

Application reference: 21/0754/GPD15 FULWELL, HAMPTON HILL WARD

Date application received	Date made valid	Target report date	8 Week date
01.03.2021	02.03.2021	27.04.2021	27.04.2021

Site:

63 - 65 High Street, Hampton Hill, ,

Proposal:

Change of use from existing offices in building of 63-65 High Street to 12 residential flats (including retention of 3 existing self-contained flats on second floor)

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

APPLICANT NAME

Mr Empson
82 Hampton Road West Hanworth
TW13 6DZ

AGENT NAME

Christian Leigh
6 All Souls Road Ascot
SL5 9EA

DC Site Notice: printed on 06.03.2021 and posted on 12.03.2021 and due to expire on 02.04.2021

Consultations:**Internal/External:****Consultee**

LBRUT Environmental Health
LBRUT Transport
LBRUT Environmental Health Contaminated Land
LBRuT Non-Commercial Environmental Health Noise Issues

Expiry Date

20.03.2021
20.03.2021
20.03.2021
20.03.2021

Neighbours:

Suite B, St Clare House, Holly Road, Hampton Hill, Hampton, TW12 1QQ, - 06.03.2021
3 Penny Farthing Mews, Hampton Hill, Hampton, Richmond Upon Thames, TW12 1BY, - 06.03.2021
4 Penny Farthing Mews, Hampton Hill, Hampton, Richmond Upon Thames, TW12 1BY, - 06.03.2021
2 Penny Farthing Mews, Hampton Hill, Hampton, Richmond Upon Thames, TW12 1BY, - 06.03.2021
14 High Street, Hampton Hill, TW12 1PD, - 06.03.2021
12 High Street, Hampton Hill, TW12 1PD, - 06.03.2021
10 High Street, Hampton Hill, Hampton, TW12 1PD, - 06.03.2021
8 High Street, Hampton Hill, Hampton, TW12 1PD, - 06.03.2021
12A High Street, Hampton Hill, TW12 1PD, - 06.03.2021
10A High Street, Hampton Hill, TW12 1PD, - 06.03.2021
The Star, 8 High Street, Hampton Hill, Hampton, TW12 1PD, - 06.03.2021
73C High Street, Hampton Hill, Hampton, TW12 1NH, - 06.03.2021
73B High Street, Hampton Hill, Hampton, TW12 1NH, - 06.03.2021
73A High Street, Hampton Hill, Hampton, TW12 1NH, - 06.03.2021
67 - 71 High Street, Hampton Hill, Hampton, TW12 1NH, - 06.03.2021
1 Penny Farthing Mews, Hampton Hill, Hampton, Richmond Upon Thames, TW12 1BY, - 06.03.2021
Rear Of, 63 - 65 High Street, Hampton Hill, Hampton, TW12 1NH, - 06.03.2021
2E The Mews, 53 High Street, Hampton Hill, Hampton, TW12 1ND, - 06.03.2021
2C The Mews, 53 High Street, Hampton Hill, Hampton, TW12 1ND, - 06.03.2021
2A The Mews, 53 High Street, Hampton Hill, Hampton, TW12 1ND, - 06.03.2021
Flat 3, The Old Dairy, 55 High Street, Hampton Hill, Hampton, TW12 1NF, - 06.03.2021
Flat 4, The Old Dairy, 55 High Street, Hampton Hill, Hampton, TW12 1NF, - 06.03.2021
Flat 5, The Old Dairy, 55 High Street, Hampton Hill, Hampton, TW12 1NF, - 06.03.2021
Flat 1, The Old Dairy, 55 High Street, Hampton Hill, Hampton, TW12 1NF, - 06.03.2021

Flat 2,The Old Dairy,55 High Street,Hampton Hill,Hampton,TW12 1NF, - 06.03.2021
61B High Street,Hampton Hill,Hampton,TW12 1NH - 06.03.2021
59B High Street,Hampton Hill,Hampton,TW12 1NH - 06.03.2021
57C High Street,Hampton Hill,Hampton,TW12 1NH - 06.03.2021
57B High Street,Hampton Hill,Hampton,TW12 1NH - 06.03.2021
59 High Street,Hampton Hill,TW12 1NH, - 06.03.2021
61A High Street,Hampton Hill,TW12 1NH, - 06.03.2021
59A High Street,Hampton Hill,TW12 1NH, - 06.03.2021
57A High Street,Hampton Hill,TW12 1NH, - 06.03.2021
61 High Street,Hampton Hill,TW12 1NH, - 06.03.2021
57 High Street,Hampton Hill,TW12 1NH, - 06.03.2021
3B The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 06.03.2021
First Floor Unit 4,53 High Street,Hampton Hill,Hampton,TW12 1NH, - 06.03.2021
4A The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 06.03.2021
6A The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 06.03.2021
3A The Mews,53 High Street,Hampton Hill,Hampton,TW12 1ND, - 06.03.2021

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

Development Management

Status: ARPR	Application:20/3443/GPD15
Date:27/01/2021	Change of use from existing offices in building of 63-65 High Street to 12 residential flats (including retention of 3 existing self-contained flats on second floor)

Development Management

Status: PCO	Application:21/0754/GPD15
Date:	Change of use from existing offices in building of 63-65 High Street to 12 residential flats (including retention of 3 existing self-contained flats on second floor)

Application Number: 21/0754/GPD15

Address: 63 - 65 High Street, Hampton Hill

Proposal

Change of use of offices (Use Class B1a) to 12 flats (Use Class C3) including the retention of 3 existing self-contained flats on second floor.

In terms of unit mix there is proposed to be eight 2-bed flats and four 1-bed flats.

The site's car park currently accommodates 49 car parking spaces and 12 of these parking spaces will be reserved for the proposed development. The site will be provided with 30 secure cycle parking spaces, of which 28 would be allocated to site residents. Refuse and recycling space is also proposed using the existing office arrangement fronting the High Street.

Site Description

The application site is located to the west side of Hampton Hill High Street. The site comprises a purpose-built 3 storey B1(a) office building and in combination with the adjacent property at No. 69-71 High Street accommodates 49 on-site surface level car parking spaces, which are accessed via a crossover from the High Street. The existing building incorporates 3 self-contained flats. The surrounding area is predominately in mixed use.

The application site is subject to the following constraints:

- Area of Mixed Use
- Article 4 restricting basement development
- Land Use Past Industrial – 1950 to 1951
- Conservation Area (CA38)
- Takeaway Management Zone
- Hampton Hill Village Planning Guidance: Character Area 4

Planning History (recent/relevant)

63 - 65 High Street

20/3443/GPD15 – Change of use from existing offices in building of 63-65 High Street to 12 residential flats (including retention of 3 existing self-contained flats on second floor) – Refused: 26/01/2021. The reason for refusal was:

Under Schedule 2, Part 3, Class O.2 (a) (transport and highways impact of the development) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), prior approval is required and refused in relation to the transport and highways impacts of the development, specifically the impact of the increase in demand for residential parking. The scheme, by reason of inadequately demonstrating that adequate parking can be provided for the development due to the proposed layout and size of the car parking spaces on site and in the absence of an adequate parking survey that demonstrates any shortfall would not be prejudicial to existing on-street parking conditions and the proposal would therefore be contrary to the aims and objectives of the Council's policy guidance, in particular Policy LP45 of the Local Plan 2018, the Intend to Publish London Plan and the National Planning Policy Framework.

63 - 71 High Street

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) – Approved: 20/10/2016.

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 – Approved: 31/05/2018.

Representations

Neighbours:

Neighbour letters were sent out to surrounding properties to advertise the application, and no objections were received in response.

Internal Consultees

Environmental Health (Noise) – No objection subject to noise condition.

Environmental Health (Contaminated Land) – No objection subject to standard contamination condition.

Waste – Proposal generally complies with SPD requirements.

Transport – No objection.

Amendments.

No amendments requested or received.

Professional Comments

The application is for a Prior Approval and as such will be assessed under Part 3 – Change of Use, Class O ‘Offices to Dwellinghouses’ contained within the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

It is noted that changes have been made to Class O of the GPDO since this application was submitted, however these changes will be not be taken into account in the forthcoming assessment as the application was submitted prior to the 1st of August 2020.

Class O

The scheme is considered to meet the required for prior approval to be granted under Class O ‘ Offices to Dwellinghouses’.

O.1 Development is not permitted by Class O if—	Officer’s Comment:
(a) No longer relevant due to being removed from the GPDO with effect from 31/05/2019	N/A
(b) the building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order- (i) on 29 th May 2013, or (ii) in the case of a building which was in use before that date but was not in use on that date, when it was last in use	Complies – planning history shows that the application site was likely to have been in office use during 2013.
(c) No longer applies due to being removed from the GDPO with effect from 2016	N/A
(d) the site is, or forms part of, a safety hazard area;	Complies

(e) the site is, or forms part of, a military explosives storage area	Complies
(f) the building is a listed building or is within the curtilage of a listed building	Complies
(g) the site is, or contains, a scheduled monument	Complies

O.2 Development under Class O is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to:

1.a Transport and highways impacts of the development

Policy LP44 of the Local Plan (2018) states the Council will work in partnership to promote safe, sustainable and accessible transport solutions. Policy LP45 requires new schemes to provide an appropriate level of off-street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions. It advises that developers can only provide fewer parking spaces, including car free schemes, if they can show that here would be no adverse impact on amenity, street scene, road safety or emergency access in the surrounding area and in general it is expected that in PTAL Area of 1-4 the standards should be met.

The site has a public transport accessibility level of 2 and is not in a controlled parking zone (CPZ). The applicant has stated that they can allocate 12 spaces within the existing private car park within the curtilage of the building out of a maximum capacity of 49 car parking spaces. If this is achievable, the applicant will have met the maximum vehicular parking standard set out in Local Plan Policy LP45 and Appendix 3 of the London Borough of Richmond's adopted Local Plan.

The previous application (20/3443/GPD15) was refused on the basis that a 6m aisle was not shown to allow drivers to manoeuvre in and out of spaces safely, and not all the spaces for the proposed development were demonstrated to achieve the required 4.8m x 2.4m dimensions as required in Figures 8.19 and 8.20 of Manual for Streets (Department for Transport, 2007). Furthermore, one space should have been allocated for disabled motorists in accordance with standards set out in the London Plan. Twenty percent of the spaces should have active means of electric vehicle charging and 80% should have passive means of electric vehicle charging, as per the London Plan.

The applicant has submitted a revised Transport Statement as part of their proposal, prepared by Royal Haskoning DHV. As per the diagram in Insert 5.1, this now demonstrates that the car park can achieve a 6m aisle width for vehicle manoeuvring, and the parking spaces can achieve the minimum 4.8m x 2.4m dimensions. A disabled parking space is also shown on the diagram. In addition to this the applicant states all 12 bays will have access to an active EV charging point, which is in excess of that required by the standards in the London Plan.

The proposal was reviewed by the Council's Transport officer who advised that he had no objections to the proposal.

In terms of cycle parking, the applicant has provided spaces in accordance with standards set out in the London Plan. The applicant has also provided sufficient refuse and recycling storage capacity for 15 1-2 bed flatted dwellings in accordance with the Borough's supplementary planning guidance.

As such, the proposal now complies with the relevant policy guidance and no objection is raised on transport grounds.

1.b Contamination risks of the site

Council records indicate that the site is possibly subject to contamination due to a past industrial land use from 1950 to 1951. The Council's Environmental Health officer reviewed the application and recommended the standard contaminated land condition. Should the application be approved, this condition will be imposed accordingly.

1.c Flooding risks on the site

The application site is located within Flood Zone 1 and is not considered to be at a significant risk of flooding from any of the sources assessed. It is also noted the application site is not classified as an area susceptible to surface water flooding. No Flood Risk Assessment has been provided within this application.

Policy LP21 covers Flood Risk and states that all development should avoid contributing to all sources of flooding. The policy also states that there are no land use restrictions for development within Flood Zone 1.

A flood report prepared by RAB Consultants has been submitted with the application. This concludes that the proposed development can be deemed appropriate, and provided that the recommendations in this report are adhered to, it will not increase the flood risk to other people. One of the recommendations is that it should incorporate SuDS in line with Local Policy. This can be imposed as a condition as part of any approval.

Overall, in light of the conclusions reached and given the sites location within flood zone 1, no objection is raised to this proposal in this regard.

1.d Impacts of noise from commercial premises on the intended occupiers of the development

There are a number of commercial uses directly surrounding the site, along with other residential uses. A Noise Impact Assessment Report prepared by KP Acoustics was submitted with the application. This concluded that measured noise levels allowed a robust glazing specification to be proposed which would provide internal noise levels for all residential environments of the development in compliance with British Standards.

The Council's Environmental Health officer reviewed this report and concluded that a condition should be imposed whereby the building envelope should be provided with sound attenuation against externally generated (transportation) noise sources including road and aircraft so as to achieve the appropriate internal ambient noise levels

Such a condition will be imposed as part of any approval recommendation.

1.e Sunlight

The submitted floor plans identify the windows serving the proposed units and illustrate that each bedroom and living area benefits from windows of adequate size to ensure the adequate provision of light to the rooms. This is highlighted through the elevational drawings, which shows a large amount of glazing to each elevation of the building.



Northeast and southeast elevations



Northwest and southwest elevations

Given the existing window arrangement and acceptable layout, the proposal is considered to provide adequate natural light in all habitable rooms proposed under this application.

Conclusions

The applicant has demonstrated sufficient onsite parking with adequate dimensions for each space in order to overcome the previous reason for refusal. The proposal is now compliant with the aims and objectives of all the relevant policy guidance.

Recommendation

Prior approval is **Approved**.

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):TF.....

Dated:07/04/2021.....

I agree the recommendation: CTA

Team Leader/Head of Development Management/Principal Planner

Dated:12/04/2021.....

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:

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
