

Directorate of Environmental Services  
Head of Planning and Development



My Ref: 05/12156/FUL  
Your Ref: JLF 0458

RPS Plc  
Irwin House  
118 Southwark Street  
London  
SE1 0SW

Development Control  
Guildhall 2  
Kingston upon Thames  
Surrey KT1 1EU

Enquiries to: Steve Rogers  
Direct Line: 020 8547 4795  
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31 May 2005

Dear Sir or Madam

**TOWN AND COUNTRY PLANNING ACT, 1990 (AS AMENDED)**

**LOCATION: 163-165 LONDON ROAD AND, 50 GORDON ROAD, KINGSTON UPON THAMES**

**PROPOSAL: Demolition of existing buildings and erection of a mixed use development consisting of a Class B8 (storage and distribution) unit with access to Gordon Road, 9 residential units consisting of one and two bedroom flats, boundary treatment, associated works and provision of parking and servicing.**

Under the provisions of part III of the Act the Council hereby GRANTS PERMISSION for the development described in your application, your drawing(s) No.(s)

Access Statement	Received	01/03/2005
Sustainability Appraisal	Received	01/03/2005
Design Statement	Received	01/03/2005
Design Statement Addendum	Received	23/03/2005
Transport Statement	Received	01/03/2005
0114-P02-R	Received	08/04/2005
0114/P03-O	Received	08/04/2005
0114/P03-M	Received	01/03/2005
0114/P03 - O COL	Received	20/04/2005
0114/P04 - B COL	Received	20/04/2005
0114/P04-B	Received	23/03/2005
0114-P05	Received	01/03/2005
0114-P06	Received	01/03/2005
0114-P-07	Received	01/03/2005
0114-P-08-A	Received	01/03/2005
0114-PD09-B	Received	08/04/2005
Legal Agreement dated 23/05/2005	Received	24/05/2005

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Summary Reason for Permission

- 1) The proposal will provide local employment opportunities and promote and sustain local businesses whilst maintaining the existing employment use for the site. The proposal therefore complies with Policies STR4, E1a, E2 and E6 of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration
- 2) The proposal is considered acceptable as it as would assist in increasing the borough's supply of small self-contained residential units. The proposal is in keeping with will the character and appearance of this part of London and Gordon Roads and would result in no discernable impact on visual amenity or residential amenity The proposal therefore complies with Policies STR1, H1,H5, H6,BE9, BE11, BE12, RES3, STR2, STR6, OL10a of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration

PERMIT subject to the following conditions:

1. The development hereby permitted shall be commenced within 5 years from the date of this decision.

Reason: In order to comply with Section 91 of the Town and Country Planning Act, 1990. (As amended)

2. The garage or car parking accommodation shown upon the approved drawings shall be provided with a hard bound dust free surface, adequately drained before the development to which it relates is occupied and thereafter it shall be kept free from obstruction at all times for use by the occupier of the development and shall not thereafter be used for any purposes other than the parking of vehicles for the occupiers of the development and visitors to it.

Reason: To ensure the provision of adequate off-street parking accommodation and to avoid the congestion of surrounding roads by parked vehicles in accordance with Policies T1 (Transport Safety) and T20 (Compliance with Car and Cycle Parking Standards) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

3. The car parking, servicing and manoeuvring areas shown on the approved drawing shall be provided with a hard, bound, dust-free surface, adequately drained before the development is occupied for the purpose hereby permitted. The respective areas shall be kept free from obstruction at all times, and shall not thereafter be used for any other purposes other than those shown on the approved drawing.

Continued....

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Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on adjoining highways and that adequate parking servicing and manoeuvring provision is made in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions), T1 (Transport Safety), T20 (Compliance with Car and Cycle Parking Standards) and T21a (Provision and Management of Public Car Parking) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

4. By the time the development hereby permitted is substantially complete, pedestrian/vehicular intervisibility splays of 2.8m x 3.3m shall have been provided in each direction where the access meets the back edge of footway, and shall be permanently retained free from any obstruction to visibility higher than 1.0m above ground level.

Reason: To maintain pedestrian/vehicular intervisibility in the interest of highway safety in accordance with Policy T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

5. By the time the development hereby permitted is substantially complete, visibility sight line splays of 2.4 x 33m shall be provided in each direction at the access to Gordon Road and shall be permanently retained free from any obstruction to visibility higher than 1.0 metres above the surface of the adjoining highway..

Reason: In the interests of vehicular and pedestrian safety in accordance with Policy T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration

6. The building shall not be occupied until all works to the public highway have been carried out in accordance with details, including the levels of buildings, roads, parking areas and pathways within the site, which shall have been approved by the local planning authority or by the Council as highway authority pursuant to Section 278 of the Highways Act 1980; and the widened carriageway and footway shall be retained permanently available for vehicular and pedestrian circulation only.

Reason: In the interests of amenity, the free flow of traffic on the highway and road safety in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions) and T14 (Pedestrian Network) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

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7. Full details of the materials, colour and texture of the external finish of the building shall be submitted to and approved in writing by the Local Planning Authority before development commences and the development shall be constructed in accordance with the approved finishes.

Reason: To ensure a satisfactory appearance on completion of the development in accordance with Policies BE11 (Design of New Buildings and Extensions) and STR6 (Conserving and Enhancing the Built Environment) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

8. Refuse storage facilities and recycling refuse facilities for both the self storage unit and the residential area of the development shall be provided prior to the occupation of the said development hereby permitted in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site.

Reason: To ensure the provision of refuse facilities and recycling facilities to the satisfaction of the Council in accordance with Policies H1 (Protection of Residential Amenities), STR6 (Conserving and Enhancing the Built Environment) and MW2 (Waste and Environment) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

9. The existing on street recycling facilities shall be resited and provided prior to the occupation of the development hereby permitted in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site.

Reason: To ensure the provision of recycling facilities to the satisfaction of the Council in accordance with Policies H1 (Protection of Residential Amenities), STR6 (Conserving and Enhancing the Built Environment) and MW2 (Waste and Environment) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

10. All works on site shall take place in accordance with the following details which shall have previously been submitted to and approved in writing by the Local Planning Authority prior to the commencement of work:
  - (a) provision for loading/unloading materials.
  - (b) storage of plant, materials and operatives vehicles.
  - (c) temporary site access.
  - (d) signing system for works traffic.

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- (e) measures for the laying of dust, suppression of noise and abatement of other nuisance arising from development works.
- (f) location of all ancillary site buildings.
- (g) measures to protect any tree, shrubbery and other landscape features to be retained on the site during the course of development.
- (h) means of enclosure of the site.
- (i) wheel washing equipment.

Reason: In order to safeguard the amenities of the surrounding residential occupiers and to safeguard highway safety and the free flow of traffic in accordance with Policies H1 (Protection of Residential Amenities), STR6 (Conserving and Enhancing the Built Environment) and T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

- 11 Before the development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority for the acoustic insulation of the buildings including the insulation measures proposed between the flats and the storage building. The scheme shall be implemented before the buildings are first occupied and thereafter permanently retained.

Reason: In order to control the noise emanating there from and in the interests of the residential amenities of the area in accordance with Policies BE21

12. Before the first occupation of the building hereby approved, adequate access shall be provided for people with disabilities, in accordance with details which shall have been previously submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the proposed building is accessible to persons with disabilities and to comply with Section 76 of the Town and Country Planning Act 1990. (As amended) in accordance with Policy T13 (Facilities for People with Disabilities) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

13. No development shall commence until a landscaping scheme including where applicable the retention of the existing trees shall have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented within the first planting season following completion of the development and the tree planting and landscaping shall thereafter be maintained for five years to the satisfaction of the Local Planning Authority. Any trees or shrubs which die during this period shall be replaced in the first available planting season, and the area shown to be landscaped shall be permanently retained for that purpose only.

Continued....

05/12156/FUL continued

Reason: In the interests of visual amenity and also that the Local Planning Authority shall be satisfied as to the details of the development in accordance with Policy BE9 (Trees and Soft Landscaping) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

14. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body which shall have been approved by the Local Planning Authority.

Reason: Important archaeological remains may exist on this site. Accordingly the planning authority wishes to secure the provision of archaeological excavation and the subsequent recording of the remains prior to development, in accordance with the guidance and model condition set out in PPG16 in accordance with Policy BE19 (Areas of Archaeological Significance) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

15. Before the development hereby permitted commences on site, a soil survey of the site shall be undertaken and the results provided to the Local Planning Authority. The survey shall be taken at such points and to such a depth as the Local Planning Authority may stipulate. A scheme for decontamination of the site shall be submitted to and approved by the Local Planning Authority in writing and the scheme as approved shall be fully implemented and completed before any residential unit hereby permitted is first occupied.

Reason: In order to prevent the pollution of the water environment to ensure future occupiers of the dwellings are safeguarded from potential hotspot contamination in accordance with Policy MW5 (Contaminated and Unstable Land) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration

16. The lighting columns and "wash lighting columns" within the service yard shall be directed and screened in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to occupation, so that the source of illumination is not directly visible from any part of the public highway and will not cause excessive glare or distraction to highway users.

Continued....

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Reason: In the interests of amenity and vehicular and pedestrian safety in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions) and T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration

17. The development shall be completed in accordance with the following details which shall have been submitted to and approved in writing by the Local Planning Authority, before building operations commence
- (a) details of cycle parking for thirteen cycles.
  - (b) materials for all external finishes (including their colour and texture).
  - (c) boundary treatment, (including walls, fences and gates).
  - (d) treatment and layout of all parts of the site not covered by the approved buildings, including hard and soft landscaping.
  - (e) refuse storage facilities.
  - (f) street furniture and lighting.
  - (g) sewer and drainage runs.
  - (h) any external plant and equipment.

Reason: In the interests of the amenities and appearance of the area.

18. The rating level of the noise determined by the cumulative sound emissions of the premises hereby permitted shall be at least 5dBA lower than the existing background noise level at any given time of operation. The noise levels shall be determined 1m externally to any window at the nearest residential façade. Measurements and assessment shall be carried out in accordance with British Standard 4142:1997.

Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policies H1 (Protection of Residential Amenities) and MW7 (Noise) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

19. A validation report detailing any work carried out in compliance with the agreed remedial approach for the site shall be submitted to and approved in writing by the planning authority before any development commences.

Reason: To prevent pollution of the water environment.

20. Surface water drainage works shall be carried out in accordance with the details, which shall have been submitted to and approved in writing by the local Planning Authority before development commences

Continued.....

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Reason: To prevent the increased risk of flooding and to prevent pollution of the water environment.

21. No fans, louvres, ducts or other external plant other than those shown on the drawings hereby approved shall be installed without the prior written approval of the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of the neighbouring properties and the visual amenities of the area in accordance with Policies H1 (Protection of Residential Amenities) and BE11 (Design of New Buildings and Extensions) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

22. All plant and machinery shall be enclosed and soundproofed in accordance with a scheme which shall have been submitted to and approved in writing by the Local Authority. Such sound installation shall be provided before the plant and machinery is brought into use and thereafter permanently retained.

Reason. In order to secure a reduction in noise emanating there from and in the interests of the residential amenity of the area in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

23. In the event that the premises ceases to be used for self storage, the three demountable mezzanine levels shall be removed and the building used only for the storage and distribution purposes within Class B8 of the Town and Country Planning (Use Classes) Order 1987 or succeeding legislation.

Reason: In the view of the limited amount of off street parking provision serving this unit, and in accordance with Policy T20 (compliance with Car Parking Standards)

24. The development hereby permitted shall not be occupied until a Green Transport Plan shall have been submitted to and approved in writing by the Local Authority. The Plan shall include a package of measures for reducing the number of car trips, with a programme of implementation and proposals for its regular monitoring and review.

Reason: In order to reduce travel to the site by private motor vehicle in the interest of pedestrian safety, residential amenity and the functioning of the highway network in line with the councils Integrated Transport Strategy, in accordance with Policy T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

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25. No part of the site shall be use for open storage

Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policies H1 (Protection of Residential Amenities) and RES3 (Determination of Planning Applications) of the Royal Borough of Kingston upon Thames Unitary Development Plan.

26. No additional floorspace other than shown on the approved plans for the development shall be formed within the buildings hereby permitted by means of internal horizontal division or conversion of roof space to usable floorspace, and notwithstanding the provisions of Schedule 2 of the Town and Country Planning

(General Permitted Development) Order 1995 (or any Order revoking or re-enacting this Order), no extension shall be erected without prior written approval of the Local Planning Authority.

Reason: The additional intensity of use would result in additional demand for car parking spaces, which cannot be met on site in accordance with Policies H1 (Protection of Residential Amenities), RES3 (Determination of Planning Applications) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

- 27 Details of the method of control of the access gates to the development are required to be submitted and approved in writing by the local Planning Authority prior to occupation of the site.

Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policies H1 (Protection of Residential Amenities) and RES3 (Determination of Planning Applications) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

- 28 Prior to the commencement of the development hereby approved, details of a suitable anti-graffiti paint or other treatment shall be submitted to and agreed in writing by the Local Planning Authority. The areas of the anti-graffiti treatment shall be agreed in writing and the treatment shall be carried out prior to the first occupation of the building

Reason: In order to prevent the proliferation of graffiti thereby safeguarding the visual amenity of the area.

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- 29 Prior to occupation of the storage building a CCTV operating scheme incorporating one camera to cover the rear public access area shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of safety and security in accordance with Policy BE15 (Safety and Lighting of Public Areas) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

Yours faithfully



for Head of Planning and Development

Informatives :

1. The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines, which can be obtained from English Heritage's Archaeological Officer on 020 7973-3737.
2. The applicant is advised to contact and liase with Network Rail, General Offices, Waterloo Station, London, SE1 8SW prior to the commencement of any works.
3. Planning permission does not assume availability of Public Sewers, or their adequate capacities. The applicant is advised to contact Thames Water Utilities
4. It will be necessary as a result of this development for works to be carried out to the existing highway network at London Road and Gordon Road The developer will be required to enter into an Agreement under Section 278 of the Highways Act 1980 to ensure that this work is undertaken prior to the occupation of the development.
5. Any vehicular crossing must be constructed and any redundant crossing reinstated as footway in accordance with the provisions of the Highways Act, 1980 by the Head of Highways & Transportation, Directorate of Environmental Services, Guildhall II, Kingston upon Thames.

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6. This consent does not relate to the installation of a new shopfront or any other works which would materially affect the external appearance of the building, for which a separate application must be made to this Council.

7. The site is located on a major traffic route and the applicant is advised to contact the Traffic Management Co-ordination Officer on 020 8547 5993 prior to commencement of any works to discuss:-

- a) Method statements on how the development will be built.
- b) Any requirements to use part of the Highway during the construction period.
- c) Temporary traffic management including diversions, lane closures, changes to waiting and loading restrictions etc.
- d) How deliveries will be received during the construction period. Special requirements e.g. night time deliveries, exceptional loads, etc.
- e) Statutory Undertaker's utilities and drainage connections and any restrictions that will be placed regarding these.
- f) Temporary traffic orders and Highway Licenses.
- g) Any regular maintenance requirements of the finished development that may need Traffic Management, e.g. window cleaning.

8. Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent into the ground and for the surface runoff into ground water. Such consent may be withheld.

If any watercourses are on the site

- (1) They should not be curveted
- (2) A buffer zone is left on either side
- (3) Culverted watercourses should not be built over, but ideally opened up and made a feature of the site.

9. Your attention is drawn to the guidance contained in

- (i) the Council's publication "Access for All" and
- (ii) Approved Document M (2004 edition) to the Building Regulations 2000; and
- (iii) Sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970; and
- (iv) to the Code of Practice for Design of Buildings and their Approaches to meet the needs of disabled people (BS8300:2001)
- (v) the Disability Discrimination Act 1995 and the relevant Regulations and Codes of Practice

Further advice in this regard can be obtained by contacting the Council's Access Officer on 020 8547 5314

**Your attention is drawn to your rights of appeal (attached) and to the fact that this decision relates only to the Town & Country Planning Acts and to no other enactment or The Building Regulations.**

Development Control Committee

Date of Meeting: 12/05/2005

A6 Register No: 05/12156/FUL  
Address: 163-165 LONDON ROAD AND, 50  
GORDON ROAD, KINGSTON UPON  
THAMES  
Ward: Norbiton  
Description of Proposal: Demolition of existing buildings and erection  
of a mixed use development consisting of a  
Class B8 (storage and distribution) unit with  
access to Gordon Road, 9 residential units  
consisting of one and two bedroom flats,  
boundary treatment, associated works and  
provision of parking and servicing.

RECOMMENDATION PERMIT

Plan Type: Full Application  
Date of Validation: 02/03/05

Applicant's Plan Nos:

Access Statement	Received	01/03/05
Sustainability Appraisal	Received	01/03/05
Design Statement	Received	01/03/05
Design Statement Addendum	Received	23/03/05
Transport Statement	Received	01/03/05
0114-P02-R	Received	08/04/05
0114/P03-O	Received	08/04/05
0114/P03-M	Received	01/03/05
0114/P03 - O COL	Received	20/04/05
0114/P04 - B COL	Received	20/04/05
0114/P04-B	Received	23/03/05
0114-P05	Received	01/03/05
0114-P06	Received	01/03/05
0114-P-07	Received	01/03/05
0114-P-08-A	Received	01/03/05
0114-PD09-B	Received	08/04/05

Basic Information:

Development Plan: Royal Borough of Kingston upon Thames  
Unitary Development Plan  
Proposed First Alteration

UDP Policies  
BE3 Development in Conservation Areas  
BE9 Trees and Soft Landscaping

BE11	Design of New Buildings and Extensions
BE12	Layout and Amenity of Buildings and Extensions
BE14	Height of Buildings
BE22	Pedestrian Environment
E1A	Existing Employment Land Outside Industrial/Warehouse/Business Areas
E2	Industrial/Warehouse Development Outside Industrial/Warehouse/Business Areas
E6	Range of Unit Sizes
H1	Protection of Residential Amenities
H2	Residential and Other Uses in Residential Areas
H5	New Residential Development
H6	Residential Density
MW5	Contaminated and Unstable Land
RES3	Determination of Planning Applications
STR1	Housing Supply
STR2	Residential Environment
STR6	Conserving and Enhancing the Built Environment
T1	Transport Safety
T20	Compliance with Car and Cycle Parking Standards
T21	New Development and On-Street Parking

Total Site Area	3700sq m
Total Floor Area	8307sq m
Dwellings	9

#### Car Parking for B8 use

Required	171
Proposed:	13

#### Car Parking for C3 use

Required	10
Proposed:	09

#### Consultations

##### Kingston Town Planning Committee

Were consulted and remarked that-

The Development Control Committee be advised that this Committee considers that as there are other storage units in the area, this is not the preferred development for this site, residential use would be supported.

##### Neighbouring occupiers.

15 letters of objection were received from local residents at 11 local addresses in Gordon Road, Clifton Road and Orchard Cottages.

The grounds of objection are summarised as follows:

- Will materially impact on the current outlook and amenities of the Park Road Conservation Area.
- Detriment to the amenity of the area in which the proposed development is sited.
- and colour is totally out of keeping with the surroundings.
- Lack of landscaping
- Reduction of daylight and sunlight
- Negative effect on pedestrianisation in area particularly to the alleyway  
The proposed single unit building is a massive increase in scale in comparison with the varied sizes of the existing buildings currently occupying the two sites
- Negative impact of depopulation and safety of the area
- Excessive height and scale of the building.
- Noise and disturbance to residents and 24 hour operation
- Light pollution
- Impact on residents' privacy.
- Reduced level of employment
- Design running through the conservation area from Clifton Road to Gordon Road.
- Increased perception and the risk of crime to vulnerable groups, especially to women and children
- Increase in traffic of larger vehicles

English Heritage (Archaeology) :

The context of this site indicates that there may be an archaeological interest. Therefore the archaeological position should be reserved by means of condition, for archaeological works requiring a written scheme of investigation by a body acceptable to the Local Authority prior to development at the site.

Highways and Transportation:

Were consulted and remarked on the following issues.

1) Traffic Impact

Campbell Reith's Transport Statement dated February 2005 has not addressed certain issues, namely

- Footway improvements in London and Gordon Road
- Carriageway improvements in Gordon Road
- Relocation of recycling centre
- Cycle parking

(The above issues have been taken into account and will be discussed later in this report).

2) Parking Provision

- a) The 13 spaces for the B8 use and the 9 spaces for the proposed flats are considered adequate given the location of the site based on similar Big Yellow Self Storage facilities.
- b) However in view of the significant difference between the parking provided and the maximum parking standard, any planning consent should be subject to an appropriate condition or legal agreement restricting the use to "self storage" within the B8 use category.

3) Cycle Parking standards

- a) The UDP Proposed Alterations for Deposit contains a Policy T15 requiring cycle parking facilities to be provided in accordance with the LPAC cycle parking standards contained in the London Cycle Network Design Manual.

B8 Storage	1 space per 500 sq.m.
Nine Flats	1 space per unit

- b) Assessed using these figures, the development would require 13 cycle spaces:-

Highway Improvements

- a) The application drawings show a new radius kerb at the junction of Gordon Road with London Road. This matches to the existing kerb line of the narrow southern section of Gordon Road and will require construction of a new area of footway within the existing carriageway area. Full details of this corner improvement will need to be agreed and the feasibility of widening the carriageway of Gordon Road investigated.

Waste Management:

Were consulted . No reply to date.

Borough Environmental Health Officer :

The site has previously been used for a petrol filling station so there is a possibility that petrol, motor oil or other mechanical fluids have been spilt and contaminated the ground. It is important that the applicant satisfies the planning authority that the land is fit and safe for the use intended particularly landscaped and public access areas. The redevelopment is to ensure that the petrol tanks are removed and any hotspots of contamination been dealt with in a sustainable manner in accordance with identified risks and proposed future use of the site and that details of these works and assessments should be submitted in writing for approval. Also expressed concern of noise

emanating from the building and environmental nuisance. Suggested condition and informative.

Network Rail:

Expressed concern that along the site boundary trees and or roots may be damaged. They also expressed non-planning matters including potential undermining of railway cuttings and structures due to foundation workings. (Informative to liaise with Network Rail)

Kingston Centre for Independent Living:

Level access should be provided into the building by means of double doors with an opening width of 1700mm.

Economic development Officer

Were consulted and made the following observations.

The part of the site covered by the vacant commercial premises fronting Gordon Road comes under the scope of policy E1a of the Proposed First Alteration of the Unitary Development Plan. The rest of the site, formerly used as a petrol filling station, fronting London Road and at the junction of Gordon Road, is considered to be more akin to a retail-related use and therefore not strictly covered by the employment policies of the Unitary Development Plan. Accordingly there are no economic development policy objections to the provision of residential units on this part of the site.

Policy E1a aims to protect employment land outside of the Borough's main industrial/business areas in order to support the provision of an adequate range of employment sites and buildings to meet the needs of different sectors of the local economy. In particular the policy seeks to cater for the operational needs of local service industries and small businesses and, importantly, contribute to sustainable economic development through providing local job opportunities and helping to reduce the need to travel to work for borough residents.

Policy E2 is also relevant to this proposal as it is for a B8 use and involves change of use of part of the site. It appears to comply with the criteria set out in policy E2 and is therefore considered acceptable from an economic development perspective notwithstanding the fact that the proposal is for a B8 use outside one of the borough's E1 industrial/warehousing areas.

The proposal would benefit some small businesses that are increasingly using this type of facility as extra storage space for their operations. The only reservation is that the actual number of jobs created by this type of use is probably very low and that there would be a net decrease of employment on the site when it was fully occupied. Overall, there are no objections to this proposal.



Access Officer:

Level access should be provided into the building by means of an 800mm door with flush weather matting. They also thought a reception desk of a height approachable by wheelchair would be appropriate.

Environment Agency:

Were consulted. They had no objections in principle but requested conditions covering a detailed site contamination investigation and also works to surface water drainage. Informatives were also outlined..

Trees and Landscape section:

Were consulted and would require further details of landscaping proposals. This has been secured by condition.

Site and Surroundings

1. This proposal is sited upon a plot at the junction of London and Gordon Roads. It is currently occupied by a factory and office with on site storage facilities, comprising of a large warehousing building. The industrial buildings on site were masked by the petrol station but the petrol station has now been removed. There is a railway embankment on the Northern site boundary and a large DIY/Builders merchant to the West across Gordon Road. To the East of the site is a business estate. The nearest residential properties are located on the opposing side of the railway embankment, there are, however, flats opposite on London Road recently completed.
2. The site is a vacant industrial use. The site was previously in two distinct parts. The first being a factory manufacturing computer parts, with ancillary offices and storage. This operation has now ceased and only the building shells remain. The second was a petrol filling station that has now been demolished and ground is the process of being detoxified.

Relevant Planning Background

3. This is the fourth recent application for a self storage unit on this site. The most recent and relevant history is –

04/12863/FUL	Demolition of existing buildings and the erection of a Class B8 (storage and distribution) unit with access, boundary treatment and associated works.	Withdrawn 08/03/2005
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04/12625/FUL (Duplicate)	Demolition of existing buildings and the erection of a Class B8 (storage and distribution) unit with access, boundary treatment and associated works	Withdrawn 13/09/2004
04/12624/FUL	Demolition of existing buildings and the erection of a Class B8 (storage and distribution) unit with access, boundary treatment and associated works	Withdrawn 13/09/2004
20121	Extension of existing factory	Approved (1978)
19404	Erection of two storey ancillary office block	Approved (1978)

### The Proposal

4. The proposal is for the demolition of the existing buildings on the site and the erection of large warehouse to be used for self storage incorporating demountable mezzanine levels with a total gross floor area of 8307 sq.m with the mezzanines included.
5. The warehouse portion of the proposal was to take the form of a trading estate warehousing building with yellow and grey metal cladding above brick plinths. However the proposal has been significantly redesigned from the original proposal to take account of its mixed-use surroundings.
6. The front elevation would be utilised for the 9 flats, which would be sited above the reception area section of the development on the ground floor. This will ensure an active frontage on the London Road elevation. The materials proposed to be used are white rendered elevations with large aluminium framed windows.
7. The scheme would have a total of 13 car parking spaces and servicing would be via the side of the building on Gordon Road elevation. The applicant maintains that a portion of users would utilise public transport although almost by definition self storage is a big box operation.
8. The developer is to provide one parking space per residential unit. This would be considered acceptable for the size of the flats proposed. The location is also favourably placed for local bus routes and is in close proximity to Norbiton British Rail station.

### Considerations

9. The main issues in this case are:
  - Land use principle of the development.
  - Design of the building and its impact upon residential amenities and character of the area.

- Parking provision and Highway safety.
- Access and Servicing arrangements
- Trees

The principle of residential development on the site.

10. Policy E2 (Industrial / Warehouse Development Outside Industrial/Warehouse/Business Areas) states extensions to existing industrial/warehouse premises will be allowed provided that undue harm is not caused to
- a) Residential amenity
  - b) Character and appearance of the locality
  - c) Traffic and parking conditions
  - d) Access and Servicing arrangements

The Policy E1a also seeks to retain existing employment use land for employment of local people. The comments of the Kingston Town committee are contrary to this policy.

The proposal originally had no C3 units. This was added to the proposal in order to achieve a more beneficial appearance to the scheme and to make more efficient use of the land. The proposal provides for nine units, which is below the 10 units affordable housing criteria set by the Government office for London. It is considered on balance that the provision of 9 units is acceptable in terms of the design of this scheme.

Design of the building and its impact upon residential amenities and character of the area.

11. The proposal is sited within a mixed-use area and as such the proposed original design offered little to blend itself into the existing streetscene. The majority of buildings in the area regardless of uses have been constructed extensively in brick. The revised application has taken this into account and the materials proposed currently are more conducive to the existing streetscene. The servicing area has now been covered and the entrance moved from Gordon Road from London Road. With the addition of a glazed panel either side of the entrance gate this has softened the visual impact of the entrance area from London Road.
12. The proposal would be higher than the existing railway embankment and as such would be able to be seen from limited views from the opposing side, which is a designated Conservation Area. The applicant has made changes to the elevation, which fronts the Conservation Area with additional brick areas and the lowering of this elevation's height. The new building would be visible from the resident's houses however it would not be dominant or overbearing and as such warrant a reason for refusal.

- 13 The residents have also expressed concerns regarding the vibrancy and amenity of the area due to fewer people utilising the proposed building. However the applicants have now set back the proposed building from the alleyway which will improve light levels which will make the entrance to the railway pedestrian underpass more inviting. The new additional 9 flats should add to the natural surveillance of the area and this should be encouraged as far as designing out crime.
- 14 The bulk and scale of this development is appropriate for the area. The height of the building is comparable to the building opposite (Wickes) as well as the adjacent buildings within Princeton Mews. The building will have no discernible impact on the visual amenity of the surrounding area and nor will it significantly impact on the residential amenity of its neighbours.

Parking provision, Traffic and Highway safety.

15. The RBK maximum parking standard for a gross floor area of 8548 sq.m is 171 parking spaces. The applicant notes that the 13 spaces proposed is less than the RBK maximum standard. Policy T21 of the UDP places the onus on developers to demonstrate that the on site parking is adequate. However the amount of vehicular spaces provided is considered adequate for the size of building and operation proposed. This emphasises the need to ensure that if permission is granted the use permitted should be limited to self-storage only. Any subsequent use as warehouse/distribution would have a marked effect on traffic generation and noise disturbance. The site would not be able to cope with the proposed parking arrangements if the applicant left the site and a more standard B8 use began to use the site. It is considered that in this instance the 13 spaces for the B8 use and the 9 spaces for the proposed flats are considered adequate given the location of the site based on similar Big Yellow Self Storage facilities.
- 16 In another recent development by the same applicant in Chessington less floorspace was proposed, however the provision of car parking places was three times higher than this proposal at 39. However this London Road location is much more accessible by public transport and is within short walking distance of major public transport nodes.
17. The UDP Proposed Alterations for Deposit contains a Policy T15 requiring cycle parking facilities to be provided in accordance with the LPAC cycle parking standards contained in the London Cycle Network Design Manual. This states B8 Storage = 1 space per 500 sq.m. Assessed using these figures as a guide, the development would require 13 spaces. Details shown to date have six cycle spaces but this can be secured subsequently by the Local Authority by way of a reserved matter.
18. The application drawing now shows vehicular access directly from Gordon Road, which is an improvement on the original proposal. Details will need to be approved of the method of control of the access

gates to the development, in particular, what arrangements will be made for access by visitors when the site is unmanned between 6pm and 8pm.

- 19 When the adjacent site of Princeton Mews was built, an agreement was secured with the developer to widen and re-pave the footway of London Road. The public footway outside Princeton Mews is between 2.5 m. and 2.8 m. wide. The developers of this site have verbally agreed in principle to the footway on the London Road frontage to be 2.5metres. The site boundary/back of highway line along the Gordon Road frontage should be widened where necessary at the northern end to achieve a minimum width of 2.0 m Big Yellow Storage have agreed in principle to highway works including the widening of the current footway and have submitted a drawing outlining these works for consideration. The works if and when agreed will be secured by a section 36 or 278 legal agreement; whichever is deemed the most appropriate vehicle. This in turn will be secured by a condition attached to the planning permission should the scheme be granted permission
- 20 The application drawings do not show any details of levels, and therefore any consent would be secured by condition to clarify the levels.
- 21 The drawings show lighting columns and "wash lighting columns" within the service yard. These shall be directed and screened in accordance with details submitted to and approved in writing by the Local Planning Authority, so that the source of illumination is not directly visible from any part of the public highway and will not cause excessive glare or distraction to highway users.

#### Servicing Arrangements

- 22 The bin store for the flats has been changed in order for it to be accessed from the service yard. Full details of the refuse storage facilities, for all of the development, will be secured by condition.
- 23 There is a public recycling provision on the boundary of the site, however in order to relocate the proposed access to Gordon Road which is deemed a more suitable location in terms of highways, the existing recycling centre bins would have to be relocated. The applicant stated that they have a policy that customers take their refuse home with them however this is not considered acceptable and a suitable waste management strategy would be secured by condition.

#### Trees

24. The drawings show one tree will be lost to the rear of the site. It is currently screening a portion of the existing industrial building from residential premises. The local residents are opposed to its loss however the Local Authority arborist has denoted it as of little merit and has no objections to its loss.

- 25 New trees are encouraged by Policy OL10a of the Unitary Development Plan, which sets out policies to promote them, especially in transport corridors leading towards the town centre. The applicant agrees to provide five new trees along Gordon Road and London Road which is a designated green corridor.

Community Benefit.

- 26 As the proposal is for the erection of 9 flats including 6 x two bedroom flats, a contribution of £7500 is required. The applicant has indicated that they would be agreeable to this financial contribution which would be in the form of a Section 106 Unilateral Undertaking.

Recommendation

PERMIT

Reasons for approval

- 1) The proposal will provide local employment opportunities and promote and sustain local businesses whilst maintaining the existing employment use for the site. The proposal therefore complies with Policies STR4, E1a, E2 and E6 of the Royal Borough of Kingston Unitary Development Plan(First Alteration)
- 2) The proposal is considered acceptable as it as would assist in increasing the borough's supply of small self-contained residential units. The proposal is in keeping with will the character and appearance of this part of London and Gordon Roads and would result in no discernable impact on visual amenity or residential amenity The proposal therefore complies with Policies STR1, H1,H5, H6,BE9, BE11, BE12, RES3, STR2, STR6, OL10a of the Royal Borough of Kingston Unitary Development Plan(First Alteration)

Subject to the following conditions:-

1. The development hereby permitted shall be commenced within 5 years from the date of this decision.

Reason: In order to comply with Section 91 of the Town and Country Planning Act, 1990. (As amended)

2. The garage or car parking accommodation shown upon the approved drawings shall be provided with a hard bound dust free surface, adequately drained before the development to which it relates is occupied and thereafter it shall be kept free from obstruction at all times for use by the occupier of the development and shall not thereafter be used for any purposes other than the parking of vehicles for the occupiers of the development and visitors to it.

Reason: To ensure the provision of adequate off-street parking accommodation and to avoid the congestion of surrounding roads by parked vehicles in accordance with Policies T1 (Transport Safety) and T20 (Compliance with Car and Cycle Parking Standards) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

3. The car parking, servicing and manoeuvring areas shown on the approved drawing shall be provided with a hard, bound, dust-free surface, adequately drained before the development is occupied for the purpose hereby permitted. The respective areas shall be kept free from obstruction at all times, and shall not thereafter be used for any other purposes other than those shown on the approved drawing.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on adjoining highways and that adequate parking servicing and manoeuvring provision is made in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions), T1 (Transport Safety), T20 (Compliance with Car and Cycle Parking Standards) and T21a (Provision and Management of Public Car Parking) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

4. By the time the development hereby permitted is substantially complete, pedestrian/vehicular intervisibility splays of 2.8m x 3.3m shall have been provided in each direction where the access meets the back edge of footway, and shall be permanently retained free from any obstruction to visibility higher than 1.0m above ground level.

Reason: To maintain pedestrian/vehicular intervisibility in the interest of highway safety in accordance with Policy T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

5. By the time the development hereby permitted is substantially complete, visibility sight line splays of 2.4 x 33m shall be provided in each direction at the access to Gordon Road and shall be permanently retained free from any obstruction to visibility higher than 1.0 metres above the surface of the adjoining highway..

Reason: In the interests of vehicular and pedestrian safety in accordance with Policy T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration

6. The building shall not be occupied until all works to the public highway have been carried out in accordance with details, including the levels of buildings, roads, parking areas and pathways within the site, which shall have been approved by the local planning authority or by the Council as highway authority pursuant to Section 278 of the Highways

Act 1980; and the widened carriageway and footway shall be retained permanently available for vehicular and pedestrian circulation only.

Reason: In the interests of amenity, the free flow of traffic on the highway and road safety in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions) and T14 (Pedestrian Network) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

7. Full details of the materials, colour and texture of the external finish of the building shall be submitted to and approved in writing by the Local Planning Authority before development commences and the development shall be constructed in accordance with the approved finishes.

Reason: To ensure a satisfactory appearance on completion of the development in accordance with Policies BE11 (Design of New Buildings and Extensions) and STR6 (Conserving and Enhancing the Built Environment) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

8. The levels of buildings, roads, parking areas and pathways within the site shall only be in accordance with details which shall have previously been submitted to and approved in writing by the Local Planning Authority before development is commenced.

Reason: To ensure that the appearance and functioning of the development is satisfactory and to safeguard the amenities of adjoining occupiers in accordance with Policies BE11 (Design of New Buildings and Extensions), BE12 (Layout and Amenity of Buildings and Extensions), H1 (Protection of Residential Amenities) and T13 (Facilities for People with Disabilities) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

9. Refuse storage facilities shall be provided prior to the occupation of the development hereby permitted in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site.

Reason: To ensure the provision of refuse facilities to the satisfaction of the Council in accordance with Policies H1 (Protection of Residential Amenities), STR6 (Conserving and Enhancing the Built Environment) and MW2 (Waste and Environment) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

10. Recycling facilities shall be sited and provided prior to the occupation of the development hereby permitted in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site.



Reason: To ensure the provision of recycling facilities to the satisfaction of the Council in accordance with Policies H1 (Protection of Residential Amenities), STR6 (Conserving and Enhancing the Built Environment) and MW2 (Waste and Environment) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

11. All works on site shall take place in accordance with the following details which shall have previously been submitted to and approved in writing by the Local Planning Authority prior to the commencement of work:
- (a) provision for loading/unloading materials.
  - (b) storage of plant, materials and operatives vehicles.
  - (c) temporary site access.
  - (d) signing system for works traffic.
  - (e) measures for the laying of dust, suppression of noise and abatement of other nuisance arising from development works.
  - (f) location of all ancillary site buildings.
  - (g) measures to protect any tree, shrubbery and other landscape features to be retained on the site during the course of development.
  - (h) means of enclosure of the site.
  - (i) wheel washing equipment.

Reason: In order to safeguard the amenities of the surrounding residential occupiers and to safeguard highway safety and the free flow of traffic in accordance with Policies H1 (Protection of Residential Amenities), STR6 (Conserving and Enhancing the Built Environment) and T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

12. Before the development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority for the acoustic insulation of the buildings including the insulation measures proposed between the flats and the storage building. The scheme shall be implemented before the buildings are first occupied and thereafter permanently retained.

Reason: In order to control the noise emanating there from and in the interests of the residential amenities of the area in accordance with Policies BE21

13. Before the first occupation of the building hereby approved, adequate access shall be provided for people with disabilities, in accordance with details which shall have been previously submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the proposed building is accessible to persons with disabilities and to comply with Section 76 of the Town and Country Planning Act 1990. (As amended) in accordance with Policy T13

(Facilities for People with Disabilities) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

14. No development shall commence until a landscaping scheme including where applicable the retention of the existing trees shall have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented within the first planting season following completion of the development and the tree planting and landscaping shall thereafter be maintained for five years to the satisfaction of the Local Planning Authority. Any trees or shrubs which die during this period shall be replaced in the first available planting season, and the area shown to be landscaped shall be permanently retained for that purpose only.

Reason: In the interests of visual amenity and also that the Local Planning Authority shall be satisfied as to the details of the development in accordance with Policy BE9 (Trees and Soft Landscaping) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

15. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body which shall have been approved by the Local Planning Authority.

Reason: Important archaeological remains may exist on this site. Accordingly the planning authority wishes to secure the provision of archaeological excavation and the subsequent recording of the remains prior to development, in accordance with the guidance and model condition set out in PPG16 in accordance with Policy BE19 (Areas of Archaeological Significance) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

16. Before the development hereby permitted commences on site, a soil survey of the site shall be undertaken and the results provided to the Local Planning Authority. The survey shall be taken at such points and to such a depth as the Local Planning Authority may stipulate. A scheme for decontamination of the site shall be submitted to and approved by the Local Planning Authority in writing and the scheme as approved shall be fully implemented and completed before any residential unit hereby permitted is first occupied.

Reason: In order to prevent the pollution of the water environment to ensure future occupiers of the dwellings are safeguarded from potential hotspot contamination in accordance with Policy MW5 (Contaminated

and Unstable Land) of the Royal Borough of Kingston Unitary Development Plan (First Alteration)

17. The lighting columns and "wash lighting columns" within the service yard shall be directed and screened in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to occupation, so that the source of illumination is not directly visible from any part of the public highway and will not cause excessive glare or distraction to highway users.

Reason: In the interests of amenity and vehicular and pedestrian safety in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions) and T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan. (First Alteration)

18. The development shall be completed in accordance with the following details which shall have been submitted to and approved in writing by the Local Planning Authority, before building operations commence
- (a) details of cycle parking for thirteen cycles.
  - (b) materials for all external finishes (including their colour and texture).
  - (c) boundary treatment, (including walls, fences and gates).
  - (d) treatment and layout of all parts of the site not covered by the approved buildings, including hard and soft landscaping.
  - (e) refuse storage facilities.
  - (f) street furniture and lighting.
  - (g) sewer and drainage runs.
  - (h) any external plant and equipment.

Reason: In the interests of the amenities and appearance of the area.

19. The rating level of the noise determined by the cumulative sound emissions of the premises hereby permitted shall be at least 5dBA lower than the existing background noise level at any given time of operation. The noise levels shall be determined 1m externally to any window at the nearest residential façade. Measurements and assessment shall be carried out in accordance with British Standard 4142:1997.

Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policies H1 (Protection of Residential Amenities) and MW7 (Noise) of the Royal Borough of Kingston upon Thames Unitary Development Plan.

20. A validation report detailing any work carried out in compliance with the agreed remedial approach for the site shall be submitted to and approved in writing by the planning authority before any development commences.

Reason: To prevent pollution of the water environment.

21. Surface water drainage works shall be carried out in accordance with the details, which shall have been submitted to and approved in writing by the local Planning Authority before development commences

Reason: To prevent the increased risk of flooding and to prevent pollution of the water environment.

22. No fans, louvres, ducts or other external plant other than those shown on the drawings hereby approved shall be installed without the prior written approval of the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of the neighbouring properties and the visual amenities of the area in accordance with Policies H1 (Protection of Residential Amenities) and BE11 (Design of New Buildings and Extensions) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

23. All plant and machinery shall be enclosed and soundproofed in accordance with a scheme which shall have been submitted to and approved in writing by the Local Authority. Such sound installation shall be provided before the plant and machinery is brought into use and thereafter permanently retained.

Reason. In order to secure a reduction in noise emanating there from and in the interests of the residential amenity of the area in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions) of the Royal Borough of Kingston upon Thames Unitary Development Plan.

24. In the event that the premises ceases to be used for self storage, the three demountable mezzanine levels shall be removed and the building used only for the storage and distribution purposes within Class B8 of the Town and Country Planning (Use Classes) Order 1987 or succeeding legislation.

Reason: In the view of the limited amount of off street parking provision serving this unit, and in accordance with Policy T20 (compliance with Car Parking Standards)

25. The development hereby permitted shall not be occupied until a Green Transport Plan shall have been submitted to and approved in writing by the Local Authority. The Plan shall include a package of measures for reducing the number of car trips, with a programme of implementation and proposals for its regular monitoring and review.

Reason: In order to reduce travel to the site by private motor vehicle in the interest of pedestrian safety, residential amenity and the functioning of the highway network in line with the councils Integrated Transport Strategy, in accordance with Policy T1 (Transport Safety) of the Royal Borough of Kingston upon Thames Unitary Development Plan.

26. No part of the site shall be use for open storage

Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policies H1 (Protection of Residential Amenities) and RES3 (Determination of Planning Applications) of the Royal Borough of Kingston upon Thames Unitary Development Plan.

27. No additional floorspace other than shown on the approved plans for the development shall be formed within the buildings hereby permitted by means of internal horizontal division or conversion of roof space to usable floorspace, and notwithstanding the provisions of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting this Order), no extension shall be erected without prior written approval of the Local Planning Authority.

Reason: The additional intensity of use would result in additional demand for car parking spaces, which cannot be met on site in accordance with Policies H1 (Protection of Residential Amenities), RES3 (Determination of Planning Applications) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

28. Details of the method of control of the access gates to the development are required to be submitted and approved in writing by the local Planning Authority prior to occupation of the site.

Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policies H1 (Protection of Residential Amenities) and RES3 (Determination of Planning Applications) of the Royal Borough of Kingston upon Thames Unitary Development Plan.

Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions) and H1 (Protection of Residential Amenities) of the Royal Borough of Kingston upon Thames Unitary Development Plan

Informatives ;

1. The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines, which can be obtained from English Heritage's Archaeological Officer on 020 7973-3737.

2. The applicant is advised to contact and liaise with Network Rail, General Offices, Waterloo Station, London, SE1 8SW prior to the commencement of any works.
3. Planning permission does not assume availability of Public Sewers, or their adequate capacities. The applicant is advised to contact Thames Water Utilities
4. It will be necessary as a result of this development for works to be carried out to the existing highway network at London Road and Gordon Road The developer will be required to enter into an Agreement under Section 278 of the Highways Act 1980 to ensure that this work is undertaken prior to the occupation of the development.
5. Any vehicular crossing must be constructed and any redundant crossing reinstated as footway in accordance with the provisions of the Highways Act, 1980 by the Head of Highways & Transportation, Directorate of Environmental Services, Guildhall II, Kingston upon Thames.
6. This consent does not relate to the installation of a new shopfront or any other works which would materially affect the external appearance of the building, for which a separate application must be made to this Council.
7. The site is located on a major traffic route and the applicant is advised to contact the Traffic Management Co-ordination Officer on 020 8547 5993 prior to commencement of any works to discuss:-
  - a) Method statements on how the development will be built.
  - b) Any requirements to use part of the Highway during the construction period.
  - c) Temporary traffic management including diversions, lane closures, changes to waiting and loading restrictions etc.
  - d) How deliveries will be received during the construction period. Special requirements e.g. night time deliveries, exceptional loads, etc.
  - e) Statutory Undertaker's utilities and drainage connections and any restrictions that will be placed regarding these.
  - f) Temporary traffic orders and Highway Licenses.
  - g) Any regular maintenance requirements of the finished development that may need Traffic Management, e.g. window cleaning.
8. Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent into the ground and for the surface runoff into ground water. Such consent may be withheld.  
If any watercourses are on the site
  - (1) They should not be curveted
  - (2) A buffer zone is left on either side

(3) Culverted watercourses should not be built over , but ideally opened up and made a feature of the site.

9. Your attention is drawn to the guidance contained in
- (i) the Council's publication "Access for All" and
  - (ii) Approved Document M (2004 edition) to the Building Regulations 2000; and
  - (iii) Sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970; and
  - (iv) to the Code of Practice for Design of Buildings and their Approaches to meet the needs of disabled people (BS8300:2001)
  - (v) the Disability Discrimination Act 1995 and the relevant Regulations and Codes of Practice

Further advice in this regard can be obtained by contacting the Council's Access Officer on 020 8547 5314

- No consideration in event of fire. Fire brigade would need to visually check first floor. Also need to be a way of escape by allowing window of appropriate size and height above floor to open
- Allow at least some clear glass so that their 11 year old girl can work with good lighting and not suffer eye damage through poor lighting.

**Building Control has verbally advised:-**

As long as there is another window to the room that is openable and dimensioned to a size that can act as a means of escape or entry for the fire brigade then it would be an acceptable situation in safety terms. Not aware of anything in the regulations that would require the need for clear glazing to see into 1st floor rooms. The size of the window would need to be 450mm by 750mm and the sill 1.1m above floor level.

**Conditions:**

Substitute condition 4 with the following new wording

The windows in the South elevation of the 1st floor dormer hereby permitted, shall be constructed so that no part of the framework less than 1.7m above finished floor level shall be openable. Any part below that level shall be fitted with, and retained in, obscure glazing of a patterned type only.

Reason: To protect the amenities and privacy of the occupiers of the adjoining residential properties in accordance with Policies BE12 (Layout and Amenity of Buildings and Extensions) and H1 (Protection of Residential Amenities) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

**A4 05/16075/REM Garages, Electric Parade, Surbiton**

Garages, Electric Parade, Surbiton – Details pursuant to condition 7 (cycle storage facilities) of planning permission 03/16189/FUL

- Highways and Transportation – Details are acceptable.

**A6 05/12156 163-165, London Road and 50 Gordon Road, Kingston**

**Consultation:**

Consultation response from English Heritage:

Recommend approval of Archaeological Specification.

- A** The recommendation for committee will be to **Resolve to Grant**. This recommendation has changed from approval as a result of an issue with the requirement for the service of Certificate B. The applicants own the virtual freehold with a 999-year lease, however the freehold is retained by Yamazen (UK) limited. They have now been served with a notice under Article 6 of the Town and Country Planning (General Development Procedure Order) 1995



and the Local Authority have received a letter from them stating that they have no objection to the proposal. However the statutory 21 days notice will not elapse until the 30<sup>th</sup> May 2005 and planning permission cannot be issued before this date.

**B** This is currently the fourth application for a self-storage facility at this site. The three previous applications were withdrawn. The Local Authority is aware that among local residents there is some confusion regarding the applications. There is little to distinguish the consultation letters baring the application reference number, which appears in the top corner of the letter. To this end, it is considered that on the grounds of fairness that consultation letter replies received from local residents to the previous application have been included in the report in order for the residents to have a full and open opportunity to express their views on the proposal. Four letters have been received as a result of the consultation on this application. A total of fifteen letters were received from all the applications.

**C** The applicants have verbally agreed to a financial contribution towards lighting proposals for the pedestrian alley, which connects Gordon Road and Clifton Road. This will be secured by means of a Section 106 legal agreement, which will be completed prior to the issuing of full planning permission.

**D** A number of the local residents who reside in Orchard Cottages wanted a sunlight/daylight test to assess the impact of the proposed development upon their properties. However the issue has been examined and it is has been considered unnecessary given orientation of the buildings and the distances between them with a railway embankment between the two.

**E** The two conditions below are to replace suggested conditions 8 and 9 respectively

8) *Refuse storage facilities and recycling refuse facilities for both the self storage unit and the residential area of the development shall be provided prior to the occupation of the said development hereby permitted in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site.*

*Reason: To ensure the provision of refuse facilities and recycling facilities to the satisfaction of the Council in accordance with Policies H1 (Protection of Residential Amenities), STR6 (Conserving and Enhancing the Built Environment) and MW2 (Waste and Environment) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.*

9) *The existing on street recycling facilities shall be resited and provided prior to the occupation of the development hereby permitted in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site.*

- 3/2. King Edward Recreation Ground, Hook Road, Chessington 05/10016**  
Erection of second floor on single storey clubhouse building permitted under 04/10147 (Hook and Kingston Sports Association)

**PERMIT**

Amend Informative 2 to read:

Your attention is drawn to the guidance contained in

- (i) the Council's publication "Access for All" and
- (ii) Approved Document M (2004 edition) to the Building Regulations 2000; and
- (iii) Sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970; and
- (iv) to the Code of Practice for Design of Buildings and their Approaches to meet the needs of disabled people (BS8300:2001)
- (v) the Disability Discrimination Act 1995 and the relevant Regulations and Codes of Practice

Further advice in this regard can be obtained by contacting the Council's Access Officer on 020 8547 5314

- 3/3 163-165 London Road and, 50 Gordon Road, Kingston Upon Thames 05/12156**  
Demolition of existing buildings and erection of a mixed use development comprising 9 residential units (6 x 2 bed and 3 x 1 bed flats), a Class B8 (storage and distribution) unit with access, parking, boundary treatment and other associated works

**GRANT** subject to

1. a Legal Agreement; and
2. the Chair and Party spokespersons being consulted on the materials and finishes.

Substitute Conditions 8 and 9 as set out below:

8. Refuse storage facilities and recycling refuse facilities for both the self storage unit and the residential area of the development shall be provided prior to the occupation of the said development hereby permitted in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site.

Reason: To ensure the provision of refuse facilities and recycling facilities to the satisfaction of the Council in accordance with Policies H1 (Protection of Residential Amenities), STR6 (Conserving and Enhancing the Built Environment) and MW2 (Waste and Environment) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

9. The existing on street recycling facilities shall be resited and provided prior to the occupation of the development hereby permitted in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site.

Reason: To ensure the provision of recycling facilities to the satisfaction of the Council in accordance with Policies H1 (Protection of Residential Amenities), STR6 (Conserving and Enhancing the Built Environment) and MW2 (Waste and Environment) of the Royal Borough of Kingston upon Thames Unitary Development Plan Proposed First Alteration.

Additional Recommendation:

29. Prior to the commencement of the development hereby approved, details of a suitable anti-graffiti paint or other treatment shall be submitted to and agreed in writing by the Local Planning Authority. The areas of the anti-graffiti treatment shall be agreed in writing and the treatment shall be carried out prior to the first occupation of the building

Reason: In order to prevent the proliferation of graffiti thereby safeguarding the visual amenity of the area

- 3/4. Community Use Site, Nigel Fisher Way, Chessington, KT9 2LT 05/10048**  
Erection of part two storey/part single storey residential care home (40 spaces) and day resource centre (50 spaces) with vehicular access and car parking (Outline application)

PERMIT

*(Councillor Patrick Codd having declared a personal and prejudicial interest, left the room while this item was debated)*

- 3/5. Garages, Electric Parade, Surbiton 05/16068**  
Details pursuant to condition 7 (building materials and boundary treatment) of planning permission 03/16189/FUL.

DEFER

- 3/6 Garages, Electric Parade, Surbiton 05/16072**  
Details pursuant to condition 7 (Window details) of planning permission 03/16189

DEFER