

Hollins Planning

## Planning Statement.

35 Wick Road, Hampton Wick, TW11 9DN

June '24.

Hollins Planning, chartered town planners

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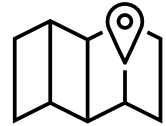


8. Conditions

## 1. Introduction.

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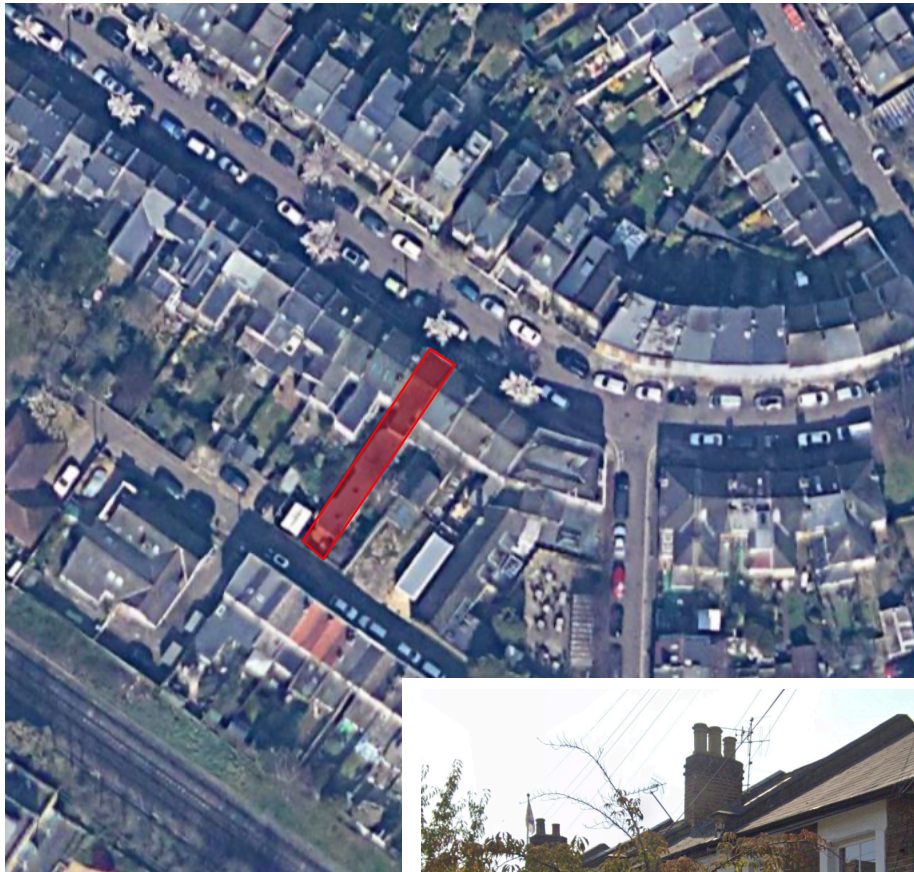
- 1.1. Hollins Planning have been appointed to submit a prior approval notification application for the change of use of office/light industrial accommodation (Class E) into a single-family dwelling (Class C3).
- 1.2. The proposal complies with Schedule 2, Part 3, Class MA of the General Permitted Development Order (2021), which took effect from 1<sup>st</sup> August 2021.
- 1.3. This planning statement examines the sites planning history and assesses the proposed change of use against the conditions and requirements of the legislation.



## 2. Site and Surroundings.

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- 2.1. No. 35 is a 2 storey, mid terraced dwelling on the south-eastern side of Wick Road. It was originally built as a single-family dwelling but has a commercial history dating back 60 years (for more information please refer to the history section). The property has a single storey rear extension that was originally built as a graphics studio. The property has a rear access that backs onto School House Lane. The property is in Wick Road conservation area. There is a public house nearby on the corner (currently vacant). The street is residential in character.





### 3. Relevant Planning History.

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#### The site

#### 07/2747/FUL GRANTED

*Renovation of existing garage and store to accommodate graphics studio and storage. Bay Window and doors added. Construction of new link to the above from the existing building.*

It is important to note that the council considered that the graphics studio was ancillary to the B1 use. See extract following from the case officer report.

#### Use

**There is no objection to the use of the structure, being ancillary to the overall B1 use. If it were to produce excessive noise or dust the use would no longer be B1 and permission would be required for a change of use.**

#### 85/1656 GRANTED

Change of use of premises from part office, part industrial to wholly drawing office use.

Beyond this consent there are a further 6 permission dating back to 1963. All relate to the use of the premises as a drawing office and rubber engraving work. The reason for the multiple permission is the council imposed temporary 5-year consents on each permission.

#### Other sites.

No. 31 Wick Road.

#### 15/4281/GPD15 **Prior approval not required.**

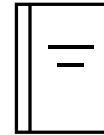
Change of use of office building (B1) to 4 bed family dwelling (C3).



## 4. The Application

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- 4.1. The application seeks prior approval to convert the office accommodation into a 2 bedroomed dwelling house.
- 4.2. No external changes are proposed.
- 4.4. In common with all the other houses, refuse storage would be in the front garden. The proposed house would not have any off -street parking. However, to encourage alternative modes of transport, bike storage will be provided in the rear garden. The stores will be capable of accommodating 4 bikes and 1 cargo style bike.



## 5. NPPF

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- 5.1. The Council should consider applications for prior approval in the spirit of the following NPPF objectives.

### Section 2. Achieving Sustainable Development.

- The planning system shall contribute to sustainable development. This includes providing new homes.
- The 3 objectives to sustainable development are **Economic**, (build strong and competitive economy) **Social**, (provide a range of homes) and **Environmental**, (protection of the built/historic environment and mitigate against climate change (para 8)).
- A **presumption in favour of sustainable development** is at the heart of the framework (para 10).

### Section 4. Decision Making.

LPA's should be positive and work with applicants to ensure development improves the economic, social and environmental conditions of an area (para 38).

### Section 5. Delivering a sufficient Supply of Homes.

- A key objective is to significantly boost the supply of new homes (para 60).
- Sites with permission to be developed without delay (para 60)
- Small sites make an important contribution to housing delivery. They can be built quickly (para 70).

### Section 6. Building a Strong Competitive economy.

Policies should anticipate new working practices and be responsive to economic change (para 86).

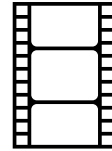
### Section 8. Making Effective Use of Land.

- Decisions should promote the effective use of land to meet the need for new homes (para 123).
- Decisions should give substantial weight to the use of brownfield land for housing (para 124).
- Underused land and buildings for housing should be promoted (para 124).
- Unless economic objectives are undermined, then the use of employment land should be supported in areas of high housing demand (para 127).
- Development which makes efficient use of land, taking into account, housing need, market conditions, infrastructure, an areas character and good design should be supported (para 128).

### Section 9 Promoting Sustainable transport.

- Development should only be refused on highway grounds if there is an unacceptable impact on highway safety or the impact on the road network would be severe (para 115).
- Priority should be given for pedestrian and cycle movement (para 116).





## 6. The existing Use.

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- 6.1. As detailed the B1 use of the building offices and light industrial use is well documented by the sites planning history. The applicant has also provided a sworn statement which confirms they bought the premises in 2003 since this date they have used the premises for their graphics and pottery studio businesses. As detailed the first floor has also been let out to other business uses. There have been no other uses in the intervening period and both uses are considered to fall within Class E (part G) use class.
- 6.5. The sole purpose of setting a 2-year period is to prevent 'gaming', whereby an owner of a premises could deliberately set up an office then sits on it for a short period and then apply under class MA. Clearly this was never the intention with No. 35 Wick Road which has a commercial history dating back over the last 60 years. Furthermore, there is no other history planning history associated with the use of these premises which might otherwise blur this issue.



## 5. Conditions

**MA. Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 (dwellinghouses) of Schedule 1 to that Order.**

Development is not permitted by Class MA if	Response
(b)unless the use of the building fell within one or more of the classes specified in sub-paragraph (2*) for a continuous period of at least 2 years prior to the date of the application for prior approval.	The planning history of the use of the building for a mix of office and light industrial uses is well documented.
(d)if land covered by, or within the curtilage of, the building— (i)is or forms part of a site of special scientific interest. (ii)is or forms part of a listed building or land within its curtilage. (iii)is or forms part of a scheduled monument or land within its curtilage. (iv)is or forms part of a safety hazard area; or (v)is or forms part of a military explosive's storage area.	None of these land use designations cover or affect the site.

\* (2) The classes mentioned in sub-paragraph (1)(b) are the following classes of the Use Classes Order—

(a)the following classes of the Schedule as it had effect before 1st September 2020—

(i)Class A1 (shops).

(ii)Class A2 (financial and professional services).

(iii)Class A3 (food and drink).

**(iv)Class B1 (business).**

(v)Class D1(a) (non-residential institutions – medical or health services).

(vi)Class D1(b) (non-residential institutions – crèche, day nursery or day centre).

(vii)Class D2(e) (assembly and leisure – indoor and outdoor sports), other than use as an indoor swimming pool or skating rink.

(b)on or after 1st September 2020, Class E (commercial, business and service) of Schedule 2.

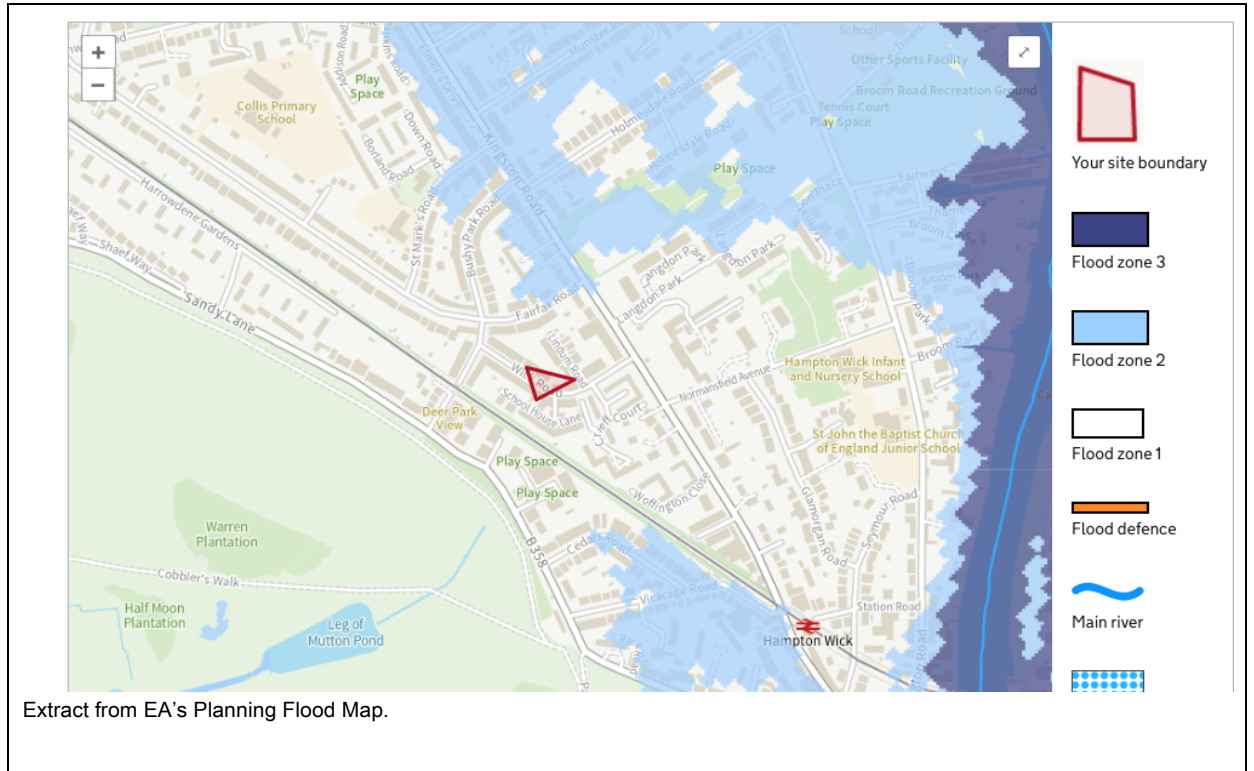
(e)if the building is within— (i)an area of outstanding natural beauty. (ii)an area specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 1981 (1); (iii)the Broads. (iv)a National Park; or (v)a World Heritage Site.	None of these land use designations cover or affect the site.
(f)if the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained; or	N/A

(g)before 1 August 2022, if— (i)the proposed development is of a description falling within Class O of this Part as that Class had effect immediately before 1st August 2021; and (ii)the development would not have been permitted under Class O immediately before 1st August 2021 by virtue of the operation of a direction under article 4(1) of this Order which has not since been cancelled in accordance with the provisions of Schedule 3.	N/A

**Conditions.**

<p><i>Development under Class MA is permitted subject to the following conditions.</i></p> <p><i>Before beginning development under Class MA, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—</i></p>	<p><b>Response</b></p>
<p>(a)transport impacts of the development, particularly to ensure safe site access.</p>	<p>The site is in PTAL 2 (see web PTAL map extract overleaf). That's classed as a poor area of public transport accessibility.</p> <p>According to table 10.3 that accompanies Policy T6 of the London Plan the maximum parking requirement should be up to 0.75 spaces for a 2 bed unit.</p> <p>The application does not propose to provide off street parking. However, a parking survey has been submitted in support of the application.</p> <p>The survey reveals that parking stress is high (between 85-87%) there was a minimum of 30 available on street parking spaces within a 200m radius of the site.</p> <p>This is sufficient to offset any overspill parking, particularly as the shortfall only equates to 0.75 spaces.</p> <p>Any highway impact should also be balanced against the existing use of the building, which generates staff parking and also a high volume of servicing and deliveries and lorries and vans often block the road.</p> <p>As stated, the applicant has positively sought to address any parking shortfall via the provision of bike storage (in excess of London Plan requirement), to encourage more sustainable modes of travel.</p>

<p>Address or co-ordinates</p> <p>tw11 9dn <span style="float: right;">x Go</span></p> <p><b>Access level (PTAL)</b> <b>Time mapping (TIM)</b></p> <p>PTAL: a measure which rates locations by distance from frequent public transport services.</p> <p><b>Map key - PTAL</b></p> <table border="0"> <tr> <td>0 (Worst)</td> <td>1a</td> </tr> <tr> <td>1b</td> <td>2</td> </tr> <tr> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6a</td> </tr> <tr> <td>6b (Best)</td> <td></td> </tr> </table> <p><b>Map layers</b></p> <p>PTAL (cell size: 100m)</p>	0 (Worst)	1a	1b	2	3	4	5	6a	6b (Best)		
0 (Worst)	1a										
1b	2										
3	4										
5	6a										
6b (Best)											
<p>(b)contamination risks in relation to the building.</p>	<p>The site does have a commercial /light industrial planning history, which includes the use of the rear yards as a rubber moulding business.</p> <p>The applicant would therefore be willing to accept a 2-part contamination condition (investigation, and if needs be remediation). A similar condition was imposed upon the application to convert No. 31 Wick Road, because it also had a history of commercial use.</p>										
<p>(c)flooding risks in relation to the building.</p>	<p>The site is in an area of low flood risk (see map extract below). No flood risk report required.</p>										



<p>(d)impacts of noise from commercial premises on the intended occupiers of the development.</p>	<p>This is a predominantly residential area. There are no existing uses which would create undue noise and disturbance.</p>
<p>(e)where— (i)the building is in a conservation area, and (ii)the development involves a change of use of the whole or part of the ground floor,</p>	<p>The site is in Wick Road conservation area. However, no changes are proposed to the façade of the building and therefore the character of the conservation area would be unaffected by a change of use to residential.</p>
<p>(f)the provision of adequate natural light in all habitable rooms of the dwellinghouses.</p>	<p>The conversion should provide a good standard of accommodation, and it is evident that all the habitable rooms, in what was once originally a dwelling would have adequate access to natural daylight.</p> <p>The proposed habitable rooms in the single storey rear element would also have adequate access to natural light because they are relatively shallow in depth, and they would be served by large, full depth bayed windows.</p>
<p>(g)the impact on intended occupiers of the development of the introduction of residential use in an area the authority considers to be important for general or heavy industry, waste management, storage and distribution, or a mix of such uses; and</p>	<p>This is a residential area. There are no B2 or B8 uses in the vicinity.</p>
<p>where the development involves the loss of services provided by— (i)a registered nursery, or</p>	<p>n/a</p>

<p>(ii)a health centre maintained under section 2 or 3 of the National Health Service Act 2006(2), the impact on the local provision of the type of services lost.</p>	
<p>Under the amendments to the GDPO (April 2021) (Reg 3) permission will not be granted to any dwelling house permitted under Schedule 2 unless the dwelling house complies with the Nationally Described Space Standards (2015).</p>	<p>The size of the proposed dwelling would exceed the national space standards.</p>

## 6. Conclusion.

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6.1. The council is respectfully asked to grant prior approval for the development as sought.

Andy Hollins

**Consultant Chartered Planner**

**MA MRTPI**