



Planning Department
London Borough of Richmond upon Thames
Civic Centre
Twickenham
TW1 3BZ

BS/440

12 July 2024

**RE: MESSOM MEWS, TWICKENHAM, TW1 4DP
COVERING LETTER: SUPPORTING PLANNING INFORMATION
APPLICATION FOR PRIOR APPROVAL: CONVERSION OF OFFICES (CLASS E)
TO SINGLE-FAMILY DWELLINGS (C3)**

This letter is submitted to the London Borough of Richmond upon Thames ("Council"), on behalf of Fishguard & Goodwick United Ltd / Charles Richards ("Applicant"), in support of a change of use of an office unit (Use Class E) into dwellinghouses (Use Class C3) at Messom Mews, Twickenham, TW1 4DP ("Site").

The Application for Prior Approval is submitted under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 (GDPO) as amended, and seeks the Council's approval for development comprising a change of use of a building falling within Use Class E (commercial, business and service) of Schedule 2 of the Use Classes Order to a use falling within Use Class C3 (dwellinghouses) of Schedule 1 to that Order.

The change of use from Use Class E (offices) to C3 (Dwellinghouse) is subject to the condition that before beginning the development, the developer shall apply to the Council for a determination as to whether the prior approval of the authority will be required as to:

- Transport and Highways impacts of the development;
- Contamination risks on the Site;
- Flooding risks on the Site;
- Impacts of noise from commercial premises on the intended occupiers of the development;
- The provision of adequate natural light in all habitable rooms of the dwelling house;
- 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;
- Impact on the character or sustainability of the conservation area and,
- Fire safety impacts on the intended occupants of the building.

This letter should be read in conjunction with the following documents (in no order):

- Completed Application and CIL Forms prepared by JLA
- Existing and Proposed Drawings prepared by Genevieve Theriault Architecture & Interiors
- Flood Risk Assessment prepared by Herrington Consulting Ltd
- Daylight and Sunlight Assessment prepared by Herrington Consulting Ltd
- Transport Statement prepared by TPHS
- The Town and Country Planning (General Permitted Development (England) Order 2015 (as amended)
- The Town and Country Planning Act 1990 as amended Town and Country Planning (Development Management Procedure) (England) Order 2015

In support of this application:

1. APPLICANT'S CONTACT DETAILS

The Applicant / Developer is Charles Richards on behalf of Fishguard & Goodwick United Ltd, the registered address being, 7 Westmoreland Street East, Grey Lynn, Auckland, New Zealand, 1021.

2. WRITTEN DESCRIPTION OF THE PROPOSED DEVELOPMENT

The development comprises the conversion of an office building (Use Class E) to 6 single-family dwellings (C3) with associated refuse and cycle storage.

The offices are proposed to be converted, providing a mix of 4 x 2-bedroom flats and houses and 2 x 3-bedroom flats. The houses would be set over two storeys whereas the flats would be on the ground or first floor of the development.

Existing Site Plan

Proposed Site Plan



3. DETAIL / PLAN OF THE SITE & DEVELOPMENT

i. Site Details

The Site comprises a two storey commercial building in a mews development, established and occupied in 2016 and set to the west of Grosvenor Road.

The Site benefits from 6 off street parking spaces. Access is via a single track one way road from Grosvenor Road, which exits back onto Grosvenor Road

Refuse and cycle storage is provided in single storey detached block to the southeast of the Site.



Site Location Plan

ii. Context

The Site is bordered by residential properties to the north, east and west with the car park of an office (St James House) to the south. While the character of the area is predominantly residential, the Site lies on the periphery of Twickenham's Town Centre boundary.

The Site is not designated within a Key Office Area, Industrial or Business Park, or along any designated retail parade.

Transport & Accessibility

The Site has a PTAL rating of 5, acknowledged as being very good, with access to Twickenham Railway Station to the east and numerous bus routes along London Road.

Parking restrictions by way of a CPZ (Zone D) exist along Grosvenor Road, which operates Monday to Saturday from 8.30am to 6.30pm.

Google Maps: Aerial View of the Site & Surroundings



Street Map



Heritage Assets

The Site lies within the Queens Road Conservation Area (CA47) and while the buildings on Site are not listed, a number of the adjacent residential buildings are designated as Buildings of Townscape Merit.

iii. Environmental Settings

Contamination

The buildings have been in use as offices and as such, no contamination in relation to this use has taken place.

Prior to the development of the existing offices and adjacent dwellings, planning conditions imposed on the allowed appeal (ref. 08/4334/FUL) relating to soil investigation and risk assessment and a remediation scheme were discharged by the Council (ref. 08/4334/DD01 and 08/4334/DD04).

The entirety of the site is covered by hardstanding and it was held by the Council's Scientific Officer that if the areas are going to be completely covered with hardstanding, no further investigation will be required.

Flood Risk

The Site does not lie within an area at risk of flooding (Flood Zone 1). The Site is not designated in a Critical Drainage Area. A small area to the south west of the Site is noted as being within a 1 in 1000 chance of surface water flooding.

According to the Council's SFRA the Site is not susceptible to ground water flooding.

Noise

The Site is bound by a commercial use to the south, however as this is an office, it does not give rise to unreasonable noise.

iv. Planning History

There is extensive history relating to the Site, the most recent and relevant of which, is set out below.

Application Number: 08/4334/FUL

Description: Amendment to previously approved application 07/2218/FUL (including cycle storage provision and layout, drop off/delivery zone, car parking layout, refuse storage and hard and soft landscaping). Conversion of no.35 and 37 Grosvenor Road to 9 flats with 2 parking spaces, and rear balconies and elevational alterations to no.37 and new fenestration and removal of rear addition to no.35

Appeal Allowed

Application Number: 10/3172/VRC

Description: Amendments to conditions 2, 3, 13, 15, 16, 20, 21 and 25 of Appeal Decision under reference 08/4334/FUL

Approved

Application Number: 11/3744/FUL

Description: Amendments during the course of construction to planning application ref 08/4334/FUL comprising changes to site layout and elevation of approved scheme.

Deletion of condition 24 relating to the remotely activated collapsible bollard.

Approved

Application Number: 12/1738/VRC

Description: Variation of conditions to planning consent 11/3744/FUL: Landscaping (9 & U49380): the planning consent permits the flats to be occupied prior to the construction of the offices. The planning condition contradicts this and states all the landscaping has

Approved

Application Number: 12/3022/VRC

Description: Variation of condition U49379 (GRAMPIAN - permits/car club) of planning permission 11/3744/FUL to restrict these to only 1 business permit per business unit and condition 31 of planning permission 08/4334/FUL to allow flexibility in the submission of t

Approved

Application Number: 11/3744/NMA

Description: Amendment to 11/3477/FUL - addition of small shower facility adj to unit 5; change fenestration style; removal of brise soleil.

Refused

Application Number: 13/4419/FUL

Description: Elevational amendments to business units during the course of construction to application 11/3744/FUL (part single, part 2 storey business use building to the rear and conversion of Nos. 35 and 37 Grosvenor Road to 7 flats with external alterations to 35

Approved

Application Number: 14/3542/VRC

Description: Variation of part i) condition U69082 to 13/4419/FUL to delete reference to 'commercial occupier' with respect to parking permits, and provide details of part (ii) Car Club agreement.

Approved

Application Number: 15/2489/FUL

Description: Extension of shower facility approved under 13/4419/FUL with installation of air conditioning units on roof, and on single storey roof to the rear of Nos.31-33 and on cycle/bin storage unit roof to the rear of Nos. 55-57 Grosvenor Road, all enclosed by t

Approved

4. PLANNING POLICY FRAMEWORK

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that, when determining a planning application, regard is to be given to the Development Plan, and the determination shall be made in accordance with the Plan unless material considerations indicate otherwise.

National Planning Policy Guidance

- National Planning Policy Framework (2023) including Guidance

Development Plan Greater London Authority (Published)

- The London Plan (March 2021)

London Borough of Richmond upon Thames (Adopted)

Local Plan (2018)

- The Richmond Publication Version Local Plan (Regulation 19 version)

Extract from the Council's Local Plan Interactive Map



The Site lies in Queens Road Conservation Area and the Twickenham Town Centre.

5. ASSESSMENT OF IMPACTS

The change of use from Use Class E (shop) into Use Class C3 (dwellinghouse) is subject to the conditions set out under Class MA (commercial, business and service uses to dwellinghouses) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Class MA (commercial, business and service uses to dwellinghouses) of the GDPO permits the change of use of change of use of a building from a use falling within Class E to Class C3 (dwellinghouses), subject to the following conditions.

MA.1	Development not Permitted by Class MA if:	The Proposed Development
1(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 Site has been in use under Class E (offices) for a continuous period of at least 2 years prior to the date of the application for prior approval. Evidence is set out in Appendix A

1(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 explosives storage area	Not applicable to this application
1(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; (iii) the Broads; (iv) a National Park; or (v) a World Heritage Site	Not applicable to this application
1(f)	if the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained	Not applicable
1(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.	Not applicable and no Article 4 Direction is in place for this area / Site
2(a)	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; The last use of the building was for Class A1 (shops) of the Schedule as it had effect before 1st September 2020. 2(b)	Compliant – the use of the building before 1 September 2020 was Class B1
2(b)	on or after 1st September 2020, Class E (commercial, business and service) of Schedule 2	Compliant - The last use of the building was used for Class E (commercial, business and service) on Schedule 2 on and after 1st September 2020

The implementation of Class MA (commercial, business and service uses to dwellinghouses) through permitted development rights is subject to the condition before commencement of development. Developers should apply to the local planning authority, the Borough of Richmond upon Thames, for prior approval in regard to:

- Transport and highways impacts of the development;
- Contamination risks in relation to the building;
- Flooding risks in relation to the building;
- Impacts from noise from commercial premises on the intended occupiers of the new development; and,
- The provision of adequate natural light in all habitable rooms of each new dwellinghouse.
- Impact on Intended Occupiers of the Development of the Introduction of Residential Use in an Area the Authority Considers Important for General or Heavy Industry, Waste Management, Storage and Distribution, or Mix of Such Uses
- Impact on the character or sustainability of the conservation area
- Fire Safety Impact

These matters are considered in turn.

i. Transport & Highways Impact of the Development

Please refer to the Transport Statement prepared by TPHS.

As per Policy LP 44 of the Local Plan, the Council will seek to promote safe, sustainable, and accessible transport solutions. There is a strong emphasis on ensuring that development proposals do not have a severe impact on the operation, safety, and accessibility to the local or strategic highway networks. Any adverse impact on the highway should be mitigated through the provision of, or improvements towards necessary and relevant transport improvements.

Policy LP45 of the Local Plan (2018) requires new schemes to provide an appropriate level of off-street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.

In general, it is expected that in PTAL Areas of 5 and 6 developments should be 'car free'. However, as the car parking spaces exist and to avoid any on-street parking stress on evening parking outside of CPZ hours, the retention of the 6 spaces for 6 dwellings would be appropriate.

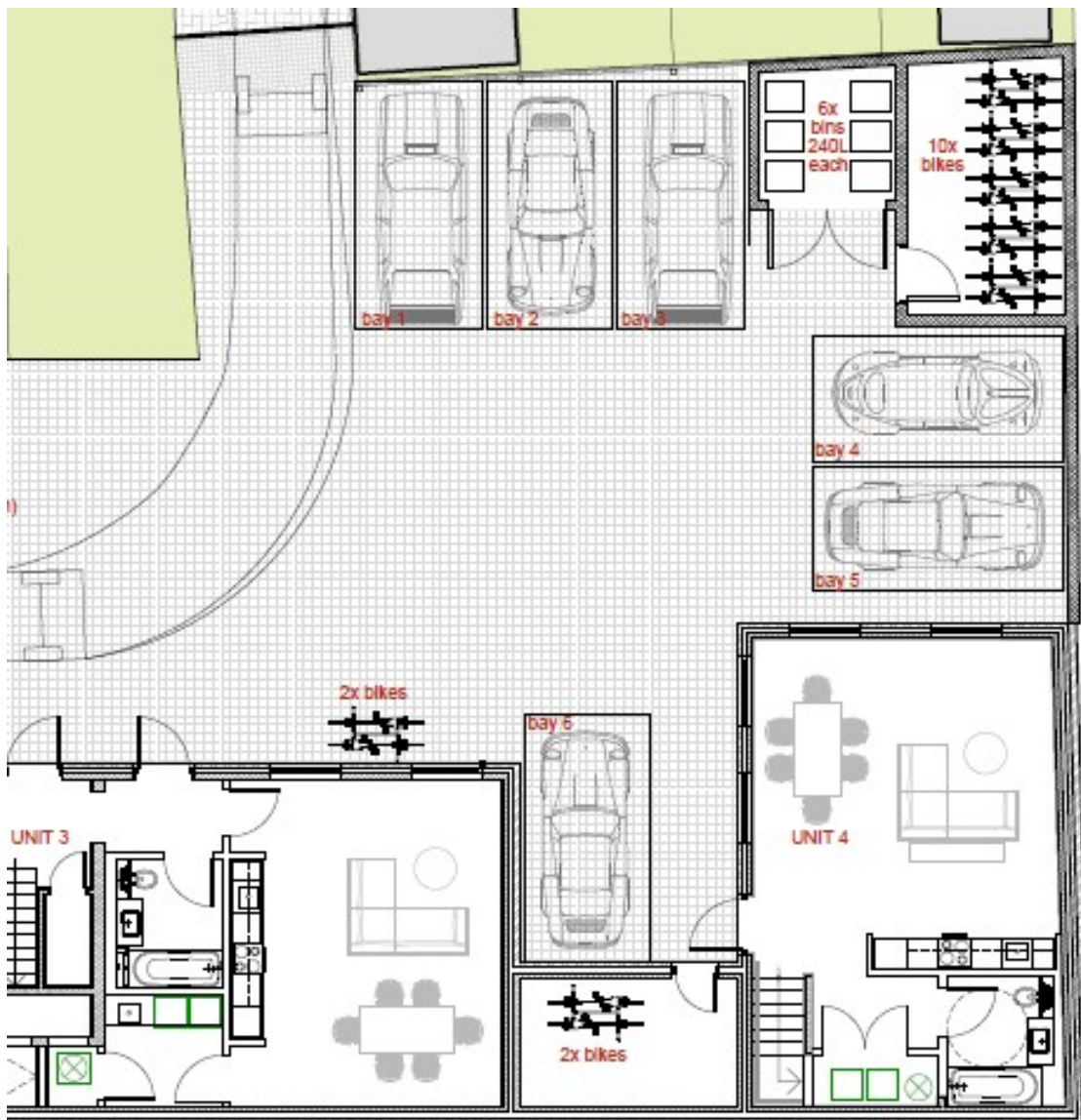
The Site benefits from an existing cycle store which accommodates 10 bicycles. This was approved under application ref. 13/4419/DD01. To meet minimum standards for the development, accommodation for an additional two cycles would be provided internally within a separate secure and enclosed area (that being the existing shower room) for the use of residents of one of the two proposed house units, thus with an overall site-wide provision of twelve (12) long-stay cycle spaces for residents. To meet short stay standards, a single Sheffield stand for two cycles would be installed externally for short-stay use by visitors to the site, with this stand proposed to be located alongside the mews block directly opposite the ingress route.

The existing refuse store for the offices would be used for the Proposal and would accommodate 6 x 240l two-wheeled bins (one per household) for general waste, 12 x 55l boxes (two per household) for recyclables and 6 x 23l boxes (one per household) for food waste.

The Transport Statement sets out that the projected net change in vehicle trips as a result of the proposed scheme could result in one fewer vehicle movement during each of the typical a.m. peak hour and p.m. peak hours, with a reduction of around two-thirds overall – twelve (12) fewer vehicle movements – across the full daytime (07:00-19:00) period.

In light of the above, and the sustainable location of the Site, the Proposal will have no adverse impact in regard to transport and highways and complies fully with The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Class MA.

Extract of Drawing 2402.002b showing the proposed refuse storage and cycle parking



ii. Contamination Risks on the Site

Local Plan Policy LP 10 notes that the Council will ensure all development proposals do not lead to detrimental impacts on the health, safety, and the amenity of existing and future occupiers of the development and surrounding sites. Potential contamination risks are required to be properly considered and mitigated before development proceeds.

The Site historically formed part of a light industrial use (office and workshop). As part of the grant of planning permission reference 07/2218/FUL, later amended and permitted on appeal ref. 08/4334/FUL, a condition was attached concerning the soil decontamination (condition 5 and 6 of the appeal). Details were subsequently approved in relation to application reference 08/4334/DD01 and 08/4334/DD04 and the conditions were discharged in full.

As set out above, the Site is covered by hardstanding and it was set out by the Council at the time that this would be sufficient and no further investigation was warranted. Subsequent planning applications on this Site, as detailed above, have not sought any further investigation in light of this.

It is proposed to retain the hardstanding to the Site and no garden areas are proposed, principally as the hardstanding provides pedestrian, cycle and vehicular access to the buildings, parking spaces, refuse areas etc.

Given the above and based on the development of other dwellings as part of the previous planning applications, it is not considered necessary to require further investigation by way of condition.

In light of the above, and the findings in the assessment, the Proposal will have no adverse impact in regard to contamination and compiles fully with The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Class MA.

iii. Flood Risks on the Site

Please refer to the Flood Risk Assessment (FRA) prepared by Herrington Consulting Ltd.

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

The Environment Agency's Risk of Flooding from Surface Water map and the Council's SFRA shows that the Site is in an area that has a 'low' risk of surface water flooding, meaning that there is between a 0.1-1% chance of flooding from surface water flooding each year.

The Site falls within Flood Zone 1 which has the lowest probability of flooding. While lying within a Critical drainage Area and at risk of ground water flooding, no development aside from the conversion is proposed. The building does not include an existing basement.

The FRA concludes from the analysis that the risk of flooding from all sources is low.

However, mitigation measures are set out in the FRA, which include flood resistance and resilience as precautionary measures and the usual flood warning systems in place that future occupants can sign up to.

In light of the above, the change use will have little to no impact in terms of flood risk, and the mitigation proposed in the FRA is proportionate to this limited risk. As such, the Proposal complies fully with The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Class MA.

iv. Impact of Noise from Commercial Premises on the Intended Occupiers of the Development

Local policy LP10 states that the Council will seek to ensure that local environmental impacts of all development proposals do not lead to detrimental effects on the health, safety and the amenity of existing and new users or occupiers of the Site, or the surrounding land. These potential impacts can include, but are not limited to, air pollution, noise and vibration, light pollution, odours and fumes, solar glare, and solar dazzle as well as land contamination.

There are no commercial noise sources around the immediate boundaries of the Site, and as such, the adverse effects of noise are minimal for the development proposal. It is not considered that the car park to the rear of St James House would generate unreasonable levels of noise.

It is therefore considered that the proposed development is in compliance with the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Class MA in this regard.

v. The Provision of Adequate Natural Light in All Habitable Rooms of the Dwellinghouse

Please refer to the Daylight and Sunlight Assessment prepared by Herrington Consulting Ltd.

Local Plan Policy LP8 states that ensure the design and layout of buildings enables good standards of daylight and sunlight to be achieved in new development.

The submitted floor plans illustrate that each bedroom and living area benefits from windows of adequate size to ensure the adequate provision of light to the rooms. Given the existing window arrangement and acceptable layout, where the majority of windows would have an easterly aspect, the Proposal is considered to provide adequate natural light in all habitable rooms proposed under this application.

The Daylight and Sunlight Assessment concludes that for all the proposed habitable rooms, the provision of natural daylight will meet or exceed the minimum required threshold set out in the BRE Guidelines.

It is therefore considered that the proposed development is in compliance with the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Class MA in this regard.

vi. Impact on Intended Occupiers of the Development of the Introduction of Residential Use in an Area the Authority Considers Important for General or Heavy Industry, Waste Management, Storage and Distribution, or Mix of Such Uses

There is no heavy industry, waste management, storage and distribution, or other such mix of uses in the area.

It is therefore considered that the proposed development is in compliance with the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Class MA in this regard.

vii. Impact on the Character and Sustainability of the Conservation Area

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. The Council will require development to conserve and, where possible, take opportunities to make a positive contribution to, the historic environment of the borough.

Policy 28 of Draft Publication Version (Reg 19) Local Plan (2023) states that proposals must be: *"compatible with the local character, including the relationship to existing townscape, development patterns, views, local urban grain and frontages as well as scale, height, massing, density, landscaping, proportions, form, materials and detailing."*

The Queens Road Conservation Statement sets out that *'Grosvenor Road contains two storey buildings of brick, some with stucco features. Occasional gable ends and three storey buildings create an interesting and varied roofscape.'*

The Statement describes the problems and pressures to the conservation as being the *'loss of traditional architectural features and materials due to unsympathetic alterations; loss of front boundary treatments and front gardens for car parking; lack of coordination, clutter and poor quality of street furniture and flooring; and loss of original or quality shopfronts and unsympathetic alterations and advertisement.'*

The Conservation Area Appraisal describes the townscape and general character of Grosvenor Road as being *'houses typically terraces of 2 storeys, simple Victorian cottages built in yellow stocks with shallow pitched slate roofs. This creates a slightly more rural feeling, although outside the confines of the immediate streetscape this sense is diluted by the presence of the taller commercial buildings of King Street and London Road, as well as St James House within the Area itself.'*

Messom Mews is referenced in the Appraisal as being a *'substantial back land plot, which is occupied by a series of 2 storey workshop buildings, pastiche reconstructions of mid-19th century buildings. The presence of the workshops is implied on the street by an imposing three-storey gable end brick building which rises from the pavement on Grosvenor Road and is mid-18th century. Together they form an interesting group and are indicative of the placement of early industry close to the historic village of Twickenham.'*

Given that the buildings were constructed in 2016, and the reference in the Conservation Area Appraisal to the buildings being a '*pastiche reconstruction*', their historic and architectural contribution to the conservation area is considered to be neutral.

The proposed development would not result in any external alterations to the building, aside from removal of small company signs, and their appearance, which pays some homage to the former industrial use in the area, would be retained. This would not be too dissimilar to No. 37 Grosvenor Road, which is in use as flats but retains an industrial aesthetic and reflects the industrial origins.

In relation to the proposed use, the loss of these small offices is not considered to detract from the character and sustainability of the conservation area. The Conservation Area Appraisal sets out that '*the general spatial character of the Area is that of an open, residential suburban development*', and this would be retained. Reference and glimpses of the industrial past would be retained without undermining the sustainability of the conservation area.

It is therefore considered that the proposed development would preserve and enhance the character and appearance of the conservation area and the development is in compliance with the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Class MA in this regard.

viii. Fire Safety Impacts on the Intended Occupants of the Building Where the Development Meet the Fire Risk Condition

Part MA.3 of GPDO states that development meets the fire risk condition if the development relates to a building that will contain two or more dwellinghouses, be 18 metres or more in height or contain 7 or more storeys.

The Proposal relates to the conversion for 6 single family dwellings in a two storey building and thus, the above would not apply.

It is therefore considered that the proposed development is in compliance with the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Class MA in this regard.

ix. Compliance with the National Described Space Standards

The dwelling would comply with the standards set out in the National Described Space Standards.

In order to provide two bedspaces, a double bedroom should have a floor area of at least 11.5m² and be at least 2.75m wide and in order to provide a single bedspace, a bedroom should have a floor area of at least 7.5m².

The submitted drawings demonstrate the Proposal would accommodate 6 x 2 bedrooms for 3 and 4 persons. The minimum gross internal floor area for a 2 bed 3-person dwelling is 61sqm, whereas the minimum gross internal floor area for a 2 bed 4-person dwelling is 70sqm and 79sqm where set over one and two storeys respectively. The proposed dwellings would exceed these standards as set out on drawing No. 2042.200 is 219sqm and therefore the minimum standards are exceeded.

While a study is shown to unit 1 and unit 4, these are not capable of being used as bedrooms. The study in unit 1 is not served by any windows and thus not suitable for habitable use and the study in unit 4 falls below the minimum bedroom size for a single bedroom (7.5sqm), being 7.2sqm.

vix. Other Matters

Under Paragraph W of the Order, (procedure for applications for prior approval under Part 3) (2)(bc) the application must be accompanied by a "a floor plan indicating the total floor space in square metres of each dwellinghouse, the dimensions and proposed use of each room, the position and dimensions of windows, doors and walls, and the elevations of the dwellinghouses".

In this respect, please refer to the drawings prepared by Genevieve Theriault Architecture & Interiors, which provide the necessary details for assessment.

6. SUMMARY & CONCLUSIONS

The Proposal comprises the conversion of the offices to 6 single-family dwellings.

For the reasons set out above, the proposed change of use from Class E to Class C3 (dwellinghouse) complies with the criteria set out in the Order and will have no adverse impact in terms of highways and transport, flood risk, noise, ground contamination, and each habitable room would benefit from adequate access to light.

It is, therefore, clear that the Proposal complies fully with The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Class MA and constitutes permitted development.

I trust this letter is satisfactory for the registration and validation of the Application and I look forward to receiving an acknowledgement of this letter shortly. However, please let me know should you require any additional information or have any queries.


Yours faithfully,

Bryan Staff B Tech TRPI
Director

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Appendix A – Evidence of Use

HMRC Business Rates Details detailing occupancy of the office from June 2017

Find your business rates valuation

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Property

The Puzzle Academy 1, Messom Mews, Grosvenor Road, Twickenham, TW1 4DP

Valuation [Help with previous valuation](#) [Compare properties](#)

Valuation

Previous rateable value (1 April 2017 to 31 March 2023)

£134,000

This was the rateable value for the property. It is not what you would have paid in business rates or rent. Your local council uses the rateable value to calculate the business rates bill.

[Estimate your business rates bill](#)

Valuations for this property

Valuations ?	Effective date ?	Rateable value
CURRENT 1 April 2023 to present	1 April 2023	£138,000
PREVIOUS 27 June 2017 to 28 June 2017	27 June 2017	£134,000
PREVIOUS 29 June 2017 to 31 March 2023	1 April 2017	£134,000

Extract from Google Maps showing the Site in use in 2018, 2020 and 2021

