

PLANNING REPORT

Printed for officer by
Emer Costello on 8 April 2020

Application reference: 19/3829/VRC
HAMPTON WARD

Date application received	Date made valid	Target report date	8 Week date
19.12.2019	17.01.2020	17.04.2020	17.04.2020

Site:

139 - 143 Station Road, Hampton, TW12 2AL

Proposal:

Variation of conditions U0073081 (Approved Drawings), U0073067 (BREEAM) & U0073073 (Light Industrial Use Only) (~~Commercial Unit Use~~) of Planning Permission 19/2087/VRC.

Variation of conditions U0061605 (Approved drawings) of planning permission 18/3804/FUL dated 14.05.2019 to allow for 1) relocated access door to pedestrian passageway, from rear of building, 2) addition of 2 additional access doors at Station Road frontage, 3) internal alterations to layout of 2 x 1 bed flats in Station Road building- switching living rooms and bedrooms around, 4) addition of ensuite bathroom to recessed area at first floor, serving the rear 2-bed mews house, 5) relocation of velux window in rear roof of Station Road building, 6) alteration to fenestration pattern at Station Road frontage to facilitate above internal layout changes, 7) reduction in height of rooftop access structures of Station Road building, 8) increased balustrade height on mews building, 9) removal of rear window at first floor of the mews building and replacement with inset brickwork.

Variation of Condition U0061587 (Parking Permits Restriction - GRAMPIAN) of planning permission 18/3804/FUL to allow timing trigger to be changed to pre-occupation.

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

APPLICANT NAME

Sunny Day Trading
C/O Agent

AGENT NAME

Mr Jonathan Rowlatt
30 Stamford Street
London
SE1 9LQ

DC Site Notice: printed on 21.02.2020 and posted on 28.02.2020 and due to expire on 20.03.2020

Consultations:

Internal/External:

Consultee

14D Urban D
14D POL
LBRUT Transport

Expiry Date

07.02.2020
07.02.2020
07.02.2020

Neighbours:

44 Oldfield Road, Hampton, Middlesex, TW12 2AE, - 21.02.2020

46 Oldfield Road,Hampton,Middlesex,TW12 2AE, - 21.02.2020
 48 Oldfield Road,Hampton,Middlesex,TW12 2AE, - 21.02.2020
 50 Oldfield Road,Hampton,Middlesex,TW12 2AE, - 21.02.2020
 145 Station Road,Hampton,Middlesex,TW12 2AL, - 21.02.2020
 Flat 1,44 Oldfield Road,Hampton,Middlesex,TW12 2AE, - 21.02.2020
 131 Station Road,Hampton,Middlesex,TW12 2AL, - 21.02.2020
 135 Station Road,Hampton,Middlesex,TW12 2AL, - 21.02.2020
 137A Station Road,Hampton,Middlesex,TW12 2AL, - 21.02.2020
 56 Oldfield Road,Hampton,Middlesex,TW12 2AE, - 21.02.2020
 129 Station Road,Hampton,Middlesex,TW12 2AL, - 21.02.2020
 149 Station Road,Hampton,Middlesex,TW12 2AL, - 21.02.2020
 151 Station Road,Hampton,Middlesex,TW12 2AL, - 21.02.2020
 38 Oldfield Road,Hampton,Middlesex,TW12 2AE, - 21.02.2020
 133 Station Road,Hampton,Middlesex,TW12 2AL, - 21.02.2020
 58 Oldfield Road,Hampton,Middlesex,TW12 2AE, - 21.02.2020
 145C Station Road,Hampton,Middlesex,TW12 2AL - 21.02.2020
 145D Station Road,Hampton,Middlesex,TW12 2AL - 21.02.2020
 145A Station Road,Hampton,Middlesex,TW12 2AL - 21.02.2020
 145B Station Road,Hampton,Middlesex,TW12 2AL - 21.02.2020
 38A Oldfield Road,Hampton,TW12 - 21.02.2020
 38B Oldfield Road,Hampton,TW12 2AE - 21.02.2020
 38D Oldfield Road,Hampton,TW12 2AE - 21.02.2020
 58 Ashley Road,Hampton,TW12 - 21.02.2020
 Works Premises,52-54 Oldfield Road,Hampton TW12 - 21.02.2020
 15 Oldfield Road,Hampton,TW12 2AD, - 21.02.2020
 31 Oldfield Road,Hampton,TW12 2AJ, - 21.02.2020
 21 Hospital Bridge Road,Twickenham,TW2 5UL, - 21.02.2020
 Flat 3,137 Station Road,Hampton,TW12 2AL, - 21.02.2020
 33 Oldfield Road,Hampton,TW12 2AJ, - 21.02.2020
 Mr Jonathan Rowlatt,Union4 Planning,118 Pall Mall,London,SW1Y 5ED - 21.02.2020
 Flat 3,Albion House,113 Station Road,Hampton,TW12 2AL, - 21.02.2020
 19 Warwick Close,Hampton,TW12 2TZ, - 21.02.2020
 14 Oldfield Road,Hampton,TW12 2AE, - 21.02.2020
 Flat 2,Junction Court,127 Station Road,Hampton,TW12 2AL, - 21.02.2020
 29 Oldfield Road,Hampton,TW12 2AJ, - 21.02.2020
 Flat 4,137 Station Road,Hampton,TW12 2AL, - 21.02.2020
 ,, - 21.02.2020
 25 Oldfield Road,Hampton,TW12 2AJ, - 21.02.2020
 Flat 2,137 Station Road,Hampton,TW12 2AL, - 21.02.2020
 16 Oldfield Road,Hampton,TW12 2AE, - 21.02.2020
 Flat 1,137 Station Road,Hampton,TW12 2AL, - 21.02.2020
 24 Oldfield Road,Hampton,TW12 2AE, - 21.02.2020
 Ground Floor,137 Station Road,Hampton,TW12 2AL, - 21.02.2020
 66 High Street,Hampton,TW12 2SJ, - 21.02.2020
 P Manwell,Archadia,Ashley House,58-60 Ashley Road,Hampton TW12 2HU - 21.02.2020
 Station House,Station Road,Hampton,Middlesex,TW12 2AP, - 21.02.2020
 35 Oldfield Road,Hampton,Middlesex,TW12 2AJ, - 21.02.2020
 39 Oldfield Road,Hampton,Middlesex,TW12 2AJ, - 21.02.2020
 51 Oldfield Road,Hampton,Middlesex,TW12 2AJ, - 21.02.2020
 Hampton Railway Station,Ashley Road,Hampton,Middlesex,TW12 2HU, - 21.02.2020
 56 Ashley Road,Hampton,Middlesex,TW12 2HU, - 21.02.2020
 37 Oldfield Road,Hampton,Middlesex,TW12 2AJ, - 21.02.2020
 41 Oldfield Road,Hampton,Middlesex,TW12 2AJ, - 21.02.2020
 43 Oldfield Road,Hampton,Middlesex,TW12 2AJ, - 21.02.2020
 47 Oldfield Road,Hampton,Middlesex,TW12 2AJ, - 21.02.2020
 49 Oldfield Road,Hampton,Middlesex,TW12 2AJ, - 21.02.2020
 60 Ashley Road,Hampton,Middlesex,TW12 2HU, - 21.02.2020
 Harold Newton Ltd,Ashley Road,Hampton,Middlesex,TW12 2HU, - 21.02.2020
 1 Blenholme Court,Station Road,Hampton,Middlesex,TW12 2BL, - 21.02.2020
 2 Blenholme Court,Station Road,Hampton,Middlesex,TW12 2BL, - 21.02.2020

3 Blenholme Court, Station Road, Hampton, Middlesex, TW12 2BL, - 21.02.2020
 4 Blenholme Court, Station Road, Hampton, Middlesex, TW12 2BL, - 21.02.2020
 5 Blenholme Court, Station Road, Hampton, Middlesex, TW12 2BL, - 21.02.2020
 6 Blenholme Court, Station Road, Hampton, Middlesex, TW12 2BL, - 21.02.2020
 7 Blenholme Court, Station Road, Hampton, Middlesex, TW12 2BL, - 21.02.2020
 8 Blenholme Court, Station Road, Hampton, Middlesex, TW12 2BL, - 21.02.2020
 9 Blenholme Court, Station Road, Hampton, Middlesex, TW12 2BL, - 21.02.2020
 10 Blenholme Court, Station Road, Hampton, Middlesex, TW12 2BL, - 21.02.2020
 147 Station Road, Hampton, Middlesex, TW12 2AL, - 21.02.2020
 153 Station Road, Hampton, Middlesex, TW12 2AL, - 21.02.2020
 155 Station Road, Hampton, Middlesex, TW12 2AL, - 21.02.2020
 157 Station Road, Hampton, Middlesex, TW12 2AL, - 21.02.2020
 36 Oldfield Road, Hampton, Middlesex, TW12 2AE, - 21.02.2020
 38C Oldfield Road, Hampton, Middlesex, TW12 2AE, - 21.02.2020
 40 Oldfield Road, Hampton, Middlesex, TW12 2AE, - 21.02.2020
 42 Oldfield Road, Hampton, Middlesex, TW12 2AE, - 21.02.2020

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

Development Management

Status: GTD Application:47/4663
 Date:09/04/1954 Use of building for light engineering.

Development Management

Status: REF Application:59/0993
 Date:30/11/1959 Use of part of premises for stove enamelling.

Development Management

Status: REF Application:13/0822/OUT
 Date:26/02/2014 Demolition of the existing buildings and the erection of a building comprising retail space on the ground floor and 8 apartments above. Including refuse storage, cycle parking and amenity space (OUTLINE APPLICATION for consideration of Access/Appearance/Layout/Scale).

Development Management

Status: REF Application:15/2316/OUT
 Date:20/07/2015 Demolition of existing garage and workshops and erection of ground floor offices with nine flats over on three floors with associated car parking, cycle, refuse and recycling storage

Development Management

Status: WDN Application:18/2695/FUL
 Date:11/10/2018 Demolition of buildings on site and construction of a 3 storey building fronting Station Road, comprising 254sqm ground floor flexible commercial uses (B1 and/or D1) with 7 apartments above (5 x 2B4P and 2 x 1B2P) and a 2 storey building fronting Oldfield Road, comprising 2 x 2B4P houses with associated roof terraces and cycle/refuse stores, parking and hard and soft landscaping.

Development Management

Status: GTD Application:18/3804/FUL
 Date:14/05/2019 Demolition of buildings on site and construction of a 3 storey building fronting Station Road, comprising 254sqm ground floor light industrial use (B1c Use Class) with 7 apartments above (5No. 2B4P flats and 2No. 1B2P flats) and a 2 storey building fronting Oldfield Road, comprising 2No. 2B4P houses with associated roof terraces and cycle/refuse stores, parking and hard and soft landscaping.

Development Management

Status: GTD Application:18/3804/DD01
 Date:02/09/2019 Details pursuant to conditions U0061589 - Construction Method Statement & U0061600 - Hard and Soft Landscaping of planning permission 18/3804/FUL.

Development Management

Status: GTD
Date:09/08/2019

Application:18/3804/DD02
Details pursuant to condition U0061597 - Sustainable Drainage of planning permission 18/3804/FUL.

Development Management

Status: GTD
Date:28/11/2019

Application:19/2087/VRC
Variation of conditions U0061605 (Approved drawings) of planning permission 18/3804/FUL dated 14.05.2019 to allow for 1) relocated access door to pedestrian passageway, from rear of building, 2) addition of 2 additional access doors at Station Road frontage, 3) internal alterations to layout of 2 x 1 bed flats in Station Road building- switching living rooms and bedrooms around, 4) addition of en-suite bathroom to recessed area at first floor, serving the rear 2-bed mews house, 5) relocation of velux window in rear roof of Station Road building, 6) alteration to fenestration pattern at Station Road frontage to facilitate above internal layout changes, 7) reduction in height of rooftop access structures of Station Road building, 8) increased balustrade height on mews building, 9) removal of rear window at first floor of the mews building and replacement with inset brickwork. Variation of Condition U0061587 (Parking Permits Restriction - GRAMPIAN) of planning permission 18/3804/FUL to allow timing trigger to be changed to pre-occupation.

Development Management

Status: GTD
Date:22/10/2019

Application:18/3804/DD03
Details pursuant to (PART OF) condition U0061585 - Potentially Contaminated Sites of planning permission 18/3804/FUL.

Development Management

Status: WDN
Date:18/11/2019

Application:19/3015/NMA
Variation of conditions U0061605 (Approved drawings) of planning permission 18/3804/FUL to allow for 1) relocated access door to pedestrian passageway, from rear of building, 2) addition of 2 additional access doors at Station Road frontage, 3) internal alterations to layout of 2 x 1 bed flats in Station Road building- switching living rooms and bedrooms around, 4) addition of en-suite bathroom to recessed area at first floor, serving the rear 2-bed mews house, 5) relocation of rooflight in rear roof of Station Road building, 6) alteration to fenestration pattern at Station Road frontage to facilitate above internal layout changes, 7) reduction in height of rooftop access structures of Station Road building, 8) increased balustrade height on mews building, 9) removal of rear window at first floor of the mews building and replacement with inset brickwork. Variation of Condition U0061587 (Parking Permits Restriction - GRAMPIAN) of planning permission 18/3804/FUL to allow timing trigger to be changed to pre-occupation. [Non-Material Amendment to planning permission 19/2087/VRC to increase the employment provision].

Development Management

Status: PCO
Date:

Application:19/3829/VRC
Variation of conditions U0073081 (Approved Drawings), U0073067 (BREEAM) & U0073073 (Commercial Unit Use) of Planning Permission 19/2087/VRC. Variation of conditions U0061605 (Approved drawings) of planning permission 18/3804/FUL dated 14.05.2019 to allow for 1) relocated access door to pedestrian passageway, from rear of building, 2) addition of 2 additional access doors at Station Road frontage, 3) internal alterations to layout of 2 x 1 bed flats in Station Road building- switching living rooms and bedrooms around, 4) addition of en-suite bathroom to recessed area at first floor, serving the rear 2-bed mews house, 5) relocation of velux window in rear roof of Station Road building, 6) alteration to fenestration pattern at Station Road frontage to facilitate above

internal layout changes, 7) reduction in height of rooftop access structures of Station Road building, 8) increased balustrade height on mews building, 9) removal of rear window at first floor of the mews building and replacement with inset brickwork. Variation of Condition U0061587 (Parking Permits Restriction - GRAMPPIAN) of planning permission 18/3804/FUL to allow timing trigger to be changed to pre-occupation.

Appeal

Validation Date: 01.12.2015 Demolition of existing garage and workshops and erection of ground floor offices with nine flats over on three floors with associated car parking, cycle, refuse and recycling storage

Reference: 15/0220/AP/REF

Enforcement

Opened Date: 11.01.2019 Enforcement Enquiry

Reference: 19/0023/EN/UBW

Enforcement

Opened Date: 05.07.2019 Enforcement Enquiry

Reference: 19/0318/EN/BCN

Enforcement

Opened Date: 23.01.2020 Enforcement Enquiry

Reference: 20/0021/EN/BCN

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):EC

Dated: 15.04.20

I agree the recommendation: CTA

Team Leader/Head of Development Management/Principal Planner

Dated:16.04.2020.....

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:

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

SUMMARY OF CONDITIONS AND INFORMATIVES

CONDITIONS

INFORMATIVES

Application reference: 19/3829/VRC

Subject Property: 139 - 143 Station Road Hampton TW12 2AL

Proposal	The application is for the variation of conditions U0073081 (Approved Drawings), U0073067 (BREEAM) & U0073073 (Light Industrial Use Only) of Planning Permission 19/2087/VRC.
Site description / key designations	The site is located in the Station Road West Area of Mixed Use. The site is subject to an Article 4 Direction Basements. The site is positioned in a Land Use Past Industrial Petrol Sales. The site is in the Priors Road East and Surroundings Village Character Area in the Hampton Village Planning Guidance. The site borders the Hampton Village Conservation Area to the South East. No 1 – 4 Junction Court is a BTM circa 50m to the east. Station House is a BTM circa 20m to the north.
Planning History 139 - 143	<ul style="list-style-type: none"> • 19/3015/NMA Variation of conditions U0061605 (Approved drawings) of planning permission 18/3804/FUL to allow for 1) relocated access door to pedestrian passageway, from rear of building, 2) addition of 2 additional access doors at Station Road frontage, 3) internal alterations to layout of 2 x 1 bed flats in Station Road building- switching living rooms and bedrooms around, 4) addition of en-suite bathroom to recessed area at first floor, serving the rear 2-bed mews house, 5) relocation of rooflight in rear roof of Station Road building, 6) alteration to fenestration pattern at Station Road frontage to facilitate above internal layout changes, 7) reduction in height of rooftop access structures of Station Road building, 8) increased balustrade height on mews building, 9) removal of rear window at first floor of the mews building and replacement with inset brickwork. Variation of Condition U0061587 (Parking Permits Restriction - GRAMPAN) of planning permission 18/3804/FUL to allow timing trigger to be changed to pre-occupation. [Non-Material Amendment to planning permission 19/2087/VRC to increase the employment provision]. Withdrawn by the applicant 18/11/2019 • 18/3804/DD03 Details pursuant to (PART OF) condition U0061585 - Potentially Contaminated Sites of planning permission 18/3804/FUL. Granted permission 22/10/2019 • 19/2087/VRC Variation of conditions U0061605 (Approved drawings) of planning permission 18/3804/FUL dated 14.05.2019 to allow for 1) relocated access door to pedestrian passageway, from rear of building, 2) addition of 2 additional access doors at Station Road frontage, 3) internal alterations to layout of 2 x 1 bed flats in Station Road building- switching living rooms and bedrooms around, 4) addition of en-suite bathroom to recessed area at first floor, serving the rear 2-bed mews house, 5) relocation of velux window in rear roof of Station Road building, 6) alteration to fenestration pattern at Station Road frontage to facilitate above internal layout changes, 7) reduction in height of rooftop access structures of Station Road building, 8) increased balustrade height on mews building, 9) removal of rear window at first floor of the mews building and replacement with inset brickwork. Variation of Condition U0061587 (Parking Permits Restriction - GRAMPAN) of

	<p>planning permission 18/3804/FUL to allow timing trigger to be changed to pre-occupation. Granted permission 28/11/2019</p> <ul style="list-style-type: none"> • 18/3804/DD02 Details pursuant to condition U0061597 - Sustainable Drainage of planning permission 18/3804/FUL. Granted permission 09/08/2019 • 18/3804/DD01 Details pursuant to conditions U0061589 - Construction Method Statement & U0061600 - Hard and Soft Landscaping of planning permission 18/3804/FUL. Granted permission 30/08/2019 • 18/3804/FUL Demolition of buildings on site and construction of a 3 storey building fronting Station Road, comprising 254sqm ground floor light industrial use (B1c Use Class) with 7 apartments above (5No. 2B4P flats and 2No. 1B2P flats) and a 2 storey building fronting Oldfield Road, comprising 2No. 2B4P houses with associate roof terraces and cycle/refuse stores, parking and hard and soft landscaping. Granted permission 14/05/2019 • 18/2695/FUL Demolition of buildings on site and construction of a 3 storey building fronting Station Road, comprising 254sqm ground floor flexible commercial uses (B1 and/or D1) with 7 apartments above (5 x 2B4P and 2 x 1B2P) and a 2 storey building fronting Oldfield Road, comprising 2 x 2B4P houses with associated roof terraces and cycle/refuse stores, parking and hard and soft landscaping. Withdrawn by the applicant 11/10/2018 • 16/3097/OUT Demolition of existing garage/workshop and retail show room and construction of ground floor offices, six flats and two cottages with associated parking, cycle, refuse and recycling storage. Appeal. Dismissed 08.03.2017 <p><u>Reason for dismissal</u></p> <p><i>The Inspector concluded that the proposed development would make adequate arrangements for parking and its failure to provide a mechanism to secure affordable housing contributions would not constitute a reason to dismiss the appeal. However, these aspects of the scheme were considered to be demonstrably outweighed in the overall planning balance by the proposed development's conflict with the development plan in terms of the reduced amount of employment land it would supply, and its failure to provide adequate.</i></p> <ul style="list-style-type: none"> • 15/2316/OUT Demolition of existing garage and workshops and erection of ground floor offices with nine flats over on three floors with associated car parking, cycle, refuse and recycling storage. Refused permission 17/07/2015 Appeal Dismissed 01/04/2016 <i>amenity space sufficient to meet the day to day needs of its occupants.</i> • 13/0822/OUT Demolition of the existing buildings and the erection of a building comprising retail space on the ground floor and 8 apartments above. Including refuse storage, cycle parking and amenity space (OUTLINE APPLICATION for consideration Access/Appearance/Layout/Scale). Refused permission 24.02.2014 <p><u>Reasons for Refusal</u></p> <ol style="list-style-type: none"> 1. The proposal would result in the loss of employment floorspace and in the absence of any detailed marketing evidence to justify
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	<p>such loss, this would be contrary to policy CP 19 of the Richmond upon Thames Core Strategy 2009 and policy DM EM 2 of the Richmond upon Thames Development Management Plan 2011.</p> <ol style="list-style-type: none">2. The scheme, by reason of its siting, design, height, scale and relationship with adjoining properties, would represent a visually intrusive form of development that would be damaging to the visual amenity and out of character with the surrounding area. The proposal would therefore be contrary to policy CP 7 of the Richmond upon Thames Core Strategy 2009 and policies DM HO 2 and DM DC 1 of the Richmond upon Thames Development Management Plan 2011; and Supplementary Planning Document 'Design Quality'.3. The scheme, by reason of its proposed siting, height and scale in relation to houses to the rear the proposal (particularly No. 48 and 50 Oldfield Road) would constitute an unneighbourly and overbearing form of development resulting in undue detriment to the amenities of neighbouring residents, who would also be affected by unreasonable overlooking. The proposal would therefore be contrary to policies DM DC1 and DM DC 5 of the Richmond upon Thames Development Management Plan 2011.4. In relation to the proposed flats the proposal would exacerbate the existing on-street parking shortage in a heavily parked area to the detriment of local amenity and as a consequence could prejudice conditions of safety on the highway. The proposal would therefore be contrary to policy, in particular, CP 5 of the Richmond upon Thames Core Strategy 2009 and policy DM TP 8 of the Richmond upon Thames Development Management Plan 2011.5. The development, in the absence of a Transport Statement and agreed Service Management Plan, has not demonstrated that the scheme would not be prejudicial to highway and pedestrian safety and the free flow of traffic. The scheme would thereby be contrary to local, regional and national policies including policies CP5 and CP8 of the Richmond upon Thames Local Development Framework Core Strategy 2009, policies DM TC 2, DM TP 2, DM TP 6 and DM TP 7 of the Richmond upon Thames Development Management Plan 2011, policy 6.3 of the London Plan and National Planning Policy Framework Sustainable Transport policy.6. In the absence of a binding obligation to secure an appropriate financial contribution towards the provision of affordable housing and improvements towards transport, health, the public realm and education infrastructure and services in the locality, the scheme would be prejudicial to meeting the Council's affordable housing objectives and place unreasonable demand on infrastructure and services within the Borough contrary to the principles of sustainable development. The development would thereby be contrary to policy, in particularly CP15, CP16, CP 17 and CP 18 of the Local Development Framework Core Strategy 2009; policies DM TP 2 and DM HO 6 of the Richmond upon Thames Development Management Plan 2011; and the
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	<p>Council's adopted Planning Obligations Strategy Supplementary Planning Document, and the draft Supplementary Planning Document 'Affordable Housing'.</p> <p>7. The proposal, by reason of its failure to meet 40% improvement in the reduction in CO2 emissions over the current Building Regulations, Code Level 3 of the Code for Sustainable Home (for the flats) or 'excellent' BREEAM standard for the shop, would therefore be contrary to policy CP 1 of the Richmond upon Thames Core Strategy 2009 and policy DM SD 1 of the Richmond upon Thames Development Management Plan 2011.</p> <ul style="list-style-type: none"> • 59/0993 Use of part of premises for stove enamelling. Refused permission 30/11/1959 • 47/4663 Use of building for light engineering. Granted permission 09/04/1954
<p>Planning History 141 - 143</p>	<ul style="list-style-type: none"> • 19/2087/DD01 Details pursuant to condition U0073077 (Construction details/materials) of planning permission 19/2087/VRC. Granted permission 27/01/2020 • 06/2759/FUL Demolition of existing garage and erection of 10 residential flats over four commercial units on ground floor. Refused permission 17/10/2006 <p><u>Reasons for Refusal</u></p> <ol style="list-style-type: none"> 1. By reason of its design, bulk and excessive height, the building as proposed would constitute an overdevelopment which would be incongruous and out of scale with the surrounding area. The proposal would therefore be contrary to policies BLT 11 and HSG 11 of the Richmond upon Thames Unitary Development Plan First Review 2005. 2. The proposal would result in the loss of employment floorspace and in the absence of any detailed submitted justification this would be contrary to policy EMP 4 of the Richmond upon Thames Unitary Development Plan First Review 2005. 3. The proposal involves the loss of employment floorspace and in such circumstances the Council would require all replacement residential accommodation to be affordable housing. In addition schemes involving the provision of 10 or more units would require an element of affordable housing. In the absence of any part of the scheme involving affordable housing the proposal would be contrary to policies EMP 4, HSG 6 and HSG 11 of the Richmond upon Thames Unitary Development Plan First Review 2005. 4. By reason of the proposed height and siting the proposal would constitute an unneighbourly and overbearing form of development resulting in undue detriment to the amenities of neighbouring residents, who would also be affected by unreasonable overlooking and noise and disturbance. The proposal would therefore be contrary to policies BLT 15 and BLT 16 of the Richmond upon Thames Unitary Development Plan First Review 2005. 5. Only 20% the dwelling units to be provided are one bedroom / studio units whereas the majority would be expected to be such units in this location. The proposal would consequently be

	<p>contrary to policy HSG 11 of the Unitary Development Plan First Review and policies 3A.4 and 4B.3 of the London Plan.</p> <p>6. Without an appropriate contribution towards education, health, public open space, sport, children’s play and transport facilities within the Borough, the proposal would be contrary to policies STG2, STG7, STG9, STG11: IMP3; ENV11, ENV12; CCE1, CCE4, CCE8, CCE10 and CCE16; HSG19; TRN2, TRN6, TRN7, TRN8, TRN9, TRN10, TRN12, TRN13, TRN14, TRN16, TRN17, TRN18, TRN19 and 21 of the adopted Richmond upon Thames Unitary Development Plan-First Review 2005 and associated policies of the adopted London Plan 2004.</p> <p>7. The proposed access and layout are considered to be inadequate to serve a development of this nature and the proposal would therefore be contrary to policy TRN 2 of the Richmond upon Thames Unitary Development Plan First Review.</p> <p>8. No provision has been made for wheelchair access to any of the flats and the proposal would therefore be contrary to policy HSG 8 of the Richmond upon Thames Unitary Development Plan First Review.</p> <p>9. The proposal would exacerbate the existing on-street parking shortage to the detriment of local amenity and as a consequence could prejudice conditions of safety on the highway. In addition no provision for cycle parking has been made. The proposal would therefore be contrary to policies TRN 2 and TRN 4 of the Richmond upon Thames Unitary Development Plan First Review 2005.</p> <ul style="list-style-type: none"> • 47/6672 The formation of a plating shop for use in connection with the manufacture of dental equipment. Granted permission 12/01/1956
Enforcement History	19/0317/EN/NAP Non compliance with traffic routing in relation to Case Closed 01/11/2019
Policies	<p>The proposal has been considered having regard to the policies in particular:</p> <p>National Planning Policy Framework (2019) London Plan (2016)</p> <p>Local Plan (2018)</p> <ul style="list-style-type: none"> • LP 1 Local Character and Design Quality • LP 2 Building Heights • LP 3 Designated Heritage Assets • LP 4 Non-Designated Heritage Assets • LP 8 Amenity and Living Conditions • LP 20 Climate Change Adaptation • LP 22 Sustainable Design and Construction • LP 25 Development in Centres • LP 36 Affordable Housing • LP 40 Employment and Local Economy • LP 41 Offices • LP 42 Industrial Land and Business Parks • LP 44 Sustainable Travel Choices

	<ul style="list-style-type: none"> LP 45 Parking Standards and Servicing <p>Supplementary Planning Documents / Guidance</p> <ul style="list-style-type: none"> Hampton Village Conservation Area Statement (1991) Hampton Village SPD (2017)
Material representations	<p>Consultation has been carried out upon the neighbouring properties. One objection was received by a third party. This set out that restrictions of Parking Permits should be put in place because there is not sufficient capacity for any more vehicles to park on the highway. Furthermore, such a restriction will help reduce the negative impact of this wholly unsuitable development for this location and area.</p>
Amendments	None.
Professional comments	<p>The proposal has been assessed in relation to the following issues:</p> <ul style="list-style-type: none"> Background Heritage, Character and Design Employment Sustainability Neighbour Amenity Parking and Servicing <p>Background</p> <p>18/3804/FUL for the demolition of buildings on site and construction of a 3 storey building fronting Station Road, comprising 254sqm ground floor light industrial use (B1c Use Class) with 7 apartments above (5No. 2B4P flats and 2No. 1B2P flats) and a 2 storey building fronting Oldfield Road, comprising 2No. 2B4P houses with associated roof terraces and cycle/refuse stores, parking and hard and soft landscaping which was granted on 14.05.2019.</p> <p>Subsequent to this, planning permission was obtained via 19/2087/VRC for the variation of conditions U0061605 (Approved drawings) of planning permission 18/3804/FUL dated 14.05.2019 to allow for 1) relocated access door to pedestrian passageway, from rear of building, 2) addition of 2 additional access doors at Station Road frontage, 3) internal alterations to layout of 2 x 1 bed flats in Station Road building- switching living rooms and bedrooms around, 4) addition of en-suite bathroom to recessed area at first floor, serving the rear 2-bed mews house, 5) relocation of velux window in rear roof of Station Road building, 6) alteration to fenestration pattern at Station Road frontage to facilitate above internal layout changes, 7) reduction in height of rooftop access structures of Station Road building, 8) increased balustrade height on mews building, 9) removal of rear window at first floor of the mews building and replacement with inset brickwork. Variation of Condition U0061587 (Parking Permits Restriction - GRAMPIAN) of planning permission 18/3804/FUL to allow timing trigger to be changed to pre-occupation. This application was granted on 28.11.2019.</p> <p>This application seeks a variation of conditions in relation to the original 18/3804/FUL consent and aspects of the conditions approved under Planning Permission 19/2087/VRC. The conditions to be altered are as follows:</p> <p><u><i>U0073081 (Approved Drawings)</i></u> <i>The development hereby permitted shall be carried out in accordance with the following approved plans and documents, where applicable. 6034 (20) - 111; 6034 (20) - 410; 6034 (20) 101 - P4; 6034 (20) 102 - P4; 6034 (20) 103 - P4; 6034 (20) 402 - P4; 6034 (20) 403 - P4; 6034 (20) 404 - P4; 6034 (20) 405 - P4 Received 4th July 2019.</i></p>

REASON: To accord with the terms of the application, for the avoidance of doubt and in the interests of proper planning.

Compared to the latest approved drawings under 19/2087/VRC:

- The proposal seeks to open up the pedestrian passageway which runs from the north eastern elevation at ground floor level to the internal south facade of the replacing the solid wall, with a series of pillars and altering fencing.
- The entrances of the front facade of the 2 x mews buildings have been widened to ensure compliance with Part M4(2).

When considering the aesthetic changes against the original approved application 18/3804/FUL these also include the following:

- Minor increase in height of balustrading to mews building.
- Minor increase in the balustrading serving the front balconies of the employment building.
- Reduction in height of roof access structures of the employment building.
- Relocation of a rooflight to rear elevation.

U0073067 (BREEAM)

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

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

- The application seeks an amendment to wording of condition U0073067 (BREEAM) to amend requirement to 'Very Good'

U0073073 (Light Industrial Use Only)

The business units shall be used only for/as B1c (Light industry); and for no other purpose; as specified in the schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision revoking or re-enacting that order.

REASON: To safeguard the amenities of nearby occupiers and the area generally.

- This application seeks an amendment to wording of condition U0073073 (Light Industrial Use Only) to add B1a to the permitted uses of the ground floor commercial unit.

Character and Design

The NPPF Para 189 outlines that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Additionally, under Paragraph 194 "any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of a) Grade II Listed Buildings."

Design is a critical aspect of new development. Policy LP1 Local Character and Design Quality outlines that developments should illustrate:

”Compatibility with local character including the relationship to existing townscape, development patterns, views, local grain and frontages as well as scale, height, massing, density, landscaping, proportions, form, materials and detailing.”

Additional consideration must be given to the design of developments in or on the border of designated heritage assets such as conservation areas. 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.

LP 3 on designated heritage assets specifies *“Give great weight to the Conservation of the heritage asset when considering the impact of a proposed development on the significance of the asset; resist the change of use of Listed Buildings where their significance would be harmed, particularly where the current use contributes to the character of the surrounding area and to its sense of place; require the retention and preservation of the original structure, layout, architectural features, materials as well as later features of interest within Listed Buildings, and resist the removal or modification of features that are both internally and externally of architectural importance or that contribute to the significance of the asset.”*

Policy LP 4 on non-designated heritage assets outlines that *“the Council will seek to preserve, and where possible enhance, the significance, character and setting of non-designated heritage assets, including Buildings of Townscape Merit.”*

As noted above, the site borders the Hampton Village Conservation Area. It No 1 – 4 Junction Court is circa 50m to the east and Station House is circa 20m to the north, which are BTMs. Hampton Village Planning Guidance (2017) describes the Conservation Area. “Station Road is composed of eighteenth and nineteenth century mixed residential and commercial properties and lies adjacent to the railway station”. It also states that “Victorian architecture is evident, retaining original features such as London stock brickwork, slate roofs and original wooden sash windows.”

The Priory Road East and Surroundings Village Character Area is described in the in the Hampton Village Planning Guidance (2017) It states that “around the railway station is a small commercial hub (including a couple of interwar shopping parades). Pedestrian and vehicular traffic is concentrated in this area. Some of the properties in the area around Station Approach are not well maintained and distract from the welcoming, residential character and appearance of the rest of this area.” “Characteristic materials and features include: red brick walls, self-coloured render, clay roof tiles, stock brick garden walls, concrete paving stones, tarmac paving, plane trees, mature deciduous trees and hedges.”



Figure 1. Consented ground floor plan consented via 19/2087/VRC



Figure 2. Proposed Ground Floor Plan (this application)



Figure 3. Internal North Façade Facing Station Road Consented via 19/2087/VRC



Figure 4. Internal North Façade Facing Station Road Proposed this application

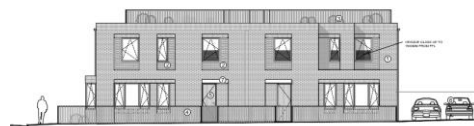


Figure 5. Internal East Flank Façade Mews Entrance Consented via 19/2087/VRC

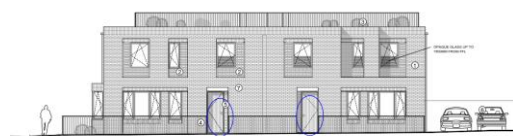


Figure 6. Internal East Flank Façade Mews Entrance Proposed this application

The opening up the pedestrian passageway and widening of the entrances would not materially change the appearance of the north front facade. They serve to support the functionality of the building, the materials and proportions of which would remain the same

The change of height to balustrading to mews building and balconies to the employment building are not significant in scale. The changes would complement the development and would be in keeping with the

appearance as previously consented.

The reduction in height of roof access structures of the employment building and the relocation of a rooflight to rear elevation create a roof form that would complement the existing streetscape. Overall, the proposed changes are not deemed significantly as to have material aesthetic implications and would not result in any concerns relating to design and appearance for the application site, the Priory Road East and Surroundings Village Character Area or the wider Hampton Village Conservation Area.

Employment

The purpose of planning condition U0073073 was to retain the industrial function of the site, following cessation of the B2 car garage use. The site is designated in an Area of Mixed Use.

Policy 4.4 of the London Plan categorises LBRuT as Restricted Transfer, which means that industrial land should not be released for other uses. The borough has a very limited supply of industrial land and is categorised as "restrictive transfer" by the Mayor of London (Mayor of London's Land for Industry and Transport SPG - 2012). This means the Council should take a restrictive approach to the transfer of industrial land to other uses.

Policy LP40 seeks to support a diverse and strong local economy. The Council's objective as set out by this policy is to retain, land, sites and buildings which were last used for employment purposes, in employment use.

Policy LP 41 Offices sets out that the Council will support a strong local economy and ensure there is a range of office premises within the borough, particularly for small and medium size business activities within the borough's centres, to allow businesses to grow and thrive.

Policy LP 42 Industrial Land and Business Parks sets out that "the borough has a very limited supply of industrial floorspace and demand for this type of land is high. Therefore, the Council will protect, and where possible enhance, the existing stock of industrial premises to meet local needs."

The policy further sets out that to support the retention of industrial space "There is a presumption against loss of industrial land in all parts of the borough. Loss of industrial space (outside of the locally important industrial land and business parks) will only be permitted where:

1. Robust and compelling evidence is provided which clearly demonstrates that there is no longer demand for an industrial based use in this location and that there is not likely to be in the foreseeable future. This must include evidence of completion of a full and proper marketing exercise of the site at realistic prices both for the existing use or an alternative industrial use completed over a minimum period of two continuous years in accordance with the approach set out in Appendix 5; and then
2. A sequential approach to redevelopment or change of use is applied as follows: a. Redevelopment for office or alternative employment uses. b. Mixed use including other employment generating or community uses, and residential providing it does not adversely impact on the other uses and maximises the amount of affordable housing delivered as part of the mix."

Policy LP 42 is clear that there is a presumption against loss of industrial land in all parts of the borough. Any loss of industrial space will only be permitted if the applicant can demonstrate that there is no demand for such space and that there is not likely to be in the foreseeable future. This must include evidence of completion of a full and proper marketing exercise of the site at realistic prices both for the existing use or an alternative industrial or

other such employment use completed over a minimum period of two continuous years. Appendix 5 of the Plan provides further details on marketing requirements.

The term 'industrial land' referred to throughout policy LP42 covers land used for general industry, light industry, warehouses, open storage, self-storage, distribution and logistics and other similar types of employment, as well as any other uses which fall within the B1c, B2 or B8 Use Classes or are considered to be sui generis. The Use Class B1a Office does not fall under this category.

The Council do not support the position that a B1c use would not be compatible with the residential nature of the upper floors. In the borough context it is common for employment, particularly industrial sites to be within established mixed use or residential areas, because of historic development patterns. The submission material does not provide justification for a whole sale change of use to B1a to the 3 ground floor commercial units.

The applicant has submitted a market appraisal. This does not provide 2 years of unsuccessful marketing evidence. It states that there is not the demand for industrial land and premises of this nature, in this area. They suggest that on the advice of the Marketing Agents that it would be in all parties' best interests to change the use now and secure a tenant and considerable employment provision, rather than delaying for another 18 months with a vacant unit, prior to changing the use. The submission material suggests that there has been firm interest in use of the premises for B1a office purposes and that a tenancy could be agreed, and the unit occupied as soon as completed.

As noted above, the evidence would not justify a change of use to B1c to B1a under LP42. However, the proposal seeks to retain the potential for a B1c uses and introduce flexibility by introducing B1a. In this instance the Council would allow the business units to be used for joint B1a (Office) and/or B1c (Light industry); and for no other purpose; as specified in the schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision revoking or re-enacting that order.

Sustainability

Policy LP 20 Climate Change Adaption sets out that “the Council will promote and encourage development to be fully resilient to the future impacts of climate change in order to minimise vulnerability of people and property.”

LP 22 requires that all development that results in a new residential dwelling should: achieve a 35% reduction in CO² emissions over building Regulations (2013); meet incorporate water conservation measures to achieve maximum water consumption of 110 litres per person per day for homes; submit an Energy Statement; and submit a Sustainable Construction Checklist.

The Case Officer Report for 18/3804/FUL sets out that “*the application has been supported by an Energy Statement, BREAM pre-assessment for the non-residential element and sustainability checklist which provides details of the various measures and the be lean, clean and green hierarchy. As well as a list of passive measures including improved thermal performance and energy efficient lighting, ground source heat pumps and photovoltaics cells have been confirmed as the most suitable energy strategy. The report advises total carbon dioxide savings would amount to 36.27%, more than the policy requirements of 35% as detailed within policy LP22. As such the application as submitted would be generally acceptable in energy and sustainable terms.*”

The submission material in this application states that the scheme will achieve BREEAM rating 59.45% 'very good'. It is considered that this level is acceptable given the nature and scale of the development. Conditions will continue to be applied in respect to 35% reduction in CO₂ emissions over building Regulations (2013) and water conservation measures to achieve maximum water consumption of 110 litres per person per day in line with the policy requirements in LP20 and LP22.

Neighbour Amenity

Policy LP8 requires all development to protect the amenity and living conditions for the occupants of new, existing, adjoining and neighbouring properties. The policy seeks to: "Ensure that proposals are not visually intrusive or have an overbearing impact as a result of their; height, massing or siting, including through creating a sense of enclosure; ensure there is no harm to the reasonable enjoyment of the use of buildings, gardens and other spaces due to increases in traffic, servicing, parking, noise, light, disturbance, air pollution, odours or vibration or local micro-climatic effects".

As noted above, the changes would consist of the: opening up the pedestrian passageway; widening of the entrances; and minor increase in height to the balconies to the north front façade; minor increase in height to balustrading to mews building; a reduction in height of roof access structures of the employment building and the relocation of a rooflight to rear elevation.

The opening the pedestrian passageway and widening of the entrances would not serve to increase the intensity of use of the buildings as consented. They also would not represent a significant alteration to the operational of the buildings such that would generate neighbour amenity impacts. Impacts in terms of noise and disturbance are not anticipated.

The change of height to balustrading and the movement of the rooflight are minor in scale and would not generate an increase in views. It is not considered that the development would give rise to adverse affects in terms of privacy or overlooking.

No changes to the overall size or proportions are being put forward, and the aesthetic changes are not deemed significant. As a result, the visual amenity of neighbouring buildings would not be adversely impacted.

Given the nature and scale of what is being proposed, it is not considered that the proposed that the alterations would give rise to amenity impacts in line with LP8.

Parking and Servicing

Policy LP 45 Parking Standards and Servicing sets out that "the Council will require new development to make provision for the accommodation of vehicles 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."

Policy LP 44 Sustainable Travel Choices outlines that the "Council will work in partnership to promote safe, sustainable and accessible transport solutions."

The Case Officer Report for 18/3804/FUL states that "pedestrians would be

	<p>able to access the flats and office space via a gated access and a 1.2m wide access from Station Road.” The location, scale, and function of the access route would not change as a result of this application.</p> <p>In terms of car and cycle parking the Case Officer Report for 18/3804/FUL sets out that “the applicant has demonstrated that they are able to provide an appropriate level of car-parking and they have also provided sufficient cycle parking in accordance with the current London Plan.” No alterations to the car parking or cycling arrangements as previously consented are being proposed.</p> <p>It is noted that an objection was received setting out that Parking Permits. Parking permits are not the subject of this planning application. The scope of this application is on the variation of conditions U0073081 (Approved Drawings), U0073067 (BREEAM) & U0073073 (Light Industrial Use) only.</p> <p>The Case Officer Report for 18/3804/FUL sets out that “the area is not currently in a Controlled Parking Zone. ... In the event of Station Road and/or Oldfield Road becoming part of a Controlled Parking Zone (CPZ) in the future, residents of and employees working at this development will not be eligible for employee or residential vehicular parking permits.” Parking permits were restricted by a condition on 18/3804/FUL. This will equally be applied to this development. No adverse impacts are anticipated on against the policy requirements of LP44 or LP 45.</p> <p>Affordable Housing Policy LP 36 Affordable Housing sets out that a financial contribution is sought on new housing developments. It also states that “where a reduction to an affordable housing contribution is sought from the requirements in A and B on economic viability grounds, developers should provide a development appraisal to demonstrate that schemes are maximising affordable housing.”</p> <p>A financial viability appraisal by HEDC was submitted 18/3804/FUL. This demonstrated that it would not be financially viable to provide affordable housing or a financial contribution on the site. A review was undertaken by the Council’s assessors Bespoke. Which concluded that the scheme was not viable to provide affordable housing. As such a nil contribution was sought under LP36.</p> <p>Community Infrastructure Levy The application 18/3804/FUL was liable for CIL.</p> <p>Conclusion The proposal is acceptable with the objectives of the above policies and guidance, in particular LP1, LP3, LP8, LP20, LP22, LP40, LP41, LP42, LP44 and LP45 of the Local Plan (2018).</p>
Recommendation	Approve subject to conditions and informatives.