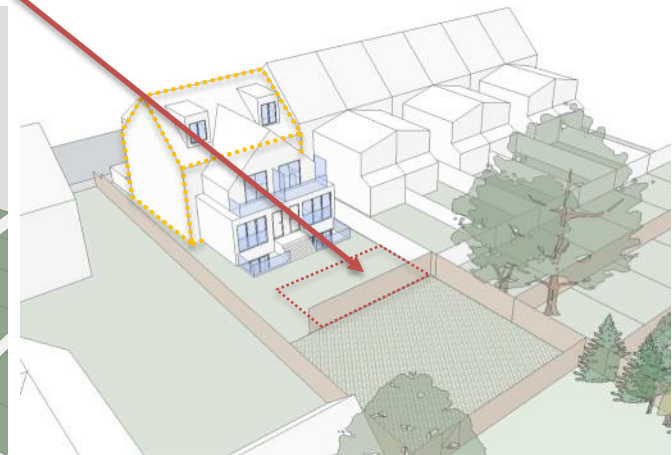
Previous Proposal - View 1

Rear elevation proposed sets back from previous proposal and N.215

Increased Shared Amenity Space



Current Proposal - View 2

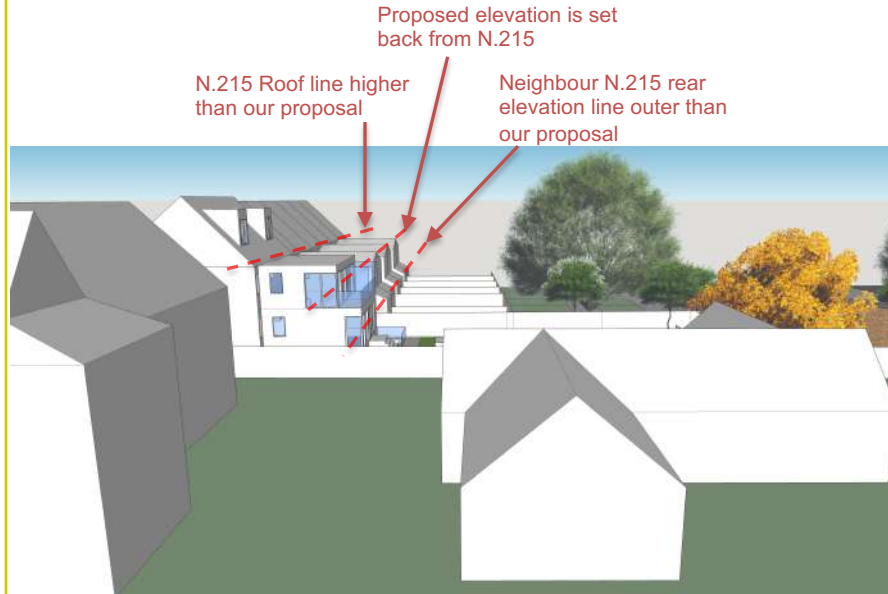


Previous Proposal - View 2

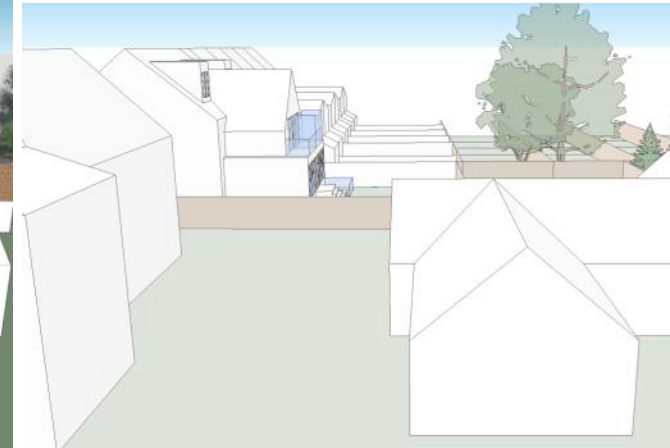
6.0 Massing

The proposed extension has the roof line lower than N.215 and previous proposal.

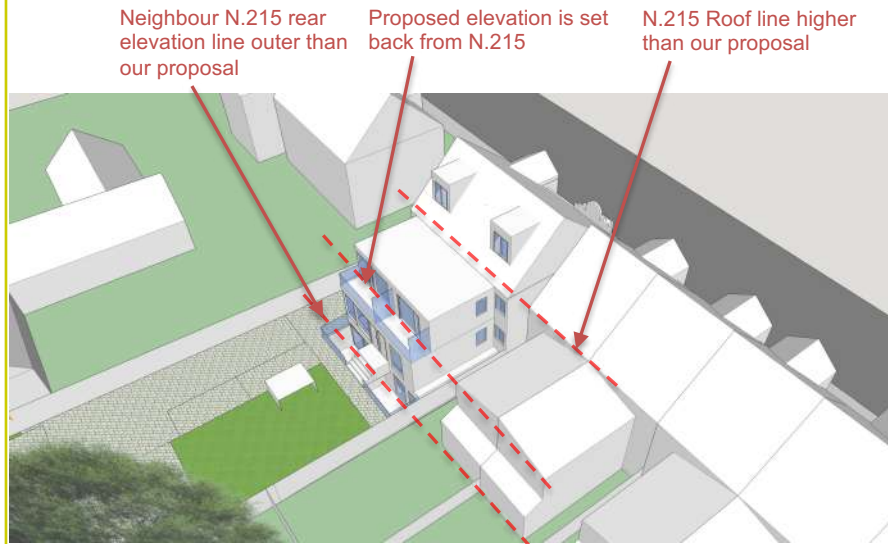
The rear façade is set back from neighbouring building N.215 and from previous proposal.



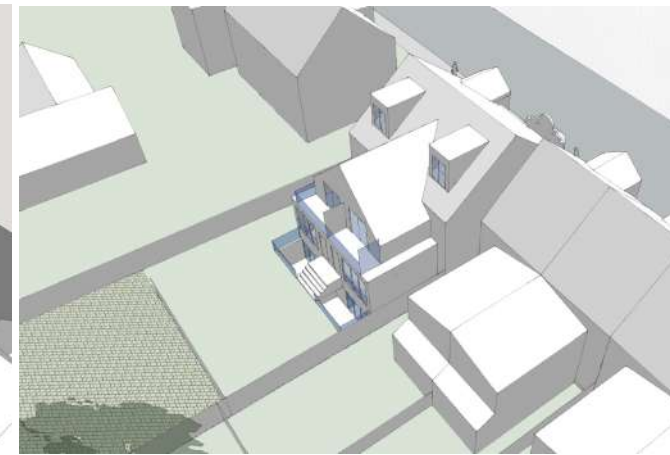
Current Proposal - View 3



Previous Proposal - View 3

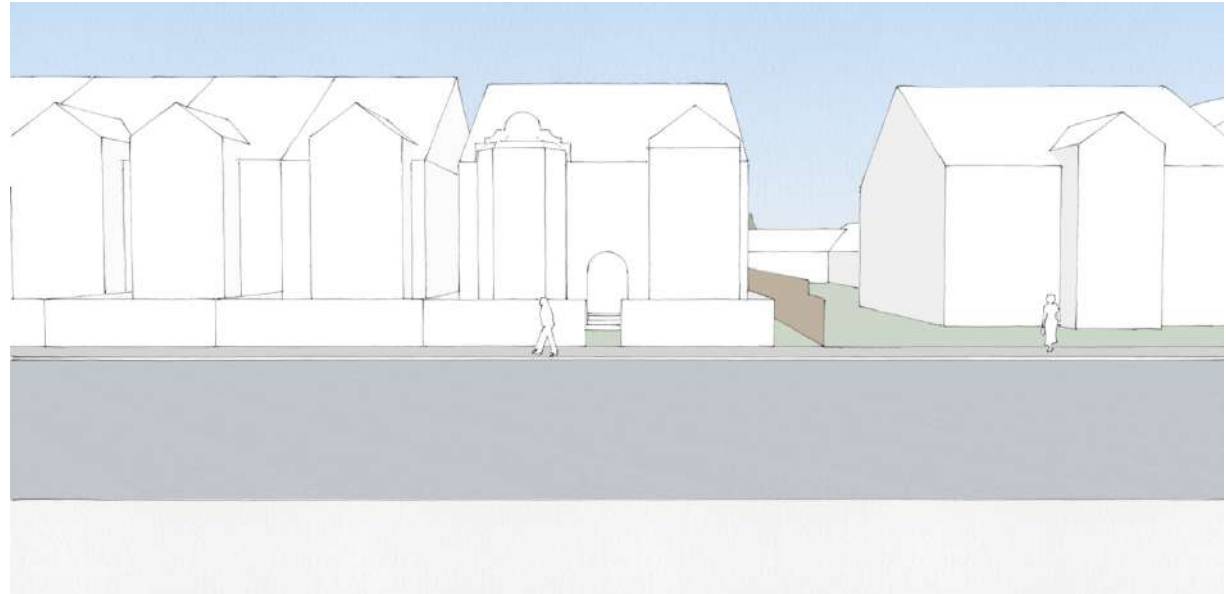


Current Proposal - View 4

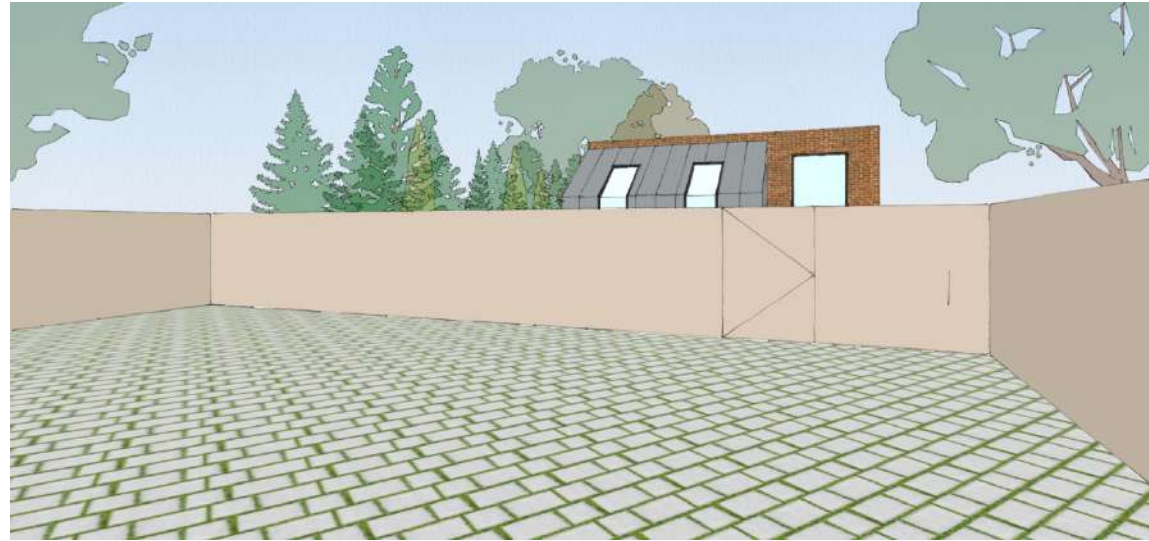


Previous Proposal - View 4

6.0 Massing (Front Building)



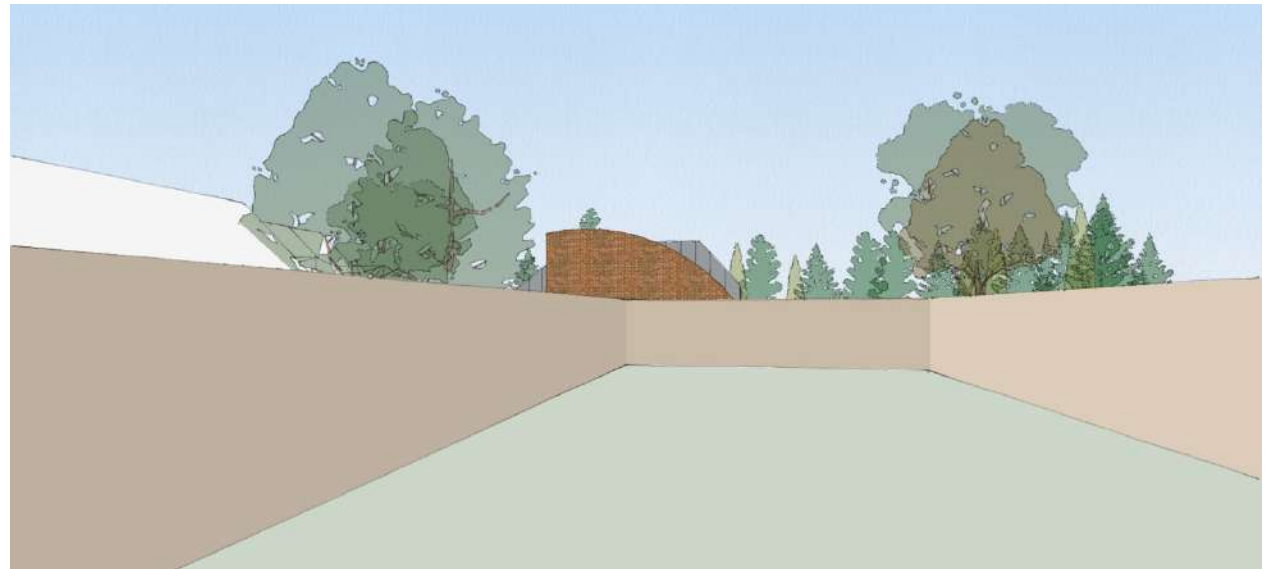
6.0 Massing (House)



6.0 Massing (House)



6.0 Massing (House)



6.0 Massing (House)



7.0 Appearance and Materials

FRONT BUILDING

The materials of the new front building:

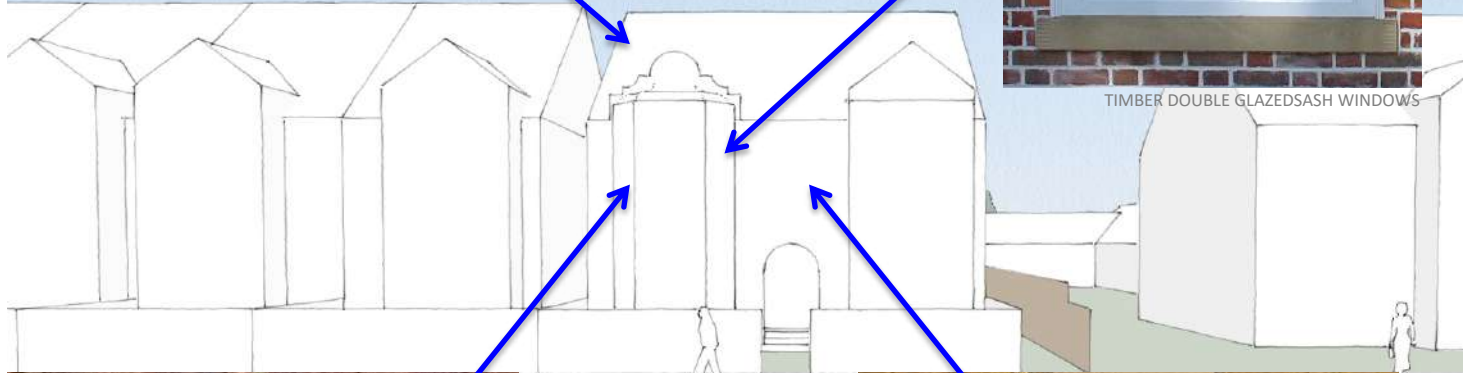
- Roof tiles to match existing
- Ibstock brickwork to match existing (Chelsea Old Funton brick or similar)
- Timber framed double glazed windows



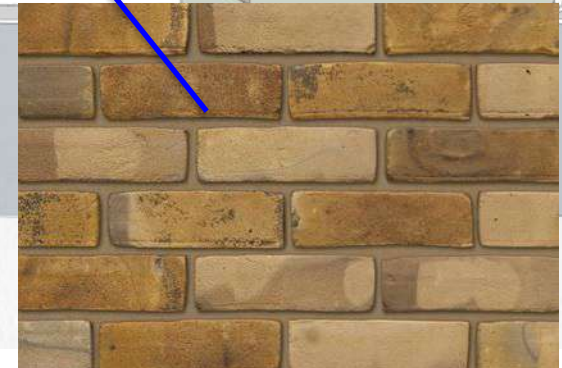
CLAY ROOF TILES



TIMBER DOUBLE GLAZED SASH WINDOWS



RED BSTOCK BRICKWORK TO MATCH EXISTING ON FRONT ELEVATION



IBSTOCK BRICKWORK (CHELSEA OLD FUNTON OR SIMILAR) ON SIDE ELEVATIONS

7.0 Appearance and Materials

FRONT BUILDING

The materials of the new rear extension:

- White render
- Aluminium (grey frame) double glazed sliding/folding doors
- Toughened glass balustrade around terraces and light wells
- Green roof



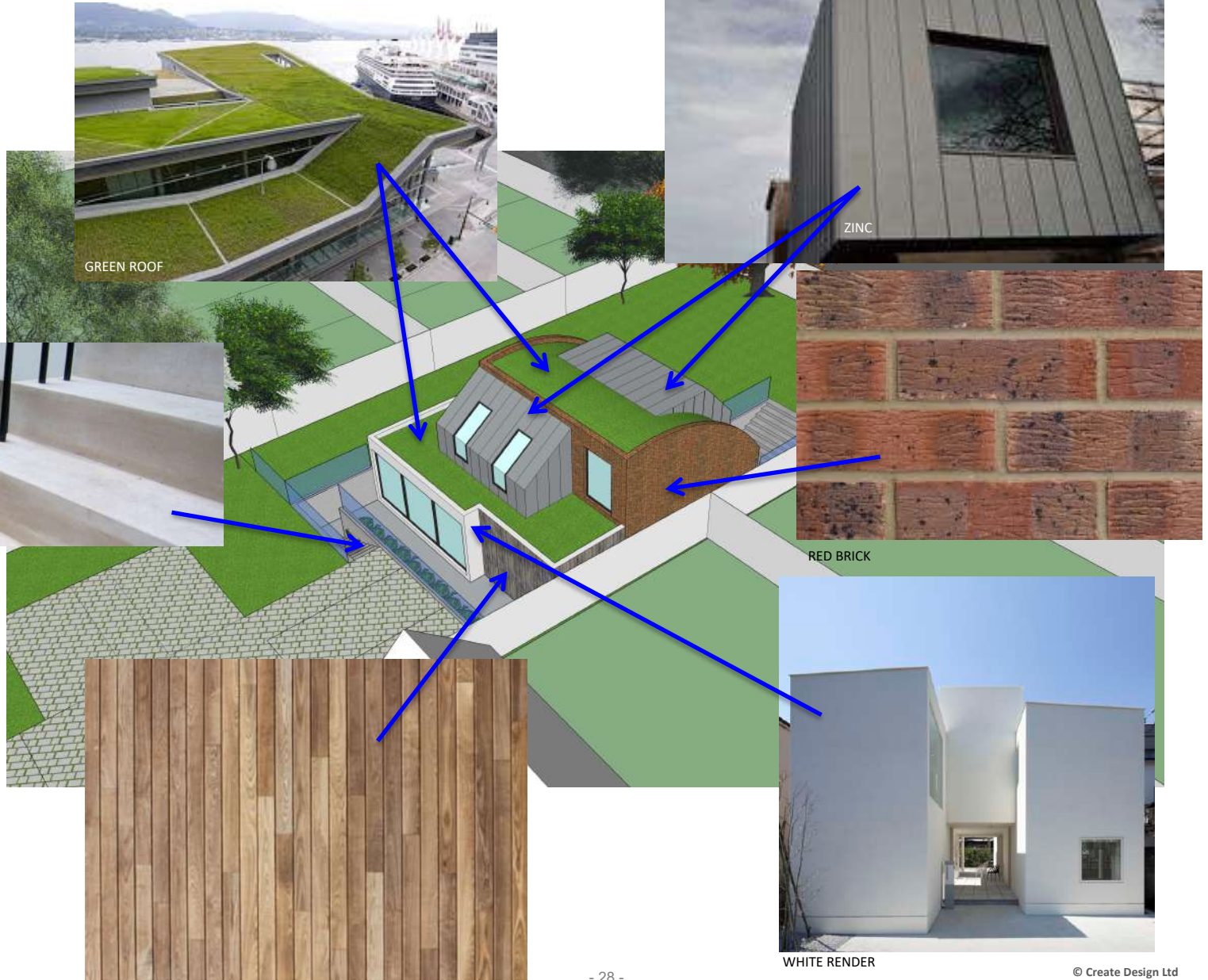
TOUGHENED GLASS BALUSTRADE

7.0 Appearance and Materials

REAR BUILDING

Materials:

- white render
- Zinc
- Green roof
- White stone
- Timber cladding
- Red brick



TIMBER CLADDING

8.0 Landscape and Access

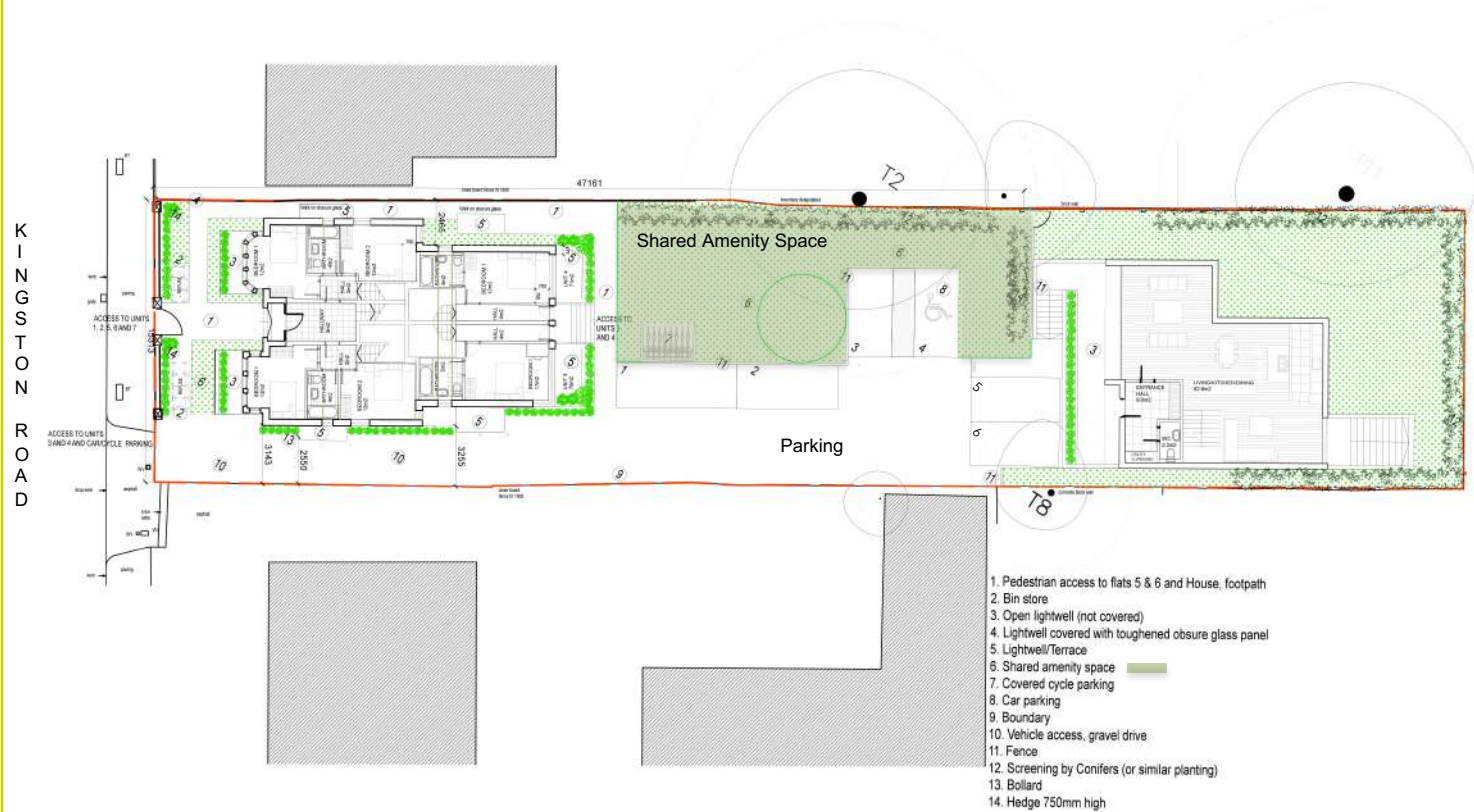
The existing front garden wall will remain and repair as required. Light wells will be provided for the basement accommodation, along the front, rear and side elevations of the existing house.

Both the shared amenity space for the existing house and the private gardens to the new build residential units will be landscaped with shrubs and ornamental planting.

Separate storage for refuse and recycling along with secure cycle parking will be provided.

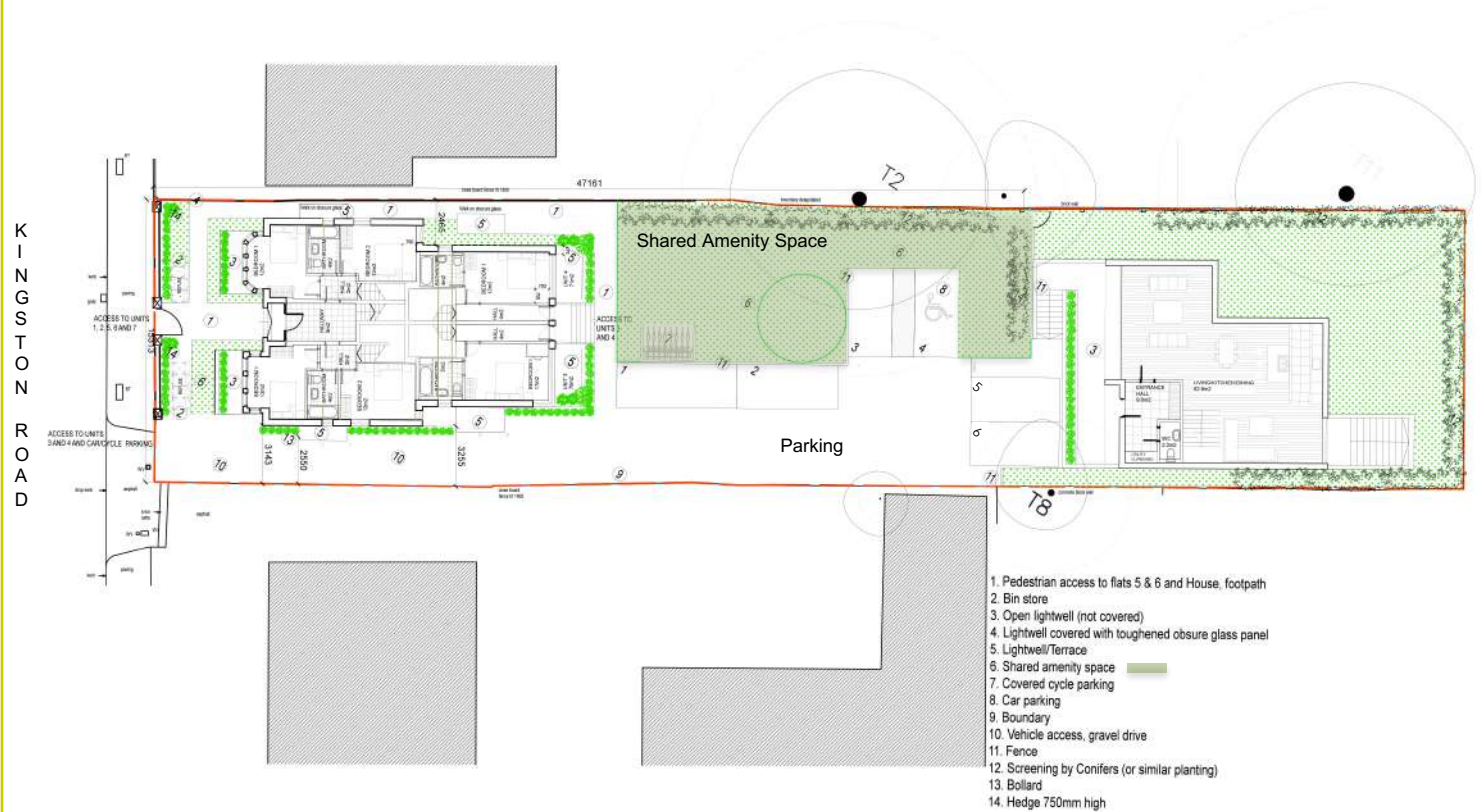
Vehicle access to the site will be via the existing, leading to the vehicular parking area. A traffic light system and vehicle loop system will be in place to manage vehicle access to and from the site and parking area.

The pedestrian access is proposed to be via a gate, with a pedestrian footpath running to the proposed building to the front of the site and the eco house located at the rear of the site.



8.0 Trees

Trees marked on the adjacent drawings to be retained and protected.
Refer to Arboriculturist report for further details.



PROPOSED SITE PLAN (including parking layout)

9.0 Energy

The existing house would meet building regulations requirements for thermal performance for new extensions.

Light wells have been provided to allow for suitable levels of day lighting throughout the existing house.

The new build units would meet building regulations for thermal performance for new residential construction.

No renewable energy or decentralised energy is proposed with this scheme.



10.0 Conclusion

The creation of a new building, to be similar to the previous Victorian property, and the erection of a discreet partially sunken new build block to the rear of the plot. This approach represents a context sensitive strategy that focuses on retention and augmentation using development patterns already established in the vicinity.