

Application reference: 23/3071/HOT
NORTH RICHMOND WARD

Date application received	Date made valid	Target report date	8 Week date
14.11.2023	08.07.2024	02.09.2024	02.09.2024

Site:

15 Larkfield Road, Richmond, TW9 2PG,

Proposal:

Creation of a vehicular crossover with associated boundary treatment works and landscaping. Installation of electric vehicle charging point

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

APPLICANT NAME

Dr Pamela Rabbits
15Larkfield Road
Richmond
TW9 2PG
United Kingdom

AGENT NAME

DC Site Notice: printed on 09.07.2024 and posted on 19.07.2024 and due to expire on 09.08.2024

Consultations:

Internal/External:

Consultee

14D Urban D
LBRUT Transport

Expiry Date

23.07.2024
23.07.2024

Neighbours:

10 Salisbury Road, Richmond, TW9 2JB, - 09.07.2024
8 Salisbury Road, Richmond, TW9 2JB, - 09.07.2024
6 Salisbury Road, Richmond, TW9 2JB, - 09.07.2024
4A Larkfield Road, Richmond, TW9 2PF, - 09.07.2024
4 Larkfield Road, Richmond, TW9 2PF, - 09.07.2024
2 Larkfield Road, Richmond, TW9 2PF, - 09.07.2024
22 St Johns Road, Richmond, TW9 2PE, - 09.07.2024
17 Larkfield Road, Richmond, TW9 2PG, - 09.07.2024
13 Larkfield Road, Richmond, TW9 2PG, - 09.07.2024

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

Development Management

Status: GTD Application:07/0698/HOT
Date:24/04/2007 Single storey side extension and first floor rear extension.

Development Management

Status: GTD Application:07/3719/HOT
Date:11/12/2007 Amendment to previously approved scheme ref: 07/0698/HOT for alteration of rear first floor window to a juliette balcony.

Development Management

Status: RNO Application:23/T0748/TCA
Date:18/10/2023 T1 - Mimosa - tree is overhanging approximately 2m over the garden from the neighbouring garden and my client would like to cut it back to the boundary, approximately 2m. H-8m, W-8m, the branches overhanging are

4m from the main stem and would leave 2m on that side.

Development Management

Status: PCO

Application:23/3071/HOT

Date:

Creation of a vehicular crossover with associated boundary treatment works and landscaping. Installation of electric vehicle charging point

Building Control

Deposit Date: 14.06.2007

Two storey rear extension and internal alterations

Reference: 07/1266/IN

Building Control

Deposit Date: 26.05.2021

Install replacement windows in a dwelling

Reference: 21/FEN00785/FENSA

Building Control

Deposit Date: 13.12.2023

Install a gas fire

Reference: 23/FEN04110/GASAFE

Application Number	23/3071/HOT
Address	15 Larkfield Road Richmond TW9 2PG
Proposal	Creation of a vehicular crossover with associated boundary treatment works and landscaping. Installation of electric vehicle charging point
Contact Officer	Roberta Henriques
Target Determination Date	2 nd September 2024

1. INTRODUCTION

This application is of a nature where the Council's Constitution delegates the authority to make the decision to Officers rather than it being determined by the Planning Committee.

Before preparing this summary report the planning officer considered any relevant previous planning applications in relation to the development and considered any comments made by those interested in the application such as consultees with specialist knowledge and nearby residents.

By indicating that the development proposal complies with relevant Local Plan Policies, the planning officer has considered the information submitted with the application, any previous relevant applications, any comments received in connection with the application and any other case specific considerations which are material to the decision.

2. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

The application site comprises a three-storey, semi-detached dwellinghouse located on the eastern side of Larkfield Road. The building is not identified as a Building of Townscape Merit [BTM], however, the site falls within the Central Richmond Conservation Area (CA17).

Other relevant site designations include the following:

Area Susceptible To Groundwater Flood - Environment Agency	Superficial Deposits Flooding - >= 75% - SSA Pool ID: 146
Article 4 Direction Basements	Article 4 Direction - Basements / Ref: ART4/BASEMENTS / Effective from: 18/04/2018
Community Infrastructure Levy Band	Higher
Critical Drainage Area - Environment Agency	Richmond Town Centre and Mortlake [Richmond] / Ref: Group8_004 /
Increased Potential Elevated Groundwater	GLA Drain London
Main Centre Buffer Zone	Richmond Town Centre Boundary Buffer Zone - A residential development or a mixed use scheme within this 400 metre buffer area identified within the Plan does not have to apply the Sequential Test (for Flood Risk) as set out in Local Plan policy LP21.
Risk of Flooding from Surface Water 1 in 1000 chance - Environment Agency	RoFSW Extent 1 In 1000 year chance - SSA Pool ID: 27150
Risk of Flooding from Surface Water 1 in 1000 chance - Environment Agency	RoFSW Extent 1 In 1000 year chance - SSA Pool ID: 27189
Surface Water Flooding (Area Less Susceptible to) - Environment Agency	
Take Away Management Zone	Take Away Management Zone
Throughflow Catchment	Adopted: October 2020, Contact: Local Plan Team

Area (Throughflow and Groundwater Policy Zone)	
Village	Richmond and Richmond Hill Village
Village Character Area	Central Richmond - Area 15 & Conservation Area 17 Richmond & Richmond Hill Village Planning Guidance Page 56 CHARAREA06/15/01
Ward	North Richmond Ward

3. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

This application is for the removal of part of the boundary treatment, formation of new hardstanding in the front garden, installation of a EV charging point, and new dropped kerb.

Whilst Larkfield Road is not a Classified Road, planning permission is required for the proposal as the site is located within a Conservation Area.

The comprehensive list of planning history is listed above. The relevant planning history is as follows:

07/0698/HOT Single storey side extension and first floor rear extension. Granted.

07/3719/HOT Amendment to previously approved scheme ref: 07/0698/HOT for alteration of rear first floor window to a juliette balcony. Granted.

4. CONSULTATIONS CARRIED OUT

The list of neighbours notified of this application are listed above.

No letters of representation were received.

Neighbour amenity considerations are assessed under Section 6 (impact on neighbour amenity) in the report below.

5. MAIN POLICIES RELEVANT TO THE DECISION

NPPF (2023)

The key chapters applying to the site are:

- 4. Decision-making
- 9. Promoting sustainable transport
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

These policies can be found at:

<https://www.gov.uk/guidance/national-planning-policy-framework>

London Plan (2021)

The main policies applying to the site are:

- D4 Delivering good design
- D12 Fire Safety
- HC1 Heritage conservation and growth
- G6 Biodiversity and access to nature
- SI 12 Flood Risk Management
- SI 13 Sustainable Drainage
- T4 Assessing and mitigating transport impacts

These policies can be found at: <https://www.london.gov.uk/what-we-do/planning/london-plan>

Richmond Local Plan (2018)

The main planning considerations applying to the site and the associated Local Plan policies are:

Issue	Local Plan Policy	Compliance	
Local Character and Design Quality	LP1,	Yes	No
Impact on Designated Heritage Assets	LP3	Yes	No
Impact on Amenity and Living Conditions	LP8	Yes	No
Impact on Biodiversity	LP15	Yes	No
Impact on Flood Risk and Sustainable Drainage	LP21	Yes	No
Sustainable Travel Choices	LP44	Yes	No
Parking Standards and Servicing	LP45	Yes	No

These policies can be found at

https://www.richmond.gov.uk/media/15935/adopted_local_plan_interim.pdf

Richmond Publication Local Plan (Regulation 19 version)

The Richmond Publication Version Local Plan (Regulation 19 version) was published on 9 June 2023 for public consultation which ended on 24 July 2023.

The Publication Version Local Plan, together with all the representations received during the representation period, the plan and its supporting documents were submitted to the Secretary of State for examination on 19 January 2024. The submission documents do not form part of the statutory development plan for the Borough, however, by publishing and submitting the Borough Local Plan for independent examination the Council has formally confirmed its intention to adopt the Publication Plan.

The Publication Version Local Plan, including its evidence base, are material considerations for decision-making. The weight to be given to each of the emerging policies and allocations will depend on an assessment against the criteria set out in paragraph 48 of the NPPF. As the Council considers the emerging Borough Local Plan to be sound and legally compliant, officers and Councillors should accord relevant policies and allocations significant weight in the determination of applications taking account of the extent to which there are unresolved objections to relevant policies. Therefore, the weight afforded to each policy at this stage will differ depending on the level and type of representation to that policy. This is addressed in more detail in the assessment below where it is relevant to the application.

Note that it was agreed by Full Council on 27 April, when the Publication Plan was approved, that no weight will be given to Policy 4 in relation to the increased carbon offset rate, and therefore the existing rate of £95 will continue to be used; in addition, no weight will be given to Policy 39 in relation to the 20% biodiversity net gain requirement; all other aspects and requirements of these policies will apply.

Issue	Publication Local Plan Policy	Compliance	
Flood risk and sustainable drainage	8	Yes	No
Local character and design quality	28	Yes	No
Designated heritage assets	29	Yes	No
Biodiversity and Geodiversity	39	Yes	No
Amenity and living conditions	46	Yes	No
Sustainable travel choices, Vehicular Parking, Cycle Parking, Servicing and Construction Logistics Management	47, 48	Yes	No

Supplementary Planning Documents

Transport

Village Plan – Richmond and Richmond Hill

These policies can be found at:

https://www.richmond.gov.uk/services/planning/planning_policy/local_plan/supplementary_planning_documents_and_guidance

Other Local Strategies or Publications

Other strategies or publications material to the proposal are:

Central Richmond Conservation Area Statement

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Determining applications in a Conservation Area

In considering whether to grant planning permission with respect to any buildings or other land in a conservation area, Section 72 of the Planning (Listed buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the Conservation Area. In this context, "preserving", means doing no harm.

To give effect to that duty, decisions of the court have confirmed that for development proposed to be carried out in a conservation area, a decision-maker should accord "considerable importance and weight" to the desirability of preserving or enhancing the character or appearance of the conservation area, when weighing this factor in the balance with other material considerations which have not been given this special statutory status. This creates a strong presumption against granting planning permission where harm to the character or appearance of a conservation area is identified. The presumption can be rebutted by material considerations powerful enough to do so.

In applications where the decision-maker is satisfied that there will be no harm to the character or appearance of a conservation area, the statutory presumption against granting planning permission described above falls away. In such cases the development should be permitted or refused in accordance with the policies of the development plan and other material considerations.

6. EXPLANATION OF OFFICER RECOMMENDATION

The key issues for consideration are:

- i Design and impact on heritage assets
- ii Impact on neighbour amenity
- iii Transport
- iv Flood Risk
- v Fire Safety

i Design and impact on heritage assets

Policy Context

Policy LP1 of the Local Plan 2018 seeks to maintain and, where possible, enhance the high architectural and urban design quality which contributes to the character and heritage of the area. Proposals should demonstrate an understanding of the site and its context when considering the design including layout, siting and access and the compatibility of the works to the neighbouring uses.

LP3 of the Local Plan 2018 seeks to ensure that all development preserves and where possible, enhances the character, appearance and setting of designated heritage assets which includes Conservation Areas.

Significance of this part of the Conservation Area

The Central Richmond Conservation Area lies to the south east of Richmond Green, centred on George Street and the Quadrant. It adjoins a number of other surrounding conservation areas.

The Central Richmond Conservation Area Statement notes that "Church Terrace and Parkshot contain important groups of early 18th century brick terraced houses providing a record of the scale and quality of detail previously seen throughout the area. The conservation area extends to the north beyond the Railway Station to include the Victorian townhouses in Larkfield Road and St. Johns Road which remain in residential use."

Some of the problems and pressures within the Central Richmond Conservation Area Statement include domination of traffic and poor pedestrian safety. Some of the opportunities for enhancement include the improvement of highways conditions and pedestrian convenience.

Para. 4.8 of the Councils Transport SPD states that where an opening has to be made in an existing wall, railing or fence, it should be kept to a minimum and made good at both ends to match existing materials and details, such as timber posts and piers. It will be expected that as a minimum two-thirds of the boundary wall/fence will be retained or re-provided to ensure a continued sense of enclosure. Where possible, gates should be provided and visibility splays to the footway will be a requirement.

Para. 4.9 of the Councils Transport SPD states that footway crossovers if approved will be provided to the

design standards set out in the Public Space Design Guide, which gives guidance in streetscape design. Further, 'It should be noted that existing crossovers do not set a precedent for new crossovers in a street and will not be accepted as an argument for the provision of other crossovers which do not meet current adopted policy'.

The proposal comprises of a parking space which would be approximately 5m in length and 7.5m in width, and would feature permeable block paved hardsurfacing (dark grey brick paver). The crossover would measure approximately 4m in width. The proposed works would also result in the removal of the existing pedestrian entranceway and shortening of the section of railings to facilitate car parking. The removal of front boundary treatment and facilitation of car parking in front gardens is generally resisted. However, it is acknowledged that it is a fairly common feature along this section of Larkfield Road. It is noted that part of the front boundary would remain which is welcome and would ensure that an element of the boundary treatment and its contribution to the streetscape is retained.

The proposed hardstanding is not ideal as it would replace the existing with a single material of monochrome and monotonous appearance. However, it is acknowledge that these works may be carried out under Permitted Development rights, so it would be onerous to refuse the application on this basis. For a future submission the applicant is strongly encouraged to consider using two different hardstanding materials in order to differentiate between the areas for car parking and the other areas of the front garden. Additional planting is also encouraged to help soften the hardstanding.

No objections are raised regarding the EV charging point but it is noted that the applicant has indicated that it would located in a prominent position to the left of the front entrance door. No information has been provided regarding the size and colour of the charging point, so there is a risk this could become an overly prominent feature on the front of the building. For a future submission, it is recommended that the charging point is relocated to a less visually prominent position to minimise its impact on the appearance of the building. The dropped kerb itself would have no impact on the streetscape but the parking of a car on the front garden would impact on the appearance of no.15. However, as noted above, car parking on front gardens is fairly common along this section of Larkfield Road, and so may be seen as a characteristic of the area.

The works to facilitate car parking on the front garden at no.15 are considered, on balance, to have a neutral impact on the character and appearance of the Conservation Area, given the mix of front boundary treatments, front garden treatments, and prevalence of cars parking on front gardens.

Paragraph 205 of the NPPF states 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 208 of the NPPF states 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal'. In this instance, the proposal is not considered to result in harm to the character and appearance of the Conservation Area.

In view of the above, the proposal would comply with the aims and objectives of policies LP1 and LP3 of the Local Plan and policies 28 and 29 of the Publication Local Plan as supported by the Central Richmond Conservation Area Statement and Study.

ii Impact on neighbour amenity

Policy LP8 states that development must protect the amenity and living conditions of existing, adjoining and neighbouring occupants. Design must allow for good daylight standards, avoid overlooking or noise disturbance, avoid visual intrusion, overbearing impacts or harm to the reasonable enjoyment of the uses of buildings and gardens. Harm may arise from various impacts such as noise, air pollution, odours or vibration.

Given siting, scale and nature it is considered that the current application would not cause unreasonable harm to neighbouring amenities.

iii Transport

Policy LP45 of the Local Plan states 'The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car-based travel including on the operation of the road network and the local environment, and ensuring making the best use of the land.'

The proposal seeks to provide a vehicular crossover.

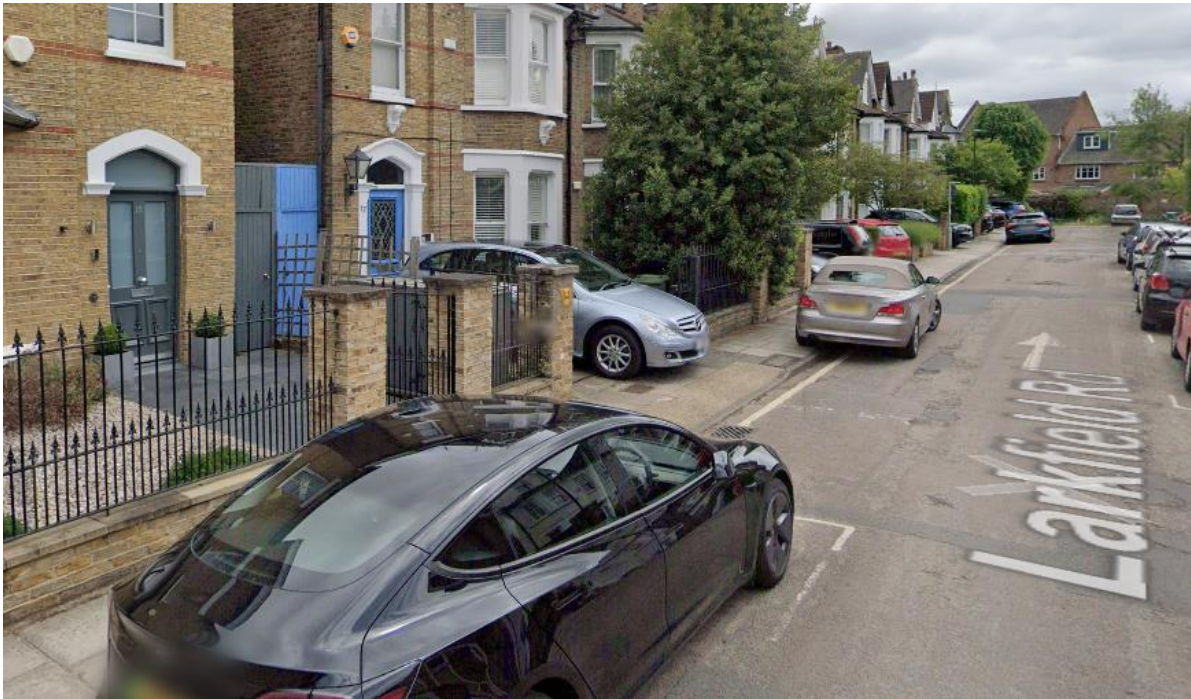
The Council's Transport SPD 2020 (Appendix 2 Para 5.15) states that where neighbours may wish to share a crossover, the width of flat section should be between 2.4m and 4.8m, with the minimum width preferred.

Appendix 2 Para. 5.17 states that footway crossovers grouped together for more than 2 vehicles in a row, will not be permitted on publicly maintained highways. Sightlines from these spaces are diminished and they present a large area of crossover for pedestrians to negotiate, as well as removing on street community parking.

Appendix 2 Para 5.4 states that on non-classified roads, the garden must be able to accommodate a car parked at 90 degrees to the footway and the car-standing area must be a minimum size of 2.4m wide and 4.8 m long, with a further width of at least 2.4m. The parking space should not be sited in front of the main door to the house.

The proposal is contrary to the LBRuT Transport SPD2020 on a number of points:

- The width of the flat section of the crossover when shared with No.17 Larkfield Road would be more than 4.8m
- The footway cross over would be grouped together for more than 2 vehicles in a row.
- The parking space would be sited in front of the main door to the house, and it is evident from street view images, that a car would overhang the pedestrian footway:



Google Images <https://maps.app.goo.gl/LpCzwpV6DrkjxuMA>

As noted above, the SPD states that the garden must be able to accommodate a car parked at 90° to the footway and the car-standing area must be a minimum size of 2.4m wide and 5m long, with a further clearance of at least 1m to the front of the property.

With the points made above the proposed scheme would be contrary to policy and is considered unacceptable in this respect.

iv Flood Risk

Policy LP21 of the Local Plan states '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 application site is located within an area susceptible to groundwater flooding, a critical drainage area and a throughflow catchment area. No changes are proposed which will increase the amount of impermeable surface associated with the site. As such, no objection is raised to this proposal in regard to flood risk.

v Fire Safety

The applicant has submitted a 'Reasonable Exception Statement' to address policy D12 of the London Plan (2021). The applicant is advised that alterations to existing buildings should comply with the Building Regulations. This permission is NOT a consent under the Building Regulations for which a separate application should be made

7. LOCAL FINANCE CONSIDERATIONS AND OTHER MATTERS

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The weight to be attached to a local finance consideration remains a matter for the decision maker. The Mayor of London's CIL and Richmond CIL are therefore material considerations.

On initial assessment this development is not considered liable for the Mayoral or Richmond CIL however this is subject to confirmation by the CIL Administration Team

8. RECOMMENDATION

This recommendation is made following careful consideration of all the issues raised through the application process. In making this recommendation consideration has been had to the statutory duties imposed by the Planning (Listed Buildings and Conservation Areas) Act 1990 and the requirements set out in Chapter 16 of the NPPF.

For the reasons set out above, it is considered that the adverse impacts of allowing this planning application would significantly outweigh the benefits, when assessed against the policies in NPPF (2021) and the Development Plan, when taken as a whole.

Refuse planning permission for the following reasons

By reason of the unacceptable width, siting, layout, and in the absence any detail showing the layout, the dropped kerb and associated hardstanding for car parking is considered to adversely impact on the free flow of traffic in the locality to the detriment of highway and pedestrian safety. The proposal would be contrary to, in particular, Paragraph 111 of the NPPF, Policies LP44 and LP45 of the Local Plan (2018), Policy 48 of the Publication Local Plan (Regulation 19 Version) and the Council's Transport SPD (2020).

Recommendation:

The determination of this application falls within the scope of Officer delegated powers - YES / NO

I therefore recommend the following:

- 1. REFUSAL
- 2. PERMISSION
- 3. FORWARD TO COMMITTEE

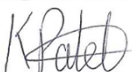
This application is CIL liable YES* NO
(*If yes, complete CIL tab in Uniform)

This application requires a Legal Agreement YES* NO
(*If yes, complete Development Condition Monitoring in Uniform)

This application has representations online (which are not on the file) YES NO

Case Officer (Initials):RHE..... Dated:28/08/2024.....

I agree the recommendation:



Team Leader/Head of Development Management/Principal Planner

Dated: ...30/08/2024.....