

UPDATED PLANNING STATEMENT TO REFLECT MINOR CHANGES TO THE SCHEME

In respect of

**St Clare Business Park and 7-11 Windmill Road, Hampton Hill, London,
TW12**

On behalf of

Notting Hill Home Ownership Ltd

JCG26487

V2

April 2023

UPDATED PLANNING STATEMENT

Document status

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Approval for issue

Karen Jones

KJ

28 April 2023

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Prepared by:

RPS

Nasrin Sayyed
Senior Planner

20 Farringdon Street
London, EC4A 4AB

T +44 20 3691 0500

E nasrin.sayyed@rpsgroup.com

Prepared for:

Notting Hill Home Ownership Ltd

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1 INTRODUCTION

1.1 This Planning Statement is submitted on behalf of Notting Hill Home Ownership Ltd ('The Applicant'), a Notting Hill Genesis entity, [in support of minor amendments to planning application ref: 22/2204/FUL](#) at a planning application for the redevelopment of St Clare Business Park and 7-11 Windmill Road, Hampton Hill, London, TW12 ('The Site') in the London Borough of Richmond upon Thames (LBRuT).

1.2 For ease, all the relevant changes and reassessment of the scheme have been made in blue font.

1.3 Planning permission is sought for the following:

“Demolition of existing buildings and erection of 1no. mixed use building between three and five storeys plus basement in height, comprising 86no. residential flats (Class C3) and 1,290 sq.m of commercial floorspace (Class E); 1no. two storey building comprising 595sq.m of commercial floorspace (Class E); 14no. residential houses (Class C3); and, associated access, external landscaping and car parking.”

1.4 Application ref. 19/3201/FUL [for the redevelopment of this site to provide 112 residential units and 1494sqm of commercial floorspace](#) was refused at Committee on 9th December 2020 against the Officer's recommendation of approval and the decision notice was issued on 7th January 2021. The application was refused due to the following two reasons:

1. U0091659 Affordable housing etc

In the absence of a legally binding obligation to secure:

- a) *an appropriate mix of affordable housing units and tenures and a late stage viability review*
- b) *a zero-carbon contribution and post-construction review*
- c) *an air quality contribution*
- d) *a contribution towards a new controlled parking zone consultation and implementation*
- e) *car club membership and car club bay provision on-site*
- f) *car parking permit eligibility restrictions, travel plans and monitoring fees the proposal fails to demonstrate the level of affordable housing proposed would be maximised within this development and therefore does not compensate adequately for the substantial loss of employment floorspace nor mitigate fully the identified adverse impacts for climate change, air quality, traffic and local parking conditions and is therefore contrary to policies LP10, LP20, LP22, LP36, LP40, LP 42, LP44 and LP45 of the Local Plan (2018) and the Supplementary Planning Documents: Affordable Housing, Air Quality and Sustainable Construction Checklist.*

2. U0091658 Loss of employment floorspace

The proposal would, result in a significant reduction in the amount of industrial floorspace at a site designated as Locally Important Industrial Land and Business Park and without adequate replacement floorspace and a binding obligation securing an appropriate amount of affordable rental floorspace, the development would reduce employment opportunities within the locality contrary to the aims of the Council's employment policies. The proposal would therefore fail to comply with Policies LP40 and LP42 of the Local Plan (2018), the Greater London Authority (GLA) Industrial Land Demand Study (2017), the GLA Industrial Land Supply and Economy Study (2015), and the Mayor of London's Land for Industry and Transport Supplementary Planning Guidance (2012).

1.5 Following refusal of application ref. 19/3201/FUL, a pre-application meeting was held with LBRuT to assist in informing the revised scheme. This meeting took place on 13 December 2021.

- 1.6 The purpose of the meeting was to explore opportunities to overcome the main reason for refusal. This centred on improving the overall quantum of floorspace on site whilst seeking to maintain the level of affordable housing to be delivered at 50%. Overall, the additional employment floorspace was welcomed, and it was not considered that the changes to the elevation was unacceptable or affected the overall design quality of the scheme.
- 1.7 A virtual public consultation event for the revised proposals took place on 8th June 2022.
- 1.8 An appeal against the refusal of the 2019 scheme (ref: APP/L5810/W/21/3278412); was dismissed on 1st December 2022. The Inspector's reasons for dismissal were different from the Council's and she considered the loss of employment land to be justified. However, the Inspector considered that the proposed development would adversely affect the character and appearance of the area and harm to the living conditions of neighbouring occupiers.
- 1.9 In particular, the Inspector found that the three-storey commercial building (Block 2) fronting Windmill Road would be visually prominent within the setting of the adjoining Hampton Hill High Street Conservation Area and would appear out of character. The harm caused was found to be less than substantial. The Inspector also considered that the height and massing of the main block's fourth storey element would lead to the loss of outlook and overbearing effect to the neighbouring occupants of Library Mews and Penny Farthing Mews. Furthermore, the proximity of two parking spaces adjacent to the flank wall of The Mews terraces were considered likely to cause some potential loss of privacy to the occupants of The Mews.
- 1.10 The Inspector however found that the poor condition of the existing commercial units and the site location being in close proximity to existing residential properties where certain industrial use would be incompatible, it is more favourable for the re-provision of modern and flexible floorspace, which is more compatible with the surrounding residential area, would be acceptable.
- 1.11 The design team has reviewed and revised plans in response to the Inspector's conclusions. The key changes proposed to the scheme are:
- reducing the height and massing of the main block by 1 storey along the eastern boundary;
 - reducing the height in the commercial block facing Windmill Road by one storey; and
 - omission of the two parking spaces off Holly Road.
- 1.12 The revised proposal will continue to maximise the site's potential through the delivery of new purpose-built flexible commercial accommodation, ensuring the continued provision of employment floorspace on the site, and high-quality residential dwellings including affordable housing provided through London Affordable Rent and Shared Ownership tenures.
- 1.13 A summary of the key changes to this 2023 revised scheme compared to the refused application LPA ref: 19/3201/FUL are as follows:
- Windmill Road commercial building (Block 2) is now a two storey building;
 - Main block (Block 1) eastern side massing amended, with height reduced by one storey;
 - Main block basement footprint and car park size reduced;
 - Number of apartments in Block 1 reduced from 98 to 86, overall number of proposed homes reduced from 112 to 100 (12 less);
 - Addition of 391 sqm of commercial space across the entire development, giving a total of 1,885 sqm of commercial floorspace;
 - Reduction of car parking spaces from 125 to 96 (29 less) to accommodate the revised residential units and commercial floorspace;
 - Change to the number of affordable homes from 17 to 15 London Affordable Rent units and from 39 to 20 Shared Ownership units;
 - Detailed design to project the amenity of neighbouring residential properties:
 - Opaque windows introduced to the west and east elevations of the Windmill Road commercial block, to prevent overlooking Library News;

- Removed an entire floor of residential accommodation on the main block to the elevation facing Penny Farthing Mews;
 - Omission of the two parallel parking spaces off Holly Road, to protect the living conditions of the adjacent properties at The Mews;
- 1.14 This Planning Statement sets out the key planning policies in relation to the site and assesses the proposed revised development against each of these policy considerations.
- 1.15 This Planning Statement should be read in conjunction with the original supporting documents and the revised technical documents submitted in July 2022 and April 2023 as follow:
- Application Form – updated April 2023;
 - Community Infrastructure Levy form – CIL Additional Form 1 – updated April 2023;
 - Completed Site Ownership Certificate;
 - Affordable Housing Statement, prepared by Quod– updated April 2023;
 - Air Quality Assessment, prepared by Air Quality Consultants– updated April 2023;
 - Arboricultural Impact Assessment, prepared by PJC;
 - Arboricultural Method Statement, prepared by PJC;
 - Archaeological Impact Assessment, prepared by RPS;
 - Bat Survey, prepared by Greengage – updated April 2023;
 - Biodiversity Net Gain Assessment, prepared by Greengage– updated April 2023;
 - BREEAM Pre-assessment prepared by Sweco – updated April 2023;
 - Construction Management Strategy, prepared by Curtins – updated April 2023;
 - Daylight and Sunlight Assessment (internal and external), prepared by Point 2 Surveyors– updated April 2023;
 - Delivery and Servicing Management Plan, prepared by Curtins– updated April 2023;
 - Design documents, prepared by AHR Architects:
 - Existing and Proposed Floor Plan / Elevational Drawings – updated April 2023;
 - Design and Access Statement, including Landscape Statement– updated April 2023;
 - Existing and Proposed Schedules of Accommodation– updated April 2023;
 - Ecology Appraisal, prepared by Greengage;
 - Employment Land Statement and Marketing Report, prepared by GMW;
 - Updated Employment Land Statement and Marketing Report, prepared by GMW –April 2023;
 - Energy Statement, prepared by Silcock Dawson – updated April 2023;
 - Environmental Noise Survey and Acoustic Design Statement, prepared by Hann Tucker Associates– updated April 2023;
 - Fire Statement & Outline Fire Strategy prepared by IFC Group – updated April 2023;
 - Flood Risk & SuDS Statement, prepared by Tully De-Ath;
 - Drainage – Technical Note, prepared by Tully De-Ath, dated April 2023’
 - Health Impact Assessment, prepared by RPS;
 - Heritage Statement, prepared by RPS – updated April 2023;
 - Land Contamination Assessment, prepared by RSK;
 - Landscaping drawings, prepared by Levitt Bernstein – updated April 2023;
 - Lighting Strategy, prepared by Silcock Dawson;

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- London Sustainable Drainage Pro Forma, prepared by Tully De-Ath;
- Open Space, Public Open Space, Play Space and Playing Fields Assessment, prepared by RPS;
- Overheating Risk Assessment, prepared by Silcock Dawson – [updated April 2023](#);
- Statement of Community Involvement, prepared by Comm Comm;
- [Statement of Community Involvement Addendum](#), prepared by Comm Comm;
- Sustainability Statement including Sustainable Construction Checklist, prepared by Tully De-Ath – [updated April 2023](#);
- Train Induced Vibration Assessment, prepared by Hann Tucker;
- Transport Assessment, prepared by Curtins – [updated April 2023](#);
- Travel Plan, prepared by Curtins – [updated April 2023](#);
- Urban Greening Factor, prepared by Greengage – [updated April 2023](#);
- Utilities Statement, prepared by Silcock Dawson;
- Viability Assessment, prepared by JLL – [updated April 2023](#); and
- Water Standards Statement, prepared by Silcock Dawson.

2 SITE AND SURROUNDING AREA

2.1 This section identifies key aspects of the site and its surrounding area.

The Site

- 2.2 The site is comprised of St Clare Business Park and 7-11 Windmill Road, which are in use as an assortment of offices (Class E), light industrial buildings (Class E) and storage buildings (Class B8). The Site comprises 8565.15sqm.
- 2.3 The LBRuT's Local Plan (2018) designates St Clare Business Park as a Locally Important Industrial Land and Business Park (LIILBP), except for the north-eastern part of the site from Windmill Road, leading into the core of the site. The Local Plan Proposals Map shows that the site is located within an Area of Mixed Use (excluding the access from Holly Road), which is part of the Hampton Hill Local Centre.
- 2.4 The buildings on the site are currently in a poor state of repair and have been vacant for several years.
- 2.5 The Business Park is accessed via a single lane from Holly Road to the south. The southern and northern boundaries are formed of the rear gardens of dwellings along Holly and Windmill Roads respectively, whilst to the east are the properties that front onto the High Street, which are in a variety of residential and commercial uses. The ground level decreases at the western part of the site towards the railway, which forms the western boundary. The railway is in a cutting below the surrounding ground level and a steep vegetated bank separates it from the site, along with a bank of trees.
- 2.6 7-11 Windmill Road backs onto the Business Park, to the south, but there are currently no vehicular or pedestrian access routes between these two properties.
- 2.7 On the south side of Holly Road, adjoining the railway line, is a small site currently used by the Business Park as an overflow car park. This site is within Notting Hill Home Ownership's ownership but does not form part of the application area.



Figure 2.1: Aerial View of the Site

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- 2.8 The site is located within Flood Zone 1.
- 2.9 The site primarily has a PTAL of 2, with a section of the north-eastern corner having a PTAL of 1b.
- 2.10 The site is comprised of the following properties, which are indicated in figure 2.1 above:
 - *St Clare House*: A three-storey office building, built in the late 1970's. It is divided into six suites, providing a total area 545 sqm of office accommodation. This use is considered to fall within use class E. All suites are currently vacant.
 - *Holly House*: This building is a two-storey office building, built in the early 1980's. This building provides 275 sqm of office accommodation but is currently vacant. This use falls within use class E.
 - *Lacey House*: This is a two-storey building providing office accommodation. It was built in the early 1970's and provides 389 sqm of office accommodation. This use falls within use class E. The building is currently vacant.
 - *Units 1-8, St Clare Business Park*: Single storey terraced workshop units built in the 1970's and 1980's providing 1,521 sqm of workshop space. Four of the units (Units 2, 3, , 7 and 8), totalling 973 sqm, are currently vacant. Units 1 to 7 are considered to fall within E, whilst Unit 8 is class E/B8 use.
 - *The Atcost Structure*: This is a two bay open sided single storey concrete framed structure, which can only be used for covered storage purposes. It has no offices or services. The total area of this space is 656 sqm. This use is considered to fall within use class B8.
 - *7-11, Windmill Road* is outside of the *Business Park and the LILBP* and comprises a motor workshop and storage building and extends to 412 sqm. This use falls within use class E.



Figure 2.2: Site Access from Holly Road

2.11 Tables 2.1 and 2.2 below summarises the existing floorspace (GIA) and the vacancies across the site.

| Building | B1a | B1c | B2 | B8 | Status |
|----------------|-----|-----|----|----|----------|
| St Clare House | 545 | | | | Vacant |
| Unit 1 | | 172 | | | Occupied |
| Unit 2 | | 117 | | | Occupied |
| Unit 3 | | 117 | | | Vacant |
| Unit 4 | | 117 | | | Occupied |
| Unit 5 | | 117 | | | Vacant |
| Unit 6 | | 142 | | | Vacant |
| Unit 7 | | 350 | | | Vacant |

| Building | B1a | B1c | B2 | B8 | Status |
|---------------|-------------|-------------|------------|------------|-------------|
| Unit 8 | | | | 389 | Vacant |
| Holly House | 275 | | | | Vacant |
| Lacey House | 389 | | | | Vacant |
| Atcost | | | | 656* | Occupied |
| Windmill Road | | | 412 | | Occupied |
| Total | 1209 | 1132 | 412 | 389 | 3142 |

*Excluded from total as it is a covered external area

Table 2.1: Existing GIA Sqm, All Floorspace

| Building | B1a | B1c | B2 | B8 | Vacant |
|----------------|--------------|------------|----|------------|--------------|
| St Clare House | 545 | | | | Vacant |
| Unit 1 | | | | | |
| Unit 2 | | | | | |
| Unit 3 | | 117 | | | Vacant |
| Unit 4 | | | | | |
| Unit 5 | | 117 | | | Vacant |
| Unit 6 | | 142 | | | Vacant |
| Unit 7 | | 350 | | | Vacant |
| Unit 8 | | | | 389 | Vacant |
| Holly House | 275 | | | | Vacant |
| Lacey House | 389 | | | | Vacant |
| Atcost | | | | | |
| Windmill Road | | | | | |
| Total | 1,209 | 726 | | 389 | 2,324 |

*Excluded from total as it is a covered external area

Table 2.2 Existing GIA sqm, Vacant Space

Surrounding Context

- 2.12 The surrounding context is varied in nature, with a mix of uses and building types.
- 2.13 The site is not within a Conservation Area but adjoins the High Street (Hampton Hill) Conservation Area, to the immediate east.
- 2.14 The Grade I listed Bushy Park (list entry: 1000281) is located to the east of the High Street and is in the Bushy Park Conservation Area. In addition, there are several locally listed buildings in the wider surrounding area, including the library (frontage only) immediately adjacent to the Site on Windmill Road (ref. 88/00655/BTM).
- 2.15 Holly Road, to the south, consists of rows of two-storey, predominantly terraced dwellings, with a few semi-detached and one detached properties, with on-street car parking. A number of these dwellings are locally listed buildings, including numbers 13, 15, 17, 19, 21 and 23, which are opposite the entrance to the site.



Figure 2.3: View West along Holly Road

2.16 High Street, to the east, comprises an array of building styles and heights, ranging from two to three storeys, and with a mix of commercial and residential uses. A number of buildings along High Street are also locally listed.



Figure 2.4: South of High Street



Figure 2.5: North of High Street

- 2.17 Windmill Road consists primarily of two-storey residential dwelling houses. 1, 3, 4, 4A, 4B, 4C, 25 and 27 Windmill Road are locally listed. 13 Windmill Road, which is immediately to the west of 7-11 Windmill Road, is a former library that is also locally listed. It is currently in residential use.



Figure 2.6: View East along Windmill Road. The former library is on the right adjoined by the site just beyond

- 2.18 Section 2 (Site context) of the accompanying Design and Access Statement provides further detailed information on the existing site and surrounding context.
- 2.19 The following section sets out the planning history of the site and its surrounding area.

3 PLANNING HISTORY

The Site

3.1 The planning history for the site is extensive, but the most relevant applications are provided in table 3.1 below:

| Application Reference | Description of Development | Decision and Date |
|---|--|-------------------------|
| PINS ref. APP/L5810/W/21 /3278412 | Appeal against refusal of application ref. 19/3201/FUL | Dismissed 01/12/2022 |
| 19/3201/FUL | Demolition of existing buildings to provide a mixed-use building between three and five storeys plus basement in height comprising 98 residential flats (class C3) and 600 sq. m of commercial floorspace (class B1), a three-storey building comprising 894 sq. m of commercial floorspace (class B1) and 14 residential houses (class C3), access, external landscaping and car parking. | Refused 07/01/2021 |
| 15/0621/OUT | The redevelopment of the whole site for a mixed-use scheme comprising demolition and conversion of the St Clare Business Park, Hampton Hill for the erection of up to 116 homes (inclusive of support accommodation) of varying tenure together with up to 1,790 GIA squaremetres (sq. m) of commercial (Use Class B1) floorspace including care communal accommodation and training, creation of a new vehicular access from Windmill Road, provision of parking and refuse facilities, and associated works. (Consideration of Access; Layout; Scale only) | Withdrawn 12/06/2015 |
| 00/3078 | Proposed Demolition. | Withdrawn 14/06/2001 |
| 00/3077 | Demolition of Existing Buildings and Construction Of 2 And 3 Storey Business Units and Offices (b1). | Withdrawn 14/06/2001 |
| 99/3230 | Demolition of Existing Buildings and Construction of Two and Three Storey Business Units (b1). | Unknown |
| 98/0786 ¹ | Redevelopment of Part of The Site to Provide Three Buildings for B1 Use and Demolition of Nos. 9-11 Windmill Road to Form New Vehicular Access to The Site | Granted 23/04/1999 |
| 97/1079 | Use as Offices Falling Within B1 Use Class with No Hours Condition. | Withdrawn 23/06/1997 |
| 96/2437/FUL | Change of Use of Part of Curtilage Of 24 Holly Road to Provide Wider Vehicular Access to Existing | Refused 10/10/1996 |

¹ This planning permission does not appear to have been implemented.

| Application Reference | Description of Development | Decision and Date |
|-----------------------|---|-----------------------|
| | Business Park; Construction of Car Parking Space, Forecourt and Replacement Boundary Treatment For 24 Holly Road. (Revised Scheme) | |
| 96/1322/FUL | Change of Use of Part of Curtilage Of 24Holly Road to Facilitate Improvement of Access to Existing Business Park, Construction of Replacement Garage and Forecourt to Dwelling | Refused 02/07/1996 |
| 92/0995/FUL | Removal of Conditions (b), (c) & (d) Attached to Planning Consent 72/1293 Under Section 73 Of The 1990 Act. | Granted 09/07/2002 |
| 88/2469 ² | Erection of 6 No. 2 bedroom houses with garages; erection of a single storey building of 7075 sq. ft for light industrial use divided into 4 units of 1350 sq. ft and one-unit of 1675 sq. ft, together with 20 carparking spaces, erection of a single storey building of 2 x 935 sq. ft light industrial units with 6 car parking spaces (Section 32 application to vary condition No. 21 attached to planning permission ref: 86/244 dated 23.6.86 – revised parking layout) | Granted 23/12/1988 |
| 72/1293 | Demolition of existing buildings and erection of part single, part two-storey extensions to provide workshops, plant room, mess room and ancillary offices and stores. | Granted 22/12/1972 |

Table 3.1: Planning History for the Site

Surrounding Area

Land Rear of 73-79 High Street – Penny Farthing Mews

- 3.2 73-79 High Street, now known as Penny Farthing Mews, is a three-storey terrace of four dwellings that adjoins the site to the east. In June 2015, planning permission was granted at land rear of 73-79 High Street, Hampton Hill (ref: 15/1395/FUL) for the construction of four three-storey townhouses. The site subject to this permission is located immediately to the east of the application site.
- 3.3 This development has been completed. The dwellings contain private amenity space in the form of rear gardens and balconies at first floor level, which face the application site, as outlined in Figure 3.3 below.

² This planning permission does not appear to have been implemented.



Figure 3.3: Consented Rear Elevation (ref: 15/1395/FUL)

3.4 The delegated report outlines that the principle of residential development at the site, as well as the loss of the existing garages, storage units, workshops, and sheds. The proposal was also considered not to prejudice the redevelopment potential of St Clare’s Business Park.

63-71 High Street

3.5 63-71 High Street adjoins the site to the east and is immediately south of Penny Farthing Mews. It currently comprises 1,733 sqm of office space, three residential flats and 49 car parking spaces.

3.6 In May 2018, planning permission was granted at 63-71 High Street, Hampton Hill (ref: 16/4553/FUL) for the redevelopment of the site to erect two buildings (comprising between two to four storeys in height) comprising of 6 townhouses, 35 flats and two commercial units on the High Street frontage (110 sqm GIA) and (118sqm GIA) for use as A1(retail: non-food) and/or Class A1/A3 (coffee shop) and/or Class B1 (offices) and/or Class D1 (non-residential education and training centre), along with associated works



Figure 3.4: Consented High Street (East) Elevation (ref: 16/4553/FUL)



Figure 3.5: Consented Masterplan (ref: 16/4553/FUL)

- 3.7 The delegated report outlines that, whilst the loss of employment floorspace was not acceptable as robust marketing evidence had not been provided, it was recognised that the premises could utilise permitted development rights for the change of use of offices to residential. This fall-back position, combined with the benefits of the proposal, justified the loss of employment space. Officers also supported the residential-led, mixed-use development of the site.
- 3.8 In terms of design, the delegated report outlines that it *'would be incorrect to simply replicate a two-storey development which is the dominant character of the area, as this would clearly fail to optimise the development potential of the site'*, and supported the design of the four-storey development, stating that *'the overall height, scale and mass, whilst larger than neighbouring properties, would appropriately address the wider context and an appropriate scale for the size of the site without being overly dominant.'*
- 3.9 Whilst the proposal would result in a loss of daylight to a number of apartments at the adjoining 53 High Street, officers considered that this would be acceptable in light of their close proximity and relationship to the application site.
- 3.10 Officers further considered that, whilst the proposal would result in views to Penny Farthing Mews and would be approximately 15m from the mews, this would be acceptable as the views would be at an oblique angle and overlooking would therefore be limited to partial glimpses of the rooms. Furthermore, officers considered the degree of overlooking to 53 High Street to be acceptable, despite the 6.5m separation distance and direct overlooking, as the proposal had been amended to include angled louvres and/or obscure glazing to facing windows.

Wider Area

- 3.11 In addition, there have been a number of applications near to the site to convert non-residential buildings to a residential use. These are summarised in the table 3.2 below.

| Application Reference | Site Address | Description of Development | Decision and Date |
|-----------------------|---|---|--------------------|
| 19/0475/FUL | 1-2 Archer Mews, Hampton Hill, TW12 1RN | Construction of additional storey, two storey front extension, replacement windows and doors on all elevations and alterations to external materials on elevations to facilitate the change of use of building and 6 no. parking spaces from offices (Class B1(a)) to C3 Residential use to create 7 flats (4 x 1 bed | Granted 31/07/2019 |

| Application Reference | Site Address | Description of Development | Decision and Date |
|-----------------------|--|---|---|
| | | and 3 x 2 bed) including associated external refuse and cycle stores. Change of use of access thereto from B1(a) Office to mixed C3/B1(a) Office use. | |
| 18/1767/FUL | 73 High Street, Hampton Hill, TW12 1NH | Alterations to the existing shopfront and reduction to ground floor floorspace to facilitate the re-provision of a Class A2 use at ground floor level. Change of use of existing A2 to C3 (Residential) Use at part ground level and first floor level. Replacement windows on first floor front elevation, new windows on first floor side elevations and first floor rear extension with accommodation in the roof including the provision of 3 side dormers to facilitate the provision of 2 x 2-bedroom maisonettes and the provision of associated 2 no. car parking spaces with vehicular turntable, cycle parking and refuse stores to the rear. | Granted 11/01/2019 |
| 15/5414/FUL | 85 High Street, Hampton Hill, TW12 1NH | Change of use from D1 (day nursery) to C3 (residential). Removal of existing porch, addition of external wall insulation and alterations to elevations, together with provision of larger roof terrace/balcony and two parking spaces. | Granted 11/01/2017 |
| 15/1736/P3JP A | 6 Windmill Road, Hampton Hill, TW12 1RH | Change of use of both existing floors and the roof space of the building from B1 office use to dwellings in the form of 4 one-bedroom self-contained flats. | Prior Approval Granted 19/06/2015 |
| 14/3385/FUL | Unit 4 The Mews, 53 High Street, Hampton Hill | Change of use of ground floor from D1 (Clinic) to C3 Residential as a single 2-bedroom apartment | Granted 02/06/2015 |
| 14/4076/P3JP A | Unit 3, 53 High Street, Hampton Hill | Change of use from B1 office use to C3 residential use (3 x 2 bed flats) | Prior Approval Granted 24/11/2014 |
| 14/2924/P3JP A | Unit 6, 53 High Street, Hampton Hill | Change of use from offices (B1a) to (C3) residential comprising of 1 one bed and 2 two bed flats | Prior Approval Granted 03/09/2014 |

Table 3.2: Planning History for the Wider Area

4 PUBLIC CONSULTATION

- 4.1 A virtual public consultation was undertaken in June 2022 setting out the changes to the scheme.
- 4.2 A presentation was prepared, outlining details and basic facts about the site and the development using photographs, drawings and illustrations.
- 4.3 A Statement of Community Involvement has been submitted in support of this application which provides further details and assessment of the public consultation.
- 4.4 Consultation on the redevelopment of the Site began in March 2018 prior to the submission of application ref. 19/3201/FUL.
- 4.5 Consultation on application ref. 19/3201/FUL was split into four phases from March 2018 to October 2019, resulting in six public exhibitions, an online exhibition and stakeholder meetings.
- 4.6 Consultation on this revised application started on 27 May 2022 with 1,099 flyers distributed to local residents and businesses inviting them to attend an online webinar which was being held on Wednesday 8 June 2022. Handshake letters were also sent to political and community stakeholders inviting them to meet so that the team could explain the new proposals.
- 4.7 Additionally, a website (www.stclarenhh.com) was launched in March 2018 to allow interested parties to access information online and get in touch with the project team. Since the website was updated in May 2022, the website received 173 unique visitors (true at 23 June 2022).

Public Webinar, Wednesday 8 June 2022

- 4.8 **46** people registered and **31** unique visitors attended the zoom webinar. There were **54** questions asked using the live chat function. The project team explained that this was the only event prior to the submission of the revised planning application, and that the recording would be available to view online and that any comments could be made via the website or by email.
- 4.9 Attendees raised concerns over the height of the building and potential overlooking of their gardens and homes. It was explained that the new buildings will be of various heights and stepped up to five storeys at the centre of the site and towards the railway line, helping to minimise the impact on neighbouring properties.
- 4.10 Concerns were raised and addressed regarding vehicle access, traffic, and parking provision on site.
- 4.11 In response to a query on the amount of affordable housing which would be available to local people, it was explained that 50% of the homes would be affordable.
- 4.12 In response to queries about whether the team would consider changing the proposals, it was explained that feedback and concerns from residents had been taken on board throughout the evolution of the proposals for the previous application. The continued aim is to develop a mixed-use scheme that provides homes for Richmond, including affordable homes and improved employment space to create local jobs.

Further Public Engagement in 2023

- 4.13 The project team met with the Ward Councilors on 16 March 2023 to discuss and present the design changes to the proposed scheme. The Councilors felt that the reduction in height and traffic impact were positive changes to the scheme. Discussions were had regarding sustainability, energy strategy, parking allocations, cycle parking and deliveries/service bays.
- 4.14 Further public engagement was carried out in 28 April 2023. 1,009 flyers were hand-delivered to the local community, alongside emails and letters to political and community stakeholders and tenants, inviting them to view the online exhibition to see the changes made and the latest proposal.

5 PROPOSED DEVELOPMENT

5.1 The development proposals seek to redevelop the wider site to deliver residential and commercial spaces through two flatted blocks and 14 houses.

5.2 Planning permission is sought for the following:

“Demolition of existing buildings and erection of 1no. mixed use building between three and five storeys plus basement in height, comprising 86no. residential flats (Class C3) and 1,290sq.m of commercial floorspace (Class E); 1no. two storey building comprising 595sq.m of commercial floorspace (Class E); 14no. residential houses (Class C3); and, associated access, external landscaping and car parking.”

5.3 In summary the development will provide the following:

- **Block 1** – mixed use block comprising part three, part four and part five storeys with basement. Block 1 will provide 86no. residential units; 1,290 sqm of commercial floorspace and 68 car parking spaces (including 3 spaces allocated to wheelchair users) with communal cycle and refuse storage.
- **Block 2** – two storey commercial block, providing 595sq.m of floorspace
- **Houses** – 14no. three storey houses with private cycle storage and refuse storage.

5.4 The Design and Access Statement submitted in support of this planning application provides a detailed overview of the proposed development. A summary of the proposed development is set out below.

Scale / Layout

5.5 The proposal will provide a part-three, part-four, part-five-storey mixed use block (Block 1), a two storey commercial block (Block 2) and 14no. three-storey residential houses, along with new areas of public realm and landscaping, car and cycle parking and refuse storage.

5.6 Block 1 includes a basement where the plant room and car and cycle parking will be located. The ground floor will provide six commercial units; car and cycle parking and refuse storage. The first floor will provide a landscape podium as part of communal amenity area and 27 residential units. The second floor will also provide 27 residential units. The third floor will provide 18 residential units and the fourth floor will provide 14 residential units.

5.7 The flats will be arranged around a communal amenity space and play facilities at first floor level. Internal car parking will be provided at ground and basement level.

5.8 Block 1 is proposed within the central portion of the site, neighbouring the houses on both sides and the commercial block 2, fronting Windmill Road.

5.9 Block 2 will provide a two-storey commercial block, fronting Windmill Road. The commercial block will provide a workshop on the ground floor and a co-working / studio space on the first floor. The commercial block will also include a refuse storage on the ground floor and a secured cycle store, located at the rear of the building but will be accessed through individual doors.

5.10 14no. residential houses will be provided, which will be in the northern area, along Windmill Road and the southern area, along Holly Road. Each house will provide secured cycle storage for 2 bicycles and refuse bins located within the front or rear gardens. The houses have a defensible area where the cycle storage and bins will be located.

Residential Unit Mix

5.11 The development will provide a total of 100 residential units, including 86no. re flats and 14no. houses.

5.12 The development will deliver 35% affordable housing, with an affordable tenure split (by hab room) of approximately 51:49 (London Affordable Rent: Shared Ownership). The proposed unit mix is summarised in Table 4.1 below.

| Unit Type | London Affordable Rent | Shared Ownership | Market | Total |
|--------------|------------------------|------------------|-----------|------------|
| 1 bed | 2 | 12 | 29 | 43 |
| 2 bed | 7 | 8 | 22 | 37 |
| 3 bed | 6 | - | 14 | 20 |
| Total | 15 | 20 | 65 | 100 |

Table 4.1: Proposed Unit Mix

Commercial Floorspace

5.13 The proposal will also provide a total of 1,885 sqm (GIA) of new commercial floorspace (Class E). The floorspace has been designed to be flexible for all Class E uses, including offices. The proposed commercial floorspace will be provided within six ground-floor units within Block 1 and on two floors within Block 2. The breakdown of floorspace is as follows:

| Building | | Class E area (sqm) |
|--------------|------------------|--------------------|
| Block 1 | GF | 1,172.6 |
| | BM (BoH) | 117.3 |
| | Sub-Total | 1,290 |
| Block 2 | GF | 297.5 |
| | FF | 297.5 |
| | Sub-Total | 595 |
| Total | | 1,885 |

Table 4.2: Proposed Commercial Floorspace

Access

- 5.14 Pedestrian and vehicle access to the site will be provided both via Windmill Road and Holly Road. The proposed development also includes a new pedestrian route to link the two roads through the site.
- 5.15 Block 1 will be accessible via 4 separate cores which will provide access to the upper floor residential units. Access to the basement and podium garage is provided via a ramp. The commercial floorspace at ground floor level has its own direct separate frontage and access.
- 5.16 Block 2 will be accessed via Windmill Road.
- 5.17 The houses will be accessed directly from ground level.

Car Parking

- 5.18 A total of 96 no. car parking spaces will be provided across the site, including 1 no. car club space.
- 5.19 83 no. of these spaces will be provided to the residential dwellings, including 6 no. disabled parking spaces. 12 no. spaces will be provided to the commercial use including 2 no. disabled parking spaces.
- 5.20 The car parking spaces will be provided within the basement and podium of Block 1 and at ground level across the site.

Cycle Parking

- 5.21 152no. long stay cycle parking spaces will be provided within the footprint of the building for the apartments, and a further 6no. short stay in the public realm.
- 5.22 13no. long stay will be provided for the commercial units and 46no. short stay spaces.
- 5.23 Cycle parking for the 14no. houses will be provided within the curtilage of the dwelling (2no. per home).

Refuse Storage

- 5.24 All delivery and servicing activity including refuse and recycling collection will be accommodated within the site. 3no. inset servicing bays will be provided within the site: The first will be located on the main access road from Windmill Road opposite the commercial units, the second located opposite the under-croft car park entrance and a third in the southern section of the site, adjacent to the entrance to Core 3.

Landscaping

- 5.25 The proposal incorporates soft landscaping features to provide communal amenity space as well as to enhance the site conditions.
- 5.26 The existing boundary will be enhanced through new landscaping.
- 5.27 Children's play space will also be provided within the podium communal amenity area in Block 1. Incidental play features will be incorporated across two areas of the site to provide further opportunities for play. The June 2019 GLA population yield calculator shows that 563.3sqm of play space should be provided for this development.

6 PLANNING POLICY

6.1 The development proposals take account of the relevant national, regional, and local planning policy. This section sets out the adopted and emerging planning policy framework, against which the proposals are assessed in Section 8.

The Development Plan

6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires development proposals to be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise.

6.3 The adopted Development Plan for London Borough of Richmond upon Thames (LBRuT) comprises the following:

- London Plan (2021);
- London Borough of Richmond Upon Thames Local Plan (2018) (LBRuT LP);
- London Borough of Richmond Upon Thames Proposals Map (updated 2020).

6.4 In considering the development proposals, other relevant documents which will form material considerations in the determination of the planning application include the following:

- National Planning Policy Framework (NPPF) (2021);
- National Planning Practice Guidance (NPPG) (2021 as updated).

6.5 The NPPF has also been updated to include reference to the National Design Guide and National Model Design Code and the use of area-, neighbourhood- and site-specific design guides. Accordingly, the revised NPPF requires 'Significant weight' to be given to development which reflects local design policies, government guidance and outstanding or innovative design which promotes high levels of sustainability 'or helps raise the standard of design more generally in an area.'

6.6 There are also several additional Supplementary Planning Guidance (SPG) and Supplementary Planning Documents (SPD) published by the GLA and LBRuT which provide guidance on standards for development proposals, including inter alia:

- GLA Housing Supplementary Planning Guidance (2016);
- [GLA Sustainability Transport, Walking and Cycling London Planning Guidance \(2022\)](#);
- [GLA Energy Planning Guidance \(2022\)](#);
- [GLA Fire Safety London Planning Guidance \(2022\)](#);
- [GLA Urban Greening Factor London Plan Guidance \(2023\)](#);
- LBRuT Hampton Hill Village Planning Guidance (2017);
- LBRuT Affordable Housing SPD (2014);
- LBRuT Design Quality SPD (2006);
- LBRuT Planning Obligations SPD (2014);
- LBRuT Residential Development Standards SPD (2010);
- LBRuT Security by Design SPD (2002);
- LBRuT Small and Medium Housing Sites SPD (2006);
- LBRuT Development Control for Noise Generating and Noise Sensitive Development SPD (2018); and
- [LBRuT Refuse and Recycling Storage Requirement \(2022\)](#)

National Planning Policy Framework (NPPF) (2021)

- 6.7 The NPPF sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate, and necessary to do so. Whilst not prescriptive, the NPPF is material to the consideration of all planning proposals, setting the framework for policy making and development control and seeking to put into place a positive approach to development (as set out in the ‘Planning for Growth’ Ministerial Statement). Advice is provided on a wide range of material considerations, with a presumption in favour of sustainable development being the cornerstone of the advice.
- 6.8 Chapter 5 of the NPPF (Delivering a sufficient supply of homes) states at paragraph 60 that “...it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.” Additionally, paragraph 63 states that “where affordable housing is identified, planning policies should specify the type of affordable housing requires...” The NPPF also identifies in paragraph 69 that “...small and medium sized sites can make an important contribution to meeting the housing requirements of an area...”.
- 6.9 Chapter 6 of the NPPF (Building a strong, competitive economy) states at paragraph 81 that “planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.”
- 6.10 Chapter 8 (Promoting healthy and safe communities) focuses on planning policies and decisions to help achieving healthy, inclusive and safe places and providing social, recreational and cultural facilities, which contributes to providing the social objective. This requires planning policies and decisions to ensure an integrated approach is applied in considering the location of housing and other uses and facilities as well as ensuring that places are safe, accessible and allow community cohesion.
- 6.11 Chapter 9 (Promoting sustainable transport) outlines the role of transport in achieving sustainable development. Paragraph 105, states that “significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.” Paragraph 111 adds that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.
- 6.12 Chapter 11 (Making effective use of land) notes at paragraph 119 that “planning policies and decisions should promote an effective use of land in meeting the need for homes and other use...”. The paragraph highlights the need to make use of ‘brownfield’ land as much as possible. Furthermore, paragraph 120 adds that “planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs; promote and support the development of under-utilised land and buildings, especially if this would help to meet identified need for housing...”
- 6.13 Chapter 12 (Achieving well designed places) outlines that good design is a key aspect of sustainable development. Paragraph 132 states “Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.”
- 6.14 Chapter 14 (Meeting the challenge of climate change, flooding and coastal change) requires the planning system to support the transition to a low carbon future, taking into account flood risk and coastal change. Planning should also help to contribute to radical reductions in greenhouse gas emissions. Paragraph 169 states that major developments should incorporate sustainable drainage systems unless clear evidence is provided that this would be inappropriate.

Hampton Hill Village Planning Guidance

- 6.15 In addition to these policies, the LBRuT Hampton Hill Village Planning Guidance (2017) seeks to establish a vision and planning policy aims for the Hampton Hill area by identifying key features and character areas.
- 6.16 The Guidance outlines that the site is located within Character Area 5 (Uxbridge Road South and Park Place), and to the immediate west of Character Area 4 (High Street (Hampton Hill) Conservation Area).

- 6.17 The Guidance notes that the characteristic materials and features include red brick, render, clay tiles, chimneys, timber doors and timber casements. It also identifies intrusive road marking and street furniture, as well as vehicular traffic and parking around Hampton Hill Junior School, as two key threats from development.
- 6.18 Section 8 identifies St Clare Business Park as a Locally Important Industrial Land and Business Park but notes that it is in poor condition.

Emerging Richmond Upon Thames Local Plan

- 6.19 A new Local Plan for Richmond Upon Thames is being prepared. Consultation on the Pre-publication Draft Local Plan (reg 18) was held between December 2021 to January 2022. Publication of the Draft Local Plan (reg 19) is anticipated to take place in [May 2023](#).
- 6.20 Due to the early stage of the emerging Local Plan, it is considered that it holds little weight and emerging policies are not considered within this application.

Relevant Planning Policies

- 6.21 The relevant planning policies are as follows:
- London Plan (2021)
 - Policy GG1 (Building strong and inclusive communities);
 - Policy GG2 (Making the best use of land);
 - Policy GG3 (Creating a healthy city);
 - Policy GG4 (Delivering the homes Londoners need);
 - Policy GG5 (Growing a good economy);
 - Policy D1 (London's form, character and capacity for growth);
 - Policy D3 (Optimising site capacity through the design-led approach);
 - Policy D4 (Delivering good design);
 - Policy D5 (Inclusive design);
 - Policy D6 (Housing quality and standards);
 - Policy D7 (Accessible housing);
 - Policy D8 (Public realm);
 - Policy D10 (Basement development);
 - Policy D11 (Safety, security and resilience to emergency);
 - Policy D12 (Fire safety);
 - Policy D14 (Noise);
 - Policy H1 (Increasing housing supply);
 - Policy H4 (Delivering affordable housing);
 - Policy H10 (Housing mix);
 - Policy S1 (Developing London's social infrastructure);
 - Policy S4 (Play and informal recreation);
 - Policy E1 (Offices);
 - Policy E2 (Providing suitable business space);
 - Policy E6 (Locally Significant Industrial Sites)
 - Policy E7 (Industrial intensification, co-location and substitution);
 - Policy HC1 (Heritage conservation and growth);

- Policy G1 (Green infrastructure);
- Policy G5 (Urban greening);
- Policy G6 (Biodiversity and access to nature);
- Policy G7 (Trees and woodland);
- Policy S11 (Improving air quality);
- Policy S12 (Minimising greenhouse gas emissions);
- Policy S11 (Managing heat risk);
- Policy S15 (Water infrastructure);
- Policy S112 (Flood risk management);
- Policy S113 (Sustainable drainage);
- Policy T1 (Strategic approach to transport);
- Policy T2 (Health streets);
- Policy T3 (Transport capacity, connectivity and safeguarding);
- Policy T4 (Assessing and mitigating transport impacts);
- Policy T5 (Cycling);
- Policy T6 (Car parking);
- Policy T6.1 (Residential parking);
- Policy T6.2 (Office parking);
- Policy T6.5 (Non-residential disabled persons parking); and
- Policy T7 (Deliveries, servicing and construction)
- LBRuT Local Plan (2018)
 - Policy LP1 (Local Character and Design Quality);
 - Policy LP2 (Building heights);
 - Policy LP3 (Designated heritage assets);
 - Policy LP4 (Non-designated heritage assets);
 - Policy LP5 (Views and vistas);
 - Policy LP7 (Archaeology);
 - Policy LP8 (Amenity and living conditions);
 - Policy LP10 (Local environmental impacts, pollution and land contamination);
 - Policy LP11 (Subterranean developments and basements);
 - Policy LP12 (Green infrastructure);
 - Policy LP15 (Biodiversity);
 - Policy LP16 (Trees, woodlands and landscape);
 - Policy LP17 (Green roofs and walls);
 - Policy LP18 (River corridors);
 - Policy LP20 (Climate change adaptation);
 - Policy LP21 (Flood risk and sustainable drainage);
 - Policy LP22 (Sustainable design and construction);
 - Policy LP23 (Water resources and infrastructure);
 - Policy LP24 (Waste management);

- Policy LP25 (Development in centres);
- Policy LP28 (Social and community infrastructure);
- Policy LP29 (Education and training);
- Policy LP30 (Health and wellbeing);
- Policy LP31 (Public open space, play space, sport and recreation);
- Policy LP34 (New housing);
- Policy LP35 (Housing mix and standards);
- Policy LP36 (Affordable housing);
- Policy LP37 (Housing need of different groups);
- Policy LP39 (Infill, backland and backgarden development);
- Policy LP40 (Employment and local economy);
- Policy LP41 (Offices);
- Policy LP42 (Industrial land and business parks);
- Policy LP44 (Sustainable travel choices);
- Policy LP45 (Parking standards and servicing);

7 PLANNING ASSESSMENT

7.1 This section considers the proposal against the adopted and emerging planning policy context.

7.2 The following key planning considerations are assessed in turn:

- Principle of Development
- Design and layout
- Heritage Impact
- Public Realm and Landscape
- Affordable Housing
- Unit Mix
- Quality of Accommodation
- Heritage and Archaeological Impact
- Air Quality
- Arboricultural impact
- Archaeological Impact
- Ecology
- Energy and Sustainability
- Fire Safety
- Flood Risk & SuDS
- Noise and Vibration
- Land Contamination
- Transport, Servicing and Waste
- Utilities Impact

Principle of Development

6.1 London Plan Policy GG4 states that those involved in planning and development must ensure that more homes are delivered. It also supports the delivery of the strategic target of 50 per cent of all new homes being affordable.

6.2 London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions and seeks the creation of 4,110 additional homes in Richmond over the period 2019/20-2028/29.

6.3 London Plan Policy E1 states that improvements to the competitiveness and quality of office space of different sizes (for micro, small, medium-sized and larger enterprises) should be supported by new office provision, refurbishment and mixed-use development.

6.4 London Plan Policy E4 states that any release of industrial land in order to manage issues of long-term vacancy and to achieve wider planning objectives, including the delivery of strategic infrastructure, should be facilitated through the processes of industrial intensification, co-location and substitution, and that releases should be focused in locations that are (or are planned to be) well-connected by public transport, walking and cycling and contribute to other planning priorities including housing (and particularly affordable housing), schools and other infrastructure.

- 6.5 London Plan Policy E6 states that Councils should designate and define detailed boundaries and policies for Locally Significant Industrial Sites (LSIS) in policies maps justified by evidence in local employment land reviews taking into account the scope for intensification, co-location, and substitution. Policy E6 also outlines that borough should make clear the range of industrial and related uses that are acceptable in LSIS including, where appropriate, hybrid or flexible B1c/B2/B8 suitable for SMEs and distinguish these from local employment areas that can accommodate a wider range of business uses.
- 6.6 London Plan Policy E7 states that, in Locally Significant Industrial Sites, the scope for co-locating industrial uses with residential and other uses may be considered. This, process, however, must ensure that:
- The intensified industrial, storage and distribution uses are completed in advance of any residential component being occupied;
 - The industrial and related activities on-site and in surrounding parts of the SIL, LSIS or Non-Designated Industrial Site are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24-hour access and operational requirements; and
 - Appropriate design mitigation is provided in any residential element.
- 6.7 LBRuT's Local Plan designates St Clare Business Park as a Locally Important Industrial Land and Business Park (LILBP).
- 6.8 LBRuT Local Plan Policy LP25 notes that major development and/or developments which generate high levels of trips should be located within a Main Centre Boundary. Elsewhere, development should be located within the defined Area of Mixed Use (AMU boundary).
- 6.9 LBRuT Local Plan Policy LP34 states that the Borough's target is 3,150 homes for the period 2015-2025. The Council will exceed the minimum strategic dwelling requirement, where this can be achieved in accordance with other Local Plan policies. In addition, the Policy identifies the requirement for 650-700 units in the 'Teddington and the Hamptons' area, which contains Hampton Hill.
- 6.10 LBRuT Local Plan Policy LP40 outlines that the Council will support a diverse and strong local economy in line with the following principles:
- Land in employment use should be retained in employment use for business, industrial or storage purposes;
 - The provision of small units, affordable units and flexible workspace such as co-working space is encouraged; and
 - In exceptional circumstances, mixed use development proposals which come forward for specific employment sites should retain, and where possible enhance, the level of existing employment floorspace. The inclusion of residential use within mixed use schemes will not be appropriate where it would adversely impact on the continued operation of other established employment uses within that site or on neighbouring sites.
- 6.11 LBRuT Local Plan Policy LP 41 establishes a presumption against the loss of office floorspace in all parts of the borough. Any loss of office space (on sites outside the designated Key Office Areas) will only be permitted where:

- Robust and compelling evidence is provided which clearly demonstrates that there is no longer demand for an office-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 office use or an alternative office-based use completed over a minimum period of two continuous years in accordance with the approach set out in Appendix 5; and then
- A sequential approach to redevelopment or change of use is applied as follows:
 - Redevelopment for alternative employment uses including social or community infrastructure uses; followed by
 - Mixed use including other employment generating or community uses and residential which maximises the amount of affordable housing provided as part of the mix; followed by
 - Residential with maximum provision of affordable housing in accordance with policy LP 36 Affordable Housing.

6.12 It also outlines that the Council will support appropriate new office development. Major new office development should generally be within the five main borough centres, and smaller-scale office development will be encouraged in suitable locations, particularly within the designated Key Office Areas.

6.13 LBRuT Local Plan Policy LP42 sets a presumption against loss of industrial land in all parts of the borough. The Policy states that, within the Locally Important Industrial Land and Business Parks (LIILBP):

- Loss of industrial floorspace will be resisted unless appropriate replacement floorspace is provided;
- Development of new industrial floorspace and improvement and expansion of existing premises is encouraged; and
- Proposals for non-industrial uses will be resisted where the introduction of such uses would impact unacceptably on industrial activities (which may include waste sites).

6.14 Loss of industrial space outside of LIILBPs will be permitted where there is robust and compelling evidence that there is no longer demand for an industrial based use in this location and a sequential approach to redevelopment or change of use is applied:

- 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.

6.15 It also states that development of appropriate scale industrial uses, and improvement and expansion of such premises, is encouraged. New industrial space should be flexible and adaptable for different types of activities and suitable to meet future needs, especially to provide for the requirements of local businesses.

Proposed Commercial Space

6.16 St Clare Business Park is designated as a Locally Important Industrial Land and Business Park (LIILBP) within the LBRT Local Plan. As outlined in Section 2 of this Statement, the buildings within

St Clare Business Park currently provide approximately 3,142sq.m (GIA) of commercial floorspace, comprising:

- a. 1,209sq.m of B1a floorspace,
- b. 1,132sq.m of B1c floorspace;
- c. 412sq.m of B2 floorspace; and,
- d. 389sq.m of B8 floorspace.

- 6.17 The Business Park includes the Atcost structure. This is a covered outdoor area used for storage. This has an area of 656sq.m.
- 6.18 7-11 Windmill Road, which is outside of the LILBP designation and is in Class B2 use, has a floorspace of 412sq.m.
- 6.19 As noted in Section 2 of this Statement, the existing buildings are currently in poor repair, and several have been long-term vacant. The Employment Land Report which accompanies this application confirms that the poor condition of these buildings along with the restricted access to the site and proximity to residential dwellings, means that the site is ill suited to industrial and warehouse uses.
- 6.20 Eight new commercial units (Class E) in the form of modern, purpose-built, flexible accommodation are proposed, ensuring the continued provision of employment space on site that will meet the need of occupiers. LBRT Policy LP42 supports the provision of new employment space, including smaller units that allow for flexible use and that are more affordable for small businesses.
- 6.21 The new Class E accommodation has been designed with floor to ceiling heights of 3.2 – 3.45 metres for the ground level units and 2.85 metres for upper-level unit in Block 2. Each unit can be flexibly adapted for a variety of uses, including office, research & development, and light industrial.
- 6.22 The revised proposals will provide an additional 391sq.m of Class E commercial floorspace, in addition to the 1,494sq.m provided within the previously refused scheme (1,885sq.m total). This reduces the net loss of the existing employment provision on the site to just 1,257sq.m.
- 6.23 The Inspector of the 2019 refused scheme also found that the poor condition of the existing employment units and given the site location being near existing residential properties where certain industrial use would be incompatible, it is more favourable for the re-provision of modern and flexible floorspace which is more compatible with surrounding residential area. The Inspector concluded that the appeal scheme as proposed would include a reduced provision but in the form of a high quality flexible multi-function spaces, which is an improvement than what is currently exist on site.
- 6.24 It is considered that this is appropriate given the lack of demand and poor quality of the existing buildings, the modern flexible and purpose-built Class E floorspace that will be provided, and the benefits arising because of a mixed-use development that optimises the development potential of the site, in accordance with London Plan Policies E4 and E6.

Quality of the Existing Buildings

- 6.25 The accompanying Employment Land Report confirms that the existing buildings are ill-suited to meet the needs of modern occupiers, particularly given their poor condition. Even if the buildings were to be refurbished the site constraints, such as the restricted access from Holly Road for large vehicles and proximity to residential dwellings means that industrial and warehouses uses would not be appropriate.

- 6.26 This view is supported by the LBRT's Assessment of Light industrial and Storage Stock in Richmond upon Thames (2016), which considered that St Clare Business Park is of 'semi derelict' quality.
- 6.27 LBRuT Local Plan Policy LP40 seeks the retention of employment uses and outlines that mixed use development proposals which come forward for specific employment sites should retain, and where possible enhance, the level of existing employment floorspace. Policies LP41 and LP42 advise that any loss of office or industrial space must be justified through the submission of marketing and viability evidence.
- 6.28 The Marketing Report contained within the Employment Land Statement outlines the on-going marketing efforts for the existing premises. The marketing of the site has been undertaken in accordance with the guidance contained within Appendix 5 of LBRuT's Local Plan. Despite offering flexible tenancies and reduced rates there is no demand for the vacant space on site. Whilst some of the units on site are occupied, they also avail of flexible tenancies which do not reflect normal marketing conditions.
- 6.29 The Employment Land Report therefore concludes that there is no reasonable prospect of this site being fully occupied if left in its current form and it cannot be redeveloped given the lack of viability. As a result, the most feasible option is a mixed-use scheme.
- 6.30 The levels of employment generated by the site should be considered in the context of this high level of vacancy. Whilst the overall existing floorspace is 3,142sq.m, only 818sq.m of this is occupied (see tables 2.1 and 2.2 for further information), and the level of occupied floorspace will likely continue to reduce if the site is retained in its current condition.

Proposed High Quality Class E Floorspace

- 6.31 As outlined above, the proposed Class E accommodation would be designed to flexibly meet the needs of a variety of commercial occupiers, allowing the eight units to be occupied as offices, workshops or as research & development space.
- 6.32 Although the units will be designed to flexibly meet demand, it is envisaged that the proposed breakdown in the use of the employment space would be c.17% office floorspace, located on the [first floor of Block 2](#), and c.83% research & development and light industrial floorspace, located at ground floor level across Blocks 1 and 2.
- 6.33 Further information required on the quality of the new employment space is outlined in the accompanying Design & Access Statement.
- 6.34 The Richmond Assessment of Office Stock in Richmond upon Thames (2015), which assesses the existing office (Class B1a) stock within the Borough, determines that, within Hampton Hill, *'there is sufficient quality office accommodation'*, which is *'predominantly assessed as good quality accommodation'*. The Assessment also determines that St Clare House is of *'average quality'* and excludes the full assessment of St Clare Business Park as it *'is likely to be developed'*.
- 6.35 Local Plan Policies LP41 and LP42 support the provision of high-quality office space, particularly in designated town centres, and industrial space. It is considered that the provision of high-quality, purpose-built space will support higher employment densities and a greater range of employment opportunities on site.
- 6.36 Table 6.1 below outlines the existing vs proposed employment densities for the site using the Homes & Communities Agency Employment Density Guide (November 2015), which is established best practice in undertaking employment calculations. The existing densities exclude Windmill Road, in recognition that this property is outside of the LILBP designation. In addition, the existing Atcost structure has been excluded as this is a covered external area.

| Use | HCA Density ³ | Existing | | | | Proposed | | | |
|-----------|--------------------------|----------|-----|--------------|-----------|--------------------|-----|--------------|---------------|
| | Area per FTE (sq.m) | Sq.m | Low | High | Ave | Sq.m | Low | High | Ave |
| B2 | 36 | 412 | - | - | 11 | - | - | - | - |
| E(g)(i) | 8-13 | 264 | 20 | 33 | 27 | 1,885 ⁴ | 145 | 235 | 190 |
| E(g)(ii) | 40-60 | - | - | - | - | 1,885 ⁴ | 31 | 47 | 39 |
| E(g)(iii) | 47 | 284 | - | - | 6 | 1,885 ⁴ | - | - | 40 |
| | | | | Total | 44 | | | Total | 39-190 |

Table 6.1: Existing vs Proposed Employment Densities, Occupied Floorspace

6.37 The table above suggests an average range of between 39 and 190 jobs supported by the current application proposal, would dependent upon the use of the employment floorspace could result in a substantial uplift in employment on the site, with no net loss.

Mixed Use Development.

6.38 Finally, it is considered that the provision of a range of E uses is more appropriate in this location, given the surrounding residential character and constrained access to the site. Overall, a mixed-use development will best respond to the needs of the draft London Plan in securing high quality employment space whilst delivering new affordable and market homes.

6.39 London Plan Policy E7 states that, in Locally Significant Industrial Sites, the scope for co-locating industrial uses with residential and other uses may be considered. LBRuT Local Plan Policy LP41 outlines that where there is no demand for an existing employment site residential uses may be included as part of a mixed-use scheme, provided that affordable housing is maximised.

6.40 The proposed development optimises the development of the site to deliver a high-quality mixed-use scheme, regenerating the existing underutilised site to deliver new affordable and market homes, and high quality employment space that will complement the surrounding residential character of the area, whilst also delivering new landscaping and environmental improvements.

6.41 London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions

Summary of Commercial Proposals

6.42 Whilst LBRuT Local Plan Policy LP42 resists the loss of industrial floorspace in LIILBPs, it accepts that non-designated floorspace is acceptable where it is demonstrated that there is no demand for

³ HCA Employment Density Guide 3rd Edition (2015)

⁴ The floorspace is intended to used flexibly and could fall within either E(g)(i), E(g)(ii) or E(g)(iii).

the space though marketing, and alternative employment uses are considered. The same approach is adopted in LBRuT Local Plan Policy LP41 for offices outside of Key Office Areas.

- 6.43 The existing accommodation has been marketed in accordance with the requirements of LBRuT's Local Plan and it has been demonstrated that there is no demand for these spaces or variety of uses, even when offered on non-market terms. It is considered that the proposed comprehensive scheme for the site would deliver increased levels of employment over the existing poor quality and largely vacant accommodation and will provide greater planning benefits than a residential scheme achieved through permitted development rights, through the provision of modern high-quality, flexible accommodation, employment space and affordable housing, whilst also optimising the development of the site.
- 6.44 It is noted that the second reason for refusal pursuant to the recently refused application raised concerns at the previously proposed quantum of commercial floorspace, but these revised proposals are seeking to deliver an uplift of 391sq.m commercial floorspace as compared to that scheme. It is considered that this greatly enhances the overall employment offer for the site.
- 6.45 This development is therefore considered to be in accordance with London Plan Policies E6, which outlines that Councils should take into account the opportunity for the intensification, co-location, and substitution of employment land, and E7, which outlines that there is scope for co-location with residential uses.
- 6.46 Therefore, the proposed loss of commercial floorspace is acceptable and to be in accordance with London Plan Policies E6 and E7, and LBRuT Local Plan Policies 41 and 42.

Principle of Residential

- 6.47 Both London and LBRuT's planning policies clearly identify a need for the delivery of new homes and affordable housing in the borough, with LBRuT Policy LP34 outlining a requirement for the delivery of 650-700 residential units in the Teddington and Hamptons area. The site is in an Area of Mixed Use, part of the Hampton Hill Local Centre, and LBRuT Policy LP25 confirms that such locations are appropriate for major development.
- 6.48 Residents will benefit from ready access to the Local Centre, which has a range of shops and services, and a range of amenities including Holly Road Recreational Ground and Bushy Park. The site also has regular public transport links to Teddington and Twickenham Main Centres, which provide significant additional services for the surrounding area.
- 6.49 Furthermore, the principle of residential dwellings as part of a mixed-use development has been supported by officers over the course of pre-application discussions and in feedback from the public consultations.
- 6.50 It is therefore considered that residential use is appropriate in this location, in accordance with London Plan Policy H1 and LBRuT Policy LP34.

Design and Layout

- 7.3 London Plan Policy GG2 identifies that developments must enable use of brownfield sites and proactively explore the potential to intensify the use of land to support additional homes and workspaces and maximise higher density in areas which are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- 7.4 London Plan Policy D3 requires that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned

supporting infrastructure capacity. Paragraph B of the policy notes that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

- 7.5 London Plan Policy D4 states that Masterplans and design codes should be used to help bring forward development and ensure it delivers high quality design and placemaking based on the requirements.
- 7.6 London Plan Policy D10 states that Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale basement development beneath existing buildings, where this is identified as an issue locally.
- 7.7 LBRuT Local Plan Policy LP1 requires all development to be of high architectural and urban design quality, and proposals will have to demonstrate a thorough understanding of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area.
- 7.8 LBRuT Local Plan Policy LP2 seeks to respect and strengthen the setting of the borough's valued townscapes and landscapes, through appropriate building heights, by respecting the local context, and where possible enhance the character of an area, through appropriate scale; height; mass; urban pattern; development grain; materials; streetscape; roofscape and wider townscape and landscape.
- 7.9 LBRuT Local Plan Policy LP5 states that the Council will require developments whose visual impacts extend beyond that of the immediate street to demonstrate how views are protected or enhanced.
- 7.10 LBRuT Local Plan Policy LP11 states a number of requirements which subterranean and basement development should comply with, including:
- *“Demonstrate the scheme safeguards the structural stability of the existing building, neighbouring buildings and other infrastructure, including related to the highway and transport; a Structural Impact Assessment will be required where a subterranean development or basement is added to, or adjacent to, a listed building;*
 - *demonstrate that the scheme will not increase or otherwise exacerbate flood risk on the site or beyond, in line with policy LP 21 Flood Risk and Sustainable Drainage;*
 - *demonstrate as part of a Construction Management Statement that the development will be designed and constructed so as to minimise the impact during construction and occupation stages (in line with the Local Environmental Impacts, Pollution and Land Contamination policy of this Plan).”*

Design Approach

- 7.11 In its current form the site is incongruous with the building form and residential character of the wider area. With a series of one to three storey buildings and structures and extensive hardstanding, the site is underutilised; it has poor links with the surrounding area, St Clare Business Park is accessed solely from a constrained entrance on Holly Road and there are no pedestrian or vehicular links between it and 7-11 Windmill Road.
- 7.12 The underutilised nature of the site and the poor-quality buildings, coupled with a large site area of approximately 0.85 ha, provides an opportunity to provide a comprehensive redevelopment of the site that can deliver new employment space and residential accommodation. The site's depth and boundary with the railway line means that greater height than existing can be delivered set back from neighbouring residential dwellings. This approach is supported by London Plan Policy GG2 which states that developments must enable use of brownfield sites and proactively explore the potential to intensify the use of land to support additional homes and workspaces.
- 7.13 The accompanying Design & Access Statement (DAS) sets out the design-led approach undertaken in progressing the proposal, how the design has emerged through consideration of the existing site and surrounding context, and the changes being incorporated to address the reasons for refusal raised in application ref. 19/3201/FUL. These changes include:
- Along the north and south site boundaries the site adjoins the rear gardens of the dwellings of Windmill and Holly Roads, respectively. Therefore, the scheme has provided three storey town

houses with rear gardens, respecting the character of the neighbouring dwellings and ensuring that there is an appropriate set back.

- The railway along the western boundary provides the opportunity for increased height as there is less potential to impact on the outlook or amenity of residential properties. Furthermore, the lower ground level in the western part of the site part- offsets the additional height. As such, the tallest, five storey, element of the scheme is set along this western boundary.
- The site's depth means that height delivered at its centre can be appropriately set back from neighbouring properties. Therefore, the tallest mixed-use block (Block 1) is set in the centre of the site. The tallest element is to the west, before gradually stepping down to 3 storeys towards the eastern boundary to safeguard the amenity of neighbouring dwellings. Areas of car parking and landscaping are also arranged along the eastern boundary to aid the transition to the three storey dwellings at Penny Farthing Mews and those consented as part of the planning permission at 63-71 High Street.
- Finally, Block 2 will be two storeys in height and will have an elevational treatment that will reference the character of Windmill Road and the adjoining former library. Whilst taller than its immediate surrounds, it will act as a landmark to the main entrance to the development.

7.14 It should be noted that in considering the consented scheme at 63-71 High Street (ref: 16/4553/FULL) the delegated report outlined that it *'would be incorrect to simply replicate a two-storey development which is the dominant character of the area, as this would clearly fail to optimise the development potential of the site'*, and supported the design of the four-storey development, stating that *'the overall height, scale and mass, whilst larger than neighbouring properties, would appropriately address the wider context and an appropriate scale for the size of the site without being overly dominant.'* It is considered that the proposed development for St Clare Business Park and 7-11 Windmill Road has adopted the same principles.

7.15 As the tallest elements will be set within the site, back from the surrounding road network, it is considered that the increase in height will not be perceptible from the High Street or Conservation Area. The accompanying Heritage Statement considers the impact of the proposal from local viewpoints, including Bushey Park, and considers the impact to be appropriate.

7.16 Furthermore, the increase in height and density is in-line with the consented development at 63-71 High Street, which included heights of up to four storeys on a smaller site fronting onto the high street and in closer proximity to adjoining dwellings.

7.17 The proposal will also not adversely impact local townscape views, as required by LBRuT Local Plan Policy LP5.

Appearance

7.18 In terms of materials, the scheme will use light colour brick for the Block 1 and the houses. Block 1 will be articulated with stone effect and metal detailing, with a metal treatment for the top floor, whilst the houses will use different brick treatment as articulation. Block 2 will have a red brick and detailing that will reference the character of Windmill Road. In addition, high quality hardstanding will be used throughout the site. The use of basement and podium level parking ensures that surface car parking has been minimised.

7.19 The materials and design of the proposal ensures that it is a high-quality and visually attractive development, in accordance with the requirements of LBRuT Local Plan Policies LP1 and LP2.

7.20 The proposal will also provide a high-quality public realm through the introduction of hard and soft landscaping features, as well as a communal play area. These details are considered further in the 'Trees and Landscaping' sub-section.

7.21 Overall, the proposal is of a high-quality design that will optimise the development of the site, maximising the provision of new employment space and affordable and market homes, whilst respecting local townscape and character, and safeguarding the amenity of neighbours.

7.22 Therefore, the proposal is in-line with the aspirations of London Plan Policies GG2, D3 and D4, and LBRuT Local Plan Policies LP1, LP2 and LP5.

Density

- 7.23 To help assess, monitor, and compare development proposals the London Plan requires several measures of density to be provided by the applicant – these include:
- Number of units per hectare – 100units / 0.86ha = 116u/ha
 - Number of habitable rooms per hectare – 289 hr / 0.86ha = 336 hr/ha
 - Number of bedrooms per hectare – 177 beds / 0.86ha = 205.8 beds/ha
 - Number of bedspaces per hectare – 301 bedspaces / 0.86ha = 350 bedspaces/ha
- 7.24 The following additional measurements are also required for all major planning applications:
- The Floor Area Ratio (total GEA of all floors/ site area) - 14223.2 sqm / 8565.15sqm = 1.66
 - The Site Coverage Ratio (GEA of ground floors/ site area) – 2279.2sqm / 8565.15sqm = 0.266
 - The maximum height in metres above ground level of each building and at Above Ordinance Datum (above sea level):
 - Block 1 – 16.65m and 33.25m AOD
 - Block 2 – 10.325m and 27.025m AOD
 - Houses – 11.55m and 28.165m AOD

Heritage Impact

- 7.25 London Plan Policy HC1 states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.
- 7.26 LBRuT Local Plan Policy LP2 requires developments to preserve and enhance the borough's heritage assets, their significance, and their setting through appropriate building heights.
- 7.27 LBRuT Local Plan Policy LP3 states that the Council will require development to conserve and, where possible, take opportunities to make a positive contribution to, the historic environment of the borough. Development proposals likely to adversely affect the significance of heritage assets will be assessed against the requirement to seek to avoid harm and the justification for the proposal.
- 7.28 LBRuT Local Plan Policy LP4 states 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, memorials, particularly war memorials, and other local historic features.
- 7.29 LBRuT Local Plan Policy LP5 states that the Council will seek improvements to views within Conservation Areas which are within, into, and out of Conservation Areas, as well as views which are affected by development on sites within the setting of, or adjacent to, Conservation Areas and listed buildings.
- 7.30 A Built Heritage Impact Assessment and Addendum, prepared by RPS, has been submitted as part of this application. The Assessment examines the historical development of the local area, assesses built heritage assets that may be affected by the proposed development, including the contribution of their settings to their significance, and concludes with an assessment of impact of the Proposed Development on the significance of relevant built heritage assets.
- 7.31 At the appeal decision of the 2019 scheme, the Inspector found the three-storey commercial building fronting Windmill Road to be visually prominent, out of character and to cause some harm to the character and appearance of the Conservation Area. The harm caused was considered to be less than substantial.
- 7.32 The Inspector however considered that the proposed main block, while being taller and of a different character than existing developments, it is being located away from the street frontage and hence it would not harm the wider area's character and appearance.

- 7.33 The applicant has taken the Inspector's comments into account and reviewed the scheme. The Built Heritage Addendum notes that the reduction of height at Block 2 would lead to an improvement in scale to development along Windmill Road, including the Old Library. The two- storey structure of Block 2 would not be prominent or overbearing in views along Windmill Road, but will be an interesting 'marker' to the proposed development.
- 7.34 The Assessment confirms that there would not be any direct, material harm to the built heritage assets assessed within the heritage report because of the proposed development. Following the design changes the proposed development would make either a neutral or positive contribution to the setting and thus significance of built heritage assets in the vicinity and is in accordance with both national and local planning policies and guidance.
- 7.35 The proposal is therefore considered to be acceptable with regard to its impact on heritage and archaeology, and therefore accords with the London Plan Policy HC1, and LBRuT Local Plan policies LP2, LP3, LP4, LP5.

Public Realm and Landscape

- 7.36 London Plan Policy GG1 states that good growth is inclusive growth and developments must provide access to good quality community spaces, services and amenities and infrastructure that accommodate, encourage, and strengthen communities. Developments must ensure that new buildings and new spaces enhances the identity, legibility, permeability, and inclusivity of neighbourhoods and are resilient and adaptable.
- 7.37 London Plan Policy D8 outlines that development proposals should encourage and explore opportunities to create new public realm where appropriate; and ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable. Lighting, including for advertisements, should be carefully considered and well-designed to minimise intrusive lighting infrastructure and reduce light pollution. In addition, appropriate management and maintenance arrangements should be in place.
- 7.38 London Plan Policy S4 requires residential development proposals to incorporate good-quality, accessible, safe play provision for all ages and at least 10 sqm per child. The play area should provide a stimulating environment and must incorporate trees or other forms of greenery, be overlooked to enable surveillance and must not be segregated by tenure.
- 7.39 LBRuT Local Plan Policy LP31 states that the Council will require all major development proposals in the borough to meet the Public Open Space, play space, and playing fields and ancillary sport facilities needs arising out of the development by requiring proposals with an estimated child occupancy of ten children or more to make appropriate and adequate provision of dedicated on-site play space by following the London Plan benchmark standard of 10 sqm per child.

Play Space

- 7.40 In terms of children play space, this will be provisioned within the podium communal amenity area in Block 1. Incidental play features will also be incorporated **on site** to provide further opportunities for play. The June 2019 GLA population yield calculator shows that **563.3sqm** of play space should be provided for this development.
- 7.41 Best practice guidance seeks larger play and outdoor recreation facilities for the 5-11 and 12+ age groups. This level of provision cannot be provided on a site of this size, therefore play space will be provided for children aged between 0-5 years old. For the under 5-year-old group, the scheme will provide **257sqm** of play space in the Block 1 podium courtyard which will be secure to residents and accessible. Play equipment such as jumping disc, balance block, are proposed to be located within a designated play area whereas informal play features at both podium and street level such as steppingstones, timber logs, boulders and colourful animals will engage children in imaginative play.
- 7.42 Additionally, 5-11 and 12+ age group children will benefit from the site's close proximity to Holly Road Recreational Ground and Bushy Park, both of which have play equipment and play fields and are less than 5 minutes' walk from the site. A Landscape Strategy has been submitted in support of this application which provides further details of the play space proposed.

7.43 As such, the proposal will therefore provide sufficient playspace to meet the needs of future children at the site, in accordance with London Plan Policy S4 and LBRuT Local Plan Policies LP31.

Landscape

7.44 A Landscape Strategy has been submitted which outlines the details of the communal courtyard, podium garden and parking courtyards and areas near the houses which will include soft landscaping features and amenity space.

7.45 In summary, the proposal includes the following:

- An open route to the building entrance marked by planting;
- Changes in surface tone and texture to mark parking;
- Pedestrian priority and 'door mats';
- Hedge planting to create a 'non-vehicular' sense of space;
- Trees in raised planters;
- Opportunity for bold planting of grasses and herbs;
- Planting at the podium edges which can be viewed at ground level;
- Private terraces with access to the shared podium garden;

7.46 It is considered that the proposal is compliant with London Plan Policy D8.

Basement Proposals

7.47 The proposed basement will not contain any habitable space, it will predominantly consist of car parking and cycle storage, along with access to Core 1 and 2, a smoke extract and a water tank. The basement has been carefully designed in order to ensure that there are no impacts to the structural stability of neighbouring buildings and infrastructure, and a Flood Risk and Drainage Report has been submitted as part of this application to ensure that flood risk is not exacerbated on the site or on neighbouring sites.

7.48 Additionally, a Construction Management Statement has also been submitted, which addresses the basement excavation, piling and sub-structure to ensure that any impacts are minimised. The proposal therefore accords with the relevant requirements of LBRuT Local Plan Policy LP10.

Affordable Housing

7.49 London Plan Policy GG4 requires developments to support the strategic target of providing 50% of all new housing as affordable; and require developments to create mixed and inclusive communities by providing good quality homes of high design standards and provide for identified needs.

7.50 London Plan Policy H4 states that the strategic target is for 50% of all new homes delivered across London to be genuinely affordable. Public sector land is required to deliver at least 50% affordable homes.

7.51 London Plan Policy H5 outlines that the threshold level of affordable housing on gross residential development is initially set at 50% for Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses.

7.52 London Plan Policy H6 requires the following split to be applied to residential developments:

- *a minimum of 30% low cost rented homes, as either London Affordable Rent or Social Rent, allocated according to need and for Londoners on low incomes;*
- *a minimum of 30% intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared ownership; and*
- *the remaining 40% to be determined by the borough as low cost rented homes or intermediate products based on identified need.*

7.53 LBRuT Local Plan Policy LP36 states that the Council expects that:

- a) 50% of all housing units will be affordable housing, this 50% will comprise a tenure mix of 40% of the affordable housing for rent and 10% of the affordable intermediate housing; and
- b) The affordable housing mix should reflect the need for larger rented family units and the council's guidance on tenure and affordability, based on engagement with a registered provider to maximise delivery.

7.54 The table below provides a summary of the mix and tenure type of affordable homes proposed out of the total of 100 units.

| Unit Type | London Affordable Rent | Shared Ownership |
|--------------|------------------------|------------------|
| 1 bed | 2 | 12 |
| 2 bed | 7 | 8 |
| 3 bed | 6 | - |
| Total | 15 | 20 |

Table 6.2: Proposed Mix and Tenure-Type of Affordable Units

7.55 London Affordable Rent Homes will be provided to those on the Council's housing waiting list whilst the Shared Ownership homes will be affordable to priority households that live/work in the borough, for example key workers, and/or first-time buyers who are unable to afford to buy or rent good quality housing locally.

7.56 The proposed development has been revised, to provide 35% affordable housing, this is split between London Affordable Rent of 51% and Shared Ownership of 49%. A Financial Viability Assessment has been prepared and updated by JLL which should be read alongside this Planning Statement.

7.57 The applicant has revised the scheme to address the Inspector's comments by reducing the building height which has resulted in the reduction of residential units (from 112 to 100 units) and parking spaces. The updated Viability Assessment shows that as a result of the reduction in size of the proposed scheme, and at a time of increased construction costs, the proposed development will result in a financial deficit. The applicant is committed to delivering 35% affordable homes, as required under London Plan policies GG4, H4, H5 and H6 and Local Plan policy LP36.

7.58 In terms of being unable to secure a legally binding obligation, the applicant seeks to discuss this with the Council on the earliest opportunity during the determination phase. A draft Heads of Terms is also set out in the section below, which includes providing Affordable Homes.

7.59 Additionally, an Affordable Housing Statement has also been submitted, which concludes that the proposed development is policy compliant, and a viability assessment has been prepared by JLL which evidences that the scheme viability is challenging. The proposal of 35% affordable housing therefore exceeds the maximum reasonable level.

7.60 Financial Viability Assessment demonstrates that the proposed tenure split is appropriate.

7.61 Whilst LBRuT Policy LP36 seeks to maximise affordable housing on former employment sites, the accompanying Financial Viability Assessment confirms that this would not be viable. As such, the scheme therefore makes appropriate provision of affordable housing in accordance with the requirements of Policy LP36.

Unit Mix

7.62 London Plan Policy H10 requires schemes to provide a range of different unit sizes, having regard to local evidence of need, the requirement to deliver mixed and inclusive neighbourhoods and the need to deliver a range of unit types and tenures.

7.63 London Plan Policy D7 requires residential developments to ensure that:

- at least 10 per cent of dwellings meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’; and
- all other dwellings meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’

7.64 LBRuT Local Plan policy LP35 states that “development should generally provide family sized accommodation, except within the five main centres and Areas of Mixed Use where a higher proportion of small units would be appropriate. The housing mix should be appropriate to the site-specifics of the location”.

7.65 The proposed development will provide a total of 100 units.

7.66 The table below provides a summary of the dwelling mix.

| Size | Number of Units | Percentage (by unit) |
|-------|-----------------|----------------------|
| 1-bed | 43 | 43% |
| 2-bed | 37 | 37% |
| 3-bed | 20 | 20% |

Table 6.3: Unit mix summary

7.67 The proposal will provide a varied mix of unit sizes. The proportion of one and two units is considered appropriate for the site, given its location in an Area of Mixed Use and the mixed-use nature of the site. Nevertheless, 20no. three bed units, including 14no. houses will be provided as part of the scheme, which accounts to 20% of the total number of units providing a suitable level of family housing.

7.68 A total of 10no. units (10%) will be wheelchair accessible, compliant with part M4(3) of the Building Regulations, whereas all remaining units (90%) will be compliant with M4(2) of the Building Regulations. This is in accordance with the London Plan Policy D7 and LBRuT Local Plan Policy LP36.

7.69 The proposal is therefore considered to provide an appropriate mix of units, in accordance with the requirements of London Plan Policies D7 and H10, and LBRuT Local Plan Policy LP36.

Quality of Accommodation

7.70 Care has been taken to ensure that the proposed residential units provide high quality accommodation in accordance with national, regional, and local planning policies and guidance.

Internal Floorspace Requirements

7.71 London Plan Policy D6 states that housing developments should provide adequately designed rooms with functional layouts without differentiating between tenures. Specific internal space standards are set out in Table 3.1 of the London Plan. To summarise, this includes providing minimum internal space standards (GIA) as follows (for single storey units);

- 1B2P unit – 50sqm
- 2B3P unit – 61sqm
- 2B4P unit – 70sqm
- 3B5P unit – 86sqm

7.72 LBRuT Local Plan Policy LP35 states that all new housing development, including conversions, are required to comply with the Nationally Described Space Standards.

7.73 All proposed units will confirm to the Nationally Described Space Standards, in accordance with London Plan Policy D6 and LBRuT Local Plan Policy LP35.

Private External Amenity Space

- 7.74 A minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings, with an extra 1 sqm for each additional occupant, and a minimum depth and width of 1.5m.
- 7.75 All flats will benefit from private external amenity space in the form of balconies whilst houses will have private rear gardens, in compliance with the London Plan amenity space standards. All units will provide the required private amenity space as outlined within London Plan Policy D6 and LBRuT Local Plan Policy LP35.
- 7.76 In addition, communal amenity space will be provided in the form a podium, created over the covered car park within Block 1. As such, the proposal will provide sufficient private and communal amenity space for future occupiers of the development, in accordance with the requirements of Policy LP35.

Internal Daylight Conditions

- 7.77 An Internal Daylight Report, prepared by Point 2 Surveyors, has been submitted as part of this application, and considers the internal daylight amenity of the [proposed development against the latest BRE guidance 2022](#). The Report includes an analysis of the sunlight exposure of each proposed habitable room and states that 85 of the 100 proposed dwellings will meet or exceed the suggested target minimum level of sunlight and will therefore fully comply with the BRE guidelines.
- 7.78 The Report notes that [the remaining 15 dwellings, are located within Block 1 where the windows serving the main living spaces are obstructed by overhanging balconies above them which cut light from the top part of the sky](#). Of these units, five are additionally north facing which naturally lowers the expectation and provision of sunlight. Whilst it is unavoidable in design for a scheme of this scale to avoid north facing units, the glazing and room layouts have been carefully considered to achieve the best possible penetration and distribution of accessible daylight, with material daylight pools in front of the living room window of these units.
- 7.79 [As such, the Report concludes that there is an excellent overall level of compliance to the internal sunlight criteria, considering the urban location and size and scale of development](#). BRE guidance also recommends and that, when considering the rooms which fall below the BRE Guidance, a pragmatic approach should be applied when reviewing the internal daylight levels given the need to provide valuable private amenity space in the form of balconies, which naturally needs to be offset against the daylight availability to those units.
- 7.80 The proposal has been carefully designed to maximise daylight and sunlight received to the proposed properties and is therefore acceptable in terms of daylight and sunlight, in accordance with LBRuT Local Plan Policy LP8.

Residential Amenity

- 7.81 LBRuT Local Plan Policy LP8 states that all development will be required to protect the amenity and living conditions for occupants of existing, adjoining, and neighbouring properties. The Council will:
- ensure the design and layout of buildings enables good standards of daylight and sunlight to be achieved in existing properties affected by the new development;
 - ensure balconies do not raise unacceptable overlooking or noise or disturbance to nearby occupiers; height, massing, or siting, including through creating a sense of enclosure;
 - ensure that proposals are not visually intrusive or have an overbearing impact because of their height, massing or siting, including through creating a sense of enclosure; and
 - 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.

Privacy

- 7.82 Paragraph 4.8.8 of LBRuT Policy LP8 outlines that a minimum distance guideline of 20 metres between main facing windows of habitable rooms will be used to protect privacy. A greater distance may be required for other reasons, or a lesser distance may be acceptable in some circumstances.

- 7.83 The proposal has been carefully designed to avoid overlooking neighbouring properties, with regard to Penny Farthing Mews, as well as 85 High Street. The location and placement of windows within the proposed development has ensured that overlooking to these properties cannot occur, as demonstrated in the visuals and diagrams provided in Section 7.2 of the accompanying Design and Access Statement. **In particular, the height and massing of the scheme has been reduced along the eastern boundary, to protect the neighbouring occupier's amenity, in response to the Inspector's decision.**
- 7.84 Overall, the proposal provides a greater degree of separation to several neighbouring buildings over the existing situation:
- Penny Farthing Mews:*
- 7.85 The existing three storey Holly House is currently 16.8 metres from these properties.
- 7.86 The main eastern elevation of the proposed Block 1 **has been reduced to three storeys at 10.35 metres high.**
- 7.87 The three-storey element of this elevation of Block 1 steps forward but provides a 20.3 metre separation distance. Although this complies with the separation distances between habitable rooms sought by Paragraph 4.8.8 of LBRuT Policy LP8, the primary outlook of these units is to the south, balconies will incorporate privacy screens and opaque glazing will be used on the windows on the eastern elevation.
- 85 High Street:*
- 7.88 Currently the two storey Unit 1 St Clare Business Park has a 7.3 metre separation distance to the two-storey residential dwelling at 85 High Street.
- 7.89 The proposed three storey element of Block 1 will have a 16.1 metre separation distance, but again the primary outlook of these units is to the south, balconies will incorporate privacy screens and opaque glazing will be used on the windows on the eastern elevation. As such, the proposal has been carefully designed to prevent any direct overlooking to 85 High Street and is therefore acceptable in this regard.
- 5a Windmill Road*
- 7.90 The proposed **two** storey Block 2 will be 5.5 metres from this dwelling. However, high level windows **with opaque glazing** will be used on this elevation to protect neighbouring privacy.
- 1-3 Library Mews*
- 7.91 A two-storey building in residential use, it is directly on the site boundary and overlooks the existing areas of hardstanding.
- 7.92 The **two-storey** element of the proposed Block 2 will be 14 metres from these properties; however, this is considered to be acceptable given that the primary outlook of 1-3 Library Mews is to the northwest and the outlook of these properties will be enhanced as a result of the proposed development.
- 7.93 **Moreover, opaque windows are introduced on the first-floor west elevation of Block 2 to protect the privacy of Library Mews.**
- 7.94 63-71 Street has planning permission for residential use, with terraced houses positioned along the site boundary. Block 2 would have a separating distance of 21.3 metres from these dwellings.
- 7.95 With regard to the properties along Holly Road, they are currently between 14 and 22 metres from the existing buildings. The proposed houses are set back from the site boundary with rear gardens, ensuring an appropriate relationship with neighbouring properties with overlooking distances of between 24.9 and 27.5 metres. Furthermore, the existing brick walls, as well as the retention and addition of trees to these boundaries, will provide visual screening to limit potential views.
- 7.96 Generally, a series of design measures will be incorporated into the design to protect residential privacy, including metal mesh balustrades to balconies, careful landscaping and smaller windows introduced to the rear of townhouses.
- 7.97 Therefore, the proposal is considered to appropriately protect neighbouring privacy, in accordance with LBRuT Policy LP8.

Daylight and Sunlight

- 7.98 A Daylight and Sunlight Report, prepared by Point 2 Surveyors, has been submitted in support of this application and assesses the proposal's impact on daylight and sunlight amenity to surrounding residential properties on the basis of Vertical Sky Component (VSC), No-Sky Line (NSL), Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH).
- 7.99 The proposed height and massing of the proposal has been designed to protect the amenity of neighbouring dwellings.
- With regard to daylight, the Report determines that overall reductions are minor with 378 of 395 assessed windows experiencing reductions in VSC which are fully BRE compliant.
- 7.100 The Report further outlines that a minority of properties experience reductions in daylight which derogate from the BRE guidance, however in the case of 1-3 Library Mews, the reductions are not significant, and the rooms maintain high levels of retained VSC thus daylight will remain adequate.
- 7.101 With regards to 1, 2, 3 & 4 Penny Farthing Mews, the VSC reductions are not considered significant at 21.65% to 30.70%. Furthermore, the derogations are directly attributable to the balconies associated with these properties reducing the existing daylight levels to the impacted windows. A no balcony analysis indicates that daylight reductions as a result of the development are fully BRE compliant.
- 7.102 The Report also notes that all rooms material for assessment remain fully BRE compliant for Annual Probable Sunlight Hours. On this basis, the Report concludes that the proposal is considered to be acceptable in terms of its daylight and sunlight impact to neighbouring properties.
- 7.103 The proposal is therefore considered to be acceptable with regard to its impacts on neighbouring amenity, including noise, daylight/sunlight, overlooking and loss of privacy, and therefore accords with London Plan Policy D14 and LBRuT Local Plan policies LP8 and LP10.

Sense of Enclosure

- 7.104 The proposed development has been designed to ensure that the site is safely enclosed from the railway track and the neighbouring buildings.
- 7.105 The separation distances between the proposed buildings and existing neighbouring buildings means that the introduction of a taller building on site is unlikely to have a harmful impact in terms of sense of enclosure.

Noise Impact

- 7.106 The proposal will improve this environment by introducing employment uses that are more compatible with the residential character of the area. The commercial space (use class E) will be in modern purpose-built buildings that will attenuate any noise generated.

Air Quality

- 7.107 London Plan Policy SI1 states that development proposals should seek opportunities to identify and deliver further improvements to air quality and should not reduce air quality benefits that result from the mayor's or boroughs' activities to improve air quality. A development proposal must at least be Air Quality Neutral.
- 7.108 An Air Quality Assessment, prepared by Air Quality Consultants, has been submitted in support of this application, which describes and assesses the potential air quality impacts associated with the proposed development.
- 7.109 The Assessment determines that construction works have the potential to create dust, and consequently proposed a package of mitigation measures to minimise dust emissions. The Assessment confirms that, with the proposed measures in place, it is expected that any residual effects will be 'not significant'.

- 7.110 The increase in road traffic as a result of the proposed development falls below relevant screening criteria for non-negligible impacts at existing receptors. The operational impacts of increased traffic emissions arising from the additional traffic on local roads have thus been found to be not significant.
- 7.111 The effects of local traffic on the air quality for occupants of the proposed development have been shown to be acceptable, with concentrations anticipated to be below the air quality objectives, and the building and transport related emissions associated with the proposed development are both below the relevant benchmarks.
- 7.112 As such, the proposed development is considered to be compliant with London Plan Policy SI1 and LBRuT Local Plan Policy LP10.

Arboricultural Impact

- 7.113 London Plan Policy G7 provides protection to trees, forests, and woodlands. Development proposals should ensure that, where possible, existing trees of value are retained, and the planting of additional trees should generally be included in new developments.
- 7.114 LBRuT Local Plan Policy LP16 states that the Council will require the protection of existing trees and the provision of new trees, shrubs and other vegetation of landscape significance that complement existing, or create new, high quality green areas, which deliver amenity and biodiversity
- 7.115 The proposal will provide ample landscaping including an ecologically rich green edge, domestic nursery plots and a green link along the site's eastern boundary. A Landscape Strategy, prepared by Levitt Bernstein, has been included within the accompanying Design and Access Statement, and provides an overview of the proposed landscaping strategy.
- 7.116 An Arboricultural Impact Assessment and an Arboricultural Method Statement, prepared by PJC Consultancy, has been submitted with the application.
- 7.117 The Arboricultural Impact Assessment identifies the tree removals and pruning works that will be required as a result of the proposed development and assesses the impact of the tree works. Additionally, the Assessment reviews the impact of the proposed construction works and provides recommendations to reduce this impact, and also examines the post-development relationship between the proposal and trees.
- 7.118 Six individual trees and three tree/shrub groups require removal to facilitate the proposals. Of these, three trees and three groups are assessed to be category C and three trees are assessed to be category U. All of the category A and B trees will be retained, and extensive new planting is indicated on the Landscape Masterplan. The detailed planting plan could readily be secured by appropriate planning condition.
- 7.119 The proposals include the excavation of building footings within the root protection areas of T6/T7, replacing existing hard standing within the root protection areas of T4, T6, T7, T18, T20-T22, T25 and T26, as well as constructing a small area of new hard standing and extending a garden wall within the root protection area of T25. Sympathetic construction methodology to mitigate the potential harm caused by the above works will need to be implemented.
- 7.120 The Report recommends tree protection measures and concludes that the proposal represents a minor impact on the amenity of the locality in so far as it is contributed to by trees. Furthermore, as the proposed new planting establishes it will progressively make a positive contribution to the age and species diversity of trees in the area, the extent of local canopy cover and the amenity of the locality.
- 7.121 As such, the proposal has therefore provided sufficient evidence to demonstrate that existing trees on-site will be retained as much as possible, and that suitable measures have been introduced to ensure that these trees will be protected, in accordance with London Plan Policy G7 and LBRuT Local Plan Policy LP16.

Archaeological Impact

- 7.122 LBRuT Local Plan Policy LP7 outlines that the Council will seek to protect, enhance, and promote its archaeological heritage (both above and below ground), and will encourage its interpretation and presentation to the public, and that desk-based assessments and, where necessary, archaeological

field evaluation will be required before development proposals are determined, where development is proposed on sites of archaeological significance or potential significance.

- 7.123 An Archaeological Desk Based Assessment, prepared by RPS, has been submitted to support the application, which draws together the available archaeological, topographic and land- use information in order to clarify the archaeological potential of the site, in accordance with central, and local government policy and guidance on archaeology and planning, including 'Standard and Guidance for Historic Environment Desk-Based Assessments' (Chartered Institute for Archaeologists, 2017).
- 7.124 It notes that the site is not within the vicinity of a World Heritage Site, Scheduled Monument, Historic Battlefield or Historic Wreck, and is not within an Archaeological Priority Area, as defined by the London Borough of Richmond-upon-Thames.
- 7.125 The Assessment determines that, in light of the available evidence, the study site can be considered to have an overall low potential for significant archaeological remains from all periods of past human activity. It further determines that past post-depositional impacts can be considered significant and widespread, resulting from multiple phases of 20th century redevelopment, gravel extraction, and agricultural & horticultural activity.
- 7.126 As such, it concludes that, due to the identified limited archaeological potential at the study site, and anticipated widespread post-depositional below ground impacts, no further archaeological mitigation measures be necessary in this instance.
- 7.127 The proposal is therefore considered to be acceptable with regard to its impact on archaeology, and therefore accords with Local Plan Policy LP7.

Ecology

- 7.128 London Plan Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of the site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls, and nature-based sustainable drainage.
- 7.129 London Plan Policy G6 protects sites of nature conservation value and seeks opportunities to create other habitats. Development proposals should manage any potential impacts on biodiversity and aim to secure net biodiversity gain.
- 7.130 LBRuT Local Plan Policy LP15 states that the Council will protect and enhance the borough's biodiversity, in particular, but not exclusively, the sites designated for their biodiversity and nature conservation value, including the connectivity between habitats. This will be achieved by:
- Protecting biodiversity in, and adjacent to, the borough's designated sites for biodiversity and nature conservation importance (including buffer zones), as well as other existing habitats and features of biodiversity value;
 - Supporting enhancements to biodiversity;
 - Incorporating and creating new habitats or biodiversity features, including trees, into development sites and into the design of buildings themselves where appropriate; major developments are required to deliver net gain for biodiversity, through incorporation of ecological enhancements, wherever possible;
 - Ensuring new biodiversity features or habitats connect to the wider ecological and green infrastructure networks and complement surrounding habitats;
 - Enhancing wildlife corridors for the movement of species, including river corridors, where opportunities arise; and
 - Maximising the provision of soft landscaping, including trees, shrubs and other vegetation that support the borough-wide biodiversity action plan.
- 7.131 LBRuT Local Plan Policy LP17 states that green roofs and/or brown roofs should be incorporated into new major developments with roof plate areas of 100sqm or more where technically feasible and subject to considerations of visual impact. The aim should be to use at least 70% of any potential

roof plate area as a green / brown roof. The Council will expect a green wall to be incorporated, where appropriate, if it has been demonstrated that a green / brown roof is not feasible.

- 7.132 A Preliminary Ecological Appraisal has been prepared by Greengage Environmental, and has been submitted to accompany this application, in order to establish the ecological value of the site and its potential to support notable and/or legally protected species.
- 7.133 The Assessment notes that the desk-top study and the site walkover have confirmed that the site:
- Is within 200m of a statutory designated site (Bushy Park and Home Park Site of Special Scientific Interest);
 - Has low-moderate potential for roosting bats; and
 - Has confirmed presence of nesting birds and a population of house sparrow in the vicinity.
- 7.134 In turn, the Assessment confirms that, given the value for nesting birds, all vegetation clearance and demolition works should be undertaken outside of the breeding bird season (March – August, inclusive), unless an ecologist confirms absence of nests prior to works.
- 7.135 The Assessment also makes recommendations for ecological enhancements which would stand to result in net gains in biodiversity, reflecting best practice and planning policy drivers. These include:
- Wildlife friendly planting;
 - Living roofs – to take the form of biodiverse substrate-based roofs;
 - Invertebrate friendly features such as bee houses and stag beetle loggeries;
 - Provision of hedgehog habitat / houses within dense vegetation and creation of hedgehog highway; and
 - Incorporation of bird and nest boxes within the built form.
- 7.136 As such, provided that the above recommendations are introduced, the proposed development will achieve net gains in biodiversity for the site.
- 7.137 The Report includes enhancement measures for bats to increase the value of the site for this species. Should these enhancement recommendations be followed, the development stands to result in net gains for biodiversity.
- 7.138 [Bat emergence and activity surveys](#) were also carried out on two of the existing trees in July/August 2022, which confirmed the likely absence of roosting bats on site and the proposed development is predicted to have a negligible impact upon roosting bats.

Biodiversity Net Gain

- 7.139 A Biodiversity Impact Assessment prepared by Greengage has been submitted to support this application. It highlights that the proposed habitat creation includes biodiverse green roof, introduced shrub and neutral grassland. The proposals stand to result in a net gain of [1.15](#) biodiversity units associated with area-based habitats compared with pre-development value. This is equivalent to a net increase of [55.72%](#) ecological value, exceeding the 10% target.

Urban Greening Factor

- 7.140 London Plan Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. It recommends that for residential developments a target score of 0.4 is secured.
- 7.141 An Urban Greening Factor Assessment has been submitted which outlines that the proposed development will achieve a [UGF score of 0.53](#) exceeding the targets of 0.3-0.4.
- 7.142 Overall, it is therefore concluded that in terms of the impact on ecology and biodiversity, the proposed development provides several ecological enhancement measures, and it is therefore compliant with London Plan Policies G5 and G6, and LBRuT Local Plan Policies LP15 and LP17.

Energy & Sustainability

- 7.143 Paragraph 152 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 7.144 Paragraph 157 stipulates that in determining planning applications, local planning authorities should expect new development to: a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and b) take account of landform, layout, building orientation, massing, and landscaping to minimise energy consumption.
- 7.145 London Plan Policy SI 4 requires all development proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, green infrastructure, and materials. Potential for internal overheating should be reduced in accordance with the following cooling hierarchy:
- *Reduce amount of heat entering a building;*
 - *Minimise internal heat gains through energy efficient design;*
 - *Manage heat within the building through exposed internal thermal mass and high ceilings;*
 - *Provide passive ventilation;*
 - *Provide mechanical ventilation; and,*
 - *Provide active cooling systems.*
- 7.146 London Plan Policy SI2 requires all new major development to be net zero carbon and have regard to the energy hierarchy:
- *Use Less Energy (Be Lean); and,*
 - *Supply Energy Efficiently (Be Clean);*
 - *Use Renewable Energy (Be Green); and,*
 - *Monitor energy performance (Be Seen).*
- 7.147 London Plan Policy GG6 states that buildings and infrastructure should be designed to adapt to climate change and make efficient use of resources, contributing towards London becoming a zero-carbon city by 2050, whilst ensuring that a safe and secure environment is created which is resilient to emergencies.
- 7.148 A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. For residential development, 10% should be achieved through energy efficiency measures. Any shortfall should be provided through a cash-in-lieu contribution to the borough's carbon off-set fund or off-site.
- 7.149 LBRuT Local Plan policy LP20 states that new development, in their layout, design, construction, materials, landscaping and operation, should minimise the effects of overheating as well as minimise energy consumption in accordance with the following cooling hierarchy:
- Minimise internal heat generation through energy efficient design;
 - Reduce the amount of heat entering a building in summer through shading, reducing solar reflectance, fenestration, insulation and green roofs and walls;
 - Manage the heat within the building through exposed internal thermal mass and high ceilings;
 - Passive ventilation;

- Mechanical ventilation; and
- Active cooling systems (ensuring they are the lowest carbon options).

7.150 LBRuT Local Plan Policy LP22 states that developments will be required to achieve the highest standards of sustainable design and construction to mitigate the likely effects of climate change. Applicants will be required to complete the following:

- Development of 1 dwelling unit or more, or 100sqm or more of non-residential floor space (including extensions) will be required to complete the Sustainable Construction Checklist SPD. A completed Checklist has to be submitted as part of the planning application;
- Development that results in a new residential dwelling, including conversions, change of use, and extensions that result in a new dwelling unit, will be required to incorporate water conservation measures to achieve maximum water consumption of 110 litres per person per day for homes (including an allowance of 5 litres or less per person per day for external water consumption); and
- New non-residential buildings over 100sqm will be required to meet BREEAM 'Excellent' standard.

7.151 Policy LP22 further outlines that developers are required to incorporate measures to improve energy conservation and efficiency as well as contributions to renewable and low carbon energy generation. Proposed developments are required to meet the target reductions in carbon dioxide emissions, which require major residential developments and major non-residential buildings to achieve zero carbon standards, in line with London Plan policy. The Policy also notes that energy efficiency should be achieved using the '*Be Lean, Be Clean, Be Green*' Energy Hierarchy.

Energy Strategy

7.152 An Energy Assessment, prepared by Silcock Dawson, accompanies this application, and documents the findings of the investigation into energy efficiency measures and the feasibility of on-site decentralised and renewable or low carbon energy sources.

7.153 The Assessment notes that the dwellings occupy most of the floor area and will be designed to be energy efficient and incorporate the following key features:

- The annual heating demand will be reduced by using insulation values better than the Notional Building, internal walls and floor slabs between the conditioned spaces and unheated internal spaces such as the residential entrance lobbies and refuse stores will be insulated. The target air permeability is 3.0 m³/hr/m².
- The dwellings will have a balanced ventilation system with heat recovery and automatic summer bypass.
- The dwellings will be provided with 100% low energy luminaires.

7.154 The Assessment further outlines that the commercial units will also be provided with energy efficient LED lighting with daylight compensation controls where appropriate, in addition fabric U values will be better than the Notional Building values.

7.155 As the site not close to an existing heat network and it is unlikely that a district heating network will be extended to the development, the Assessment determines that a community heating system would not be suitable for the development.

7.156 The energy efficiency measures include good fabric insulation, triple glazing, improved airtightness, high efficiency balanced whole house heat recovery units, and low energy lighting throughout. Commercial units will be fitted out with low energy light fittings with photocell controls and energy efficient ventilation systems.

7.157 The energy efficiency measures are calculated to reduce the dwelling emissions by 13% and 24% for the commercial units, when SAP 2012 emission rates are applied.

7.158 The site is not within an area described as having district heating potential as identified within the London Heat Map, and the surrounding developments are predominantly privately owned terraced or semi-detached houses with a low heat density. However, it is proposed to serve the apartments from a community heating system with an air source heat pump contributing 100% of the annual

heat demand. Dedicated heat pumps will provide all the space heating and hot water within the houses and reverse cycle heat pumps providing space heating and cooling will be used to serve the commercial units.

- 7.159 In addition to the various heat pump installations, 53Wp PV array will be mounted on the roof of the apartments block.
- 7.160 The total reduction of regulated emissions, once energy efficiency measures and renewable energy is considered for the whole development is 54% based on NCM building performance and SAP10 emission rates.
- 7.161 The proposed development is therefore acceptable with regard to its energy, in accordance with the requirements of London Plan (2021) policies SI2 and SI4 and LBRuT Local Plan Policies LP20 and LP22.

Sustainability Strategy

- 7.162 A Sustainability Statement has been prepared by Silcock Dawson & Partners which outlines that the Sustainable Construction Checklist for the non-residential and residential elements of the development indicate a score of 51.5 and 52.5, respectively which achieves a 'B' rating and denotes a significant improvement to the Borough's stock of sustainable developments.
- 7.163 The energy efficiency measures reduce the residential emissions by 13% with a further 42% reduction from the heat pumps and photovoltaic panel installations, resulting in a total CO2 reduction of 55%, or 61 tonnes when SAP 10 emissions rates are applied.
- 7.164 The energy efficiency measures from the commercial units are greater at 24%, with a further 20% reduction from the air source heat pump installations.
- 7.165 The total CO2 reduction as a result of the energy efficiency measures across the whole development is predicted to be 19 tonnes CO2 or 15% below the baseline model, with a total emissions reduction of 69 tonnes or 54% once renewable energy measures are incorporated.
- 7.166 An integrated approach to waste management and minimisation will be adopted by implementing the 'Waste Hierarchy', Reduce, Re-use and Recycle. This will be accomplished with procedures and commitments to minimise monitor and measure non-hazardous and hazardous construction waste at design stage.

BREEAM

- 7.167 A BREEAM Pre-Assessment, prepared by Sweco, has been submitted as part of this application, which provides an overview of the current position of the project in terms of the BREEAM assessment and the progress in achieving the required rating.
- 7.168 The Pre-Assessment confirms that the project currently potentially targets a score of 73.7% which equates to an EXCELLENT rating and the minimum standards to achieve this rating have been met.
- 7.169 As such, the proposal will therefore be acceptable in BREEAM terms, in accordance with LBRuT Local Plan Policy LP22.

Overheating Assessment

- 7.170 A Dwelling Overheating Risk Assessment has been submitted which highlights that apartments at 1st and 2nd floor have been used within the sample assessment to indicate the anticipated performance of the apartments. All bedrooms are expected to comply with the criteria, with one sample lounge exceeding the criteria by one hour over the assessment period of May to September.
- 7.171 The overheating risk is largely due to the need to achieve adequate daylight within the apartments, whilst considering the need to address the potential risk of overheating, with the following features incorporated within the design.
- The balconies are located one above the other to provide maximum external shading to the levels below.

- Solar control glazing is applied to all windows which will have a will have a G value of 0.4. The light transmission of the glass will not be below 70% and would not have a negative impact on the daylight amenity.

7.172 It is therefore considered that the proposal generally conforms with London Plan Policy S14 and the LBRuT Local Plan Policy LP20.

Fire Strategy

7.173 London Plan Policy D5 requires development proposals to be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

7.174 London Plan Policy D12 requires buildings to be designed with appropriate features which reduce the risk to life and serious injury in the event of a fire and buildings should be constructed in appropriate ways to minimise the spread of fire. All major development proposals should be submitted with a Fire Statement.

7.175 The policy further requires all major development proposals to submit a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

7.176 A Fire Statement and [Outline Fire Safety Strategy](#), prepared by IFC [have](#) been prepared and submitted in support of this application to demonstrate compliance with London Plan Policies D5 and D12. It demonstrates that the proposals have considered fire safety at the earliest stage, and the further development of the fire strategy will be based upon these principles.

7.177 The fire strategy will be further developed for submission to the Approving Authority at the appropriate time and will meet the functional requirements of the Building Regulations 2010, taking recommendations from BS 9999:2017 and BS 9991:2015 and the requirements of Policy D5 and D12 of the London Plan.

7.178 Regulation 38 of the Building Regulations requires that fire safety information be given to the person responsible for the occupied building. Therefore, copies of the fire safety strategy, once agreed with the Approving Authority, and other relevant fire safety information should be issued to the responsible person. This will ensure publication of the proposed evacuation strategy and assist in evacuation of all building users.

7.179 Any future modifications to the scheme will be subject to Building Regulations approval and should consider the base build fire strategy.

7.180 Accordingly, it is considered that the proposals comply with the aims and objectives of London Plan Policies D5 and D12.

Flood Risk, Drainage and SuDS

7.181 Paragraph 155 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

7.182 London Plan Policy SII12 states development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

7.183 London Plan Policy SI13 further sets out the drainage hierarchy that should be considered for any development.

7.184 LBRuT Local Plan Policy LP21 outlines that all developments should avoid, or minimise, contributing to all sources of flooding, including fluvial, tidal, surface water, groundwater, and flooding from sewers, taking account of climate change and without increasing flood risk elsewhere. The policy also outlines that a Drainage Statement is required for all major developments in Flood Zone 1, but that a Flood Risk Assessment is not required.

- 7.185 LBRuT Local Plan Policy LP21 further requires the use of Sustainable Drainage Systems (SuDS) in all development proposals. Applicants will have to demonstrate that their proposal complies with the following:
- A reduction in surface water discharge to greenfield run-off rates wherever feasible; and
 - Where greenfield run-off rates are not feasible, this will need to be demonstrated by the applicant, and in such instances, the minimum requirement is to achieve at least a 50% attenuation of the site's surface water runoff at peak times based on the levels existing prior to the development.
- 7.186 A Flood Risk and Sustainable Drainage Report, prepared by Tully De'Ath, has been submitted in support of this application, to determine whether the site can be drained both safely and sustainably for the lifetime of the development, in accordance with the appropriate guidance. [A Technical Note in response to the Council's drainage officer's comments received in 2022 has also been submitted as part of the application.](#)
- 7.187 The Report identifies that the site is within Flood Zone 1 and that there are limited areas on the existing site which have a medium and high risk of surface water flooding, with other forms of flooding considered to be low. However, the Report states that when reviewing the topographical survey, these areas relate to a localised low spot which is trapped by a building. The adjacent railway line, which is at a lower level than the site, is shown to be at a high risk of surface water flooding. However, due to the level difference, the site is considered not to be at risk from this type of flooding.
- 7.188 Whilst soakaways are currently used on the site, the Report determines that, due to the thickness of the made ground, significant excavations would be required in order to get to the natural strata, which would as a result locate the base of the soakaway within or close to the ground water levels. In addition, there is a concern that the existing soakaways on site might be contributing to the flooding issues within the adjacent railway cutting. In light of this, soakaways are not considered appropriate for use in the proposed development.
- 7.189 The Report further establishes that, as there is no watercourse in the vicinity of the site, it is proposed to discharge the surface water to the adjacent adopted surface water system. Due to site levels relative to the adopted sewer in Windmill Road, it will be necessary to provide a new pumped surface water system. Flows will be restricted to 2.7 l/s to avoid having a detrimental impact on the offsite sewers.
- 7.190 A variety of SuDS features have been incorporated into the design which include a reduction in impermeable area, permeable paving to all external parking bays, green roofs to Block 1, rain gardens and water butts. Surface water attenuation will be provided onsite to accommodate a 100-year event with a 40% allowance for climate change via below ground attenuation tanks located below, and that all surface water run-off will be attenuated and treated prior to discharging to the adopted sewer.
- 7.191 On this basis, the Report assesses that, whilst the development will result in an increase in foul water flows, surface water which currently discharges into the foul system will be removed, which will more than offset the increase in foul flows. It also concludes that, with the implementation of the measures mentioned above the new development will provide a sustainable drainage system for the lifetime of the development and will not increase the likelihood of flooding both within and beyond the site boundary.
- 7.192 A Sustainable Drainage Report, has been prepared for this planning application as the proposed development falls just outside the threshold warranting a full FRA. The site is situated in a Flood Zone 1 (lowest risk; less than 0.1% annual probability) and is 0.86ha in total size (the threshold for a FRA is 1ha in site area for a Flood Zone 1). However, the Sustainable Drainage Report has considered flooding as part of the drainage strategy and has therefore addressed flood risk without the need for a Flood Risk Assessment.
- 7.193 As such, the proposed development is therefore considered to be acceptable with regard to flood risk and drainage, and therefore accords with policies London Plan Policies SI12 and SI13, and LBRuT Local Plan policy LP21.

Land Contamination

- 7.194 London Plan Policy LP10 states that the Council promotes, where necessary, the remediation of contaminated land where development comes forward. Potential contamination risks will need to be properly considered and adequately mitigated before development proceeds.
- 7.195 A Geo-Environmental Site Assessment, prepared by RSK, has been submitted to accompany the application, which seeks to evaluate the prevailing ground conditions principally including any associated ground contaminative issues and geotechnical design parameters to inform future foundation design.
- 7.196 The Assessment determines that the relevant pollutant linkages that will require future mitigation include:
- Direct contact of future site occupants with impacted made ground on The Business Park site; and,
 - Chemical attack on future infrastructure from potentially impacted made ground on both The Business Park site and The Car Wash.
- 7.197 On the basis of the site investigation, the Assessment determines that a site Remediation Strategy will need to be drafted and approved by the Local Authority and their statutory consultees at the Environment Agency.
- 7.198 In addition, should a piled foundations solution be decided upon, despite the risks to Controlled Waters being considered low, owing to the presence of the shallow Principal Aquifer (Taplow Gravels), it is recommended that a Piling Risk Assessment is completed prior to commencement.
- 7.199 The Assessment also recommends that, owing to the sites location within a predominately residential area, impacts of any development to adjacent site users will need to be closely managed and as such there may be the requirement for a Construction Environmental Management Plan (CEMP).
- 7.200 Finally, regarding the reuse of waste and materials, the Assessment recommends that a Site Waste Management Plan inclusive of a Sampling Plan be prepared to support any waste classifications and hazardous waste assessments, prior to development.
- 7.201 It is anticipated that any remediation required can be secured via condition. As such, appropriate measures will be taken to ensure that the development will not activate or spread contamination, in accordance with LBRuT Local Plan policy LP10.

Noise and Vibration Impact

- 7.202 London Plan Policy D14 requires residential development proposals to manage noise by avoiding significant adverse noise impacts on health and quality of life, by improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- 7.203 LBRuT Local Plan Policy LP10 encourages good acoustic design to ensure occupiers of new and existing noise sensitive buildings are protected. The following will be required, where necessary:
- a noise assessment of any new plant and equipment and its impact upon both receptors and the general background noise levels;
 - mitigation measures where noise needs to be controlled and managed;
 - time limits and restrictions for activities where noise cannot be sufficiently mitigated;
 - promotion of good acoustic design and use of new technologies; and
 - measures to protect the occupiers of new developments from existing sources.
- 7.204 An Environmental Noise Survey and Acoustic Design Statement Report, prepared by Hann Tucker Associates, also accompanies this application, and includes an assessment of the suitability of the proposed development for residential use.
- 7.205 The Report includes an environmental noise survey to determine the existing situation, and outlines that the dominant noise sources were bird song, light noise from commercial premises still operational (conversation, hand tools), trains from the adjacent railway line (approximately 2 to 4

trains per hour), and an occasional distant rumble assumed to be due to air traffic from Heathrow airport approximately 7km to the north-west. On this basis, the site is assessed as being in the category of Low Noise Significance Risk, with an acceptable noise environment provided that good acoustic design is followed.

- 7.206 The Report proposes conventional mitigation measures to meet the appropriate target internal noise levels, noting that uprated glazing and ventilators are recommended for residential facades facing the railway line in order to mitigate occasional peak noise levels from the loudest train pass by.
- 7.207 The Report's assessment further indicates that an appropriate acoustic environment can be achieved in external amenity areas if they are screened from the railway line, as is the case with the proposed Podium Garden and for gardens serving houses, which are recommend to have close boarded fences of at least 10kg/m2.
- 7.208 The Report further states that, as per BS8233:2014, it would not be appropriate to impose noise limits for small residential balconies, and it should be noted that the site is approximately 100m away from a children's playground and within walking distance of Bushy Park.
- 7.209 The Report notes that plant noise emission criteria have also been proposed in line with the requirements of the Local Authority, and that the proposal is therefore considered compliant with the relevant planning policies.
- 7.210 In addition, a Train Induced Vibration and Assessment Report, prepared by Hann Tucker Associates, has been submitted in support of this application, which seeks to establish, by means of site measurements, the magnitude and frequency distribution of ground borne vibration resulting from the movement of surface trains and recommend any potential amelioration measures if deemed necessary.
- 7.211 The Report includes a vibration survey, which determines that train induced vibration is likely to be perceptible in areas of the development closest to the train line but should be below the VDV criteria set out by the Local Authority and should be therefore deemed acceptable.
- 7.212 The Report also outlines the following in relation to re-radiated noise levels:
- Re-radiated noise levels in the closest apartments to the train line are predicted to be audible but the assessed impact is 'Low';
 - Re-radiated noise levels in the houses are predicted to be higher due to the lightweight floors and differences in foundation types. The impact of noise levels in houses closest to the railway line is assessed as being at the upper end of the 'Low' category; and
 - Re-radiated noise levels in the closest commercial units to the train line are predicted to be just audible but below the BCO criteria.
- 7.213 As such, the Report recommends that measures are taken to minimise amplification of vibration levels using heavy, stiff constructions, and advises against the use of lightweight wide span constructions, as these are inherently prone to significant vibration amplification. Should the measures be introduced, the proposal will be acceptable with regard to vibration impact to future users and occupiers.
- 7.214 As such, the proposal will therefore be acceptable with regard to its impact on the amenity of future users and occupiers and accords with the requirements of London Plan Policy D14 and LBRuT Local Plan Policies LP8 and LP10.

Public Open Space, Play Space, Sport, and Recreation

- 7.215 LBRuT Policy LP31 requires all major development proposals in the borough to meet the Public Open Space, play space, and playing fields and ancillary sport facilities needs arising out of the development by requiring the following:
- Public Open Space Assessment
 - Play Space Assessment
 - Playing Fields and Sport Facilities Assessment
- 7.216 We provide these assessments in turn below:

Public Open Space

- 7.217 Public Open Space is defined by LBRuT's Local Plan as follows:
"Parks and similar land for public use, whether provided by the Council, or privately, where access for the public is secured by virtue of legal agreements."
- 7.218 LBRuT's adopted Proposals Map also confirms that the Site is not located within an "Area that is poorly provided with Public Open Space."
- 7.219 Having regard to the accessibility standards as set out within Paragraph 8.4.9 of LBRuT's Local Plan, the site is within the vicinity of the following areas of open space:
- Parks and Gardens (15-minute walk time/ 1200m)
 - Bushy Park (200m)
 - Carlisle Park (1,100m)
 - Natural and Semi-natural Greenspace (15-minute walk time/ 1200m)
 - Bushy Park (200m)
 - Amenity Greenspace (400m)
 - Holly Road Recreation Ground (50m)
- 7.220 Bushy Park and Carlisle Park are both identified by LBRuT's Open Space Assessment (2015) as providing high quality amenity space. Accordingly, it is considered that there is sufficient quality open space within the vicinity of the site for use by residents and that on-site provision of public open space is not necessary.

Play Space

- 7.221 In terms of children play space, this will be provisioned within the podium communal amenity area in Block 1. Incidental play features will also be incorporated across two areas of the site to provide further opportunities for play.
- 7.222 The June 2019 GLA population yield calculator shows that **563.3sqm** of play space should be provided for this development.
- 7.223 Best practice guidance seeks larger play and outdoor recreation facilities for the 5-11 and 12+ age groups. This level of provision cannot be provided on a site of this size, therefore play space will be provided for children aged between 0-5 years old. For under 5's, the scheme will provide **257sq.m** of play space in the Block 1 podium courtyard which will be secure to residents and accessible. Play equipment such as jumping disc, balance block, are proposed to be located within a designated play area whereas informal play features at both podium and street level such as steppingstones, timber logs, boulders and colourful animals will engage children in imaginative play.
- 7.224 Additionally, 5-11 and 12+ age group children will benefit from the site's proximity to Holly Road Recreational Ground and Bushy Park, both of which have play equipment and play fields and are less than 5 minutes' walk from the site. A Landscape Strategy has been submitted in support of this application which provides further details of the play space proposed.
- 7.225 Accordingly, the proposals are considered to provide sufficient play space for future occupants. The Site is also considered to be within the vicinity of sufficient off-site play space facilities, including Holly Road Recreation Ground.

Playing Fields and Sport Facilities

- 7.226 The development will not impact any existing playing fields or sports facilities.
- 7.227 In summary, the development is considered to be within an area with sufficient public open space to provide for future occupants. The development will also include sufficient play space on-site to cover the potential child yield.
- 7.228 For these reasons the proposals are considered to accord with LBRuT Policy LP31.

Transport, Servicing and Waste

- 7.229 Paragraph 113 of the NPPF and London Plan Policy T4 require all developments that will generate significant amounts of movement to provide a travel plan, and the application should also be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 7.230 LBRuT Local Plan Policy LP30 states that the Council will support development that results in a pattern of land uses and facilities that encourage sustainable modes of travel such as safe cycling routes, attractivewalking routes and easy access to public transport to reduce car dependency.
- 7.231 LBRuT Local Plan Policy LP44 states that the Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:
- Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context;
 - Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks; and
 - Ensure that new development does not have a severe impact on the operation, safety, or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.
- 7.232 LBRuT Local Plan Policy LP45 requires new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the Council's adopted standards.
- 7.233 A Transport Assessment, prepared by Curtins, has been submitted as part of this application, which assesses the future effect of the proposed development on the local transport network and demonstrates whether the planning application proposal can be successfully accommodated in terms of transport related matters.
- 7.234 The Assessment undertakes a review of surrounding transport modes and outlines that there is good pedestrian and cycle infrastructure in the surrounding area, as well as various accessible and sustainable modes of transport including bus, train and London Underground Stations.

Cycle Parking

- 7.235 London Plan Policy T5 requires, for residential developments, 1 space per studio or 1b/1p unit, 1.5 spaces per 1b/2p unit and 2 spaces for all other dwellings, plus visitor spaces at a ratio of 2 spaces for 5 to 40 dwellings, and thereafter 1 space per 40 dwellings. For offices, at the site location, higher cycle space standards are applied. This requires 1 space per 75sqm (GEA) and short stay space of 1 per 500sqm for the first 500sqm.
- 7.236 A total of 180no. long stay cycle spaces will be provided to the residential units and 6no. short stay cycle spaces will also be provided. The commercial space will include 13no. long stay cycle spaces and 46no. short stay cycle spaces.

Car Parking

- 7.237 London Plan Policy T6 states that car free developments should be the starting point for all development proposals in places that are well-connected by public transport. However, appropriate disabled persons parking should be provided. The maximum car parking standards set out in policies T6.1 and T6.2 below should be applied to development proposals. Where car parking is provided in

new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles.

7.238 London Plan Policy T6.1 states that new residential development should not exceed the maximum parking standards. The maximum parking space for outer London Boroughs with a PTAL of 2-3 is up to 0.75 spaces per dwelling for 1-2 beds and up to 1 space per dwelling which have 3+ beds. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1. ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2. demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon

7.239 London Plan Policy T6.2 highlights that the maximum parking standards should be applied to office development. Outer London boroughs can provide a maximum of up to 1 space per 100sqm (GIA) of office space. A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision.

7.240 A total of 96 car parking spaces is proposed across the site. 88 standard car parking and 8 disabled car parking spaces is proposed across the site. 1 car club bay is proposed.

7.241 The car and cycle parking standards for both commercial and residential units comply with London Plan Policies T5, T6.1, and T6.2 and LBRuT Local Plan Policy LP45.

Access and Circulation

7.242 The site will be accessed via two points; the first from Windmill Road and the second via the existing Holly Road access. Windmill Road will provide access to the northern section of the site, seven houses, the commercial space and associated parking. The access on Holly Road will be used as a secondary access and will be used to access the under-croft car park, seven houses and associated parking.

7.243 The site is accessible by sustainable modes of transport as the surrounding area exhibits good levels of pedestrian and cycling infrastructure. The site has good accessibility to local amenities due to its proximity to High Street and central Hampton Hill, and acceptable accessibility to Central London through a direct rail service.

Deliveries and Servicing

7.244 London Plan Policy T7 requires that deliveries, servicing, and construction proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. During the construction phase of developments, inclusive, and safe access for people walking cycling should be prioritised at all times.

7.245 LBRuT Local Plan policy LP24 states that the Council will ensure that waste is managed in accordance with the waste hierarchy, which is to reduce, reuse or recycle waste as close as possible to where it is produced. The Council will require the following:

- All developments, including conversions and changes of use are required to provide adequate refuse and recycling storage space and facilities, which allows for ease of collection and which residents and occupiers can easily access, in line with the guidance and advice set out in the Council's SPD on Refuse and Recycling Storage Requirements.
- All developments need to ensure that the management of waste, including the location and design of refuse and recycling facilities, is sensitively integrated within the overall design of the scheme, in accordance with policies on Local Character and Design; and

- All major developments, and where appropriate developments that are likely to generate large amounts of waste, are required to produce site waste management plans to arrange for the efficient handling of construction, excavation and demolition waste and materials.

7.246 All delivery and servicing activity will be undertaken within the site using designated loading bays. The development proposals are expected to generate 19 servicing vehicles across the day (38 two-way movements). Of the 19 vehicles, four are expected to be HGVs, all of which will be required to use the Windmill Road access.

Framework Travel Plan

7.247 A Framework Travel Plan, prepared by Curtins, is also included as part of the application submission, and seeks to encourage future users and occupiers of the development to choose alternative transport modes over single occupancy car use and where possible choose alternative modes of transport.

7.248 The Plan outlines a number of proposed measures to encourage walking, cycling, and the use of public transport for future residents and employers at the site, as well as the appointments of a Travel Plan Coordinator, who will have overall responsibility for the day-to-day management and implementation of the FTP, and will be the first point of contact in relation to travel issues.

Construction Management Statement

7.249 LBRuT Local Plan policy LP10 states that the Council will seek to manage and limit environmental disturbances during construction and demolition as well as during excavations and construction of basements and subterranean developments. To deliver this the Council requires the submission of Construction Management Statements (CMS) for all major developments.

7.250 A Construction Management Statement, prepared by Curtins, has been submitted in support of the application, which seeks to reduce the impacts of construction activities and facilitate sustainable freight travel to / from the development.

7.251 All HGVs will access the site directly from the existing access onto Windmill Road. Access from Holly Road will be limited to small goods vehicles in the latter stages of construction and pedestrians.

7.252 It is anticipated that, at its peak, 45 two-way vehicle movements will be generated across the day, a negligible amount across the working day and the majority of trips will utilise smaller vehicles. It is therefore considered that there will be no detrimental impact on the local highway network.

7.253 Deliveries will be well co-ordinated and will occur during off-peak times wherever operationally feasible. Unrestricted parking along Windmill Road will need to be suspended to allow vehicles to manoeuvre into and out of the site.

7.254 The CMS will be well managed and monitored by a number of processes outlined above with an ongoing dialogue with the local community and other local stakeholders to minimise any potential disruption.

7.255 In addition, a number of sensible mitigation measures have been proposed to reduce the risk of any nuisance occurring, these include:

- Leaflet drop will take place for local residents;
- Vehicle wheel wash facilities will be provided on site;
- Mist sprays to reduce dust as required; and
- Vehicular loads will be covered up.

7.256 The Statement concludes that construction traffic will not have a significant adverse impact on the local roads network during the construction process and as such this CMS is compliant with TfL CMS guidance.

7.257 On this basis, the proposal is therefore acceptable in transport terms, in accordance with London Plan Policies T4, T5, T6, T6.1, T6.2 and T7; and LBRuT Local Plan Policies LP10, LP24, LP30, LP44 and LP45.

Utilities Impact

- 7.258 LBRuT Local Plan Policy LP23 states that new major residential or major non-residential development will need to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve the development. Planning permission will only be granted for developments which increase the demand for off-site service infrastructure where:
- Sufficient capacity already exists, or
 - Extra capacity can be provided in time to serve the development, which will ensure that the environment and the amenities of local residents are not adversely affected.
- 7.259 A Utility Report, prepared by Silcock Dawson, accompanies this application, which details the existing utility services and those that will be required as part of the development. It details that there is no requirement to provide gas services to the new development and that a new electricity substation will be provided.
- 7.260 On the basis of the above recommendations, the proposal will accordance with LBRuT Local Plan Policy LP23.

8 PLANNING OBLIGATIONS AND CIL

- 8.1 Under Section 106 of the Town and Country Planning Act (1990), as amended by the Planning and Compensation Act 1991, planning obligations can be used as part of the planning application process to address specific planning issues arising from a development proposal. They are intended to make a development acceptable which would otherwise be unacceptable in planning terms.
- 8.2 The NPPF notes that planning obligations should only be sought where they meet all of the following tests:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 8.3 The NPPG states that local authorities should ensure that the combined total impact of CIL, Section 106 and conditions does not threaten the viability of Sites and scale of development identified in the development plan.

Community Infrastructure Levy (CIL)

- 8.4 LBRuT adopted a CIL Charging Schedule in November 2014, which seeks £190 per sq. m for residential development in this location. The Mayoral CIL 2 came into effect in April 2019 and seeks £80 per sqm for residential and commercial uses.
- 8.5 LBRuT Local Plan policy LP28 states that development proposals for 10 or more residential units should assess the potential impacts on existing social and community infrastructure in order to demonstrate to the Council that there is sufficient capacity within the existing infrastructure to accommodate the needs arising from the new development. Section 13.3 of LBRuT's Local Plan outlines that the Council may also seek planning obligations where appropriate to mitigate the impact of development.

Heads of Terms

- 8.6 Following discussions with the Council at the pre-application stage, it is acknowledged that Section 106 Heads of Terms will be discussed with the Council during the determination stage. It is anticipated that these will cover the following matters:
- Affordable housing provision;
 - Carbon Offset Payment;
 - 10% wheelchair provision;
 - Air Quality monitoring contribution;
 - Contribution towards new controlled parking zone consultation and implementation;
 - Parking permit restrictions;
 - Car club membership;
 - Travel Plan provision and monitoring fees;
 - Play space contribution;
 - [Local primary healthcare contributions](#);
 - Employment and training contributions; and,
 - The Council's monitoring, legal and professional costs.

9 CONCLUSIONS

9.1 Planning permission is sought for the following development:

“Demolition of existing buildings and erection of 1no. mixed use building between three and five storeys plus basement in height, comprising 86no. residential flats (Class C3) and 1,290sq.m of commercial floorspace (Class E); 1no. two storey building comprising 595sq.m of commercial floorspace (Class E); 14no. residential houses (Class C3); and, associated access, external landscaping and car parking.”

9.2 The site is within an Area of Mixed Use, which is part of the Hampton Hill Local Centre. St Clare Business Park is designated as a Locally Important Industrial Land and Business Park, whilst 7-11 Windmill Road is a non-designated employment site. The site adjoins the Hampton Hill Conservation Area and is in the setting of several locally listed buildings, including the former library at Windmill Road.

9.3 Whilst policy protects the existing employment uses, the site is comprised of a series of low-quality buildings that are in poor condition, with a large proportion of the space vacant. Access to the Site for large vehicles associated with heavy industrial uses is also constrained by the Site’s location away from the motorway network and/ or key transport routes. As a result, the site currently supports a low employment density. A marketing exercise has demonstrated that there is no demand for these buildings or uses, even when offered on non-market terms. Furthermore, it is considered that the existing industrial and warehouses uses are incongruous with the residential character of the wider area.

9.4 The design team has reviewed and revised plans in response to the Inspector’s conclusions. The key changes proposed to the scheme are:

- reducing the height and massing of the main block by 1 storey along the eastern boundary;
- reducing the height in the commercial block facing Windmill Road by one storey; and
- omission of the two parking spaces off Holly Road.

9.5 The proposed development optimises the development of the site to deliver a high-quality mixed-use scheme, regenerating the existing underutilised site to deliver new affordable and market homes. New high quality employment space (class E) will complement the surrounding residential character of the area, whilst also delivering a greater employment density than the existing site, given the high level of vacancy in the existing buildings.

9.6 The proposal has been carefully designed to respect local townscape and character and will protect the amenity of neighbouring dwellings. In addition, a range of new landscaping and environmental improvements will be delivered across the site.

9.7 Overall, the proposal is considered to be supported by adopted and emerging planning policy and should accordingly be granted planning permission.