

Planning Statement

Hampton Bathrooms
83 Station Road
Hampton
TW12 2BJ

FORM Design Group
Hersham Technology Park
Molesey Road
Hersham
Surrey KT12 4RZ

Our Ref: 2221
Date: Nov 2023



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1.0 Introduction

- 1.1 This statement has been prepared in support of a planning application for the proposed change of a property from retail use to residential on the ground floor level at No.83 Station Road to form two x 1-bed dwellings of approximately 50m² GIA each with associated amenity space to the rear.
- 1.2 The document is set out in accordance with Government guidance, and examines the site and its surroundings, the proposed development, the planning history and background to the application, the site constraints and opportunities and the principle planning issues. From this, it sets the rationale and explains why the development is being put forward in its current form and concludes as to why the development is acceptable in both planning terms.

2.0 The Site and its Surroundings

- 2.1 The site is located in the London Borough of Richmond Upon Thames and is situated along Station Road, a key local road that connects Hampton Railway Station to the river frontage to the south east, with wider connections towards Bushy Park and Hampton Court Palace.
- 2.2 The site is located in a highly sustainable location along a main road. Hampton Railway Station which is on the Shepperton Branch Line and serves connections into London, is located 0.3 miles away, or a 6 minute walk. The 216 bus route also passes through the area, with several stops located along Station Road, one right outside the site.
- 2.3 Station Road comprises a mix of late 19th century mixed residential and commercial properties with a linear form which leads to the railway station. It is an attractive tree lined street with a strong village character. The surrounding built environment is comprised of different properties of differing scales varying from terraced houses to small rise office blocks.
- 2.4 The site sits within an Area of Mixed Use boundary as well as the Hampton Village Conservation Area 12, shown under Appendix A. The conservation area is very much defined by its position on the Thames and the boundaries formed by the Thames Water Treatment Works and Bushy Park.
- 2.5 This application relates to the ground floor of one half (No.83 Station Road) of a subdivided building from the early 20th Century.
- 2.6 Station Road borders the site to the north, and to the south is the residential garden of No.1 Avenue Road. To the west are the adjoining properties 85 and 85A Station Road. The other side of which sits a ground floor restaurant with residential accommodation on the first floor. To the east of the site is a shared car park which serves the Hampton Bathrooms Showroom and Shop.
- 2.7 The site is currently owned by a bathroom and plumbing company, Hampton Bathrooms. The site is one of two showrooms owned by the company. In addition to this, there is also an in-store trade shop, located to the east of the site at No.77-81 Station Road, neighbouring the shared car park.
- 2.8 The site is not located in an area at risk of flooding.

3.0 Planning History

- 3.1 There is extensive planning history for the site and surrounding plots, the relevant of which are summarised in the table below.

Reference	Address	Description	Decision
98/2157	85 Station Road	Change Of Use Of Front Part Of Ground Floor From Retail To Residential As An Extension To The Existing Residential Unit. Associated Alterations To Front Elevation.	Approved 05/11/1998
00/0308	85 Station Road	Internal Alterations And Conversion Of Property Into Two Flats.	Approved 13/04/2000
16/1537/FUL	85 Station Road	Convert the house into two family dwellings.	Approved 15/03/2017
03/1455/HOT	83-85 Station Road	Erection Of Two Storey Rear Extension To Number 83 Incorporating An Additional One Bedroom Flat And First Floor Rear Extension To Number 85	Approved 17/07/2003
13/4723/FUL	83 Station Road	Single storey rear extension to shop.	Approved 07/04/2014

- 3.2 In 1976, the first floor of No.83 Station Road was utilised as a self contained flat while the ground floor continued operation as Old Use Class A1 (Shop). In 2003, planning permission was granted for the two storey rear extension to No.83 which allowed for an additional self-contained one-bedroom flat on the first floor. Further to this, in 2014, permission was granted for a further single-storey rear extension providing additional space for the ground floor shop.
- 3.3 In 1998, the neighbouring property No.85 Station Road was granted permission for the change of use from retail to residential to create a 5-bedroom dwelling. Further permission was granted in 2017 for the conversion of this property into 1x 2-bderoom house and 1x 3-bedroom house.

4.0 Policy Context

- 4.1 The London Borough of Richmond Upon Thames Local Plan was adopted in July 2018 and sets out policies and guidance for the development of the borough until July 2033 or until it is superseded. It sets out the framework for all proposed developments in terms of their design and principle of development. The National Planning Policy Framework sets out the over-arching planning policy for England and forms the basis of Richmond’s Adopted Local Plan.
- 4.2 Further, other documentation has been consulted in preparation of this planning application, including the Nationally Described Space Standards (NDSS) within the Technical Housing Standards. Richmond’s Supplementary Planning Documents (SPDs) have also been consulted in the preparation of this application.

National Planning Policy Framework (NPPF, 2021) (as amended) Adopted Local Plan

- 4.3 Paragraph 11 of the NPPF states that there should be a ‘presumption in favour of sustainable development’. Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. They should pro-actively look to drive and support sustainable economic development to deliver the homes, businesses and industry, infrastructure and thriving local places that the UK requires.
- 4.4 Paragraph 123 of the NPPF states that “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”
- 4.5 The focus on design is key within the latest revision of the NPPF. Paragraph 131 states that the “creation

of high-quality buildings and places is fundamental to what the planning and development process should achieve". Good design is deemed to be a key aspect of sustainable development although planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative.

- 4.6 Paragraph 135 of the NPPF ensures that proposed developments are designed to a high architectural specification in terms of the functionality, layout and use of effective landscaping. The NPPF also highlights the need for safe and healthy spaces for proposed and future occupants of the development.
- 4.7 The proposed development fulfils many of the objectives set out within the NPPF, not only by achieving sustainable development but also by responding to local needs and maximising the potential of sites to provide housing.

Adopted Local Plan (2018)

- 4.8 The Richmond Adopted Local Plan (2018) supersedes the previous policies within the Core Strategy and Development Management Plan and sets out the planning policy framework from which planning applications will be evaluated against.
- 4.9 Policy LP1 (Local Character and Design Quality) states that the high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise. Further information is set out within the Hampton Village Plan and Design Quality SPD.
- 4.10 As the site is located within an Area of Mixed Use (Local Centre), Policy LP 25 is applicable. This states that development in the borough's centres, as defined in the centre hierarchy, will be acceptable if it does not adversely impact on the vitality and viability of the centre in which the development is proposed.
- 4.11 The site is neither a Key Shopping Frontage, nor a Secondary Shop Frontage, and therefore Policy LP 26 (Retail Frontages) does not apply.
- 4.12 Policy LP 27 states that the change of use from Use Class A1 will not be permitted unless the unit is within 400 metres of a designated shopping frontage. There is a key shopping frontage directly opposite the site at No.70-82 Station Road and as such, the criteria for this policy is met. This key shopping frontage would be able to provide shops and services for future residents.
- 4.13 As per Policy LP 34 (New Housing), the boroughs target for the delivery of new homes is 3,150 for the period 2015-2025. The Councils Local Plan Authority Monitoring Report for Housing (2021/22) demonstrates a net gain of 164 units completed in the year 2021-2022, this is the lowest number of completed units in over 10 years. When compared with the target of 315 new homes annually, a significant shortfall is identified. The increase of two new dwellings will contribute to the council's aims to meet their target and reduce this shortfall.
- 4.14 Policy LP 35 explains 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. As previously stated, the site sits within an Area of Mixed Use and therefore the proposal for two 1-bedroom flats will be appropriate.
- 4.15 Given the above, the proposed development responds to these policies by ensuring the effective use of urban land and maximising its potential for housing delivery, without detriment to the character of the immediate and wider area.

5.0 Proposed Development

- 5.1 This application seeks permission for the change of use of the ground floor from retail to residential to create two 1-bedroom flats. It proposes the conversion of the current Hampton Bathrooms Showroom into 2 self-contained flats with a subdivide in the centre of the building, with access for the flats to the side of the building.



- 5.2 The proposed works comprise of sympathetic alterations to the existing building, with no physical extensions, the proposal will therefore not adversely impact upon neighbouring amenity.
- 5.3 The materials and traditional architectural features of the building, characteristic of the area, will be maintained.
- 5.4 As previously mentioned, the street scene along Station Road is of mixed use in character and there are several examples of residential properties fronting onto Station Road, including the adjoining premises. As such, the proposal will not detract from the character of the area.
- 5.5 The site is currently used as a showroom space for Hampton Bathrooms, who also own the neighbouring building at No.77-81 Station Road. It is proposed that the current showroom be moved into this neighbouring space so this use may be maintained.
- 5.6 The borough is characterised by large areas of protected open land and constraints such as flood risk, and the remaining area is built up, much of it being within designated Conservation Areas. Consequently, the availability of substantial housing sites is limited, and there is pressure on land for other essential uses including schools and employment to support the achievement of sustainable communities.
- 5.7 This site provides the opportunity to maximise the use of urban land, through the provision of much needed housing in a highly sustainable area which is encouraged by the council.

6.0 Planning Assessment

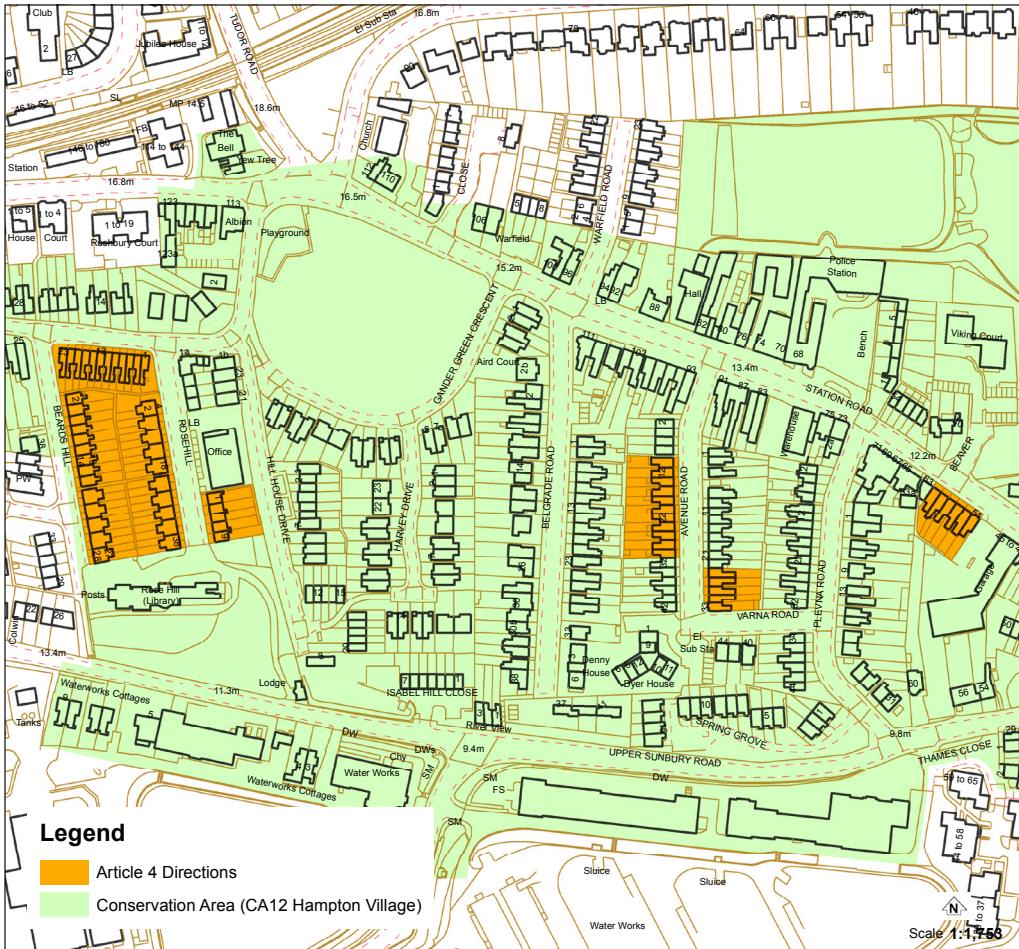
- 6.1 In March 2021, a new permitted development right was introduced to allow the change of use from Commercial, Business and Service use class (Class E) to residential use (Class C3) under Class MA of the Town and Country Planning (General Permitted Development etc.) (England) Order 2021.
- 6.2 The primary purpose of these PD rights is to allow for new homes in sustainable locations, close to businesses and other amenities.

- 6.3 There is requirement that the building be vacant for a minimum of three months prior to the date of an application, which is not the case for this site. Despite this, it is worth noting that this form of development is widely considered acceptable when viewed in the context of Permitted Development.
- 6.4 By vacating the building for three months, there will be unnecessary delays in the provision of much needed accommodation.
- 6.5 As mentioned previously, the site is located in a highly sustainable location along a main road. Hampton Railway Station provides direct rail services to London Waterloo and is within 500m of the site, a 6 minute walk.
- 6.6 Immediately adjacent the site is also a bus stop along the London 111 route which serves local and wider areas, including Heathrow Airport. The bus stop is also along the 216 route between Staines and Kingston.
- 6.7 The provision of parking needs to strike a balance between minimising car use and ensuring development is able to operate efficiently. Given the sites highly sustainable location and connectivity, and the fact that proposed are one-bed one-person units, it is considered that the provision of no car parking spaces is the most appropriate option in this case.

7.0 Conclusion

- 7.1 This application proposes the change of use from retail to residential to provide two 1-bedroom flats. This provision contributes the to councils aims to meet their housing targets while maximising the use of urban land.
- 7.2 The proposed conversion is sympathetic to the character and appearance of the locality, including the Hampton Village Conservation Area.
- 7.3 The application proposes no physical extensions to the property and there are minimal alterations to the external facade. It proposes alterations that area suited to the area in terms of similar architectural features and materials. It has been designed in a way in which the amenity of potential residents as well as that of the neighbouring properties, have been respected.
- 7.4 Accordingly, we believe that the proposal complies with both national and local planning policy and guidance which promotes sustainable forms and patterns of development.

Appendix A



ARTICLE 4 DIRECTIONS CA12 HAMPTON VILLAGE

Effective Date: 26.10.1992

- Avenue Road 10-30 (even), 25-31 (odd)
- Beards Hill 1-28 (incl)
- Oldfield Road 1-23 (odd)
- Rosehill 1-9 (odd), 2-40 (even)
- Station Road 51-61 (odd)

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