

# **DESIGN, ACCESS AND PLANNING STATEMENT**

**On behalf of:**

**GREENE KING PLC.**

**In respect of:**

**APPLICATION FOR PERMISSION TO CONVERT THE FORMER  
RAILWAY INN TO 4 NO. DWELLINGS AND DEMOLISH AN  
EXISTING TWO STOREY OUTBUILDING**

**127 STATION ROAD, HAMPTON, MIDDLESEX, TW12 2AL**

**JANUARY 2010**

## 1.0 INTRODUCTION

- 1.1 This statement forms part of an application submitted on behalf of Greene King Plc., which seeks permission to convert the former Railway Inn public house to 4 no. dwellings, and demolish an existing outbuilding at the rear of the site.
- 1.2 For the purposes of Circular 01/2006 this is a design and access statement. It is also a planning supporting statement that considers compliance with any relevant planning policies and other material considerations.

### Site and Surroundings

- 1.3 The Railway Inn Public House is located on the southern side of Station Road in close proximity to Hampton Train Station.
- 1.4 The public house is a two-storey building with an overall site area of approximately 466 m<sup>2</sup>. The property is listed as a building of Townscape Merit, however it is located outside the nearby Hampton Village Conservation Area.
- 1.5 The site is bounded to the west, east and north by existing residential blocks of flats and to the south by the existing terraced row of dwellings along Oldfield Road.
- 1.6 The surrounding area is mixed in character with a variety of residential blocks of flats and small retail units.
- 1.7 In terms of access, a vehicular access from Station Road provides access to the rear of the building and a public pedestrian access route flanks the western boundary providing access between Station Road and Oldfield Road.

### Planning History

- 1.8 A search of the Council's records has identified the following planning history for the site:
- 08/0383/FUL Erection of timber frame structure with polycarbonate roof to rear of property  
- *Granted permission 28/03/2008*
  - 05/1709/COU Change of use of ground floor from en-suite bedrooms to a conference suite and function room  
- *Refused permission 07/10/2005*
  - 02/1811/DD01 Details Pursuant To Condition 2 (materials) Of Appeal Decision  
- *Granted permission 28/04/2003*
  - 02/1811 Proposed Change Of Use Of Coach House And Garages At Rear To Provide Ancillary Hotel Accommodation, Including First Floor And Ground Floor Extensions.  
- *Refused permission 16/09/2002. Appeal allowed on 12/03/2003*
  - 02/0770 Proposed Extension To Coach house And Garages To Provide Ancillary Accommodation To Hotel.  
- *Withdrawn 22/05/2002*

**2.0 PROPOSED DEVELOPMENT**

- 2.1 The application seeks permission to convert the existing public house to 3 x 2 bed flats and 1 x 1 bed flat and demolish the vacant two-storey outbuilding at the rear of the site.
- 2.2 The remainder of the site will provide four off-street parking spaces (one per dwelling) to the rear of the building. This layout ensures that the proposed dwellings will overlook the parking area to provide security to its users and to discourage misuse.
- 2.3 The proposed development also provides a shared amenity space at the rear of the site for future occupiers.
- 2.4 In terms of vehicular access, all of the properties will be accessed from Station Road via the existing access track.
- 2.5 The former Railway Inn is a building of considerable character that relates well to its surroundings. The proposed layout plan demonstrates how well the building can be subdivided into 4 units together with off-street parking and shared amenity space. The proposed development is considered to provide an opportunity to improve the character and appearance of this building of Townscape Merit, and improve the environmental quality of the site itself to the benefit of the local community.

### 3.0 PLANNING POLICY FRAMEWORK

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. This section of the statement sets out the relevant policies of the statutory development plan and refers to any other material considerations that should be taken into account in determining this application.

#### The Development Plan

- 3.2 The relevant Development Plan comprises the London Plan (consolidated with Alterations since 2004), the 'saved' policies of the London Borough of Richmond Upon Thames - Unitary Development Plan and the London Borough of Richmond Upon Thames Core Strategy (April 2009). Other material considerations include Planning Policy Statement 1: Sustainable Development, Planning Policy Statement 3: Housing and Planning Policy Guidance Note 13 (PPG13): Transport (April 2001).

#### London Plan

- 3.3 The following policies of the adopted London Plan are considered relevant to the consideration of this application.
- 3.4 **Policy 2A.1** states that the Mayor will, and boroughs and other stakeholders should promote, support and encourage the development of London in ways that secure the plan's social, environmental and economic objectives. In accordance with the criteria of this policy, the proposed development optimises the use of previously developed land whilst retaining a building of Townscape Merit in a location that is accessible by public transport, walking and cycling.
- 3.5 **Policy 2A.9** seeks to support communities in suburban areas of both inner and outer London. In line with this policy the proposed development seeks to make more efficient use of this brown field site to provide a net addition of housing, in a location that has good access by public transport and on foot.
- 3.6 **Policy 3A.1** seeks to encourage the Mayor and Boroughs to achieve and exceed the minimum target for housing provision totalling 30,500 additional homes per year. The ten year target for Richmond Upon Thames is 2,700 with an annual target of 270. The proposed development will therefore contribute to the Borough achieving its housing provision target.
- 3.7 **Policy 3A.3** aims to maximise the potential of sites and states that the Mayor will, and Boroughs should, ensure that development proposals achieve the maximum intensity of use compatible with local context, the design principles in Policy 4B.1 and with public transport capacity. In accordance with this policy this proposed conversion scheme seeks to maximise use of the existing building whilst respecting the local context.
- 3.8 **Policy 3C.23** states that the Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. In line with this policy the proposal development provides four parking spaces at the rear of the site, which equates to one space per dwelling. This level of provision is considered suitable for the site's location and will not undermine the use of other modes of transport.

- 3.9 **Policy 4A.3** seeks to ensure that future developments meet the highest standards of sustainable design and construction. In accordance with this policy, the proposed scheme makes effective use of this previously developed site and retains an existing building of Townscape Merit.
- 3.10 **Policy 4B.1** sets out the design principles for a compact city and in line with this policy the proposal seeks to maximise the potential of the application site whilst respecting the local context and the character of the existing building.
- 3.11 **Policy 4B.4** relates to London's existing building stock and supports measures to produce a lower environmental impact from the existing stock of buildings by supporting policies and programmes for refurbishment of buildings to help achieve the sustainability aims of the Plan. The proposed conversion of the former Railway Inn therefore complies with this policy.

#### London Borough of Richmond Upon Thames - Unitary Development Plan

- 3.12 The following 'saved' policies of the UDP are considered relevant to the determination of this application.
- 3.13 **Policy BLT4** seeks to protect and encourage the preservation and enhancement of Buildings of Townscape Merit and states that the Council will use its powers where possible to protect their character and setting. In accordance with this policy, the proposed development seeks to convert the existing building of Townscape Merit on the site and seeks to demolish the unsightly two storey building at the rear to enhance the setting of the existing building.
- 3.14 **Policy BLT5** seeks to ensure that listed buildings and buildings of townscape merit are used for the purpose for which they were originally built or a similar use. The alternative use of the former public house as residential is considered wholly appropriate and respects the local context, whilst protecting the appearance and historic character of the building.
- 3.15 **Policy BLT15** seeks to ensure that the design and layout of buildings enables sufficient sunlight and daylight to penetrate into and between buildings, and that adjoining land or properties are protected. In this instance, the removal of the two storey building at the rear of the site will significantly improve daylight and sunlight to the rear gardens of the residential properties along Oldfield Road, as well as allow natural light to penetrate into the converted building at both ground and first floor level.
- 3.16 **Policy BLT16** relates to 'unneighbourliness' and states that the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance. In accordance with this policy the proposed conversion to residential use of the existing building is considered more compatible with the surrounding uses, and as the existing building will only be converted with no extensions there will be no impact on the adjoining properties.
- 3.17 **Policy TRN4** states that maximum car parking standards are set for all types of development as at appendix 1. For C3 residential use and for 1-4 bedrooms a maximum of 1 space per dwelling is required. In accordance with this policy, the proposed scheme provides 4 spaces, which equates to 1 space per dwelling.
- 3.18 **Policy HSG4** states that in areas which are in predominantly residential use, priority will be given to the provision of additional housing so long as this does not have an adverse effect on the

character of the area. The proposed conversion of the former public house to residential use will be in keeping with the character of the surrounding area, which is predominantly residential. It is therefore considered that the proposal complies with the objective of policy HSG4.

- 3.19 **Policy HSG11** relates to residential density and mix, and supporting text at paragraph 8.59 states that a priority of the Council is the provision of small units to widen the choice for the increasing number of small households. In accordance with this aim, the proposed development will provide a net addition of 1 and 2 bedroom units for the Borough.
- 3.20 **Policy HSG13** encourages the conversion of suitable large dwellings to smaller units providing the scheme can be satisfactorily related to the environment, will not unduly affect the amenities of adjoining premises and a reasonable standard of accommodation is achieved. In accordance with the policy's criteria for assessing the suitability of a property for conversion, the proposed scheme is considered suitable for the following reasons:
- i). The size of the property and its internal layout are suitable for conversion to four residential units;
  - ii). A maximum of 4 car parking spaces has been provided on site in accordance with the Council's parking standards, and the site is located opposite Hampton Train Station;
  - iii). The proposed change of use to residential will be in keeping with the character of the surrounding area, which is predominantly residential;
  - iv). The design of the proposal ensures that there will be no impact on the amenities of the adjoining properties;
  - v). The proposed conversion will provide a number of small units in accordance with policy HSG11.
- 3.21 **Policy HSG14** details a number of factors that the Council will take into account when considering proposed conversions. The proposed scheme complies with this policy for the following reasons:
- i). The number of units are appropriate for the size of the existing building;
  - ii). The proposed layout of the site is appropriate in relation to the adjoining properties;
  - iii). The level of daylight and sunlight to the site will be improved by the removal of the two-storey structure at the rear of the site;
  - iv). The proposed conversion will provide a number of small units;
  - v). All the units will have access to a shared amenity area;

#### London Borough of Richmond's Core Strategy

- 3.22 The following policies of the adopted Core Strategy are considered relevant to the determination of this application.
- 3.23 **Policy CP1** seeks to ensure that all new development and refurbishment is as sustainable as possible by requiring that these matters are considered from the strategic level down to the details of construction. In accordance with this policy the proposed development seeks to reduce its environmental impact by converting the existing public house building rather than demolishing this building and constructing a new structure. The location of the application site is also accessible and will help to reduce the need to travel by unsustainable modes of transport.
- 3.24 **Policy CP5** seeks to encourage sustainable travel as part of new development. The application proposal complies with **Policy CP5** as the application site is located opposite Hampton Railway Station and there are a number of bus stops along Station Road and the surrounding roads. The site is therefore very well served by public transport.

- 3.25 **Policy CP7** seeks to maintain and improve the local environment through the protection of existing buildings and areas in the Borough of recognised high quality and historic interest from inappropriate development. Supporting text at paragraph 8.2.1.3 states that the Council will support new development, including extensions and refurbishment that has evolved from an understanding of the site, the impact on its surroundings, and its role within the wider neighbourhood. In line with this policy, the proposed development involves the conversion of an existing building listed as a building of Townscape Merit. The proposed demolition of the two storey structure at the rear of the site will significantly improve the setting of the building and improve the environmental quality of the site overall.
- 3.26 **Policy CP14** provides the strategic dwelling requirement for the Borough and states that the Borough's target for the ten year period between 1 April 2007 and 31 March 2017, is an additional 2,700 dwellings, annualised as 270 dwellings per year. The approximate number for the Teddington & the Hamptons area is 700-800. The proposed refurbishment of the former public house to provide 4 new dwellings will contribute to the Borough's annual target, whilst providing a development that retains a building of Townscape Merit in an accessible location, well served by public transport. The proposed scheme also respects the quality, character and amenity of the surrounding neighbourhood.

#### Other Material Considerations

- 3.27 Planning Policy Statement 1 (PPS1) sets out the overarching planning policies on the delivery of sustainable development through the planning system. This PPS was published in 2005.
- 3.28 According to paragraph 5 planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by making suitable land available for development in line with economic, social and environmental objectives; contributing to sustainable economic development; protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; ensuring high quality development through good and inclusive design; and the efficient use of resources, and ensuring that development supports existing communities.
- 3.29 Paragraph 23 relates to sustainable economic development and section (vii) states that planning authorities should *'ensure the provision of sufficient, good quality, new homes in suitable locations, whether through new development or the conversion of existing buildings. The aim should be to ensure that everyone has the opportunity of a decent home, in locations that reduce the need to travel'*.
- 3.30 Paragraph 27 (ii) seeks Planning Authorities to promote urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities.
- 3.31 Sub-section (v) seeks to ensure that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car.
- 3.32 Sub-section (viii) intends to promote the more efficient use of land through higher density development and the use of suitably located previously developed land and buildings. It goes on to state that planning should seek actively to bring vacant and underused land and buildings back into beneficial use to achieve the targets set by the Government.

- 3.33 Paragraph 38 goes on to state that Local Planning Authorities should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles.
- 3.34 Overall, it is considered that the application proposal complies with the aims and objectives of PPS1.

#### Planning Policy Statement 3: Housing

- 3.35 The government's policy in relation to housing is set out in Planning Policy Statement 3 (PPS3), which was published in November 2006.
- 3.36 According to paragraph 1 *'the Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live'*.
- 3.37 Another objective of the government's policy is to ensure that housing is developed in suitable locations which offer a range of community facilities and good access to jobs, key services and infrastructure, in order to create mixed and sustainable communities.
- 3.38 In terms of design, paragraph 37 states that *'new development should be of high quality inclusive design and layout, and be informed by its wider context, having regard not just to neighbouring buildings but to the townscape and landscape of the wider locality...the key consideration should be whether a development positively improves the character and environmental quality of an area and the way it functions'*.
- 3.39 According to paragraph 41 Local Planning Authorities should consider favorably planning applications for housing development where (c) the planning proposal makes an efficient use of land, offers a good housing mix, is of high quality and does not have an unacceptable impact on the environment.
- 3.40 Overall, it is considered that the application accords with the principles and objectives of PPS3.

#### Planning Policy Guidance Note 13 (PPG13): Transport (April 2001)

- 3.41 PPG13 sets out that development should be located so as to provide a choice of means of travel to other facilities. High-density residential development should be located near public transport centres, or alongside corridors well served by public transport and close to local facilities. PPG13 sets out that parking requirements should generally be kept to the operational minimum and that reduced parking requirements should be adopted in locations which have good access to means of travel other than the private car.
- 3.42 Overall, it is considered that the application accords with the principles and objectives of PPG13.



#### **4.0 DESIGN AND ACCESS**

4.1 The following section addresses the relevant design and access issues of the application, in accordance with Government guidance contained within Circular 01/2006 'Guidance on Changes to the Development Control System'.

##### **Use**

4.2 In terms of use, the proposed development seeks permission to convert the existing public house (use class order A4) at no. 127 Station Road to residential (use class order C3).

4.3 The proposed development will be located in an established residential area and given this relationship with the neighbouring uses, a residential conversion scheme would be most appropriate. The sustainable location of the site is also considered compatible with new residential development.

##### **Amount**

4.4 The proposed development seeks permission to convert the existing building to 1 no. 1 bed flat and 3 no. 2 bed flats. The number of units are considered appropriate for the size of the existing building and wholly in keeping with the character of the surrounding area.

4.5 The site area totals 0.046 hectares and a conversion scheme to provide 4 new flats is considered suitable for the size of the site and its locality.

4.6 The conversion of the existing building to provide residential dwellings wholly complements the character of the surrounding area whilst making the best use of this previously developed site without giving rise to a cramped or intrusive form of development. The extent of the existing site and the lack of external alterations would ensure that the proposal would not be seen as extending in any unreasonable way into the street scene.

##### **Layout**

4.7 The internal arrangement of the converted building will ensure that overlooking of the neighbouring properties is not an issue, which will ensure that the amenity of surrounding residents is protected.

4.8 The alignment of the existing building is consistent with the horizontal and visual rhythms along Station Road, and therefore relates well to its setting by respecting the established line of building frontages and creating a sympathetic development.

4.9 Whilst the appearance of the existing building remains virtually the same, a number of minor alterations are proposed to the elevations of the building to improve internal circulation and improve light penetration into the building. The proposed alterations are not excessive or unnecessary.

4.10 The demolition of the existing outbuilding at the rear of the site will make room for the proposed parking and turning area, together with the communal amenity area for future occupiers.

- 4.11 Overall, in terms of layout, it is considered that the proposed development would sit comfortably within its site boundaries and relates well to its setting. The proposed scheme makes efficient use of this existing building whilst retaining adequate space for communal amenity space and off-street parking.

### **Scale**

- 4.12 The existing scale of the building relates well to the scale of the surrounding area, which is characterised by 3-4 storey blocks of flats and 2 storey terraced and semi-detached dwellings. Therefore it is considered that the existing built form of the building responds positively to the scale of the locality and will blend seamlessly into the existing massing pattern in the locality. This will ensure that the proposal will be in keeping with the character and appearance of the area.
- 4.13 Overall the scale of the former public house reflects the existing characteristics in this locality to ensure that this well considered scheme remains compatible with the scale of the surrounding area.

### **Appearance**

- 4.14 The former Railway Inn is a building of Townscape Merit and its retention will protect the character of the surrounding area. Minor alterations to the façade of the building have been designed to improve the internal layout of the individual units and improve light penetration into the building. However the alterations will be so minor that the existing appearance of the building will not be changed and will remain in character with the surrounding residential properties. This will also ensure that the proposal will not appear obtrusive in the street scene.
- 4.15 The proposed appearance of the building together with the careful use of landscaping and parking surface materials will ensure that a pleasant and attractive streetscape is created.
- 4.16 Overall the appearance of the existing building is compatible with the established street façade along Station Road and the surrounding area.

### **Landscaping**

- 4.17 In terms of landscaping, the environmental quality of the site will be improved through the removal of the existing outbuilding and the introduction of a communal amenity area at the rear of the building for future occupier's use. This shared area will help break up the proposed car park and the surfacing required for this area. This will help green the environment and also make it a more pleasant and attractive place to live.
- 4.18 Overall it is considered that the proposed landscape setting of the development will be significantly enhanced as a result of the proposed scheme.

### **Access**

- 4.19 The main point of access to the site from the highway will be maintained via the existing access off Station Road, which will provide access to the parking area at the rear of the site. This arrangement mirrors the parking arrangement when the structure at the rear of the site was used as a coachhouse and garages.

- 4.20 The proposed layout of the access and the parking spaces will ensure that egress from buildings in the event of emergency evacuation can occur safely and effectively.
- 4.21 Whilst materials can be agreed under condition, it is envisaged that the paving treatment will match that used in the locality to allow for visual continuation.
- 4.22 Pedestrian access to the site will be maintained via the existing footway along Station Road.
- 4.23 In terms of sustainability, the application site is well served by public transport. In particular the site is located opposite Hampton Train Station, which provides regular services to London Waterloo and Hampton Court. Station Road is also used by two bus routes (111 and 216). Therefore the need to travel by private car will be reduced as encouraged in the development plan and PPS1.

## 5.0 Planning Issues

### Principle of the change of use

- 5.1 There is clear support within the development plan for the conversion of existing buildings for new residential development, and there is also support for the net addition of new residential units in the Borough, which the proposed development will provide.
- 5.2 Although the existing public house use will be lost, there are a number of other class A4 uses in close proximity to the site. Table 1 below lists some of the alternative facilities within 2 km of the site, which is identified in PPG13 as the general threshold below which people will be minded to walk.

Name of Public House	Address	Distance from no. 127 Station Road (km)
Worlds End	88 Station Road, Hampton, Middlesex, TW12 2AX	0.3
Bell Inn	8, Thames St, Hampton, Middlesex, TW12 2EA	0.6
Jolly Coopers	16 High Street, Hampton, Middlesex, TW12 2SJ	0.6
Dukes Head	122 High Street, Hampton, Middlesex, TW12 2ST	0.9
The Royal Oak	45 Oak Avenue, Hampton, Middlesex, TW12 3NR	1.13
The Rising Sun	29 High Street, Hampton Hill, Hampton, Middlesex, TW12 1NB	1.3
The Court Jester	31 Tangley Park Road, Hampton, Middlesex, TW12 3YH	1.3
The Royal Oak	317, Walton Rd, West Molesey, Surrey, KT8 2QG	1.4
Joes Bar and Restaurant	99 High St, Hampton Hill, Middlesex, TW12 1NH	1.4
The Star	8, High St, Hampton Hill, Middlesex, TW12 1PD	1.4
The Cannon	19, High St, West Molesey, Surrey, KT8 2NA	1.4
The Windmill	80 Windmill Road, Hampton, Middlesex, TW12 1QU	1.4
The Lord Hotham	360 Walton Road, West Molesey, Surrey, KT8 2JE	1.6
Duke of Clarence	147, High St, Hampton Hill, Middlesex, TW12 1NJ	1.6

**Table 1:** List of existing Public Houses within 2 km of the application site.

- 5.3 It is therefore clear from table 1 that the loss of the Railway Inn public house will not impact on the local community or those economically or physically disadvantaged as there are a number of alternative facilities both within walking distance and accessible by public transport from the application site.

- 5.4 It is also important to note that there are no policies in the UDP or Core Strategy to protect Public Houses. It is therefore considered that in principle a change of use to residential would be appropriate and the loss of the existing use would not be contrary to policy. Whilst the application site has not been allocated for residential use in the development plan, it is situated within an existing residential area and a residential use is considered to be compatible with the surrounding uses.
- 5.5 Policy HSG13 encourages the conversion of suitable large dwellings to smaller units, providing an acceptable standard of accommodation is achieved. As demonstrated on the proposed floor plans, the existing building is readily convertible to 4 flats and the proposal does not result in any significant changes to the appearance of the building or the site.
- 5.6 Policy HSG11 seeks to ensure that provision is made for small units as part of new developments to widen the choice for the increasing number of small households. The proposed conversion scheme satisfies this policy in that it provides a mix of small units, which widens the housing choice in the locality.
- 5.7 In terms of sustainability, the application site is well served by public transport. As previously mentioned the site is located opposite Hampton Train Station, which provides regular services to London Waterloo and Hampton Court, and Station Road is also used by two bus routes (111 and 216).
- 5.8 Therefore the principle of this change of use is considered to be acceptable as there would be no physical impact on the surrounding area or harm to the existing character of the area. The proposed conversion to residential use is also considered more compatible with the locality than the current use.

#### Impact on character and appearance of the existing building

- 5.9 As mentioned in the previous chapter the appearance of the existing building will not be altered significantly. Only a small number of minor alterations are proposed to the elevations of the building to improve internal circulation and improve light penetration into the building. The proposed alterations are not excessive or unnecessary.
- 5.10 It is therefore considered that the proposed conversion will not adversely affect the character or appearance of the existing building, complying with UDP policies BLT4 and BLT5.

#### Impact of development on residential amenity

- 5.11 In terms of residential amenity, UDP policies BLT15 and BLT16 seek to protect the amenity of existing nearby residents. In accordance with the objectives of these policies, the proposed change of use scheme will not adversely affect the amenity of the surrounding neighbouring properties. There are no extensions or other buildings proposed which could affect light or outlook and the residential properties are sufficiently distanced from the site so as not to be adversely affected in terms of loss of privacy.
- 5.12 It is felt that the proposed development will not only improve the appearance and environmental quality of the area, but also improve the outlook from the existing properties to the rear of the site through the demolition of the vacant 2 storey former outbuilding, which is currently blocking their outlook.

- 5.13 For the reasons above it is considered that the proposed conversion would not give rise to unacceptable loss of sunlight and daylight or loss of privacy. It is therefore considered that the proposed conversion will not adversely affect the amenity of the neighbouring properties, complying with UDP policies BLT15 and BLT16.

#### Proposed residential environment

- 5.14 The proposed flats are sufficiently sized for single occupancy, couples or young families. Each flat has adequate light from the existing windows.
- 5.15 The proposed scheme also provides an adequate level of communal amenity space at the rear of the existing building and will be landscaped in accordance with details approved by the Council. Access will be provided to the communal garden for all the units. The removal of the existing two storey outbuilding will also open up the rear of the site, which is currently cramped.
- 5.16 Overall, it is considered that the proposal achieves sufficient communal amenity space for the future occupants and therefore complies with UDP policies HSG13 and HSG14.

#### Access and parking

- 5.17 As previously mentioned the proposed development includes four off-street parking spaces, which provides one car parking space per dwelling, which complies with the Council's Parking Standards. The proposed level of provision is considered appropriate for the site's location and will not undermine the use of more sustainable non-car modes of transport. The proposed level will also ensure that the surrounding streets are not subject to parking stress or nuisance from inappropriate on-street parking.
- 5.18 It is also important to note that the application site is well served by public transport and is easily accessible by foot or cycling. Town centre services and facilities are therefore easily accessible by means other than the car.
- 5.19 Therefore the proposed level of off-street parking as part of this development is considered acceptable and sufficient to serve the needs of future residents. It is considered that the proposal would not have an adverse impact on highway safety or the free flow of traffic and therefore complies with London Plan policy 3C.23 and UDP policy TRN4.
- 5.20 In terms of access the existing vehicular access to the site is to be maintained which is acceptable considering the scale and use of the development. This arrangement will ensure that the flow of traffic along Station Road will not be obstructed and would not prejudice highway safety for pedestrians and vehicles.
- 5.21 In terms of traffic generation, it is considered that the trip rate of the proposed development is unlikely to represent a material increase in vehicle trips to the site from the existing situation. Hence there will be no material change to the net impact on the trunk road network in the area. The capacity of the network is considered to be more than sufficient to accommodate the development without increased congestion or risk to safety.

- 5.22 Therefore the proposed level of off-street parking as part of this development is considered acceptable and sufficient to serve the needs of future residents. The proposed access arrangement will respect highway safety for pedestrians and vehicles. The proposal is therefore considered to comply with London plan London Plan policy 3C.23 and UDP policy TRN4.

#### Proposed residential environment

- 5.23 The proposed flats are sufficiently sized for single occupancy or couples. Each flat has adequate light from the existing windows.
- 5.24 The proposed scheme also provides an adequate level of communal amenity space at the rear of the existing building and will be landscaped in accordance with details approved by the Council. Access will be provided to the communal garden for all the units. The removal of the existing two storey outbuilding will also open up the rear of the site, which is currently cramped.
- 5.25 Overall, it is considered that the proposal achieves sufficient communal amenity space for the future occupants and therefore complies with UDP policies HSG13 and HSG14.

## 6.0 CONCLUSION

- 6.1 Overall it is considered that the proposed conversion of the existing building at no. 127 Station Road to 4 no. flats will compliment the character of the surrounding area and contribute a net addition of small units to the Borough's stock whilst retaining a building of Townscape Merit.
- 6.2 The proposed change of use of this building would not give rise to conflict with surrounding land uses nor to safety issues in the surrounding road network. Moreover the proposed change of use would ensure that the building, which may otherwise remain empty, is maintained in the interests of local visual amenity. The development would therefore be in accordance with the aims and objectives of the development plan.
- 6.3 In planning policy terms, it is considered that the application proposal is acceptable. It is also considered acceptable in terms of design and access.
- 6.4 In conclusion, it is requested that full planning permission be granted for this proposed change of use application, subject to suitable conditions.